

### EXAMINING SURGEONS

- Dr. Roscoe C. Webb, Chief Surgeon, 1849 Medical Arts Bldg.,  
9th and Nicollet Ave., Minneapolis, Minn.  
Dr. Ernest R. Anderson, Asst. Chief Surgeon, Minneapolis,  
Minn.  
Drs. Kermott and Kermott, Division Surgeons, Minot, N. D.  
Dr. Frank Wheelon, Asst. Division Surgeon, Minot, N. D.  
Dr. Louis T. O'Brien, Asst. Div. Surgeon, Breckenridge, Minn.  
Dr. Clarence V. Bateman, Asst. Div. Surg., Wahpeton, N. D.  
Dr. Kent E. Darrow, Asst. Division Surgeon, Fargo, N. D.  
Dr. P. H. Burton, Asst. Division Surgeon, Fargo, N. D.  
Dr. F. W. Ford, Asst. Division Surgeon, New Rockford, N. D.  
Dr. C. S. Jones, Asst. Division Surgeon, Williston, N. D.

### OPHTHALMIC SURGEONS (Eye Doctors)

- Dr. Egil Boeckmann .....St. Paul, Minn.  
Dr. Archibald D. McCannel .....Minot, N. D.  
Dr. M. B. Ruud .....Grand Forks, N. D.

### LOCAL SURGEONS

- Dr. Louis T. O'Brien .....Breckenridge, Minn.  
Dr. Clarence V. Bateman .....Wahpeton, N. D.  
Dr. C. W. Jacobson .....Breckenridge, Minn.  
Dr. F. W. Ford .....New Rockford, N. D.  
Dr. H. W. Miller .....Casselton, N. D.  
Dr. E. W. Humphrey .....Moorhead, Minn.  
Dr. Kent E. Darrow .....Fargo, N. D.  
Dr. P. H. Burton .....Fargo, N. D.  
Dr. H. J. Fortin .....Fargo, N. D.  
Drs. Kermott and Kermott .....Minot, N. D.  
Dr. M. G. Flath .....Stanley, N. D.  
Dr. Robert Goodman .....Powers Lake, N. D.  
Dr. C. S. Jones .....Williston, N. D.  
Dr. J. P. Craven .....Williston, N. D.  
Dr. Frank Wheelon .....Minot, N. D.

W. T. HIATT, Chief Dispatcher.  
R. E. STROM, Trainmaster.  
O. E. FISHER, Trainmaster.  
W. J. BARKE, Trainmaster.

# GREAT NORTHERN RAILWAY COMPANY

## MINOT DIVISION

# TIME TABLE 56

EFFECTIVE 12:01 A. M.

CENTRAL TIME

**Sunday, February 23, 1947**

Be positive you have with you while on duty, CURRENT  
TIME TABLE and SPECIAL INSTRUCTIONS relating  
thereto.

M. L. GAETZ, Superintendent.

J. M. BUDD, Assistant General Manager

C. McDONOUGH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS				FIRST CLASS				Distance from Breckenridge	Time Table No. 56 Effective February 23, 1947	Telegraph Calls
	Siding	Other Tracks	557	401	403	449	341	209	199	197	1	3	27	9			
			Daily Ex. Sun.	Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily	Daily			
A214	Yard	1145	L 8.15Pm	L 2.15Pm	L 6.40Am				L 5.15Am	L 1.57Pm	L 2.03Pm	L 1.27Pm	L 4.25Am				
R1		108							s 5.19	11.59	2.05		s 4.30	0.99			BRACKENRIDGE
														1.19			WAHPETON
														1.84			C. M. ST. P. & P. RY. CROSS.
			A 8.25Pm	A 2.25Pm	A 6.50Am				A 5.21Am	12.01Am	2.08	1.31	4.33	1.84			WAHPETON JCT.
														5.40			C. M. ST. P. & P. RY. CROSS.
P7		35								12.07	2.15	1.38	4.39	7.25			LURGAN
P9		19											f 4.42	9.20			BRUSHVALE
P14	90	43							<sup>28</sup> 12.15	2.25	1.47	f 4.52	14.23				KENT
P23	89	32							<sup>10</sup> 12.25	2.39	1.59	f 5.06	23.24				WOLVERTON
P29		35								12.33	2.48	2.08	f 5.17	30.07			COMSTOCK
P35		36								12.39	2.55	2.14	f 5.28	35.23			RUSTAD
P40		35								12.45	3.02	2.21	5.36	40.75			FINKLE
		150								A 12.50Am	A 3.08Pm	A 2.28Pm	A 5.43Am	44.79			MOORHEAD JCT.

TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

Station Numbers	Car Capacity	Time	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Breckenridge	Time Table No. 56	Telegraph Calls									
242		L 5.30Pm		L 8.30Am	L 7.05Am	L 6.35Am	L 1.02Am	L 2.50Pm	47.70	FARGO JCT.							
FS6	68	14	5.45	s 8.43	f 7.13	f 6.48	1.08	<sup>342</sup> 2.56	52.91	PINKHAM							
FS13	69	23	6.01	s 8.55	s 7.24	f 7.01	1.15	3.04	59.08	PROSPER							
FS17		34	6.10	s 9.05	s 7.29				63.32	NEWMAN							
FS23	69		A 6.22Pm	L 10.39Pm	L 4.32Pm	L 8.59Am	s 9.20	A 7.45Am	f 7.17	<sup>2</sup> 1.27	3.18	69.55	VANCE				
FS29	69	32	10.49	4.42	9.09	s 9.45	f 7.29	1.34	3.25	75.57	MASON						
S16			10.55	4.48	9.15	A 9.55Am	7.34	1.37	3.29	78.60	ERIE JCT.						
FS41	128		11.15	5.05	9.35	s 8.15	1.45	3.40	87.41	NOLAN							
FS47	79	23	11.27	5.15	9.45	s 8.25	1.51	3.46	94.10	WALDEN							
FS53	80	23	<sup>448</sup> 11.42	5.28	9.58	s 8.40	1.56	<sup>200</sup> 3.51	99.46	PILLSBURY							
FS60	128	34	11.54	<sup>402</sup> 5.45	10.15	s 9.01	2.03	3.59	106.85	LIVERNE							
FS67	79	34	12.05Am	5.56	10.27	s 9.15	2.11	4.07	113.21	KARNAK							
FS73	133	26	<sup>2</sup> 12.32	6.08	10.45	s 9.45	2.16	4.14	119.60	N. P. RY. CROSSING							
FS80		33	12.50	6.21	10.59	s 9.59	2.23	4.21	127.02	HANNAFORD							
FS86	139	33	1.01	6.30	11.08	s 10.15	2.28	<sup>402</sup> 4.27	133.00	REVERE							
FS93		52	1.12	6.43	11.19	s 10.35	2.33	4.34	139.97	SUTTON							
FS100	144	33	1.22	6.55	11.30	s 10.55	2.38	4.40	145.53	GLENFIELD							
FS106		35	1.32	7.08	11.40	s 11.15	2.43	4.46	152.97	JUANITA							
FS113	140	33	1.42	7.20	11.50	s 11.35	2.48	4.52	159.36	GRACE CITY							
FS118	77	32	1.52	<sup>28</sup> 7.39	11.59	f 11.50	2.53	4.57	165.11	BRANTFORD							
FS124	Yard	999	A 2.05Am	A 7.50Pm	A 12.15Pm	A 12.05Pm	A 2.59Am	A 5.06Pm	170.95	DUNDAS							
			<sup>52</sup> 25.2	3.36	3.18	3.26	1.25	.40	5.30	.06	3.02	1.05	3.39	1.18			
			28.6	31.2	29.8	21.8	32.7	22.4	12.1	56.3	41.3	40.8	34.4				

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1;

A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

Time Over Subdivision  
Average Speed Per Hour

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 56

Effective February 23, 1947

STATIONS	Distance From New Rockford	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS	
		2	4	28	10	342	200	210	198	402	448		
		Streamliner				Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
..... BRECKENRIDGE.....	170.95	A 3.00Am	A 6.15Pm	A 12.40Am	A 1.10Am					A 9.00Pm	A 9.25Pm	A 3.10Am	RDNXWC KOYIB
..... WHPETON.....	169.96	2.56	6.11		s 12.57					s 8.53			PXD
C. M. ST. P. & P. RY. CROSS.	169.76												I
..... WHPETON JCT.....	169.11	448 2.54	6.08	12.32	12.54					L 8.51Pm	L 9.15Pm	L 2.57Am	PJXI
C. M. ST. P. & P. RY. CROSS.	165.55												I
..... LURGAN.....	163.70	2.48	6.02	12.25	12.47								P
..... BRUSHVALE.....	161.75												
..... KENT.....	156.72	2.40	5.52	12.15Am	f 12.38								DP
..... WOLVERTON.....	147.71	2.30	5.39	11.55	f 12.25								DP
..... COMSTOCK.....	140.88	2.22	5.29	11.47	f 12.08								DP
..... RUSTAD.....	135.72	2.16	5.22	11.40	f 12.01Am								DP
..... FINKLE.....	130.20	2.10	5.15	11.33	11.53								P
..... MOORHEAD JCT.....	126.16	L 2.05Am	L 5.07Pm	L 11.27Pm	L 11.47Pm								IRDNP YXJ

AUTOMATIC BLOCK SIGNALS

AUTOMATIC BLOCK SIGNALS

TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.

..... FARGO JCT.....	128.25	A 1.52Am		A 10.50Pm		A 3.30Pm	A 6.50Pm	A 7.20Pm					DKRPC WYXB
..... PINKHAM.....	118.04	1.46		10.40		s 2.56	f 6.20	f 7.10					P
..... PROSPER.....	111.87	1.39		10.30		s 2.32	f 6.01	s 6.59					DP
..... NEWMAN.....	107.63					s 2.15		f 6.50					
..... VANCE.....	101.40	1.27		10.09		s 2.00	f 5.15	L 6.40Pm					YPJ
..... MASON.....	95.88	1.16		9.59		s 1.45	f 4.42						WP
..... ERIE JCT.....	92.35	1.12		9.54		L 1.35Pm	4.32						PJ
..... NOLAN.....	83.54	1.03		9.40			s 4.20			A 6.22Pm	A 12.05Am		IDNWJ
..... WALDEN.....	76.85	12.57		9.29			s 4.05			6.09	11.52		P
..... PILLSBURY.....	71.49	12.52		9.20			s 3.51			5.59	11.42		DP
..... LUVERNE.....	64.10	12.45		9.10			s 3.30			4.03 5.45	11.31		DP
..... KARNAK.....	67.74	12.37		8.59			s 3.10			5.18	11.20		DP
N. P. RY. CROSSING. ..... HANNAFORD.....	51.35	401 12.32		s 8.50			s 2.55			4.58	11.01		IDNPW
..... REVERE.....	43.93	12.26		8.34			s 2.30			4.40	10.47		P
..... SUTTON.....	37.95	12.21		8.25			s 2.20			4.27	10.39		DP
..... GLENFIELD.....	30.98	12.15		8.15			s 2.00			4.13	10.28		DP
..... JUANITA.....	24.42	12.09		8.05			s 1.40			4.02	10.17		DP
..... GRACE CITY.....	17.98	12.03Am		7.56			s 1.25			3.51	10.06		DP
..... BRANTFORD.....	11.59	11.57		7.47			s 1.10			3.40	9.55		DP
..... DUNDAS.....	5.84	11.52		7.39			f 12.55			3.30	9.45		P
N. P. RY. CROSSING. ..... NEW ROCKFORD.....		L 11.45Pm		L 7.30Pm			L 12.40Pm			L 3.15Pm	L 9.30Pm		RDNPKB IW XO

Time Over Subdivision  
Average Speed Per Hour

3.15	1.08	5.10	1.23	1.55	6.10	.40	.09	3.16	2.48
52.6	39.5	32.9	32.3	16.1	19.9	32.7	8.1	25.9	30.4

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains; No. 2 is superior to all trains except No. 1;  
 A proceed indication displayed on eastward home signal at Wahpeton Jet.  
 will confer superiority to eastward trains over westward trains regardless  
 of class as follows: first class trains and passenger extras to end of double  
 track Breckenridge, all other trains to west yard lead switch Breckenridge.  
 Train No. 28 will stop at Wahpeton on Monday to pick up U. S. Mail.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.  
 The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.  
 The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.  
 See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

## 4 WESTWARD

## SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 56 Effective February 23, 1947		Telegraph Calls	
	Siding	Other Tracks	403	449	401	199	3	27	9	1	STATIONS					
			Daily	Daily	Daily		Daily	Daily	Daily	Daily				Daily		Streamliner
FS124	Yard	999	L 8.01Pm	L 12.53Pm	L 2.25Am	L 1.00Pm	L 5.09Pm	L 3.02Am								
FS181	79	23	8.14	1.07	2.38	f 1.15	5.18	3.09			6.80	..... NEW ROCKFORD .....	KO			
FS187	141	35	8.25	1.18	2.50	s 1.32	5.25	3.14			12.49	6.80 ..... MUNSTER .....				
FS148	88	81	8.35	1.28	3.19	s 1.48	5.32	3.19			18.60	5.69 ..... BREMEN .....	BN			
FS149	141	81	8.45	1.38	3.35	s 2.05	5.39	3.24			25.01	6.11 ..... HAMBERG .....	MA			
FS155	141	38	8.55	1.48	3.50	s 2.25	5.46	3.29			31.11	6.41 ..... HEIMDAL .....	HD			
FS162	141	38	9.05	1.58	4.01	s 2.45	5.52	3.34			37.43	6.10 ..... WELLSBURG .....	WX			
FS169	W 103 E 88	25	9.20	2.13	4.15	s 3.05	5.59	3.42			44.46	6.32 ..... SELZ .....	Z			
FS177	88	84	9.35	2.28	4.30	s 3.35	6.07	3.51			52.74	7.03 ..... CLIFTON .....				
FS183	88	88	9.45	2.38	4.40	f 3.45		3.56			58.62	8.28 ..... AYLMER .....	MR			
FS187	153	84	9.51	2.44	4.46	s 3.55	6.18	3.59			62.49	5.88 M. St. P. & S. S. M. Ry. Crossing ..... NORFOLK .....				
FS193	41	41	10.01	2.54	4.56	s 4.05	6.24	4.04			68.45	3.87 ..... GUTHRIE .....	GU			
FS200	84	83	10.34	3.05	5.06	s 4.22	6.31	4.10			75.81	5.96 ..... RANGELEY .....				
FS205	141	28	10.45	3.15	5.16	s 4.45	6.37	4.15			81.17	6.86 ..... KARLSRUHE .....	RA			
FS212	79	83	10.55	3.25	5.26	s 5.05	6.44	4.21			87.59	5.86 ..... VERENDRYE .....	RY			
FS218	87	25	11.05	3.35	5.36	f 5.25	6.50	4.27			94.00	6.42 ..... SIMCOE .....	MO			
519	.....	.....	11.19	3.50	5.50	s 5.50	L 10.30Pm	6.58	L 3.05Pm		101.58	6.41 ..... GENOA .....				
523	.....	213	11.27	3.59	5.59	6.02	10.36	7.03	3.11		105.97	7.58 ..... SURREY .....	SR			
526	Yard	2121	A 11.40Pm	A 4.10Pm	A 6.10Am	A 6.30Pm	A 10.45Pm	A 7.10Pm	A 3.20Pm	A 4.50Am	108.81	4.39 (M. D. Jet.) ..... C. K. SWITCH .....	DOUBLE TRACK			
			3.40 29.6	8.17 88.1	3.45 29.0	5.30 19.7	.15 28.9	2.01 58.9	.15 28.9	1.48 60.4		Time Over Subdivision Average Speed Per Hour	AD			

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains except No. 1.

## CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 56

Effective February 23, 1947

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2	200			402	448	
		Daily	Daily	Daily	Streamliner Daily	Daily Ex. Sunday			Daily	Daily	
<b>NEW ROCKFORD</b> 6.80	108.81			A 7.25Pm	A 11.43Pm	A 11.05Am			A 2.55Pm	A 9.10Pm	IRDNPB KWXO
<b>MUNSTER</b> 5.89	102.01			7.13	11.36	t 10.45			2.40	8.55	P
<b>BREMEN</b> 6.11	96.32			7.04	11.31	s 10.32			2.30	8.45	DP
<b>HAMBERG</b> 6.41	90.21			6.55	11.26	s 10.14			2.18 1.99	<b>8.35</b> 4.03	DP
<b>HEIMDAL</b> 6.10	88.80			6.46	11.20	s 9.56			<b>2.05</b>	8.25	DPW
<b>WELLSBURG</b> 6.32	77.70			6.37	11.15	s 9.38			4.49 <b>1.48</b>	8.15	DP
<b>SELZ</b> 7.03	71.88			6.28	11.09	s 9.20			1.28	8.05	DP
<b>CLIFTON</b> 8.25	64.35			6.18	11.02	s 9.01			1.12	7.51	P
<b>AYLMER</b> 5.85	56.07			<b>6.07</b>	10.54	s 8.45			12.50	7.35	DNPW
<b>M. St. P. &amp; S. S. M. Ry. Crossing</b>											
<b>NORFOLK</b> 3.87	50.19				10.49	t 8.13			12.30	7.20	I P
<b>GUTHRIE</b> 5.96	46.32			5.44	10.45	s 8.05			12.23	7.14	DP
<b>RANGELEY</b> 6.86	40.86			5.34	10.40 4.03	s 7.48			12.11Pm	7.02	P
<b>KARLSRUHE</b> 5.86	33.50			5.25	<b>10.34</b>	s 7.37			11.59	6.50	DP
<b>VERENDRYE</b> 6.42	27.64			5.15 1.99	10.29	s 7.20			11.48	<b>6.37</b> 2.7	DPW
<b>SIMCOE</b> 6.41	21.22			<b>5.05</b>	10.23	s 7.03			11.37	6.17	DP
<b>GENOA</b> 7.55	14.81			4.56	10.17	t 6.47			11.25	6.04 1.99	P
<b>SURREY</b> (M. D. Jct.)	7.28	A 9.55Am	A 2.15Pm	4.45	10.10	s 6.35			11.10	<b>5.50</b>	RDNPLJ
<b>C. K. SWITCH</b> 2.84	2.84	9.50	2.05	4.36	10.05	6.20			10.50	5.30	PXI
<b>MINOT</b>		L 9.45Am	L 2.00Pm	L 4.30Pm	L 10.00Pm	L 6.15Am			L 10.40Am	L 5.20Pm	IRDNPW CKOXY
Time Over Subdivision		.10	.15	2.55	1.43	4.50			4.15	3.50	
Average Speed Per Hour		43.3	28.9	37.3	63.3	22.5			25.6	28.3	

AUTOMATIC BLOCK SIGNALS

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

6 WESTWARD

THIRD SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from Minot	Time Table No. 56		Telegraph Calls	
	Sidings	Other Tracks	417	449	401	403	9	219	(178) 179	3	27	1		Effective February 23, 1947	STATIONS		
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Streamliner					
526	Yard	2121	L 7.25Pm	L 10.25Am	L 8.40Am	L 2.01Am	L 4.00Pm	L 3.40Pm	L 10.50Pm	L 7.20Pm	L 4.55Am	.....	.....	.....	.....	.....	AD
			7.40	10.40	8.55	2.15	4.11	3.50	11.01	7.29	5.01	.....	4.31	.....	.....	.....	.....
			7.42	10.42	8.57	2.17	4.12	3.51	11.02	7.30	5.02	.....	4.94	.....	.....	.....	.....
536		14	7.52	11.01	9.12	2.30	f 4.19	4.05	11.08	7.36	5.08	.....	9.24	.....	.....	.....	.....
538		80	8.05	11.15	9.27	2.40	s 4.27	s 4.13	11.15	7.42	5.14	.....	13.47	.....	.....	.....	DE
544		80	8.15	11.30 <sup>10</sup>	9.40	2.50	s 4.37	s 4.20	11.21	7.48	5.19	.....	17.59	.....	.....	.....	.....
549	E99 W141	179	8.25	11.42	9.53	3.01	s 4.55	s 4.30	11.27	7.53	5.23	.....	22.33	.....	.....	.....	BD
								A 4.35Pm				.....	22.50	.....	.....	.....	.....
552		74	8.35	11.55	10.05	3.10	f 5.05	.....	11.33	7.59	5.28	.....	27.01	.....	.....	.....	.....
558		150	8.44	12.08Pm	10.18	3.20	s 5.16	.....	11.40	8.06	5.34	.....	32.05	.....	.....	.....	Q
565		145	9.10	12.25 <sup>2</sup>	10.30 <sup>10</sup>	3.33	s 5.28	.....	11.48	8.14	5.41	.....	38.87	.....	.....	.....	BX
572		140	9.23	12.40	10.43	3.45	s 5.40	.....	11.57	8.22	5.49	.....	45.85	.....	.....	.....	PA
580	E130 W260	118	9.35	1.01	11.05	4.10	s 6.10	.....	L 6.45Am A 6.55Am	s 12.10Am	8.32	5.58	52.29	.....	.....	.....	.....
587		24	9.50	1.15	11.20	4.25	s 6.25	.....	.....	12.22	8.47 <sup>2</sup>	6.06	53.70	.....	.....	.....	SY
592		90	9.58	1.25	11.33	4.35	f 6.35	.....	.....	12.29	8.52	6.11	61.03	.....	.....	.....	VR
599	E104 W104	25	10.12	1.40 <sup>28</sup>	11.48	4.50	s 6.53	.....	.....	12.40	9.00	6.20 <sup>448</sup>	73.11	.....	.....	.....	WH
609		109	10.27	2.02	12.03Pm	5.05	s 7.13	.....	.....	12:51	9.08	6.29	80.97	.....	.....	.....	G
614		80	10.37	2.15	12.15	5.15	s 7.25	.....	.....	12.59	9.14	6.35	86.50	.....	.....	.....	.....
617	E112 W69	42	10.47	2.28	12.27	5.27	s 7.40	.....	.....	1.08	9.21	6.42	92.74	.....	.....	.....	RA
625		96	10.59	2.45	12.39	5.38	s 7.52	.....	.....	1.16	9.28	6.49	98.07	.....	.....	.....	W
631		22	11.08	2.53	12.49	5.48	s 8.07	.....	.....	1.24	9.35	6.56	103.24	.....	.....	.....	PG
633		82	11.17	3.02	12.59	5.58	s 8.25	.....	.....	1.32	9.43	7.03	109.06	.....	.....	.....	.....
641			11.26	3.11	1.09	6.07	f 8.40	.....	.....	1.40	9.50	7.10	114.64	.....	.....	.....	.....
647	Yard	1693	A 11.40Pm	A 3.25Pm	A 1.25Pm	A 6.20Am	A 9.00Pm	.....	A 1.50Am	A 10.00Pm	A 7.20Am	.....	120.32	.....	.....	.....	WN
			4.15 28.3	5.00 24.0	4.45 25.3	4.19 27.8	5.00 24.0	.55 24.6	.10 8.4	3.00 40.1	2.40 45.1	2.25 49.7	.....	.....	.....	.....	.....
			Time Over Subdivision Average Speed Per Hour														

Westward trains are superior to eastward trains of the same class, except as follows:

- No. 1 is superior to all trains;
- No. 2 is superior to all trains except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 56

Effective February 23, 1947

STATIONS	Distance from Williston	FIRST CLASS			SECOND CLASS			THIRD CLASS		SIGNS
		4	28	2 Streamliner	220	10	(177) 180	448	402	
		Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
<b>MINOT</b> M. St. P. & S. S. M. Ry. Crossing 4.31	120.32	A 9.35Am	A 4.00Pm	A 9.55Pm	A 9.05Am	A 12.30Pm		A 9.20Am	A 7.20Pm	IRDNPWY CKOXB
..... W. L. SWITCH..... 0.63	116.01	9.27	3.51	9.46	8.52	12.07		9.07	7.05	IP
..... GASSMAN SWITCH..... 4.30	115.38	9.26	3.50	9.45	8.50	12.05Pm		9.05	7.03	IP
..... RALSTON..... 4.13	111.08	9.20	3.43	9.40	8.44	f 11.58		8.57	6.55	P
..... DES LACS..... 4.12	106.85	9.14	3.37	9.35	s 8.37	s 11.45		8.49	6.45	RDPW
..... LONE TREE..... 4.74	102.73	9.08	3.31	9.31	s 8.30	s 11.30		8.41	6.35	P
..... BERTHOLD..... 0.26	97.99	9.02	3.25	9.27	s 8.23	s 11.20		8.33	6.25	IDNPB X
..... CROSBY-LINE JCT..... 4.42	97.73				L 8.21Am					JPX
..... ROACH..... 5.04	93.81	8.56	3.19	9.22		f 10.58		8.24	6.15	P
..... TAGUS..... 6.82	88.27	8.50	3.12	9.17		s 10.48		8.15	6.05	DP
..... BLAISDELL..... 6.98	81.45	8.43	3.04	<b>9.10</b>		s <b>10.30</b>		8.03	5.55	DP
..... PALERMO..... 6.44	74.47	8.35	2.55	9.03		s 10.10		7.50	<b>5.40</b>	DPW
..... GRENORA LINE JUNCTION..... 1.41	68.03					A 7.35Pm				PJ DNPI
..... STANLEY..... 7.33	66.62	s 8.25	s 2.45	<b>8.55</b>		L 7.30Pm		7.35	5.25	WYXB
..... ROSS..... 4.56	59.29	8.14	2.30	<b>8.47</b>				7.20	5.03	IDP
..... MANITOU..... 7.52	54.73	8.09	2.23	8.42		f 8.54		7.13	4.50	P
..... WHITE EARTH..... 7.86	47.21	7.59	2.12	8.33		s 8.38		6.53	4.20	DPW
..... TIOGA..... 5.53	39.35	7.51	<b>2.02</b>	8.25		s 8.20		<b>6.29</b>	4.05	DP
..... TEMPLE..... 6.24	33.82	7.45	1.54	8.19		s 8.06		6.05	3.55	P
..... RAY..... 5.33	27.58	7.38	1.45	8.12		s 7.52		5.53	3.40	DPW
..... WHELOCK..... 5.17	22.25	<b>7.32</b>	1.36	8.07		s <b>7.32</b>		5.44	3.30	RDNPI
..... EPPING..... 5.82	17.08	7.24	1.27	8.00		s 7.15		5.26	3.10	DP
..... SPRING BROOK..... 5.58	11.26	7.15	1.18	7.53		s 7.02		5.08	2.50	PW
..... AVOCA..... 5.68	5.68	7.08	1.09	7.47		f 6.45		4.50	2.30	P
..... WILLISTON.....		L 7.00Am	L 1.00Pm	L 7.40Pm		L 6.30Am		L 4.30Am	L 2.15Pm	RDNPWY CKOXB
Time Over Subdivision		2.35	3.00	2.15		6.00		4.50	5.05	
Average Speed Per Hour		46.5	40.1	53.4		30.8		24.8	23.6	

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains except No. 1.

Train No. 4 will stop at stations between Williston and Stanley to discharge revenue passengers from west of Williston.

Train No. 28 will stop at Ray on flag to pick up revenue passengers.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within Yard limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

See Item 1, All Subdivisions, Special Instructions No. 3, page 8, for Instructions Governing Operation of Streamliners.

## 8 WESTWARD

## FOURTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS			Distance from Wahpeton Jct.	Time Table No. 56 Effective February 23, 1947	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS		
	Sidings	Other Tracks	401	403	449	(210) 175	209	197						(209) 176	210	198	448	402	
			Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.						Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	
R 8	109	32	L 8.25 <sup>198</sup> Pm	L 2.25Pm	L 6.50Am			L 5.21Am	6.00	Wahpeton Jct.	78.84	JIX			A 8.51 <sup>401</sup> Pm	A 2.57Am	A 9.15Pm		
R14	70	22	8.40	2.38	7.03			5.37	6.00	DWIGHT	DT 72.21	DP			8.40	2.30	9.03 <sup>401</sup>		
R18		18	8.52	2.50	7.15			5.50	12.61	GALCHUTT	GS 65.60	DP			8.26	2.16	8.52		
R21	109	29	9.05	3.02	7.27			6.03	19.20	PITCAIRN		P			8.20				
R28	70	34	9.16	3.13	7.38			6.16	25.39	COLFAX	CX 59.01	DP			8.14	2.02	8.34		
R36	109	71	9.29	3.26	7.51			6.34	33.33	WALCOTT	Q 52.82	DP			8.02	1.50	8.21		
R41	70	32	9.39	3.35	8.01			6.46	38.30	KINDRED	KR 44.88	DPW			7.48	1.38	8.07		
R44		32						6.54	42.25	DAVENPORT	DV 39.91	IDP			7.38	1.25	7.55		
R48	109	37	9.53	3.49	8.15			7.05	42.60	N. P. Ry. Crossing					7.30				
R53		17						7.12	46.07	ADDISON		P							
R56	134	236	10.08	4.01	8.28	L 210 6.20Pm	L 176 8.10Am	7.24	53.96	CHAFFEE LINE JCT.		PJ							
T 1	69	19	A 10.10Pm	A 4.03Pm	A 8.30Am	A 6.21Pm	8.11	A 7.25Am	54.29	DURBIN	DU 31.14	DP			7.22	1.10	7.37		
T 7	107	26					8.35		50.96	EVEREST		IDN			7.15				
FS41	128						8.52		53.74	CASSELTON TOWER	CT 24.47	PWX							
							9.10Am		53.96	N. P. Ry. Crossing					A 209 8.07Am	A 175 6.20Pm	7.10	12.55	7.20
									54.29	CASSELTON	A 24.25	XP							
									64.68	CASSELTON JCT.		XYJP	L 8.05Am	6.14	L 7.05Pm	12.50	7.15		
									70.71	ABSARAKA	AX 13.53	DP		5.58		12.31	6.48		
									78.21	AYR	AY 7.50	DP		5.48		12.20	6.37		
										NOLAN		RID NWJ				L 12.05Am	L 6.22Pm		
			1.45	1.38	1.40	.01	1.00	2.04		Time Over Subdivision				.02	.45	1.46	2.52	2.53	
			31.3	33.4	32.7	19.8	24.3	26.5		Average Speed Per Hour				9.9	32.3	31.1	20.2	27.3	

Westward trains are superior to eastward trains of the same class.

A proceed indication displayed on eastward home signal at Wahpeton Jct. will confer superiority to eastward trains over westward trains regardless of class as follows: first class trains and passenger extras to end of double track Breckenridge, all other trains to west yard lead switch Breckenridge.



WESTWARD			FIFTH SUBDIVISION				EASTWARD					
Station Numbers	Car Capacity		FIRST CLASS		Distance from Berthold	Time Table No. 56 Effective February 23, 1947	STATIONS	Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	
	Sidings	Other Trucks		219							220	Daily Ex. Sunday
549			L	4.35Pm		CROSBY LINE JCT.		88.77	PJCX	A	8.21Am	
VB 7	21		s	4.50	6.97	HARTLAND	HN	81.80	D	s	8.08	
VB13	30	30	s	5.05	13.27	AURELIA	AU	75.50	D	s	7.53	
VB21	35		s	5.20	20.54	COULEE	C	68.23	D	s	7.38	
VB28	35		s	5.35	27.56	KENASTON	K	61.21	D	s	7.23	
VB34	36	30	s	5.50	34.18	NIobe	NB	54.59	RDY	s	7.08	
					34.46	NORTHGATE LINE JCT.		54.31	J			
VB41	32	29	s	6.05	40.90	COTEAU	CA	47.87	D	s	6.52	
VB48	32		s	6.20	47.57	WOBurn	WB	41.20	D	s	6.38	
VB55	32	30	s	6.40	55.10	LIGNITE	NG	33.67	DW	s	6.22	
VB63	32		f	6.55	63.13	STAMPEDE		25.64		s	6.09	
VB66	16		s	7.03	65.17	KINCAID	KC	23.60	DYX	s	6.04	
VB69	32		s	7.15	68.63	LARSON	RN	20.14	D	s	5.58	
VB72	16				71.33	STRANGE SIDING						
VB76	32		s	7.35	75.55	NOONAN	NX	13.22	DYX	s	5.44	
VB81	32		f	7.45	81.21	PAULSON		7.56		f	5.32	
VB84	10		f	7.51	84.47	JUNO		4.30		f	5.27	
VB89	93		A	8.00Pm	88.77	CROSBY	CY		BRDCYX	L	5.20Am	
				8.25		Time Over Subdivision					3.01	
				25.9		Average Speed Per Hour					29.4	

Westward trains are superior to eastward trains of the same class.

WESTWARD			SIXTH SUBDIVISION				EASTWARD					
Station Numbers	Car Capacity				Distance from Northgate Line Jct.	Time Table No. 56 Effective February 23, 1947	STATIONS	Telegraph Calls	Distance from Boundary Line	SIGNS		
	Sidings	Other Trucks										
						NORTHGATE LINE JCT.		21.46	YJ			
					6.86	M. St. P. & S. S. M. Ry. Crossing		14.60	I			
VB 8	20				8.01	BOWBELLS	BE	13.45	D			
VB16	24				14.77	PERELLA		6.89				
VB21	104				21.01	NORTHGATE	NO	0.45	RDX			
					21.46	BOUNDARY LINE			J			
						Time Over Subdivision						
						Average Speed Per Hour						

Westward trains are superior to eastward trains of the same class.

THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casselton	Time Table No. 56 Effective February 23, 1947	STATIONS	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS		THIRD CLASS
401	403	449		Sidings	Other Tracks	(210) 175	197							(209) 176	198	(557) 558
Daily	Daily	Daily	Daily			Ex. Sunday	Daily	Ex. Sunday	Daily	Ex. Sunday	Daily	Ex. Sunday				
L 10.10Pm	L 4.03Pm	L 8.30Am	R59	29	L 6.21Pm	L 7.25Am	2.91	CASSELTON JCT. 2.91	8.74	PXYJ	A 8.05Am	A 7.05Pm	A 6.50Pm			
10.31	4.24	8.51	R63	46	5.58 6.33	7.41 176	6.62	HOWES 3.71	5.83	MY	7.52	6.48	175 6.33			
A 10.39Pm	A 4.32Pm	A 8.59Am	FS23	69	A 6.40Pm	A 7.45Am	8.74	AMENIA 2.12	2.12	RPYJ	L 7.45Am	L 6.40Pm	L 6.24Pm			
.29 18.0	.29 18.0	.29 18.0			.19 29.6	.20 27.02		VANCE			.20 27.2	.25 21.7	.26 20.1			
Time Over Subdivision Average Speed Per Hour																

Westward trains are superior to eastward trains of the same class.

WESTWARD			EIGHTH SUBDIVISION				EASTWARD					
Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Lane Jct.	Time Table No. 56 Effective February 23, 1947	STATIONS	Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	177	Daily							178	Daily
VD 8	22		L 7.35Pm	6.41	86.58	GRENORA LINE JCT. 6.41	PJ	86.58	PJ	A 6.45Am		
VD13	34		f 7.55	11.75	80.17	WASSAIC 5.34	WD	80.17	DP	f 6.25		
VD20	25		s 8.10	18.05	74.83	LOSTWOOD 6.30	VA	74.83	DP	s 6.10		
VD26	44		s 8.30	24.61	68.58	LUNDS VALLEY 6.56	PW	68.58	DP	s 5.50		
VD26	44		s 8.55	24.61	61.97	POWER'S LAKE 7.08		61.97	DP	s 5.30		
VD33	25		s 9.15	31.69	54.89	BATTLEVIEW 6.35	BV	54.89	DP	s 4.45		
VD40	34		s 9.35	38.07	48.51	MCGREGOR 6.31	GO	48.51	DP	s 4.20		
VD46	25		s 9.55	44.38	42.20	HAMLET 5.99	HA	42.20	DP	s 3.55		
VD52	42	39	s 10.30	50.37	36.21	WILDROSE 6.88	WR	36.21	DP	s 3.30		
VD59	25		s 10.50	57.25	29.33	CORINTH 7.09	CN	29.33	DP	s 2.55		
VD66	35		s 11.10	64.34	22.24	ALAMO 5.50	AG	22.24	DP	s 2.35		
VD71	27		s 11.30	69.84	16.74	APPAM 4.75	AK	16.74	DPW	s 2.15		
VD76	35		s 11.45	74.62	11.96	ZAHL 5.04	ZA	11.96	DP	s 1.55		
VD82	35		s 12.05Am	80.26	6.32	HANKS	HK	6.32	DP	s 1.35		
VD89	105		A 12.30Am	86.58	GR	GRENORA	GR	86.58	RDP CYXB	L 1.15Am		
Time Over Subdivision Average Speed Per Hour											5.30 15.7	

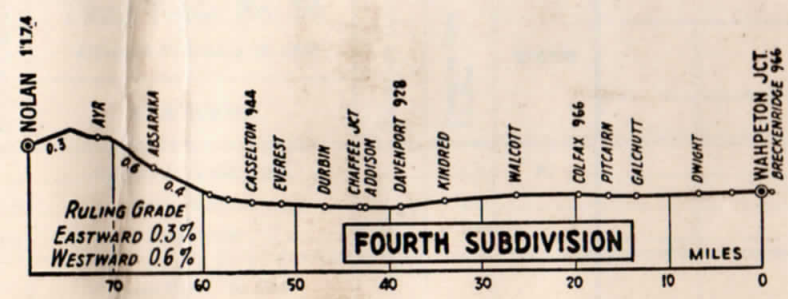
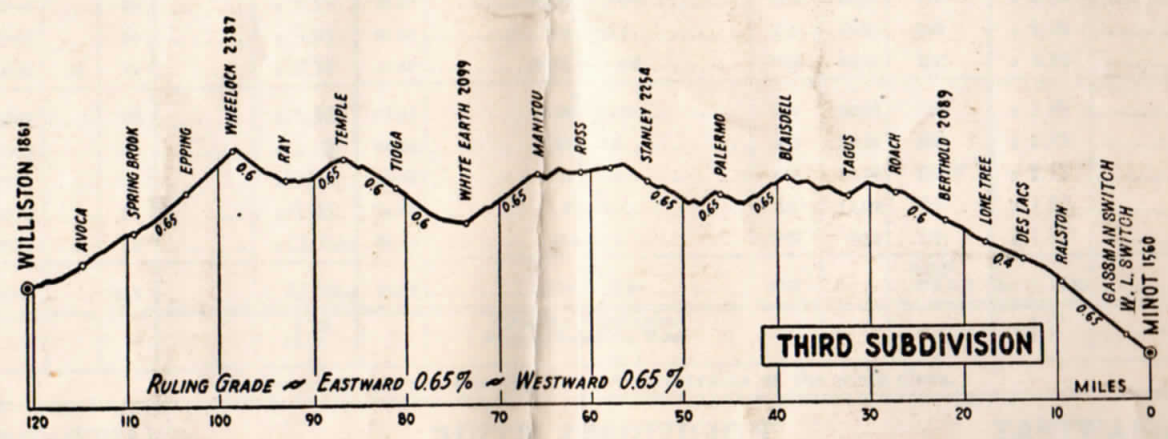
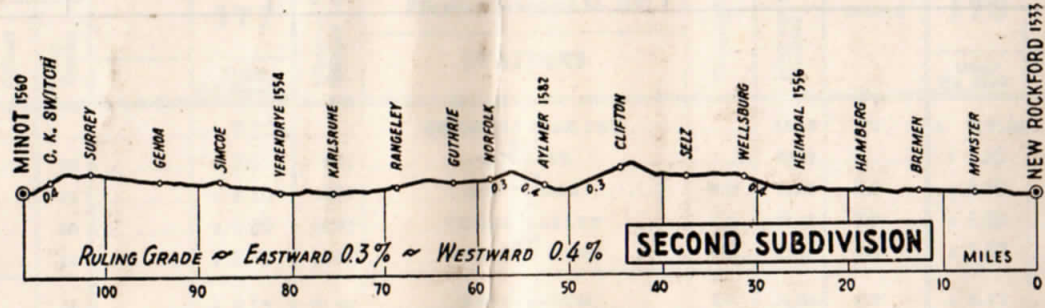
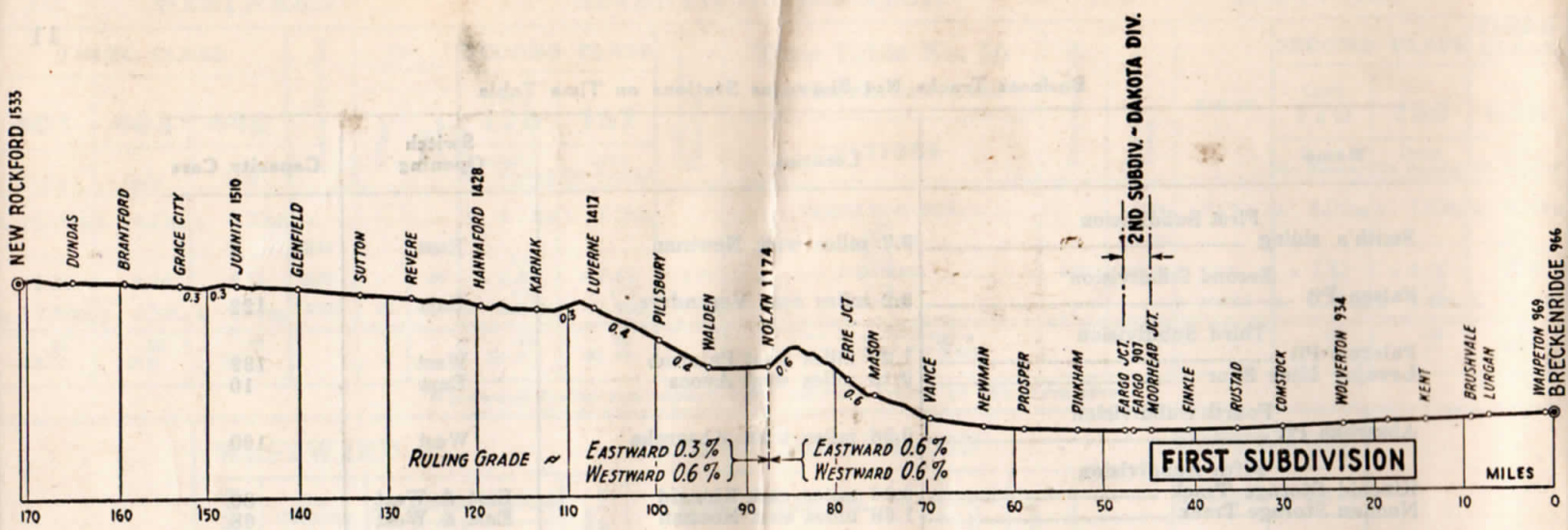
Westward trains are superior to eastward trains of the same class.

WESTWARD			NINTH SUBDIVISION				EASTWARD					
Station Numbers	Car Capacity		SECOND CLASS		Distance from Chaffee Line Jct.	Time Table No. 56 Effective February 23, 1947	STATIONS	Telegraph Calls	Distance from Chaffee	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		Daily								Daily
R45	22			7.0	11.5	CHAFFEE LINE JCT. 7.0		11.5	PJ			
R46	20			11.5	4.5	LYNCHBURG 4.5		4.5				
Time Over Subdivision Average Speed Per Hour												

Westward trains are superior to eastward trains of the same class.

## Business Tracks Not Shown as Stations on Time Table

Name	Location	Switch Opening	Capacity Cars
First Subdivision Smith's siding .....	3.7 miles west Newman	East	8
Second Subdivision Falsen Pit .....	3.2 miles east Verendrye	East	122
Third Subdivision Palermo Pit .....	1.27 miles west Palermo	West	132
Lovejoy Mine Spur .....	0.13 miles west Avoca	East	10
Fourth Subdivision Absaraka Pit .....	0.96 miles west Absaraka	West	160
Fifth Subdivision Kincaid Storage Track .....	0.36 miles east Kincaid	East & West	80
Noonan Storage Track .....	1.68 miles east Noonan	East & West	68



Elevation...175