

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 BoeckmannSt. Paul, Minn.
- Dr. Archibald D. McCannelMinot, N. D.
- Dr. M. B. RuudGrand Forks, N. D.

LOCAL SURGEONS

- Dr. Louis T. O'BrienBreckenridge, Minn.
- Dr. Clarence V. BatemanWahpeton, N. D.
- Dr. C. W. JacobsonBreckenridge, Minn.
- Dr. F. W. FordNew Rockford, N. D.
- Dr. H. W. MillerCasselton, N. D.
- Dr. E. W. HumphreyMoorhead, Minn.
- Dr. Kent E. DarrowFargo, N. D.
- Dr. P. H. BurtonFargo, N. D.
- Dr. H. J. FortinFargo, N. D.
- Drs. Kermott and KermottMinot, N. D.
- Dr. M. G. FlathStanley, N. D.
- Dr. Robert GoodmanPowers Lake, N. D.
- Dr. C. S. JonesWilliston, N. D.
- Dr. J. P. CravenWilliston, N. D.
- Dr. Frank WheelonMinot, N. D.

- J. J. FINNESSEY, Chief Dispatcher.
- R. E. STROM, Trainmaster.
- O. E. FISHER, Trainmaster.
- W. J. BARKE, Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

MINOT DIVISION

TIME TABLE 60

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, January 11, 1948

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

M. L. GAETZ, Superintendent.

M. J. WELSH, 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. 60		Telegraph Calls		
	Sidings	Other Tracks	401	403	449	341	209	199	197	1	3	27	9		Effective January 11, 1948				
			Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily	Daily	Daily		Daily	STATIONS			
A214 E1	Yard	1145 108	L 8.15Pm	L 2.15Pm	L 6.40Am				L 5.01Am s 5.04				L 11.57Pm s 2.05	L 2.03Pm s 2.05	L 1.27Pm s 4.40	L 4.35Am s 4.40	0.99 1.19 1.84 5.40	BRECKENRIDGE WAPETON C. M. ST. P. & P. RY. CROSS. WAPETON JCT. C. M. ST. P. & P. RY. CROSS.	BR WH
P7 P9 P14 P23 P29 P35 P40		85 19 90 89 85 86 85											12.07 12.15 12.25 12.33 12.39 12.45	2.15 2.25 2.39 2.48 2.55 3.02	1.38 1.47 1.59 2.08 2.14 2.21	4.49 4.52 5.02 5.16 5.26 5.36 5.43	7.25 9.20 14.23 23.24 30.07 35.23 40.75	LURGAN BRUSHVALE KENT WOLVERTON COMSTOCK RUSTAD FINKLE MOORHEAD JCT.	

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

Station Numbers	Car Capacity	THIRD CLASS	SECOND CLASS	FIRST CLASS	Distance from Breckenridge	STATIONS	Telegraph Calls						
242 FB6	68 14		L 8.30Am f 8.43	L 6.35Am f 6.45	L 1.02Am f 1.08	2.91 5.21	F						
FB13 FB17	69 84		s 8.55 f 9.05	f 6.58 f 7.08	1.15	6.17 6.37	RO						
FB23	69	L 10.39Pm	L 4.32Pm L 8.59Am	f 7.30	1.27	6.44 6.28							
FB29 B16	69 52	10.49 10.55	4.42 4.48	9.09 9.15	1.34 1.37	6.02 3.03							
FB41 FB47	128 79	11.15	5.05 5.15	9.35 9.45	1.45 1.51	8.81 6.69	W						
FB53	80	11.42	5.28	9.58	1.56	5.36 5.36	BX						
FB60 FB67	128 79	11.54 12.05Am	5.45 5.56	10.15 10.27	2.03 2.11	7.39 6.36	NE NA						
FB73 FB80	133 38	12.32	6.08	10.45	2.16	6.39 6.39	HO						
FB86	139	12.50	6.21	10.59	2.23	7.42							
FB93	52	1.01	6.30	11.08	2.28	5.93							
FB99 FB100	144 38	1.12 1.22	6.43 6.55	11.19 11.30	2.33 2.38	6.97 6.56	GD JA						
FB106 FB113	35 35	1.32	7.08	11.40	2.43	6.44	G						
FB118	140	1.42	7.27	11.55	2.48	6.39	BF						
FB124	Yard 999	A 2.05Am	A 7.50Pm	A 12.20Pm	A 1.15Am	5.75	CO						
		3.86 28.6	3.18 31.2	3.31 29.9	1.25 21.8	.45 29.1	4.80 27.4	.06 12.1	3.05 35.4	1.05 41.3	3.39 46.8	1.15 35.8	

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. 2 must be cleared by eastward first class trains, except No. 1, 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 60

Effective January 11, 1948

STATIONS	Distance From New Rockford	FIRST CLASS				SECOND CLASS				THIRD CLASS		SIGNS	
		2	4	28	10	342	200	210	198	402	448		
		Streamliner	Streamliner	Streamliner	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 11.42Pm	A 12.30Am					A 9.00Pm	A 9.25Pm	A 3.10Am	RDNXWC KOYIB
..... WAHPETON.....	169.96		6.11		12.20					8.53			PXD
C. M. ST. P. & P. RY. CROSS.	169.76												I
..... WAHPETON JCT.....	169.11	448 2.54	6.08	11.35	12.15					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	11.29	12.07Am								P
..... BRUSHVALE.....	161.78				11.51								DP
..... KENT.....	160.72	2.40	5.52	11.19	11.43								DP
..... WOLVERTON.....	147.71	2.30	5.39	11.07	11.30								DP
..... COMSTOCK.....	140.88	2.22	5.29	10.57	11.20								DP
..... RUSTAD.....	135.72	2.16	5.22	10.50	11.14								DP
..... FINNLE.....	130.20	2.10	5.15	10.43	11.05								P
..... MOORHEAD JCT.....	126.16	L 2.05Am	L 5.07Pm	L 10.37Pm	L 10.57Pm								IRDNF YXJ
TRAINS BETWEEN MOORHEAD JUNCTION AND FARGO JUNCTION WILL BE GOVERNED BY DAKOTA DIVISION TIME TABLE.													
..... FARGO JCT.....	128.28	A 1.52Am		A 10.00Pm		A 3.30Pm	A 6.50Pm	A 7.20Pm					DKRFG WYKB
..... PINKHAM.....	118.04	1.46		9.52		2.56	6.30	7.10					P
..... PROSPER.....	111.87	1.39		9.44		2.32	6.15	6.59					DP
..... NEWMAN.....	107.68					2.15		6.50					YPI
..... VANCE.....	101.40	1.27		9.29		2.00	L 5.50Pm	6.40					WP
..... MASON.....	95.88	1.16		9.20		1.45		6.26					PJ
..... ERIK JCT.....	92.26	1.12		9.15		L 1.35Pm		6.20					IDNWJ
..... NOLAN.....	88.54	1.03		9.02			As 4.20Pm	L 6.00Pm		A 6.22Pm	A 12.05Am		P
..... WALDEN.....	76.88	12.57		8.54						6.09	11.52		DP
..... PILLSBURY.....	71.49	12.52		8.47						5.59	11.42		DP
..... LUVERNE.....	64.10	12.45		8.38						5.45	11.31		DP
..... KARNAK.....	57.74	12.37		8.28						5.18	11.20		DP
N. P. RY. CROSSING													IDNFW
..... HANNAFORD.....	51.38	401 12.32		8.20						4.58	11.01		P
..... REVERE.....	48.98	12.26		8.05						4.40	10.47		DP
..... SUTTON.....	37.95	12.21		7.57						4.27	10.39		DP
..... GLENFIELD.....	30.98	12.15		7.49						4.13	10.28		DP
..... JUANITA.....	24.42	12.09		7.42						4.02	10.17		DP
..... GRACE CITY.....	17.98	12.03Am		7.35						3.51	10.06		DP
..... BRANTFORD.....	11.69	11.57		7.27						3.40	9.55		DP
..... DUNDAS.....	5.84	11.53		7.20						3.30	9.45		P
N. P. RY. CROSSING													BDNFKB IWKO
..... NEW ROCKFORD.....		L 11.48Pm		L 7.13Pm			L 12.40Pm			L 3.15Pm	L 9.30Pm		
Time Over Subdivision		8.12	1.08	4.29	1.33	1.65	4.40	1.20	.09	8.16	2.48		
Average Speed Per Hour		58.4	89.6	88.1	28.8	16.1	22.5	29.5	8.1	26.9	80.4		

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.

AUTOMATIC BLOCK SIGNALS

AUTOMATIC BLOCK SIGNALS

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 60		Telegraph Calls
	Stations	Other Tracks	403	449	401	199	3	27	9	1	Streamliner		Effective January 11, 1948		
			Daily	Daily	Daily								Daily Ex. Sunday	Daily	
FS124	Yard	999	L 8.01 ^{pm}	L 12.53 ^{pm}	L 2.25 ^{am}		L 1.00 ^{pm}		L 5.09 ^{pm}		L 3.02 ^{am}			NEW ROCKFORD	KO
FS181	79	28	8.14	1.07	2.38		f 1.15		5.18		3.09	6.80		MUNSTER	BN
FS187	141	85	8.25	1.18	2.50		s 1.32		5.24		3.14	13.49		BREMEN	BN
FS148	88	81	8.35 ⁴⁴⁸	1.28	3.19		s 1.48		5.30		3.19 ⁴⁰¹	18.80		HAMBERG	MA
FS140	141	81	8.45	1.38	3.35		s 2.05 ⁴⁰²		5.37		3.24	25.01		HEIMDAL	HD
FS155	141	83	8.55	1.48 ⁴⁰²	3.50		s 2.25		5.43		3.29	31.11		WELLSBURG	WX
FS162	141	83	9.05	1.58	4.01		s 2.45		5.49		3.34	37.43		SELZ	Z
FS169	W 103	85	9.20	2.13	4.15		s 3.05		5.56		3.42	44.46		CLIFTON	
FS177	E 88	84	9.35	2.28	4.30		s 3.35		6.05 ²⁸		3.51	52.74		AYLMER	MR
FS188		88	9.45	2.38	4.40		f 3.45		6.11		3.56	58.62		M. St. P. & S. M. Ry. Crossing	
FS187	188	84	9.51	2.44	4.46		s 3.55		6.15		3.59	62.49		NORFOLK	
FS193		41	10.01 ²	2.54	4.56		s 4.05		6.21		4.04	68.48		GUTHRIE	
FS200	84	83	10.42	3.05	5.06		s 4.22		6.28		4.10	75.81		RANGELEY	
FS205	141	28	10.55	3.15	5.16		s 4.45		6.34 ⁴⁴⁸		4.15	81.17		KARLSRUHE	RA
FS212	79	88	11.05	3.25	5.26		s 5.05 ²⁸		6.41		4.21	87.59		VERENDRYE	RY
FS218	87	25	11.15	3.35	5.36		f 5.25 ⁴⁴⁸		6.46		4.27	94.00		SIMCOE	MO
519			11.30	3.50	5.50		s 5.50	L 10.30 ^{pm}	6.54	L 3.23 ^{pm}	4.35	101.58		GENOA	
523		213	11.37	3.59	5.59		6.02	10.36	6.59	3.29	4.39	105.97		SURREY	SR
526	Yard	2130	A 11.50 ^{pm}	A 4.10 ^{pm}	A 6.10 ^{am}		A 6.30 ^{pm}	A 10.45 ^{pm}	A 7.05 ^{pm}	A 3.35 ^{pm}	A 4.50 ^{am}	108.81		(M. D. Jot.)	
			3.60	3.17	3.45		5.80	.15	1.50	.12	1.48			C. K. SWITCH	
			28.8	33.1	29.0		19.7	28.9	56.3	86.3	60.4			MINOT	AD
												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. 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. 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 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 6, for Instructions Governing Operation of Streamliners.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 60

Effective January 11, 1948

STATIONS	Distance from Miles	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		4	10	28	2	200			402	448		
		Daily	Daily	Daily	Streamliner Daily	Daily Ex. Sunday			Daily	Daily		
NEW ROCKFORD 6.50	108.81			A 7.10Pm	A 11.48Pm	A 11.05Am			A 2.55Pm	A 9.10Pm		IRDNFB KWKO
MUNSTER 5.09	102.01			7.02	11.41	10.45			2.40	8.55		P
BREMEN 6.11	96.82			6.56	11.36	10.32			2.30	8.45		DP
HAMBERG 6.41	90.21			6.49	11.31	10.14			2.18	8.35		DP
HEIMDAL 6.10	88.80			6.42	11.26	9.56			2.05	8.25		DPW
WELLSBURG 6.32	77.70			6.35	11.21	9.38			1.48	8.15		DP
SELZ 7.08	71.38			6.27	11.16	9.20			1.28	8.05		DP
CLIFTON 8.28	64.35			6.18	11.09	9.01			1.12	7.51		P
AYLMER 8.58	56.07			6.05	11.01	8.45			12.50	7.35		DNPW
M. St. P. & S. S. M. Ry. Crossing NORFOLK	50.19			5.49	10.56	8.13			12.30	7.20		I P
GUTHRIE 5.96	46.82			5.44	10.53	8.05			12.23	7.14		DP
RANGELEY 6.86	40.86			5.34	10.48	7.48			12.11Pm	7.02		P
KARLSRUHE 5.86	38.80			5.25	10.42	7.37			11.59	6.50		DP
VERENDRYE 6.42	27.64			5.15	10.37	7.20			11.48	6.34		DPW
SINCOE 6.41	21.22			5.05	10.31	7.03			11.37	6.17		DP
GENOA 7.58	14.81			4.56	10.26	6.47			11.25	6.04		P
SURREY (M. D. Jot.)	7.28	A 9.55Am	A 1.45Pm	4.45	10.20	6.35			11.10	5.50		RDNPU
C. K. SWITCH	2.84	9.50	1.35	4.36	10.15	6.20			10.50	5.30		PXI
MINOT		L 9.45Am	L 1.30Pm	L 4.30Pm	L 10.10Pm	L 6.15Am			L 10.40Am	L 5.20Pm		IRDNFW CROXBY
Time Over Subdivision		.10	.15	2.40	1.38	4.50			4.15	3.50		
Average Speed Per Hour		43.8	28.9	42.0	60.6	22.5			25.6	28.8		

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. 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. 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 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

Time Table No. 60

Effective January 11, 1948

STATIONS

Station Number	Car Capacity		THIRD CLASS				SECOND CLASS			FIRST CLASS			Distance from Minor	STATIONS	Telegraph Calls
	Siding	Other Tracks	417	449	401	403	9	219	(178) 179	3	27	1			
			Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Mon.	Daily	Daily	Streamliner			
586	Yard	2130	L 7.25Pm	L 10.25Am	L 8.40Am	L 2.01Am	L 4.10Pm	L 3.45Pm	L 10.50Pm	L 7.15Pm	L 4.55Am	4.31	MINOT	} Double Track	AD
			7.40	10.40	8.55	2.15	4.21	3.55	11.01	7.24	5.01	4.31	M. St. P. & S. S. M. Ry. Crossing		
			7.42	10.42	8.57	2.17	4.22	3.56	11.02	7.25	5.02	4.04	W. L. SWITCH		
586		14	7.52	11.01	9.12	2.30	4.29	4.05	11.08	7.31	5.08	9.24	GASSMAN SWITCH		
588		80	8.05	11.15 ¹⁰	9.27	2.40	4.37	4.13	11.15	7.37	5.14	18.47	RALSTON	} Double Track	DE
544	80	27	8.15	11.30	9.40	2.50	4.45	4.20	11.21	7.43	5.19	17.50	DES LACS		
													LONE TREE		
549	E99 W141	170	8.25	11.42	9.53	3.01	5.01	4.30	11.27	7.48	5.23	22.23	BERTHOLD		BD
								A 4.35Pm				22.50	CROSBY LINE JCT.		
583	74		8.35	11.55	10.05	3.10	5.09		11.33	7.54	5.28	27.01	ROACH		
588	150	18	8.44	12.08Pm	10.18 ¹⁰	3.20	5.17		11.40	8.01	5.34	22.08	TAGUS		Q
585	145	16	9.16 ²	12.25	10.30	3.33	5.28		11.48	8.08	5.41	28.87	BLAISDELL		BX
573	140	22	9.35	12.40	10.43	3.45	5.40		11.57	8.15	5.49	45.85	PALERMO		
												52.29	GRENORA LINE JUNCTION		
580	Continous E180 W360	118	9.50	1.01	11.05	4.10	6.01		A 6.45Am	12.10Am	8.23	55.70	STANLEY		SY
587		24	10.05	1.15	11.20	4.25	6.15			12.22	8.31	61.02	ROSS		VR
592		90	10	10.13	1.25	11.33	4.35	6.24		12.29	8.45 ²	65.59	MANITOU		
599	E104 W104	25	10.25	1.40 ²⁸	11.48	4.50	6.39		12.40	8.56	6.20	72.11	WHITE EARTH		WH
609	109	22	10.40	2.02	12.03Pm	5.05	6.55		12.51	9.05	6.29 ⁴⁴⁵	80.97	TIOGA		G
614	80	17	10.50	2.15	12.15	5.15	7.07		12.59	9.12	6.35	86.50	TEMPLE		
617	E112 W69	43	11.01	2.28	12.27	5.27	7.22		1.08	9.20	6.42	92.74	HAY		RA
625	96	28	11.12	2.45	12.39	5.38	7.34		1.16	9.28	6.49	98.07	WHEELLOCK		W
												108.24	EPPING	} DOUBLE TRACK	PG
631	22		11.21	2.53	12.49	5.48	7.46		1.24	9.35	6.56	109.06	SPRING BROOK		
633	82	17	11.30	3.02	12.59	5.58	7.59		1.32	9.43	7.03	114.64	AVOCA		WN
641			11.39	3.11	1.09	6.07	8.12		1.40	9.50	7.10		WILLISTON		
647	Yard	1693	A 11.55Pm	A 3.25Pm	A 1.25Pm	A 6.20Am	A 8.30Pm		A 1.50Am	A 10.00Pm	A 7.20Am	120.32			
			4.30	5.00	4.45	4.19	4.20	.50	3.00	2.45	2.25				
			26.7	24.0	25.3	27.8	27.1	27.1	40.1	48.7	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. 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. 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 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. 60 Effective January 11, 1948	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	
MINOT M. St. P. & S. F. M. Ry. Crossing	120.82	A 9.35Am	A 4.00Pm	A 10.05Pm		A 9.05Am	A 12.01Pm		A 9.20Am	A 7.20Pm	IRDNPWY CKOXB
W. L. SWITCH 0.63	116.01	9.27	3.51	9.57		8.52	11.37		9.07	7.05	IP
GASSMAN SWITCH 4.30	116.38	9.26	3.50	9.56		8.50	11.35		9.05	7.03	IP
RALSTON 4.18	111.08	9.20	3.43	9.51		8.44	11.28		8.57	6.55	P
DES LACS 4.12	106.85	9.14	3.37	9.46		8.37	11.15		8.49	6.45	RDPW
LONE TREE	102.78	9.08	3.31	9.41		8.30	11.00		8.41	6.35	P
BERTHOLD 4.74	97.99	9.02	3.25	9.36		8.23	10.50		8.33	6.25	IDNFB X
CROSSBY LINE JCT. 4.30	97.73					L 8.21Am					JPX
ROACH 4.42	98.81	8.56	3.19	9.31			10.28		8.24	6.15	P
TAGUS 5.04	88.27	8.50	3.12	9.25			10.18		8.15	6.05	DP
BLAISDELL 6.82	81.45	8.43	3.04	9.16			10.00		8.03	5.55	DP
PALERMO 6.98	74.47	8.35	2.55	9.06			9.40		7.50	5.40	DPW
GRENORA LINE JUNCTION 6.44	68.08						A 7.35Pm				PJ DNPI WYXB
STANLEY 7.33	68.82	s 8.25	s 2.45	8.58			L 7.30Pm		7.35	5.25	
ROSS 4.50	59.29	8.14	2.30	8.50			8.40		7.20	5.03	IDF
MANITOU 4.50	54.78	8.09	2.23	8.45			8.24		7.13	4.50	P
WHITE EARTH 7.52	47.21	7.59	2.12	8.36			8.08		6.53	4.20	DPW
TIOGA 7.86	39.85	7.51	2.02	8.28			7.51		6.29	4.05	DP
TEMPLE 8.55	38.82	7.45	1.54	8.22			7.37		6.05	3.55	P
RAY 8.24	27.58	7.38	1.45	8.15			7.22		5.53	3.40	DPW
WHEELLOCK 8.33	22.25	7.32	1.36	8.09			7.02		5.44	3.30	RDNPI
EPPING 5.17	17.08	7.24	1.27	8.02			6.45		5.26	3.10	DP
SPRING BROOK 5.82	11.26	7.15	1.18	7.55			6.32		5.08	2.50	PW
AVOCA 5.58	5.68	7.08	1.09	7.48			6.15		4.50	2.30	P
WILLISTON		L 7.00Am	L 1.00Pm	L 7.40Pm			L 6.00Am		L 4.30Am	L 2.15Pm	RDPWY CKOXB
Time Over Subdivision		2.35	3.00	2.25		.44	6.01	.05	4.50	5.05	
Average Speed Per Hour		46.5	40.1	49.7		30.8	20.0	16.8	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. 60 Effective January 11, 1948	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS		
	Sittings	Other Tracks	401	403	449	(200) 175	209	197						(200) 176	200	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 Ex. Sun.	Daily	Daily
R 8	109	32	L 8.25 ¹⁹⁸ Pm 8.40	L 2.25 ⁴⁰² Pm 2.38	L 6.50 ⁴⁰¹ Am 7.03			L 5.07 ⁴⁰¹ Am 5.20	6.00	DT	78.84	JIX		A 8.51 ⁴⁰¹ Pm 8.40	A 2.57 ⁴⁰¹ Am 2.30	A 9.15 ⁴⁰¹ Pm 9.03			
R14	70	22	8.52	2.50	7.15			5.34	12.61	GS	65.60	DP		8.26	2.16	8.52			
R18		18						5.40	16.00		62.21	F		8.20					
R21	109	29	9.05	3.02	7.27			5.47	19.20	CK	59.01	DP		8.14	2.02	8.34			
R28	70	34	9.16	3.13	7.38			5.59	25.29	Q	52.82	DP		8.02	1.50	8.21			
R26	109	71	9.29	3.26	7.51			6.15	33.33	KR	44.88	DPW		7.48	1.38	8.07			
R41	70	32	9.39	3.35	8.01			6.26	38.30	DV	39.91	IDP		7.38	1.25	7.55			
R44		32						6.34	42.25		35.96	F		7.30					
R48	109	37	9.53	3.49	8.15			6.43	42.60		35.91	PJ							
R53		17						6.50	46.07	DU	31.14	DP		7.22	1.10	7.37			
									50.96		27.25	IDN		7.15					
R56	184	236	10.08	4.01	8.28	L 5.30 ²⁰⁰ Pm 5.30	L 7.45 ¹⁷⁶ Am 7.45	6.59	53.96	CT	24.47	PWX		A 7.42 ²⁰⁰ Am 7.42	A 5.20 ¹⁷⁶ Pm 5.20	7.10	12.55	7.20	
T 1	69	19	A 10.10 ⁴⁰¹ Pm 10.10	A 4.03 ⁴⁰³ Pm 4.03	A 8.30 ⁴⁰¹ Am 8.30	A 5.31 ⁴⁰¹ Pm 5.31	7.46	A 7.01 ⁴⁰¹ Am 7.01	54.29		23.92	XYJP	L 7.40 ⁴⁰¹ Am 7.40	5.15	L 7.05 ⁴⁰¹ Pm 7.05	12.50	7.15		
T 7	107	26					8.01		64.68	AX	13.58	DP		4.55		12.31	6.48		
FS41	128						8.15		70.71	AY	7.50	DP		4.40		12.20	6.37		
							A 8.30 ⁴⁰¹ Am 8.30		78.21	W		RID NWJ		L 4.20 ⁴⁰¹ Pm 4.20		L 2.05 ⁴⁰¹ Am 2.05	L 6.22 ⁴⁰¹ Pm 6.22		
			1.45 31.3	1.38 38.4	1.40 32.7	.01 19.8	.45 32.3	1.54 28.6						.02 9.9	1.00 24.2	1.46 31.1	2.52 29.3	3.53 27.3	
			Time Over Subdivision																
			Average Speed Per Hour																

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		THIRD CLASS	FIRST CLASS	Distance from Berthold	Time Table No. 60					Telegraph Calls	Distance from Crosby	SIGNS	FIRST CLASS	THIRD CLASS														
	Siding	Other Tracks	655	219		Effective January 11, 1948								220	656														
			Sun. Tue., Thur.	Daily Ex. Sunday		STATIONS								Daily Ex. Sunday	Mon. Wed., Fri.														
549			L 8.30Am	L 4.35Pm		CROSBY LINE JCT.					88.77	PJCX	A 8.21Am	A 12.40Pm															
VB 7		21	8.55	4.50	6.97	HARTLAND					HN	D	8.08	12.10Pm															
VB13	20	20	9.20	5.05	13.27	AURELIA					AU	D	7.53	11.45															
VB21		25	9.45	5.20	20.64	COULEE					C	D	7.38	11.20															
VB23		25	10.10	5.35	27.56	KENASTON					K	D	7.23	10.55															
VB34	26	30	10.50	5.50	34.18	NIOBE					NB	RDY	7.08	10.30															
VB41	32	29	11.15	6.05	40.90	NORTHGATE LINE JCT.						J																	
VB43		32	11.40	6.20	47.67	COTEAU					CA	D	6.52	10.01															
VB55	32	30	12.25Pm	6.40	55.10	WOBURN					WB	D	6.38	9.35															
VB63		23	12.55	6.55	63.13	LIGNITE					NG	DW	6.22	9.10															
VB66	16		1.30	7.03	65.17	STAMPEDE							6.09	8.40															
VB69		22	1.45	7.15	68.68	KINCAID					KC	DYX	6.04	8.30															
VB72		16			71.83	LARSON					LN	D	5.58	7.55															
VB76		22	2.30	7.35	75.65	STRANGE SIDING																							
VB81		22	2.55	7.45	81.21	NOONAN					NX	DYX	5.44	7.30															
VB84		10	3.10	7.51	84.47	PAULSON							5.32	6.55															
VB89		03	A 3.30Pm	A 8.00Pm	88.77	JUNO							5.27	6.40															
			7.00	8.25		CROSBY					CY	BRDCYX	L 5.20Am	L 6.20Am															
			12.7	25.9		Time Over Subdivision							8.01	6.20															
						Average Speed Per Hour							29.4	14.01															

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. 60					Telegraph Calls	Distance from Boundary Line	SIGNS															
	Siding	Other Tracks	Effective January 11, 1948					STATIONS																					
VE 8		20				6.86	NORTHGATE LINE JCT.						21.46	YJ															
VE15		24				8.01	M. St. P. & S. S. M. Ry. Crossing						14.00	I															
VE21		104				14.77	BOWBELLS					BE	18.45	D															
						21.01	PERELLA						6.09																
						21.46	NORTHGATE					NO	0.45	RDY															
							BOUNDARY LINE							J															
							Time Over Subdivision																						
							Average Speed Per Hour																						

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

10 WESTWARD			SEVENTH SUBDIVISION										EASTWARD			
THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casselton	Time Table No. 60			Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Siding	Other Tracks	(200)	Daily Ex. Sunday		Daily Ex. Sunday	Effective January 11, 1948					(200)	Daily Ex. Sunday
Daily	Daily	Daily	175			197		STATIONS			176	198				
L 10.10Pm	L 4.03Pm	L 8.30Am	R59		29		L 5.31Pm	L 7.01Am	2.91	CASSELTON JCT. 2.91			8.74	PXYJ	A 7.40Am	A 7.05Pm
10.31	4.24	8.51	R68		46	s 5.43	s 7.12	6.02	HOWES 3.71			MY	2.12	DP	s 7.27	s 6.48
A 10.39Pm	A 4.32Pm	A 8.59Am	FS23	69		A 5.50Pm	A 7.20Am	8.74	AMENIA 2.12					RPYJ	L 7.20Am	L 6.40Pm
									VANCE							
									Time Over Subdivision							
									Average Speed Per Hour							
.29 18.0	.29 18.0	.29 18.0				.19 29.6	.19 27.6							.20 27.2	.25 21.7	

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

WESTWARD			EIGHTH SUBDIVISION										EASTWARD		
Station Numbers	Car Capacity		SECOND CLASS		Distance from Stanley Line Jct.	Time Table No. 60			Telegraph Calls	Distance from Grenora	SIGNS	SECOND CLASS			
	Siding	Other Tracks	177	Daily Ex. Sunday		Effective January 11, 1948						Daily Ex. Mon.			
						STATIONS									
						L 7.35Pm			88.58	PJ	A 6.45Am				
VD 8	22		f 7.55	6.41		6.41		80.17			f 6.25				
VD13	34		s 8.10	11.75		11.75		74.83	WD	DP	s 6.10				
VD20	25		s 8.30	18.05		18.05		68.53	VA	DP	s 5.50				
VD26	44		s 8.55	24.61		24.61		61.97	PW	DP	s 5.30				
VD33	25		s 9.15	31.69		31.69		54.89	BV	DP	s 4.45				
VD40	34		s 9.35	38.07		38.07		48.51	GO	DP	s 4.20				
VD46	25		s 9.55	44.33		44.33		43.20	HA	DP	s 3.55				
VD52	42	29	s 10.30	50.37		50.37		36.21	WR	DP	s 3.30				
VD59	25		s 10.50	57.25		57.25		29.33	CN	DP	s 2.55				
VD66	35		s 11.10	64.34		64.34		22.24	AG	DP	s 2.35				
VD71	27		s 11.30	69.84		69.84		16.74	AK	DPW	s 2.15				
VD76	35		s 11.45	74.62		74.62		11.96	ZA	DP	s 1.55				
VD82	35		s 12.05Am	80.26		80.26		6.32	HK	DP	s 1.35				
VD88	105		A 12.30Am	88.58		88.58			GR	RDP CYXB	L 1.15Am				
								Time Over Subdivision					8.30		
								Average Speed Per Hour					16.7		

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

WESTWARD			NINTH SUBDIVISION										EASTWARD		
Station Numbers	Car Capacity				Distance from Chaffee Line Jct.	Time Table No. 60			Telegraph Calls	Distance from Chaffee	SIGNS				
	Siding	Other Tracks	Effective January 11, 1948												
						STATIONS									
									11.5	PJ					
R45	23				7.0			4.5							
R46	20				11.5										
								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	3
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