



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. E. 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 57

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, April 6, 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

Time Table No. 57

Effective April 6, 1947

STATIONS

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS				FIRST CLASS					Distance from Breckenridge	Automatic Block Signals	Telegraph Calls
	Siding	Other Tracks	401	403	449	341	209	199	197	1	183	3	27	9			
			Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Streamliner	Daily Ex. Sun.	Daily	Daily	Daily			
A214	Yard	1146	L 8.15Pm	L 2.15Pm	L 6.40Am				L 4.45Am	L 11.57Pm	L 8.15Pm	L 2.03Pm	L 1.27Pm	L 4.25Am			
R1		108							s 4.48		s 8.20	s 2.05		s 4.27	0.09		BR
			A 8.25Pm	A 2.25Pm	A 6.50Am				A 4.51Am	12.01Am	8.23	2.08	1.31	4.30	1.19		WH
															1.84		KN
															5.40		WO
P7		35								10 12.07	8.29	2.15	1.38	4.36	7.25		CM
P9		19									s 8.32				9.20		J
P14	90	43									s 8.42	2.25	1.47	4.46	14.23		
P23	89	32									s 8.57	2.39	1.59	4.58	23.24		
P29		35									s 9.08	2.48	2.08	5.07	30.07		
P35		36									s 9.19	2.55	2.14	5.14	35.23		
P40		35									t 9.27	3.02	2.21	5.21	40.75		
		150								A 12.50Am	A 9.35Pm	A 3.08Pm	A 2.28Pm	A 5.30Am	44.79		

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 Moorhead Junction	Automatic Block Signals	Telegraph Calls										
242			L 8.30Am	L 6.35Am	L 7.05Am	L 1.02Am	L 2.50Pm	47.70	F								
FS6	68	14	s 8.43	t 6.45	t 7.18	1.08	2.56	52.91									
FS12	69	23	s 8.55	s 6.58	t 7.31	1.15	3.04	59.08	RO								
FS17		34	s 9.05	t 7.08				63.32									
FS23	69		L 10.39Pm	L 4.32Pm	L 8.59Am	s 9.20	s 7.20	A 7.45Am	2 1.27	3.18	69.55						
FS29	69	32	10.49	4.42	9.09	s 9.45	t 7.30		1.34	3.25	75.57						
S15			10.55	4.48	9.15	A 9.55Am	7.36		1.37	3.29	78.60						
FS41	128		11.15	5.05	9.35		A 7.55Am	L 9.10Am	1.45	3.40	87.41	W					
FS47	78	23	11.27	5.15	9.45			s 9.20	1.51	3.46	94.10						
FS53	80	23	11.42	5.28	9.58			s 9.35	1.56	3.51	99.48	BX					
FS60	128	34	11.54	5.45	10.15			s 9.50	2.03	3.59	106.85	NE					
FS67	78	34	12.05Am	5.56	10.27			s 10.05	2.11	4.07	113.21	NA					
FS73	138	26	12.32	6.08	10.45			s 10.25	2.16	4.14	119.60						
FS80		33	12.50	6.21	10.59			s 10.38	2.23	4.21	127.02	HO					
FS86	189	33	1.01	6.30	11.08			s 10.50	2.28	4.27	133.00	SU					
FS93		53	1.12	6.43	11.19			s 11.05	2.33	4.34	139.97	GD					
FS100	144	33	1.22	6.55	11.30			s 11.20	2.38	4.40	145.53	JA					
FS106		35	1.32	7.08	11.40			s 11.35	2.43	4.46	152.97	G					
FS113	140	33	1.42	7.27	11.55			s 11.50	2.48	4.52	159.38	BF					
FS118	77	32	1.52	7.39	12.07Pm			t 12.01Pm	2.53	4.57	165.11						
FS124	Yard	999	A 2.05Am	A 7.50Pm	A 12.20Pm			A 12.15Pm	A 3.02Am		A 5.06Pm	170.95	KO				
			3.36	3.18	3.31	1.25	1.20	3.45	3.05	1.20	1.05	2.39	1.05				
			28.6	31.2	29.9	21.8	29.7	28.1	55.4	33.5	41.3	46.8	41.3				

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 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.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 57

Effective April 8, 1947

STATIONS	Distance From New Rockford	FIRST CLASS					SECOND CLASS				THIRD CLASS		SIGNS	
		2	184	4	28	10	342	200	210	198	402	448		
		Streamliner	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Tue., Thu., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily		Daily
BRECKENRIDGE.....	170.95	A 3.00Am	A 9.00Am	A 6.15Pm	A 11.42Pm	A 12.30Am					A 9.00Pm	A 9.25Pm	A 3.10Am	RDNKWC KOYIB
Wahpeton	169.96		s 8.50	s 6.11		s 12.20					s 8.53			PXD
C. M. ST. P. & F. RY. CROSS.	169.76													I
Wahpeton Jct.	169.11		⁴⁴⁸ 2.54	8.44	6.08	11.35					L 8.51Pm	L 9.15Pm	L 2.57Am	PJXI
C. M. ST. P. & F. RY. CROSS.	168.55													I
LURGAN.....	163.70	2.48	8.37	6.02	11.29	¹ 12.07Am								P
BRUSHVALE.....	161.75		s 8.34											
KENT.....	158.72	2.40	s 8.27	5.52	11.19	11.43								DP
WOLVERTON.....	147.71	2.30	s 8.14	5.39	11.07	11.30								DP
COMSTOCK.....	140.88	2.22	s 8.02	5.29	10.57	11.20								DP
RUSTAD.....	138.72	2.16	s 7.54	5.22	10.50	11.14								DP
FINKLE.....	130.20	2.10	f 7.46	5.15	10.43	11.05								P
MOORHEAD JCT.....	128.16	L 2.05Am	L 7.40Am	L 5.07Pm	L 10.37Pm	L 10.57Pm								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.....	138.25	A 1.52Am			A 10.00Pm		A 3.30Pm	A 6.50Pm	A 7.20Pm					DKRPC WYXB
PINKHAM.....	118.04	1.46			9.52		s 12.56	f 6.30	f 7.10					P
PROSPER.....	111.87	1.39			9.44		s 2.32	f 6.15	s 6.59					DP
NEWMAN.....	107.68						s 2.15	f 6.50						
VANCE.....	101.40	¹ 1.27			9.29		s 2.00	L 5.50Pm	s 6.40					YPJ
MASON.....	95.88	1.16			9.20		s 1.45		f 6.26					WP
ERIE JCT.....	92.85	1.12			9.15		L 1.35Pm		6.20					PJ
NOLAN.....	88.54	1.03			9.02			As 4.20Pm	L 6.00Pm			A 6.22Pm	A 12.05Am	IDNWJ
WALDEN.....	76.85	12.57			8.54			s 4.05				6.09	11.52	P
PILLSBURY.....	71.49	12.52			8.47			s 3.51				5.59	11.42	DP
LUVERNE.....	64.10	12.45			8.38			s 3.30				⁴⁰³ 5.45	11.31	DP
KARNAK.....	57.74	12.37			8.28			s 3.10				5.18	11.20	DP
N. P. RY. CROSSING.....														
HANNAFORD.....	51.35	⁴⁰¹ 12.32			s 8.20			s 2.55				4.58	11.01	IDNFW
REVERE.....	49.93	12.26			8.05			s 2.30				4.40	10.47	P
SUTTON.....	37.95	12.21			7.57			s 2.20				²⁷ 4.27	10.39	DP
GLENFIELD.....	30.98	12.15			7.49			s 2.00				4.13	10.28	DP
JUANITA.....	24.42	12.09			7.42			s 1.40				4.02	10.17	DP
GRACE CITY.....	17.98	12.03Am			7.35			s 1.25				3.51	10.06	DP
BRANTFORD.....	11.59	11.57			⁴⁰³ 7.27			s 1.10				3.40	9.55	DP
DUNDAS.....	5.84	11.53			7.20			f 12.55				3.30	9.45	P
N. P. RY. CROSSING.....														
NEW ROCKFORD.....		L 11.48Pm			L 7.13Pm			L 12.40Pm				L 3.15Pm	L 9.30Pm	RDNPKB IWXO
Time Over Subdivision		3.12	1.20	1.08	4.29	1.33	1.55	4.40	1.20	.09		3.16	2.48	
Average Speed Per Hour		53.4	38.5	39.5	33.1	28.8	18.1	22.5	29.5	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 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.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from New Rockford	Time Table No. 57 Effective April 6, 1947	STATIONS	Telegraph Calls
	Sittings	Other Trucks	403	449	401		199	3	27	9	1				
			Daily	Daily	Daily		Daily Ex. Sunday	Daily	Daily	Daily	Daily				
FS124	Yard	909	L 8.01Pm	L 12.53Pm	L 2.25Am		L 1.00Pm		L 5.09Pm		L 3.02Am			NEW ROCKFORD	KO
FS181	79	28	8.14	1.07	2.38		f 1.15		5.18		3.09	6.80		MUNSTER	
FS187	141	35	8.25	1.18	2.50		s 1.32		5.25		3.14	12.49		BREMEN	BN
FS143	88	31	⁴⁴⁸ 8.35	1.28	¹ 3.19		s 1.48		5.32		⁴⁰¹ 3.19	18.60		HAMBERG	MA
FS149	141	31	8.45	1.38	3.35		s ⁴⁰² 2.05		5.39		3.24	25.01		HEIMDAL	HD
FS155	141	33	8.55	⁴⁰² 1.48	3.50		s 2.25		5.46		3.29	31.11		WELLSBURG	WX
FS162	141	33	9.05	1.58	4.01		s 2.45		5.52		3.34	37.43		SELZ	Z
FS169	108	25	9.20	2.13	4.15		s 3.05		5.59		3.42	44.46		CLIFTON	
FS177	¹⁰⁸ 88	34	9.35	2.28	4.30		s 3.35		²⁸ 6.07		3.51	52.74		AYLMER	MR
FS183		33	9.45	2.38	4.40		f 3.45		6.14		3.56	58.62		M. & P. & S. M. Ry. Crossing	
														NORFOLK	
FS187	153	34	9.51	2.44	4.46		s 3.55		6.18		3.59	62.49		OUTHRIE	
FS193		41	10.01	2.54	4.56		s 4.05		6.24		4.04	68.46		RANGELEY	
FS200	84	33	² 10.42	3.05	5.06		s 4.22		6.31		4.10	75.31		KARLSRUHE	RA
FS205	141	33	10.55	3.15	5.16		s 4.45		⁴⁴⁸ 6.37		4.15	81.17		VERENDRYE	RY
FS212	79	33	11.05	3.25	5.26		s ²⁸ 5.05		6.44		4.21	87.59		SIMCOE	MO
FS218	87	25	11.15	3.35	5.36		f 5.25		6.50		4.27	94.00		GENOA	
519			11.30	3.50	5.50		s ⁴⁴⁸ 5.50	L 10.30Pm	6.58	L 3.08Pm	4.35	101.58		SURREY	SR
523		218	11.37	3.59	5.59		6.02	10.36	7.03	3.14	4.39	105.97		C. K. SWITCH	
526	Yard	2121	A 11.50Pm	A 4.10Pm	A 6.10Am		A 6.30Pm	A 10.45Pm	A 7.10Pm	A 3.20Pm	A 4.50Am	108.81		MINOT	AD
			8.50 28.3	8.17 33.1	8.45 29.0		5.30 19.7	.15 28.9	2.01 53.9	.12 36.3	1.48 60.4				

AUTOMATIC BLOCK SIGNALS

DOUBLE TRACK

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.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 57

Effective April 6, 1947

STATIONS	Distance from Minot	FIRST CLASS				SECOND CLASS			THIRD CLASS		SIGNS
		4	10	28	2 Streamliner	200			402	448	
		Daily	Daily	Daily	Daily	Daily Ex. Sunday			Daily	Daily	
NEW ROCKFORD	108.81			A 7.10Pm	A 11.48Pm	A 11.05Am			A 2.55Pm	A 9.10Pm	IBDNPB KWKO
6.80 MUNSTER	102.01			7.02	11.41	10.45			2.40	8.55	P
5.59 BREMEN	96.82			6.56	11.36	10.32			2.30	8.45	DP
6.11 HAMBERG	90.21			6.49	11.31	10.14			2.18	8.35	DP
6.41 HEINDAL	83.80			6.42	11.26	9.56			2.05	8.25	DPW
6.10 WELLSBURG	77.70			6.35	11.21	9.38			1.48	8.15	DP
6.32 SELZ	71.88			6.27	11.16	9.20			1.28	8.05	DP
7.03 CLIFTON	64.35			6.18	11.09	9.01			1.12	7.51	P
8.25 AYLMER	56.07			6.07	11.01	8.45			1.25	7.35	DNFW
5.83 M. St. P. & S. W. Ry. Crossing											
..... NORFOLK	50.19			5.49	10.56	8.13			1.23	7.20	I P
3.87 GUTHRIE	46.32			5.44	10.53	8.05			1.23	7.14	DP
5.96 RANGELEY	40.36			5.34	10.48	7.48			12.11Pm	7.02	P
6.86 KARLSRUHE	33.50			5.25	10.42	7.37			11.59	6.50	DP
5.86 VERENDRYE	27.64			5.15	10.37	7.20			11.48	6.37	DPW
6.42 SIMCOE	21.92			5.05	10.31	7.03			11.37	6.17	DP
6.41 GENOA	14.81			4.56	10.26	6.47			11.25	6.04	P
7.58 SURREY	7.28	A 9.55Am	A 1.45Pm	4.45	10.20	6.35			11.10	5.50	RDNPLU
(M. D. Jct.) C. K. SWITCH	2.84	9.50	1.35	4.36	10.15	6.20			10.50	5.30	PXI
4.39 MINOT		L 9.45Am	L 1.30Pm	L 4.30Pm	L 10.10Pm	L 6.15Am			L 10.40Am	L 5.20Pm	IBDNFW CKOZBY
2.84											
Time Over Subdivision		.10	.15	2.40	1.38	4.50			4.15	3.50	
Average Speed Per Hour		43.3	28.9	42.0	66.8	22.5			25.6	25.8	

AUTOMATIC LOOK 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.

THIRD SUBDIVISION

EASTWARD 7

Time Table No. 57 Effective April 6, 1947	Distances 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	
STATIONS										
MINOT M. St. P. & S. 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	116.01	9.27	3.51	9.56	8.52	11.37		9.07	7.05	IP
GASSMAN SWITCH	115.38	9.26	3.50	9.55	8.50	11.35		9.05	7.03	IP
RALSTON	111.08	9.20	3.43	9.50	8.44	11.28		8.57	6.55	P
DES LACS	108.85	9.14	3.37	9.45	s 8.37	s 11.15		8.49	6.45	RDPW
LONE TREE	102.73	9.08	3.31	9.41	s 8.30	s 11.00		8.41	6.35	P
BERTHOLD	97.99	9.02	3.25	9.37	s 8.23	s 10.50		8.33	6.25	IDNPB X
CROSBY-LINE JCT.	97.73				L 8.21Am					JFX
ROACH	93.31	8.56	3.19	9.32		f 10.28		8.24	6.15	P
TAGUS	88.27	8.50	3.12	9.27		s 10.18		8.15	6.05	DP
BLAISDELL	81.45	8.43	3.04	9.20		s 10.00		8.03	5.55	DP
PALERMO	74.47	8.35	2.55	9.13		s 9.40		7.50	5.40	DPW
GRENORA LINE JUNCTION	68.03					A 7.35Pm				PJ DNPI
STANLEY	66.02	s 8.25	s 2.45	9.05		L 7.30Pm		7.35	5.25	WYXB
ROSS	59.29	8.14	2.30	8.57		s 8.40		7.20	5.03	IDP
MANITOU	54.73	8.09	2.23	8.51		f 8.24		7.13	4.50	P
WHITE EARTH	47.21	7.59	2.12	8.41		s 8.08		6.53	4.20	DPW
TOGA	39.35	7.51	2.02	8.32		s 7.51		6.29	4.05	DP
TEMPLE	33.82	7.45	1.54	8.25		s 7.37		6.05	3.55	P
RAY	27.58	7.38	1.45	8.17		s 7.22		5.53	3.40	DPW
WHELOCK	22.25	7.32	1.36	8.11		s 7.02		5.44	3.30	RDNPI
EPPING	17.08	7.24	1.27	8.03		s 6.45		5.26	3.10	DP
SPRING BROOK	11.26	7.15	1.18	7.55		s 6.32		5.08	2.50	PW
AVOGA	5.68	7.08	1.09	7.48		f 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	RDNPWY 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	28.6	

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. 57 Effective April 6, 1947	Telegraph Calls	Distance from Nolan	SIGNS	SECOND CLASS			THIRD CLASS	
	Buildings	Other Trains	401	403	449	(200) 175	199	197						(199) 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
R 8	109	32	L 8.25 ^{PM} ₁₉₈	L 2.25 ^{PM}	L 6.50 ^{AM}			L 4.51 ^{AM}	6.00	WAHPETON JCT.	78.84	JIX		A 8.51 ^{PM} ₄₀₁	A 2.57 ^{AM}	A 9.15 ^{PM}		
R 14	70	22	8.40 ₄₀₂	2.38	7.03			5.06	6.00	DWIGHT	73.21	DP		8.40	2.30	9.03 ₄₀₁		
R 18		18	8.52	2.50	7.15			5.20	12.61	GALCHUTT	65.00	DP		8.26	2.16	8.52		
								5.26	18.00	PITCAIRN	62.31	P		8.20				
R 21	109	29	9.05	3.02	7.27			5.34	19.20	COLFAX	59.01	DP		8.14	2.02	8.34		
R 23	70	34	9.16	3.13	7.38			5.47	25.39	WALCOTT	62.82	DP		8.02	1.50	8.21		
R 29	109	71	9.29	3.26	7.51			6.05	33.33	KINDRED	44.83	DPW		7.48	1.38	8.07		
R 41	70	32	9.39	3.35	8.01			6.17	38.30	DAVENPORT	38.91	IDP		7.38	1.25	7.55		
								6.25	42.25	N. P. Ry. Crossing ADDISON	35.90	P		7.30				
									42.60	CHAFFEE LINE JCT.	35.61	PJ						
R 43	109	37	9.53	3.49	8.15			6.36	46.07	DURBIN	31.14	DP		7.22	1.10	7.37		
R 53		17						6.43	50.98	EVEREST	27.35	IDN		7.15				
									53.74	CASSETON TOWER	24.47	PWX						
									53.98	N. P. Ry. Crossing CASSETON	24.25	XP	A 199 8.07 ^{AM}	A 176 5.20 ^{PM}	7.10	12.55	7.20	
			A 10.10 ^{PM}	A 4.03 ^{PM}	A 8.30 ^{AM}	L 200 5.30 ^{PM}	L 176 8.10 ^{AM}	6.55	54.29	CASSETON JCT.	23.92	XYJP	L 8.05 ^{AM}	5.15	L 7.05 ^{PM}	12.50	7.15	
T 1	69	19					8.11	6.35	64.63	ANSARAKA	13.63	DP		4.55		12.31	6.48	
T 7	107	26					8.52		70.71	AVR	7.50	DP		4.40		12.20	6.37	
FS 41	128						A 9.10 ^{AM}		78.21	NOLAN		RID NWJ		L 4.20 ^{PM}		L 12.05 ^{AM}	L 6.22 ^{PM}	
			1.45 81.3	1.88 83.4	1.40 82.7	.01 19.8	1.00 24.8	2.05 28.5		Time Over Subdivision Average Speed Per Hour			.02 9.9	1.00 24.2	1.46 31.1	2.52 29.2	2.53 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.

10 WESTWARD SEVENTH SUBDIVISION EASTWARD														
THIRD CLASS			Station Numbers	Car Capacity		SECOND CLASS		Distance from Casselton	Time Table No. 57 Effective April 6, 1947	Telegraph Calls	Distance from Vance	SIGNS	SECOND CLASS	
401	403	449		Sidings	Other Tracks	(200) 175	197						(199) 176	198
Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	
L 10.10pm	L 4.03pm	L 8.30am	R69	29	L 5.31pm	L 6.56am	2.91	CASSELTON JCT.		8.74	PXYJ	A 8.05am	A 7.05pm	
10.31	4.24	8.51	R69	46	s 5.43	s 7.10	6.62	HOWES		5.83		s 7.52	s 6.48	
A 10.39pm	A 4.32pm	A 8.59am	F823	69	A 5.50pm	A 7.20am	8.74	AMENIA	MY	2.12	DP	L 7.45am	L 6.40pm	
.29 18.0	.29 18.0	.29 18.0			.19 29.6	.24 21.8		VANCE				.20 27.2	.25 21.7	
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 Line Jct.	Time Table No. 57 Effective April 6, 1947	Telegraph Calls	Distance from Gronora	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	177							178	
			Daily Ex. Sunday							Daily Ex. Mon.	
VD 8	22		L 7.35pm		6.41	GRENORA LINE JCT.		86.58	PJ	A 6.45am	
VD13	34		f 7.55		11.78	WASSAIC	WD	80.17	DP	f 6.25	
VD20	25		s 8.10		18.05	LOSTWOOD	VA	74.33	DP	s 6.10	
VD26	44		s 8.30		24.01	LUNDS VALLEY	PW	68.53	DP	s 5.50	
VD33	25		s 8.55		24.01	POWER'S LAKE		61.97	DP	s 5.30	
VD40	34		s 9.15		31.00	BATTLEVIEW	BV	54.89	DP	s 4.45	
VD46	34		s 9.35		38.07	McGREGOR	GO	48.51	DP	s 4.20	
VD46	25		s 9.55		44.88	HAMLET	HA	42.20	DP	s 3.55	
VD52	42	39	s 10.30		50.37	WILDROSE	WR	36.21	DP	s 3.30	
VD59	25		s 10.50		57.25	CORINTH	CN	29.33	DP	s 2.55	
VD66	35		s 11.10		64.34	ALAMO	AG	22.24	DP	s 2.35	
VD71	27		s 11.30		69.84	APPAM	AK	16.74	DPW	s 2.15	
VD76	35		s 11.45		74.62	ZANL	ZA	11.96	DP	s 1.55	
VD82	35		s 12.05am		80.26	HANKS	HK	6.32	DP	s 1.35	
VD88	105		A 12.30am		86.58	GRENORA	GR		RDP CYXB	L 1.15am	
Time Over Subdivision Average Speed Per Hour										4.55 17.6	8.30 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. 57 Effective April 6, 1947	Telegraph Calls	Distance from Chaffee	SIGNS		
	Sidings	Other Tracks							
R45	23		7.0			11.5	PJ		
R46	20		11.5			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	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