

WILLMAR DIVISION

TIME TABLE No. 33

**EFFECTIVE 12:01 A. M.
CENTRAL TIME**

SUNDAY, NOVEMBER 26, 1933

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

Summary time table for the first subdivision, showing second class and first class train numbers and schedules between St. Paul and Willmar.

TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.

Main detailed time table showing train numbers, departure/arrival times, and station names for both directions between St. Paul and Willmar.

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Nos. 60 and 61 register by card at Wayzata. Register at Wayzata for Fifth Subdivision trains only.

First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office.

Nos. 1, 13 and 27 register by card at Willmar.

Register of trains at Willmar will cover their arrival at Atwater.

Cross-over and Junction switches at Hutchinson Jct., for westward trains to Fifth subdivision are electrically controlled from depot at Wayzata.

Electric automatic interlocked switch end of double track Atwater is controlled by track circuits and operates automatically with the following exception: Movement of westward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand.

Long siding north of main track, extending between Montrose and Waverly stations is known as Montrose siding. Eastward trains must not use this track unless authorized by train order. Time for time table schedules, for Montrose, apply at Montrose station.

Long siding south of main track, extending between Howard Lake and Smith Lake stations, is known as Howard Lake siding. Eastward trains must not use this siding unless authorized by train order. Time for time table schedules for Howard Lake apply at Howard Lake station.

YARD LIMITS MINNEAPOLIS extends to point 3 miles west of Hopkins Jct., including Hopkins branch. Rule 93 and Rule 99. In supplement to those rules all freight trains or switch transfers moving on freight tracks within yard limits in Twin City Terminals must have a flagman on rear car in train or transfer, and if stop is made flagman must be on ground at rear end prepared to provide flagging protection against following train or transfer movements.

Conductor or switch foreman should not permit cars or trains to stand on main freight tracks at any point without affording the protection as herein outlined.

Trains on freight tracks in both directions will approach the following wye and cross-over tracks, which are not interlocked, prepared to stop unless way is clear: Superior Avenue and Cedar Lake Yard.

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engineers and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end and under an APPROACH SIGNAL INDICATION. Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

Table showing Maximum Speed for Passenger (60 miles per hour) and Freight (40 miles per hour) between Lyndale Jct. and Willmar.

SECOND CLASS		FIRST CLASS		Car Capacity		Mileage	Distance from Willmar	Time Table No. 33 Effective November 26, 1933.	Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS		SECOND CLASS	
419		51		W/Day	Other Trains							52	420		
Daily		Daily										Daily	Daily		
L 3:00pm		L 2:40pm		A-102			WILLMAR	WD	112.20	RDN WCK DX		A 1:30pm	A 7:20am		
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES															
L 2:05pm	L 2:45pm					0.41	SIOUX CITY LINE JCT.		111.88	X		A 1:30pm		A 7:15am	
2:20	2:57	30	12	1-54	5.35	3.57	PRISM		106.31			F 1:15		7:00	
2:35	* 3:09	50	22	1-70	12.00	0.02	RAYMOND	BA	100.29	D		* 1:04		6:45	
					19.09	7.09	M. W. RY. CROSSING		97.20	I					
2:52	* 3:25	30	22	1-77	19.58	0.47	CLARA CITY	CA	92.73	D		* 12:49		6:25	
3:05	* 3:38	40	22	1-83	25.49	5.93	MAYNARD	NR	86.80	D		* 12:36		6:10	
3:14	† 3:44		18	1-87	29.22	3.72	ARBURY		83.07			† 12:26		6:01	
					32.20	2.98	C.M.ST.P.&P.RY. CROSSING		79.09	I					
					35.60	0.42	WATER TANK		75.67	W					
3:25	* 3:57	40	20	1-92	34.90	0.01	GRANITE FALLS	GX	77.66	DN		* 12:15		5:46	
3:40	* 4:07	40	11	1-97	39.56	5.26	LODNE		72.40			† 12:01pm		5:33	
					43.81	4.25	M. & ST. L. RY. CROSSING		68.15	I					
3:50	* 4:17	35	23	1-102	44.22	0.21	HANLEY FALLS	HY	68.07	D		* 11:52		5:21	
4:05	* 4:31	30	47	1-109	50.40	0.18	COTTONWOOD	C	61.89	D		* 11:38		5:03	
4:20	* 4:46		25	1-115	57.71	7.31	GREEN VALLEY	GV	54.58	D		* 11:24		4:46	
4:45	* 5:06	40	74	1-121	62.07	5.56	MARSHALL	MD	49.22	DN C X		* 11:14		4:15	
					68.22	0.15	C. & N. W. RY. CROSSING		49.07						
					64.77	1.55	WATER TANK		47.52	W					
5:10	* 5:21	21	22	1-125	69.77	5.00	LYND	YD	42.82	D		* 10:59		3:55	
5:30	* 5:34	30	28	1-134	75.02	6.25	RUSSELL	RS	36.27	D		* 10:48		3:35	
5:55	* 5:50		28	1-142	83.69	7.57	FLORENCE	FO	25.40	D		* 10:32		3:12	
6:08	* 6:03	30	26	1-147	88.90	5.01	RUGHTON	RY	23.39	D W		* 10:22		3:00	
6:30	* 6:20		27	1-155	95.72	7.82	HOLLAND	HD	15.56	D		* 10:07		2:40	
					105.22	8.50	C. R. I. & P. RY. CROSSING		7.06						
					105.22	0.02	C. ST. P. M. & O. RY. CROSSING		7.04						
					105.21	0.06	C.M.ST.P.&P.RY. CROSSING		5.98						
7:05	* 6:42	30	65	1-164	100.54	0.22	PIPESTONE	NE	0.75	DN		* 9:51		2:20	
A 7:20pm	A 6:55am	21	221	1-179	112.20	4.72	IHLN	EN		RDN WC X		L 9:35am		L 1:55am	
8.12 21.21	4.30 26.51					Time Over Subdivision Average Speed Per Hour			2.30 25.56			5.20 20.97			

Special Rules.

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

Maximum Speed.

Between Willmar and Ihlen	Passenger	Freight
	45 miles per hour.	30 miles per hour.

6 WESTWARD.

EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY.

EASTWARD.

THIRD CLASS.				FIRST CLASS.				Time Table No. 33 Effective November 28, 1933.				FIRST CLASS.				SECOND CLASS.		THIRD CLASS.							
577	579	419		C.B.&Q.16 171	C.B.&Q.16 169	161	51	Car Capacity		Stations Numbers	Miles from Ihlen	STATIONS	Telegraph Code	Miles from Sioux City	SIGNS	C.B.&Q.17 172	52	C.B.&Q.16 170	162			420	578	580	
Twice Thurs Sat.	Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily	Illinois	Other Trucks							Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 6:00am		L 8:10am					L 7:10am	81	281	1-170		..... IHLEN	HN	112.85	R DNXWC								A 1:05am	A 5:15pm
* 6:30		8:25					* 7:20	56	108	1-174	4.60	..... JASPER	JA	108.28	D								* 12:40	* 4:55
* 6:45		8:45					* 7:35	80	28	1-182	12.29	..... SHERMAN	PS	100.00	D								* 12:20	* 4:25
* 7:30	L 1:30am	9:05					L 8:10am	32	223	1-186	15.62 GARRETSON	JC	97.20	R DNW X								162-419 * 9:05	A 52 8:42pm	A 6:00pm
7:35	A 1:33am	9:25					A 8:11am				18.00 YANKTON LINE JUNCTION		95.79									* 12:05am	* 4:00	L 5:55pm
* 8:00		9:40					* 8:30	49	30	1A-7	31.83 BOOGE		91.05									f 8:27	L 8:40pm	
* 8:20		9:50					f 8:40		15	1A-10	28.05	..... MANLEY		86.83									f 8:15	* 2:40
											26.27	..... C. ST. P. M. & O. RY. CROSS'G		85.81	I								f 8:07	* 2:20
* 8:54		10:10					* 8:54	72	44	1A-17	32.05	..... HILLS	BB	79.95	D								* 7:54	* 1:50
											33.33 I. C. RY. CROSSING		79.55	I									10:58	* 1:15
* 9:55		10:40					* 9:07	27	45	1A-25	39.37 LESTER	R	73.51	D Y								* 7:42	419 10:40	
											39.58 C. R. I. & P. RY. CROSSING		73.30											
* 10:25		11:00					* 9:21	19	34	1A-30	45.27	..... ALVORD	AB	66.51	D								* 7:30	
* 11:40		11:35					* 9:36	50	57	1A-39	51.90	..... DOON	DO	60.92	D WC								* 10:20	* 12:40pm
* 12:15pm		11:59					* 9:56	29	1A-43	60.92		..... PERKINS		51.95									* 7:19	* 11:40
* 12:45		12:20am					* 10:11	69	46	1A-32	68.48	..... SIOUX CENTER	UX	44.40	DN								* 10:05	* 10:50
* 1:10		12:40					* 10:25	37	1A-41	70.55		..... MAURICE		36.33	W								* 9:32	* 10:11
* 1:30		12:55					* 10:36	49	29	1A-66	81.68	..... STRUBLE	SB	31.20	D								* 9:12	* 9:15
f 1:55		1:10					f 10:48				89.07	..... WEST LeMARS		29.81									* 8:52	* 8:50
* 2:25		1:22					* 10:57	60	40	1A-75	94.22	..... MERRILL	KN	18.66	D								* 8:27	* 8:20
											99.00	..... I. C. RY. CROSSING		18.19	I								* 8:14	* 8:00
* 2:55		1:37					* 11:13	51	28	1A-85	101.04	..... HINTON	HO	11.84	D								* 8:05	* 7:55
											107.60	..... I. C. RY. CROSSING		5.28									7:55	* 7:30
* 3:15		1:55					f 11:27	33	1A-92	105.07	 LEEDS		4.81	X									* 7:39	* 7:05
A 3:25pm		2:10am					11:30			Yard 832	110.02	..... 36th STREET YARD	Q	2.65	RXNWC K								f 5:43	
							11:34			Yard 928	113.21	..... WALL STREET		0.87	YO X								L 6:40	L 7:00am
							A 11:40am			1A-97	112.83	..... SIOUX CITY	SX		R DNK X							A 1:08pm	L 6:43pm	
8:23 11:08	.08 9:40	6:00 12:53		.08 13:40	.03 13:40	.01 13:20	4:30 13:08					Time Over Subdivision Average Speed Per Hour				L 1:05pm	L 5:30pm	L 6:40pm				L 1:08pm	L 6:40pm		
				.03 13:40	.03 13:40	.01 13:20	4:30 13:08									.03 13:40	4:05 27:54	.03 13:40	.02 14:10			5:30 23:00	10:15 10:72	.08 8:04	

Special Rules.

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

Main track between 3rd street and passenger station Sioux City routes via old main track from 3rd street to Steuben street and via the new cut off between Steuben and Wall streets, thence via 2nd street main track to the depot. 2nd street main track between Wall street and the depot will be used by both G. N. and C. B. & Q. first class trains. Normal position of switches at Wall street for main track.

Crossing over I. C., LEEDS, protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass, but must reduce speed to 10 miles an hour, at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate I. C. using crossing, in which case come to full stop, and do not pass over until Illinois Central crew place gates back to clear.

Between	Maximum Speed.	Passenger	Freight
Ihlen and Garretson.....		45 miles per hour.	30 miles per hour.
Garretson and Sioux City.....		40 miles per hour.	30 miles per hour.

WESTWARD. NINTH SUBDIVISION—YANKTON LINE JCT. AND YANKTON. EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	STATIONS	Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS		THIRD CLASS		
535	581	579	53	161						54	162	536	582	580
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily						Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
Time Table No. 33 Effective November 26, 1933.														
STATIONS														
YANKTON LINE JCT. 80.78														
7.78 CORSON N 73.00 D														
4.20 C. ST. P. M. & O. RY. CROSS'G. 66.80 I														
3.51 I. C. RY. CROSSING 63.29														
0.18 SIOUX FALLS JCT. 63.11														
0.28 SIOUX FALLS 62.85 RDNXW														
0.18 C. M. ST. P. & P. RY. CROSS'G. 62.67														
0.21 C. R. I. & P. RY. CROSSING 62.46														
0.23 14TH ST. YARD 62.23														
10.31 TEA 51.82														
6.57 LENNOX OX 45.25 D														
0.21 C. M. ST. P. & P. RY. CROSS'G. 45.04														
8.40 DAVIS D 38.64 D														
3.54 C. & N. W. RY. CROSSING 33.10 I														
3.50 VIBORO BG 29.24 D W														
7.30 IRENE Z 21.85 D														
4.11 TALMO 17.74														
5.07 VOLIN VO 12.67 D														
5.53 MISSION HILL 6.84														
5.59 C. & N. W. RY. CROSSING 1.45														
0.04 C. M. ST. P. & P. RY. CROSS'G. 1.41														
0.53 C. M. ST. P. & P. RY. CROSS'G. .... .89														
0.90 C. & N. W. RY. CROSSING ..... .59														
0.99 YANKTON YK RDWCX														
Time Over Subdivision Average Speed per Hour														
3.12			7.80						7.80		19.56			

TENTH SUBDIVISION—WATERTOWN AND SIOUX FALLS EASTWARD

THIRD CLASS		FIRST CLASS		Car Capacity	STATIONS	Telegraph Calls	Distance from Watertown	SIGNS	FIRST CLASS		THIRD CLASS	
535	53	54	536									
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
Time Table No. 33 Effective November 26, 1933.												
STATIONS												
WATERTOWN												
1.27 W. & S. F. JCT. 98.00 R												
3.04 POLEY 99.03												
6.52 THOMAS 92.53												
7.26 HAYTI II 83.27 D W												
5.52 LAKE NORDEN ND 79.65 D												
5.52 BADOER B 73.33 D												
5.26 ROYHL 68.07												
3.92 C. & N. W. RY. CROSSING 64.15												
6.19 ARLINGTON AR 63.96 D												
0.97 C. & N. W. RY. CROSSING 62.98 I												
4.63 AINBERG 58.21 W												
4.18 SINAI 54.13 D												
5.02 NUNDA NU 48.11 D												
5.76 RUTLAND, S. D. RU 42.85 D												
5.26 C. M. ST. P. & P. RY. CROSSING 38.00												
5.01 WENTWORTH WB 36.08 D												
7.52 CHESTER CH 28.46 D W												
4.20 HUNTIMER 24.26												
1.08 C. M. ST. P. & P. RY. CROSSING 23.18												
3.33 COLTON CN 20.83 D												
5.57 LYONS ON 18.00												
3.26 TYLER 13.77												
3.33 CROOKS 9.44												
3.70 QUINCY 4.63												
4.04 LEVEL SIDING 1.81 XVC												
6.17 C. M. ST. P. & P. RY. CROSSING 1.46												
1.24 SIOUX FALLS JCT. 35												
Time Over Subdivision Average Speed per Hour												
8.10		25.63						8.10		14.21		

Special Rules—Ninth and Tenth Subdivisions.

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

Sioux Falls Russell Street overhead bridge No. 0.8 does not clear man on top of box car. Do not exceed ten (10) miles per hour over Bridge 0.2 over Big Sioux River, Sioux Falls. Crossings over the C. & N. W. and C. M. St. P. & P. spur tracks at Yankton protected with gates, normal position of which are clear for the Great Northern. When clear, trains may pass, but must reduce speed to not more than ten miles an hour, at a point within 500 feet of crossing, until pass over. Gates across Great Northern track indicate other line is using crossing, in which case come to full stop, and do not pass over until other line crew place gate to clear. Crossings over the C. M. St. P. & P. 1.41 miles east of Yankton protected with gates, normal position of which is against the G. N. When using this crossing, G. N. trains must stop and if there is no train movement in sight over the crossing by the C. M. St. P. & P., will swing the gates against the C. M. St. P. & P. and after having passed over, swing the gates back to their normal position or against the G. N. Crossing over the C. & N. W. spur track just east of the depot at Arlington protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass but must reduce speed to not more than ten miles an hour at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate C. & N. W. is using crossing, in which case come to a full stop, and do not pass over until C. & N. W. crew place gates back to clear.

Between	Maximum Speed.	Passenger	Freight
Garretson and Sioux Falls	35 miles per hour.	25 miles per hour.	25 miles per hour.
Sioux Falls and Yankton	30 miles per hour.	20 miles per hour.	20 miles per hour.
Sioux Falls and Watertown	30 miles per hour.	20 miles per hour.	20 miles per hour.

TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY NINTH SUBDIVISION SCHEDULES.

THIRD CLASS	FIRST CLASS	STATIONS	FIRST CLASS	THIRD CLASS
4-10pm	7-45pm	SIOUX FALLS	9-45am	3-30pm
Time Over Subdivision Average Speed per Hour				
12.47				14.21

WESTWARD.

ELEVENTH SUBDIVISION—BENSON AND HURON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	Stations	Distance from Benson.	Time Table No. 33 Effective November 26, 1933.	Telegraph Calls	SIGNS	FIRST CLASS		THIRD CLASS		
529	535	531	53	185							186	54	530	532	536
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Seating Other Trucks	Station Numbers					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday
			12:20Pm			A121						6:40Pm			

TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

Time	Class	Stations	Distance from Benson	Telegraph Calls	Distance from Huron	Time	Class	Stations	Distance from Huron	Telegraph Calls	Distance from Benson					
L 1-30Pm		WATERTOWN LINE JCT.	0.75	DR	181.50	X P Y	A 6-30Pm				A 4-00Pm					
* 1:55		DANVERS	7.10	DR	182.50	D	* 6-15				* 3-35					
* 3:20		HOLLOWAY	7.93	HO	183.00	D	* 5-59				* 3-10					
2:45 * 4:20		APPLETON	6.13	AU	180.50	D W X	* 5-47				* 2:45					
		C. M. ST. P. & P. RY. CROSSING	25.73		186.10	I										
* 4:50		LOUISBURG	7.93	NG	181.10	D	* 5:30				* 1:55					
* 5:18		BELLINGHAM	6.40	BA	184.00	D	* 5:18				* 1:33					
* 6:05		NASSAU	9.20	NS	113.40	D	* 5:00				* 12:50					
* 6:35		ALBEE	5.40	D	110.00	D	* 4:49				* 12:35					
* 7:05		LA BOLT	6.13	BO	108.30	D	* 4:37				* 12:16Pm					
* 7:49		STOCKHOLM	7.50	SK	96.20	D	* 4:23				* 11:45					
* 8:20		SOUTH SHORE	7.26	YS	99.50	D W	* 4:09				* 11:20					
* 8:45		FORESTVILLE	5.90		83.00		* 3:57				* 11:00					
* 9:15		RAUVILLE	7.29		75.74		* 3:42				* 10:35					
		M. & ST. L. RY. CROSSING	31.40		70.24											
A 10:00Pm	L 7:50Pm	L 12:01Am	L 3:40Pm	53-185 3:25 3:35		C 92 91.99	0.19	WATERTOWN	WN	99.84	RDNXWC K	53-185 3:30	A 2-05Pm	L 10-15Am	A 11-00Am	A 10-50Am
	A 7:55Am	12:05	A 3:45Pm	3:40		24	1.27	W. & S. P. JCT.		68.57	R	3:07	L 2-00Pm		10:55	L 10-45Am
		* 12:30	* 3:58			37	8.63	GROVER	GR	99.04	D	* 2:50			* 10:35	
		* 12:55	* 4:11			C109 108.94	5.35	HAZEL	Z	63.59	D	* 2:36			* 10:10	
		* 1:30	* 4:26			41	9.33	VIENNA	YA	44.34	D	* 2:22			* 9:35	
		* 2:00	* 4:44			35	124.05	WILLOW LAKE	WK	37.78	D	* 2:04			* 8:50	
		* 2:30	* 4:58			18	120.43	MELHAM		31.41		* 1:50			* 8:15	
		* 2:50	* 5:11			85	120.19	BANCROFT	BF	25.54	D	* 1:38			* 7:40	
		* 3:10	* 5:21			88	120.84	OSCEOLA	SC	21.19	D W	* 1:28			* 7:10	
		* 3:45	* 5:37			83	120.34	YALE	YA	13.47	D	* 1:12			* 6:35	
		* 4:00	* 5:46			85	120.15	SHEPPFIELD		9.08		* 1:03			* 6:15	
							120.20	C. & N. W. RY. CROSSING		0.63	I					
		A 4:30Am	A 6-10Pm			44	123	HURON	HU		RDNX C K	L 12-45Pm			L 6-45Am	
3:30 10:15	.05 15:34	4:20 10:37	.05 15:24	5:40 27:02								5:45 28:00	.05 15:34	5:45 10:50	6:15 11:07	.05 15:34
												Time Over Subdivisions Average Speed Per Hour				

WESTWARD.

TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS		Car Capacity	Stations	Distance from Evansville.	Time Table No. 33 Effective November 26, 1933.	Telegraph Calls	Distance from Tintah.	SIGNS	SECOND CLASS	
339	340								Tintah Only	Evansville Only
L 2:00Pm			159							A 1-00Pm
				0.23						
* 3:00		87	E 7	6.68						* 12-15Pm
* 4:01		87	E 11	11.23						* 11-45
				14.43						
* 4:45		85	E 16	16.20						* 11-00
* 5:15		84	X 24	21.79						* 10:30
5:55				22.27						10:05
A 6:00Pm	79	87	A195	22.33						L 10-00Am
4:00 8:13										3:00 10:54

Special Rules—Eleventh and Twelfth Subdivisions.

Westward trains are superior to eastward trains of same class, except No. 340 is superior to No. 339, Tintah to Evansville.

All trains register and receive Clearance Card Form "A" at Watertown. Crews of Great Northern trains will throw their own signals at M. St. P. & S. S. M. Ry. Crossing, and after passage of trains will restore signals to clear for M. St. P. & S. S. M. Ry. Crossing, in accordance with chart in Tower, when no towerman is on duty.

Maximum Speed.

Between	Passenger	Freight
Benson and Watertown	40 miles per hour.	30 miles per hour.
Watertown and Huron	35 miles per hour.	35 miles per hour.
Tintah and Evansville	35 miles per hour.	25 miles per hour.

**THIRTEENTH SUBDIVISION—
ABERDEEN LINE JUNCTION AND ABERDEEN.**

WESTWARD.

EASTWARD.

THIRD CLASS 695 Daily Ex. Sunday	FIRST CLASS 191 Daily Ex. Sunday	Car Capacity		STATIONS	Time Table No. 33 Effective November 25, 1933.	Telegraph Code	Distances from Aberdeen Junction	SIGNS	FIRST CLASS 192 Daily Ex. Sunday	THIRD CLASS 596 Daily Ex. Friday
		Refrigerator	Other Trucks							
L 5:45 ^h	L 5:20 ^h			ABERDEEN LINE JCT.			119.23	R P X Y	A 12:25 ^h	A 9:05 ^h
* 6:05	* 5:35	36	E 48	KUTZER	7 54		121.89		* 12:10	* 1:40
				C.M. ST. P. & P. RY. CROSSING	8 49		107.94			
* 6:15	* 5:43	18	E 48	FAIRMOUNT	9 07	FA	107.87	D	* 12:03 ^h	* 1:25
* 6:25	* 5:46	32	E 48	DE VILLO	1 06		106.31		* 11:59	* 1:10
* 6:45	* 5:55	10	E 48	SONORA	4 51		101.30		* 11:50	* 12:50
* 7:20	* 6:13	50	E 48	HANKINSON	7 54	SI	92.78	D W	* 11:39	* 12:30 ^h
				M. ST. P. & S. E. M. RY. Cross.	9 32		92.40			
				M. ST. P. & S. E. M. RY. Cross.	9 16		91.24			
* 7:45	* 6:28	21	E 79	STILES	4 04		98.86		* 11:17	* 11:55
* 8:05	* 6:38	54	E 74	LIDDERWOOD	4 79	DK	91.77	DN	* 11:07	* 11:40
* 8:25	* 6:52	32	E 80	GENESIO	6 14	OO	78.68	D	* 10:53	* 11:10
* 8:45	* 7:02	34	E 86	CAYUGA	8 16	PA	70.47	D	* 10:43	* 10:55
8:13 10:23	* 7:22	50	E 92	RUTLAND, N. D.	6 22	RU	94.24	R D WC X	* 10:23	* 10:33 * 9:40
				FORBES LINE JCT.	8 27		84.07	T		
* 10:00	* 7:42	36	F 9	HAVANA	9 00	WB	84.20	D	* 10:03	* 9:10
* 11:15	* 7:55	40	F 15	KIDDER	8 52	BO	48.41	DN	* 9:50	* 8:50
				C.M. ST. P. & P. RY. CROSSING	8 52		44.55			
* 11:35	* 8:10	32	F 23	BURCH	8 30	CD	41.29	D	* 9:35	* 8:30
* 12:01 ^h	* 8:24	18	F 30	AMHERST	7 14	MN	84.15	D	* 9:21	* 8:10
* 12:25	* 8:39	34	F 35	CLAREMONT	6 55	QC	87.79	D	* 9:06	* 7:50
* 12:40	* 8:49	32	F 43	RUFFTON	8 43	BU	22.36		* 8:56	* 7:30
* 1:00	* 8:59	24	F 47	PUTNEY	8 41	NY	14.95	D	* 8:46	* 7:15
* 1:15	* 9:09	7	F 51	TACONA PARK	8 30		18.05		* 8:36	* 7:00
* 1:30	* 9:17	34	F 53	PLANA	8 18		9.30		* 8:28	* 6:50
				C.M. ST. P. & P. RY. CROSSING	8 06		0.44	I		
				C. & N. W. RY. CROSSING	8 09		0.62	I		
A 2:10 ^h	A 9:35 ^h	Yard	231	F 64	0 53	FN	119.23	R DNWC X Y	L 8:10 ^h	L 6:10 ^h
8:25 14:15	4:15 28:05				Time Over Subdivision Average Speed Per Hour				4:15 28:05	7:55 15:05

WESTWARD.

**FOURTEENTH SUBDIVISION—
RUTLAND AND FORBES.**

EASTWARD. 9

SECOND CLASS 337 Daily Ex. Sunday	Car Capacity		STATIONS	Time Table No. 33 Effective November 25, 1933.	Telegraph Code	Distances from Rutland	SIGNS	SECOND CLASS 338 Daily Ex. Sunday
	Refrigerator	Other Trucks						
L 9:00 ^h	40	35	RUTLAND, N. D.		RU	52.00	R D WC X	A 4:20 ^h
			FORBES LINE JCT.	0 27		52.75	X Y	
* 9:25	5	E 96	BELLE PLAINE	6 00		56.12		* 4:02
* 9:40	25	E108	BROOKLAND	1 05		51.17		* 3:50
			C.M. ST. P. & P. RY. CROSSING	1 30		49.07		
* 10:00	34	E118	STRAUSVILLE	4 05	SV	44.11	D	* 3:20
* 10:15	32	E116	CRESCENT HILL	8 12		37.09		* 3:00
* 10:26	35	E121	NEWTON	4 15		32.64		* 2:45
			C. & N. W. RY. CROSSING	0 30		32.23		
			WATER TANK	0 42		32.45	W	
* 10:33	5	E122	PORT SMITH	0 12		31.55		* 2:35
* 10:55	34	E126	GUELPH	8 07	GU	25.01	D	* 2:25
* 11:15	35	E134	SILVER LEAF	7 09		20.92		* 2:05
			C.M. ST. P. & P. RY. CROSSING	7 35		18.06		
* 11:40	35	E141	ELLEDALE	0 22	ND	13.87	D	* 1:45
A 12:20 ^h	25	65	FORBES	12 37	FO		R D X Y	L 1:00 ^h
5:20 15:30				Time Over Subdivision Average Speed Per Hour				5:15 15:25

Special Rules—Thirteenth and Fourteenth Subdivisions.

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

Maximum Speed.

Between	Passenger	Freight
Aberdeen Line Junction and Aberdeen	40 miles per hour.	25 miles per hour.
Rutland and Forbes	30 miles per hour.	25 miles per hour.

SPECIAL RULES

Rules 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed eight miles per hour.
 The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic Interlocking At

Tintah.....2.17 miles west of, with M. St. P. & S. S. M. Ry.	Davis.....3.54 miles west of, with C. & N. W. Ry.
Paynesville.....0.76 " " " M. St. P. & S. S. M. Ry.	Appleton.....0.77 " " " C. M. St. P. & P. Ry.
Hanley Falls.....0.31 " east " " M. & St. L. Ry.	Huron.....0.63 " east " " C. & N. W. Ry.
Manley.....0.22 " west " " C. St. P. M. & O. Ry.	Arlington.....0.97 " west " " C. & N. W. Ry.
Hills.....0.38 " " " I. C. Ry.	Aberdeen.....0.62 " east " " C. & N. W. Ry.
Corcon.....0.30 " " " C. St. P. M. & O. Ry.	Aberdeen.....0.64 " " " C. M. St. P. & P. Ry.

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of the hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing. Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

Semi-Automatic Interlocking At

Clear City.....0.47 miles east of, with M. W. Ry.
 Rules 601 to 685, inclusive, supplemented by the following govern in the use of this interlocking plant:
 If G. N. train is stopped by a home signal and no immediate conflicting train movement is evident and smash boards are in the clear position train men may signal train to proceed over the crossing. Located at the mechanism that controls the smash board on each of the G. N. home signals are cranks for the operation of smash board mechanism by hand and if the smash boards are not in clear position train men shall operate smash boards to the clear position by hand, inserting the crank in shaft at back of operating mechanism after opening small door locked by standard switch lock. Crank should be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved to clear position. Crank should then be removed and mechanism properly locked; then after making certain that gates are set against the M. W. Ry. it will be permissible to proceed.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	OPENS	CAPACITY
Second Subdivision.			
Reick Yard Spur	1.87 miles west of Willmar	East	13
Third Subdivision.			
Barr Pickling Spur	1.19 miles east of St. Cloud	West	68
Lukemeyer Spur	1.12 miles east of St. Cloud	West	14
Tilston Mill Spur	2.87 miles east of St. Cloud	East	288
Sixth Subdivision.			
Campbell-North Star	2.34 miles west of Rice Jet	East	19
Empire Quarry	2.47 miles west of Rice Jet	East	141
North Star Granite Corp. Spur	4.23 miles west of Rice Jet	West	41
Cold Spring Granite	5.01 miles west of Rice Jet	East	7
John Clark Co.	.07 mile west of Rockville	West	13
Mill Spur	.30 mile west of Rockville	West	12
Granite	.13 mile east of Cold Spring	West	22
New London Material Co. Siding	3.02 miles west of Hawick	Both	34
New London Gravel Pit	1.65 miles east of New London	Both	200
Robbins Young Spur	1.51 miles east of New London	East	35
Green Lake Ice Spur	.67 mile east of Spicer	East	22
State Farm Spur	1.04 miles east of Willmar Jet	West	54
Ninth Subdivision.			
Nasom	2.50 miles west of Lennox	East	7
Aggersgard	3.13 miles west of Viborg	East	4
Twelfth Subdivision.			
Pint Box Spur	2.16 miles west of Thorsborg	East	4
Wahpeton Gravel & Sand Co.	1.16 miles east of Thorsborg	East	25
Fourteenth Subdivision.			
Fehl Spur	8.01 miles east of Forbes	East	9

SPEED RESTRICTIONS

Engines backing up.....20 miles per hour.

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Ma 7508, House, Co 4101, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Office phone Ma 7508, House, Wa 2446, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. Ernest R. Anderson.....	Assistant to Chief Surgeon.....	Office phone Ma 7508, House, Lo 9536, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. F. J. Savage.....	Division Surgeon.....	Office phone Ga 3633, House, El 8001, 355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost.....	Division Surgeon.....	Willmar, Minn.
Dr. R. H. Wald.....	Assistant Division Surgeon.....	355 Lowry Bldg., St. Paul, Minn.
Dr. C. B. Lewis.....	Assistant Division Surgeon.....	St. Cloud, Minn.
Dr. C. F. Culvert.....	Assistant Division Surgeon.....	Sioux Falls, S. D.
Dr. E. W. Rimer.....	Assistant Division Surgeon.....	Breckenridge, Minn.
Dr. E. C. Cobb.....	Assistant Division Surgeon.....	Sioux City, Iowa
Dr. Egl Boeckmann.....	Chief Ophthalmic Surgeon.....	St. Paul, Minn.
Dr. C. N. Spratt.....	Ophthalmic Surgeon.....	Minneapolis, Minn.
Dr. A. D. Whiting.....	Ophthalmic Surgeon.....	St. Cloud, Minn.
Dr. J. E. Reeder.....	Ophthalmic Surgeon.....	Sioux City, Iowa
Dr. C. P. Rice.....	Ophthalmic Surgeon.....	Breckenridge, Minn.

LOCAL SURGEONS.

Dr. John F. Adams.....	Aberdeen, S. D.	Dr. Ward Akester.....	Marshall, Minn.
Dr. Geo. E. Countryman.....	Aberdeen, S. D.	Dr. F. D. Gray.....	Marshall, Minn.
Dr. D. W. Little.....	Appleton, Minn.	Dr. H. D. Oggel.....	Maurice, Iowa
Dr. N. K. Hopkins.....	Arlington, S. D.	Dr. J. P. Wilkins.....	Mound, Minn.
Dr. C. L. Scofield.....	Benson, Minn.	Dr. Charles Osine.....	Morris, Minn.
Dr. Oscar Daignault.....	Benson, Minn.	Dr. T. H. Mee.....	Osseo, Minn.
Dr. W. E. Wray.....	Campbell, Minn.	Dr. C. R. Myre.....	Paynesville, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.	Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. A. C. Peterson.....	Dassel, Minn.	Dr. H. W. Goehrs.....	St. Cloud, Minn.
Dr. A. E. Phillips.....	Delano, Minn.	Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. A. G. Macklein.....	Ellandale, N. D.	Dr. Arch F. O'Donoghue.....	Sioux City Ia.
Dr. F. C. DeVall.....	Garretson, S. D.	Dr. A. H. Tufts.....	Sioux Falls, S. D.
Dr. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.	Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. A. G. Sanderson.....	Granite Falls, Minn.	Dr. N. F. Doleman.....	Tintah, Minn.
Dr. M. L. Ransom.....	Hancock, Minn.	Dr. C. L. Roholt.....	Waverly, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.	Dr. H. J. Bartron.....	Watertown, S. D.
Dr. John T. Leland.....	Herman, Minn.	Dr. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. J. C. Shirley.....	Huron, S. D.	Dr. J. E. Trierweiler.....	Yankton, S. D.
Dr. O. W. Scholpp.....	Hutchinson, Minn.		
Dr. E. G. Sasse.....	Lidgerwood, N. D.		
Dr. Karl A. Danielson.....	Litchfield, Minn.		

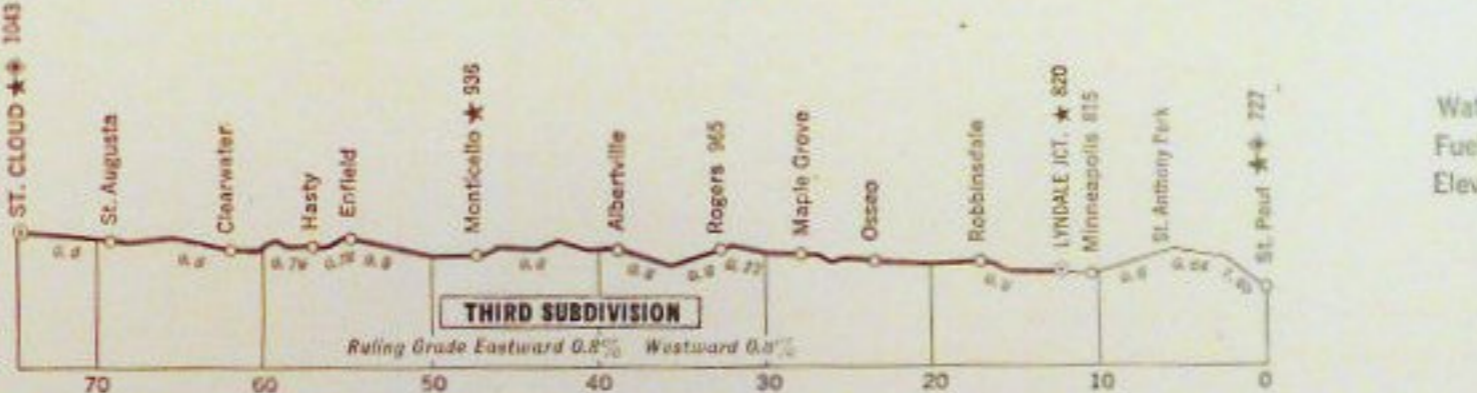
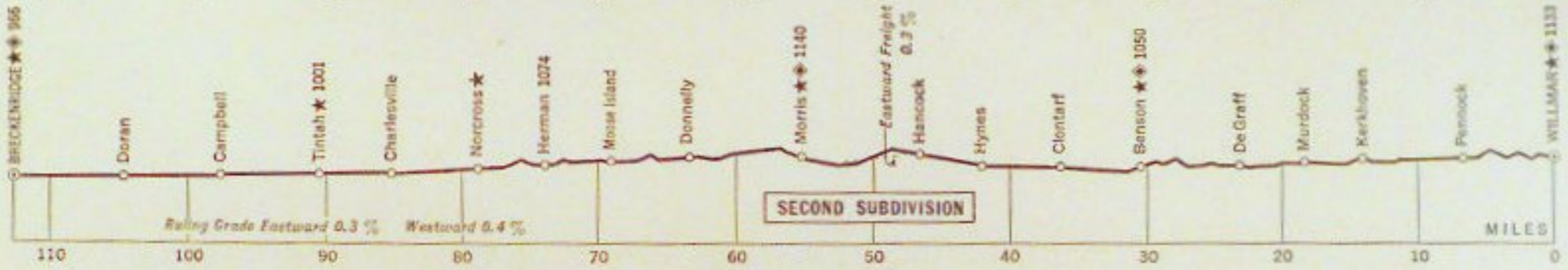
E. R. JOYCE, Chief Dispatcher.

JOHN R. MILLER, Train Master.

F. V. PERCIVAL, Train Master.

P. J. COLITON, Train Master.

M. J. WELSH, Superintendent Terminals, Minneapolis
 J. A. KNIGHTS, Assistant Superintendent, Sioux City.



Water...★
 Fuel...★
 Elevation st

