



WILLMAR DIVISION

TIME TABLE No. 34

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

SUNDAY, OCTOBER 14, 1934

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

WESTWARD.

SECOND SUBDIVISION - WILLMAR AND BRECKENRIDGE.

EASTWARD. 3

SECOND CLASS

FIRST CLASS

FIRST CLASS

SECOND CLASS

429 425 423

(1923) 183 185 51 1 27 3

Time Table No. 34

Effective October 14, 1934.

SIGNS

Distance from Breckenridge

Telegraph Code

4 28 2 52 184 186

426

Daily Daily Daily

Daily Ex. Mon. Daily Ex. Sun. Daily Daily Daily Daily

STATIONS

Daily Daily Daily Daily Daily Ex. Sun. Daily Ex. Sun.

Daily

Time	183	185	51	1	27	3	Capacity	Car	Trucks	Passenger	Freight	Distance from Breckenridge	STATIONS	SIGNS	Distance from Breckenridge	Telegraph Code	4	28	2	52	184	186	426	
12:30 ^{PM}													WILLMAR	R DN WC										
													WATERTOWN LINE JCT.											
													PENNOCK											
													KERKHOVEN											
													MURDOCK											
													DE GRAFF											
													BENSON											
													WATERTOWN LINE JCT.											
													CLONTARF											
													HYNES											
													HANCOCK											
													BROWNS VALLEY LINE JCT.											
													MORRIS											
													DONNELLY											
													MOOSE ISLAND											
													HERMAN											
													NORCROSS											
													CHARLESVILLE											
													EVANSVILLE LINE JCT.											
													TINTAR											
													M ST. P. & S. M. RY. CROSS'G.											
													ABERDEEN LINE JCT.											
													CAMPBELL											
													DORAN											
													N. P. RY. CROSS'G.											
													BRECKENRIDGE											

Special Rules.

Westward trains are superior to eastward trains of the same class, except Nos. 2, 4 and 28 are superior to No. 183, Campbell to Aberdeen Line Jct. and Nos. 2, 4 and 28 are superior to No. 185, Watertown Line Jct. to Benson. 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. First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office. No. 2 register by card at Willmar. Register of trains at Willmar will cover their arrival at Pennock. Register of trains at Breckenridge will cover their arrival at Campbell. Electric automatic interlocked switch end of double track Pennock is controlled by track circuits and operates automatically with the following exceptions: Movement of eastward 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 east of Benson is known as eastward siding. Westward trains must not use this siding unless authorized by train order. East switch to this track located 2.51 miles east of Benson depot electrically controlled from depot. Track south of main track between Morris and Hancock must be used as second main track by all eastward trains except first class unless otherwise instructed by train order, and must not be used by eastward main line first class trains, or any westward

main line trains unless authorized by train order. Branch line trains will procure clearance from dispatcher before using this track. West switch to this track located 1.55 miles west of Morris depot electrically controlled from depot. Crossover located at Seventh Street Morris and just east of M. P. 153 designated as "Seventh Street Crossover Morris" and "lowline crossover." Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engine men 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.

STEAM WHISTLE SIGNALS, SWITCHES CONTROLLED FROM INTERLOCKING TOWER, N. P. Ry. Crossing, Breckenridge.

Main Line—One long.
South Freight Lead—One long and one short.
North Freight Lead—Two long and one short.
West End Transfer Track—Three long and one short.
East End Transfer Track not connected with interlocking plant.

Between	Maximum Speed.	Passenger	Freight
Willmar and Breckenridge		60 miles per hour.	40 miles per hour.
Morris and Hancock. Eastward Freight Track		25 miles per hour.	25 miles per hour.

SECOND CLASS				FIRST CLASS		Car Capacity	Stations	Distance from Willmar	Time Table No. 34 Effective October 14, 1914.	Telegraph Code	Distance from Ihlen	SIGNS	FIRST CLASS		SECOND CLASS	
419				51									52		420	
DAILY				DAILY		Sidings	Other Tracks	Stations	Distance from Willmar	Telegraph Code	Distance from Ihlen	SIGNS	DAILY		DAILY	
L. 2:00 ^{PM}				L. 2:40 ^{PM}									A-102		WILLMAR		WD 112 29 RDN WCK OX		A 1:35^{PM}		A 6:50^{AM}
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																
	L. 2:05 ^{PM}			L. 2:45 ^{PM}			0.41	0.41	.....SIOUX CITY LINE JCT.....		111.88	X P	A 1:30 ^{PM}			A 6:40 ^{AM}
	2:20			* 2:57	80 12	1-64	5.95	5.95	.....PRIAM.....		105.31		* 1:15			6:25
	2:35			* 3:08	80 32	1-70	12.00	12.00	.....RAYMOND.....	RA	100.29	D	* 1:04			6:10
							19.00	19.00	.....M. W. RY. CROSSING.....		93.20	I				
	2:52			* 3:23	80 32	1-77	19.56	19.56	.....CLARA CITY.....	CA	92.73	D	* 12:49			5:50
	3:05			* 3:35	40 32	1-83	23.49	23.49	.....MAYNARD.....	NR	86.80	D	* 12:36			5:35
	3:14			* 3:41		1-87	29.22	29.22	.....ASHBURY.....		83.07		* 12:26			5:26
							33.20	33.20	.....C. M. ST. P. & P. RY. CROSSING.....		79.00	I				
							33.69	33.69	.....WATER TANK.....		75.60	W				
	3:25			* 3:53	49 30	1-92	34.80	34.80	.....GRANITE FALLS.....	GX	77.69	DN	* 12:15			5:11
	3:40			* 4:03	49 11	1-97	39.88	39.88	.....LORNE.....		72.43		* 12:01 ^{PM}			4:58
							43.91	43.91	.....M. & ST. L. RY. CROSSING.....		69.19	I				
	3:50			* 4:12	58 35	1-102	44.22	44.22	.....HANLEY FALLS.....	HY	68.07	D	* 11:52			4:46
	4:05			* 4:26	80 47	1-109	50.40	50.40	.....COTTONWOOD.....	C	61.89	D	* 11:38			4:28
	4:20			* 4:39		1-115	57.71	57.71	.....GREEN VALLEY.....	GV	54.58	D	* 11:24			4:08
	4:45			* 4:54	49 74	1-121	58.07	58.07	.....MARSHALL.....	MD	49.23	DN C X	* 11:14			3:56
							63.22	63.22	.....C. & N. W. RY. CROSSING.....		49.07					
							64.77	64.77	.....WATER TANK.....		47.32	W				
	5:10			* 5:07	81 39	1-128	69.77	69.77	.....LYND.....	YD	43.32	D	* 10:59			3:31
	5:30			* 5:19	80 35	1-134	76.02	76.02	.....RUSSELL.....	RS	36.27	D	* 10:48			3:18
	5:55			* 5:35		1-143	83.80	83.80	.....FLORENCE.....	FO	28.40	D	* 10:32			3:02
	6:08			* 5:48	80 36	1-147	88.90	88.90	.....RUGHTON.....	RV	23.30	D W	* 10:22			2:50
	6:30			* 6:05		1-155	95.73	95.73	.....HOLLAND.....	WD	18.26	D	* 10:07			2:30
							105.23	105.23	.....C. R. I. & P. RY. CROSSING.....		7.08					
							105.33	105.33	.....C. ST. P. M. & O. RY. CROSSING.....		7.04					
							105.31	105.31	.....C. M. ST. P. & P. RY. CROSSING.....		6.98					
	7:05			* 6:27	80 43	1-154	103.54	103.54	.....PIPESTONE.....	NE	6.72	DN	* 9:51			2:10
	A 7:20 ^{PM}			A 6:40 ^{PM}	81 33	1-170	112.29	112.29	.....IHLEN.....	IN		RDN WC X	L. 9:35 ^{PM}			L. 1:45 ^{PM}
	5 15 21 51			5 55 23 56					Time Over Subdivision Average Speed Per Hour				3 55 28 56			4 25 32 00

Special Rules.

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

Maximum Speed.

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

6 WESTWARD.

EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY.

EASTWARD.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				Cap. Capacity	Stations	Time Table No. 34 Effective October 14, 1934.	Telegraph Code	Distance from Sioux City	SIGNS	FIRST CLASS				SECOND CLASS.	THIRD CLASS.
579	419		C.B. & Q. 16 171	C.B. & Q. 16A 169	161	51							C.B. & Q. 17 172	52	C.B. & Q. 16B 170	162	420	580
Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
	L 8:10 ^{am}					L 6:55 ^{am}	51	281	1-170		..... IHLEN	HN	112.68	R DNXC		A 9:35 ^{am}		A 1:05 ^{am}
	8:25					* 7:05	50	108	1-178	4.80	..... 4.60 JASPER	JA	105.28	D		* 9:25		12:40
	8:45					* 7:17	50	85	1-183	12.20	..... 7.60 SHERMAN	FS	100.60	D		* 9:12		12:20
L	1:30 ^{pm}	32 8:05				L 7:55 ^{pm}	32	228	1-150	15.60	..... 3.33 GARRETSON	JC	97.26	R DNW X	162-419 * 8:05	A 52 8:42 ^{pm}		12:05 ^{pm}
A	1:33 ^{pm}	9:25				A 7:56 ^{pm}				18.05	..... 0.47 YANKTON LINE JUNCTION		96.79			L 8:27	L 5:55 ^{pm}	11:45
	9:40					* 8:14	49	20	1A-7	21.63	..... 3.74 BOOGE		91.08		f 8:15			11:25
	9:50					f 8:23		18	1A-10	26.05	..... 4.29 MANLEY		86.83		f 8:07			11:15
	10:10					* 8:35	73	44	1A-17	32.93	..... 0.22 C. ST. P. M. & O. RY. CROSS'G		80.61	I				
	10:40					* 8:47	27	45	1A-23	39.37	..... 6.08 HILLS	HF	79.93	D		* 7:54		10:58
	11:00					* 8:58	19	34	1A-30	46.27	..... 0.38 I. C. RY. CROSSING		79.53	I				
	11:35					* 9:10				53.33	..... 0.04 LESTER	R	73.81	D Y		* 7:42		10:40
	11:59					* 9:26				59.54	..... 0.21 C. R. I. & P. RY. CROSSING		73.30					
	12:20 ^{pm}					* 9:41	19	34	1A-30	46.27	..... 8.60 ALVORD	AB	66.41	D		* 7:30		10:20
	12:40					* 9:54	50	37	1A-35	51.66	..... 5.60 DOON	DO	60.92	D WC		* 7:19		10:05
	12:55					* 10:03	20	1A-45	60.03		..... 8.97 PERKINS		61.95		* 7:03			9:32
	1:10					* 10:14	49	45	1A-52	58.45	..... 7.55 SIOUX CENTER	UX	44.40	DN		* 6:51		9:12
	1:22					* 10:23				75.86	..... 8.06 MAURICE		36.32		* 6:37			8:59
	1:37					* 10:36	49	20	1A-66	81.64	..... 8.12 STRUBLE	SR	31.20	D		* 6:27		8:40
	2:10 ^{pm}					* 10:50	15	1A-72	89.07		..... 7.89 WEST LAMAR		33.81		f 6:14			8:24
						* 10:54	41	40	1A-79	94.22	..... 5.15 MERRILL	KN	18.55	D W		* 6:05		8:19
						* 11:00 ^{pm}				99.60	..... 8.47 I. C. RY. CROSSING		13.19	I		* 5:54		7:55
						* 11:05 ^{pm}	31	28	1A-83	101.04	..... 1.35 HINTON	HO	11.84	D				
						* 11:06 ^{pm}				107.00	..... 0.65 I. C. RY. CROSSING		8.28					
						* 11:08 ^{pm}				110.02	..... 2.42 26th STREET YARD	Q	3.86	R DNWC K		5:40		7:35 ^{pm}
						* 11:09 ^{pm}				112.21	..... 2.19 WALL STREET		0.67	YO I	A 1:08 ^{pm}	5:35	A 6:43 ^{pm}	
						* 11:10 ^{pm}				112.58	..... 0.67 SIOUX CITY	IX		R DNK I	L 1:05 ^{pm}	L 5:30 ^{pm}	L 6:40 ^{pm}	
						* 11:11 ^{pm}					Time Over Subdivisions				.08	4.05	.08	.02
						* 11:12 ^{pm}					Average Speed - Per Hour				18.40	27.94	13.40	14.10
						* 11:13 ^{pm}												5.30
						* 11:14 ^{pm}												10.00
						* 11:15 ^{pm}												.04
						* 11:16 ^{pm}												1.44

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.

Register at Garretson for Ninth Subdivision trains only.

Crossing over I. C., 2.42 miles east of 26th Street Yard, 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.

Maximum Speed.

Between	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.

ELEVENTH SUBDIVISION—BENSON AND HURON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity Stages Other Tracks Station Numbers Distance from Benson	Time Table No. 34 Effective October 14, 1934.	STATIONS.	Telegraph Code	Distance from Huron	SIGNS	FIRST CLASS		THIRD CLASS		
529 Daily Ex. Sunday	535 Daily Ex. Sunday	531 Daily Ex. Monday	53 Daily Ex. Sunday	185 Daily Ex. Sunday							186 Daily Ex. Sunday	54 Daily Ex. Sunday	530 Daily Ex. Sunday	532 Daily Ex. Monday	536 Daily Ex. Sunday
				12:20 ^h	A133	BENSON	BN	100	RDN WCX	A	6-40 ^h				

WESTWARD.

TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS	Car Capacity Stages Other Tracks Station Numbers Distance from Tintah	Time Table No. 34 Effective October 14, 1934.	STATIONS	Telegraph Code	Distance from Tintah	SIGNS	SECOND CLASS
339 Tue. Only							340 Tue. Only
L 2:25 ^h	100		EVANSVILLE	NS	25.52	R DN WC	A 1:00 ^h
		0.22	DAKOTA DIV. JCT.		22.30		
* 2:55	87	5.58	ERDAHL	DA	24.64	D	*12:15 ^h
* 3:10	10	11.38	THORSBORG		21.14		*11:45
		14.42	M. ST. P. & S. S. M. RY. CROSSING		18.10	I	
* 3:50	84	16.30	ELBOW LAKE	KA	16.32	D	*11:00
* 4:15	84	22.79	HERFORD		8.73		*10:30
4:40		22.27	EVANSVILLE LINE JCT.		0.85		10:05
A 4:45 ^h	79	28.52	TINTAH	QN		R DPW	L 10:00 ^h
2:20 11:55			Time Over Subdivision Average Speed Per Hour				3:00 10:54

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

L 1:30 ^h						0.78	WATERTOWN LINE JCT.	101.50	X P Y	A 6:30 ^h		A 4:00 ^h			
* 1:55			*12:38		34	7.88	DANVERS	DR	104.90	D	* 6:15		* 3:35		
* 2:25			*12:52		82	15.82	HOLLOWAY	HO	106.00	D	* 5:59		* 3:10		
2:45 4:20			* 1:04		48	21.94	APPLETON	AU	108.87	D W X	* 5:47		* 2:45		
						32.73	C. M. ST. P. & P. RY. CROSSING		109.10	I					
* 4:50			* 1:20		84	30.53	LOUISBURG	BO	111.18	D	* 5:30		* 1:55		
5:18			* 1:33		44	37.14	BELLINGHAM	BA	114.89	D	* 5:18		* 1:33		
* 6:05			* 1:49		33	45.34	NASSAU	NS	118.40	D	* 5:00		*12:50		
* 6:35			* 2:00		30	51.83	ALBEE	D	119.90	D	* 4:49		*12:35		
* 7:05			* 2:14		28	57.98	LA BOLT	BO	122.30	D	* 4:37		*12:15 ^h		
* 7:49			* 2:31		18	65.96	STOCKHOLM	SK	124.27	D	* 4:23		*11:45		
* 8:20			* 2:48		43	73.52	SOUTH SHORE	VR	126.01	D W	* 4:09		*11:20		
* 8:45			* 2:59		81	78.77	FORESTVILLE		127.06		* 3:57		*11:00		
* 9:15			* 3:12		25	84.09	RAUVILLE		127.74		* 3:42		*10:35		
						91.49	M. & ST. L. RY. CROSSING		129.24						
					80	91.80	C. & N. W. RY. CROSSING		129.00						
A 10:00 ^h	L 7:50 ^h	L 12:01 ^h	L 3:40 ^h	51-185 3:25 3:35		92.99	WATERTOWN	WN	130.84	RDN WCX	A 3:30	L 2:05 ^h	L 10:15 ^h	A 11:00 ^h	A 10:50 ^h
	A 7:55 ^h	12:05	A 3:45 ^h	3:40	34	93.24	W. & S. F. JCT.		131.27	R	3:07	L 2:00 ^h	10:55	10:45 ^h	
		*12:30	* 3:58		97	101.30	GROYER	GR	132.91	D	* 2:50		*10:35		
		*12:55	* 4:11			109.24	HAZEL	Z	133.89	D	* 2:36		*10:10		
						113.18	C. M. ST. P. & P. RY. CROSSING		134.67						
		* 1:30	* 4:26		41	118.49	VIENNA	VA	136.24	D	* 2:22		* 9:35		
		* 2:00	* 4:44		25	124.05	WILLOW LAKE	WL	137.79	D	* 2:04		* 8:50		
		* 2:30	* 4:58		18	130.45	MELHAM		138.41		* 1:50		* 8:16		
		* 2:50	* 5:11		85	136.19	BANCROFT	BF	139.64	D	* 1:38		* 7:40		
		* 3:10	* 5:21		85	141.84	OSCEOLA	OC	141.19	D W	* 1:28		* 7:10		
		* 3:45	* 5:37		58	148.30	YALE	YA	142.67	D	* 1:12		* 6:35		
		* 4:00	* 5:46		85	153.73	SHEFFIELD		143.08		* 1:03		* 6:15		
						158.20	C. & N. W. RY. CROSSING		143.63	I					
	A 4:30 ^h		A 6:10 ^h		44	163.20	HURON	HU		RDN X C	L 12:45 ^h		L 5:45 ^h		
8:20 10:72	.08 14.34	4:30 15:37	.05 15.34	5:45 17:02			Time Over Subdivision Average Speed Per Hour			5:45 23.00	.08 14.34	5:45 15.50	5:15 15.30	.08 14.34	

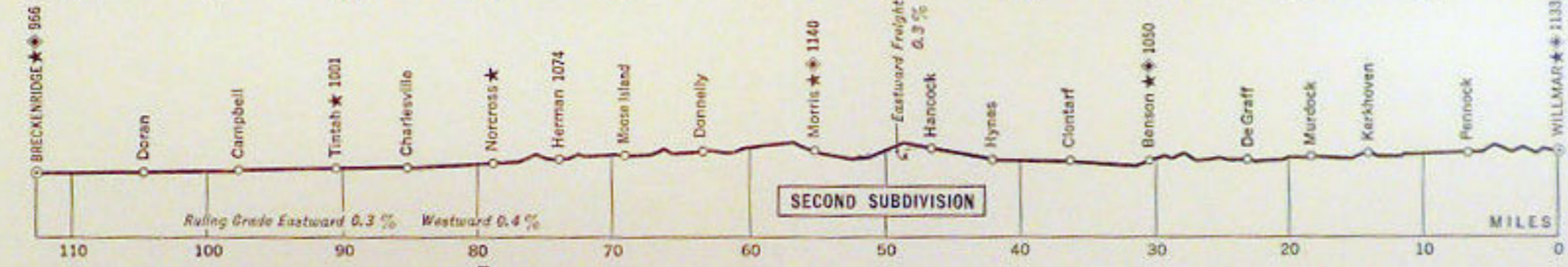
Special Rules—Eleventh and Twelfth Subdivisions.

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

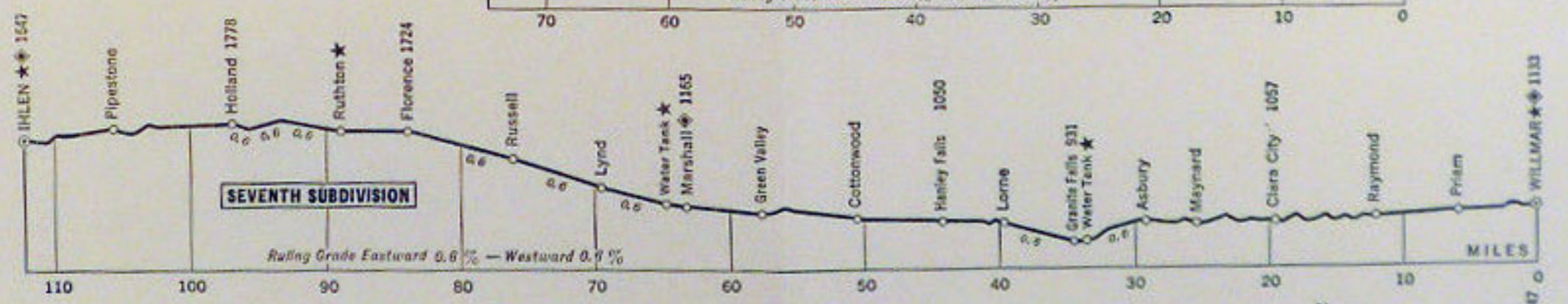
All trains register and receive Clearance Card Form "A" at Watertown. Crews of Great Northern trains will throw their own signals at M. St. P. & S. S. M. Ry. Crossing, and after passage of trains will restore signals to clear for M. St. P. & S. S. M. Ry. Crossing, in accordance with chart in Tower, when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

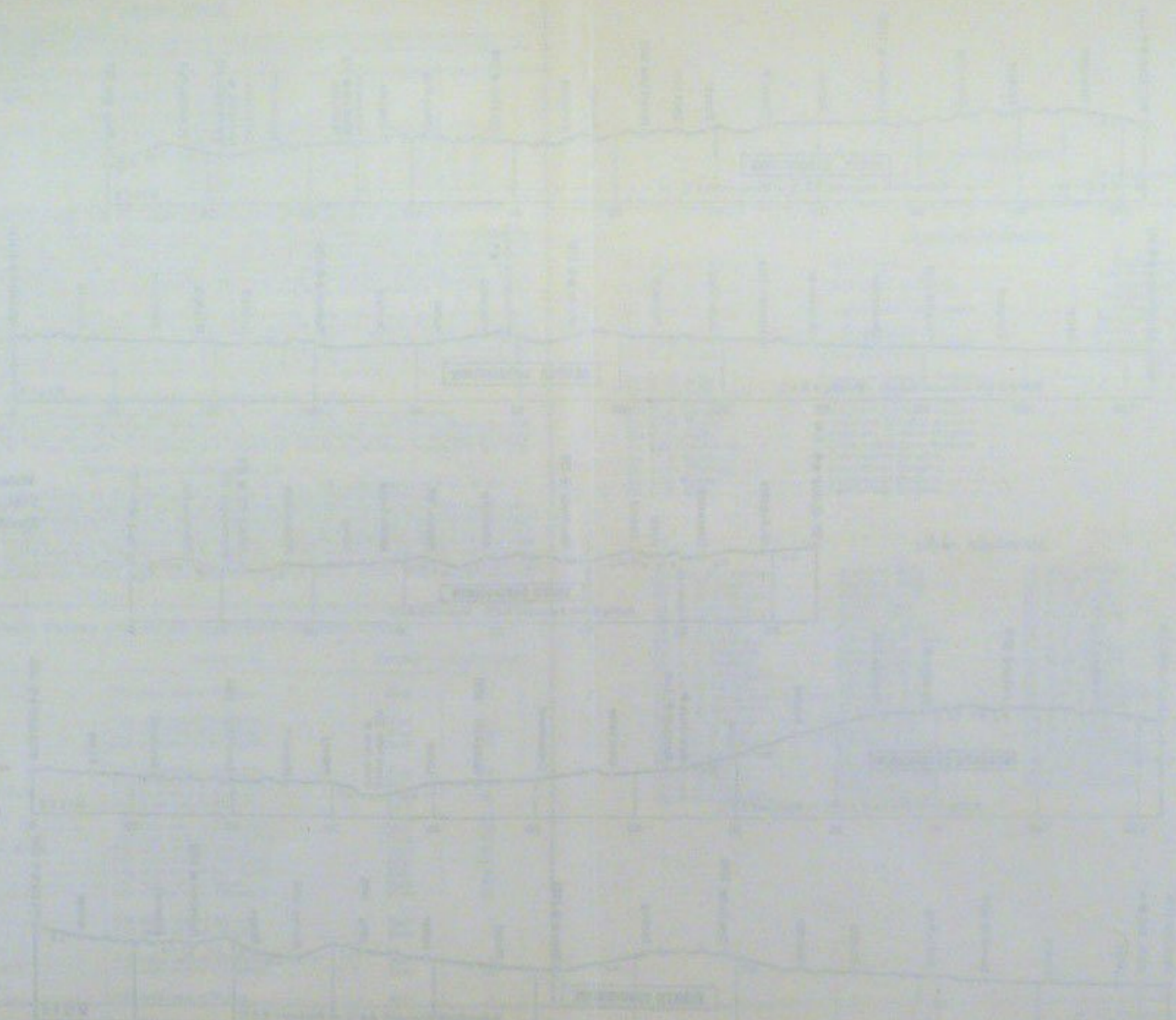
Maximum Speed.

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



Water.....★
 Fuel.....◆
 Elevation 81





ECG
12 leads
10/10/00

ECG 10/10/00

ECG 10/10/00

ECG 10/10/00

ECG 10/10/00

ECG 10/10/00