



WILLMAR DIVISION

TIME TABLE No. 39

EFFECTIVE 12:01 A. M.
CENTRAL TIME

SUNDAY, NOVEMBER 17, 1935

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J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—LYNDALE JCT. AND WILLMAR.

EASTWARD.

SECOND CLASS				FIRST CLASS				Car Capacity		Time Table No. 39 Effective November 17, 1935.	Distance from Willmar	SIGNS	Telegraph Calls	FIRST CLASS				SECOND CLASS	
423	429	61	425	31	3	1	27	Sidings	Other Tracks					STATIONS	Distance from St. Paul	28	4	2	32	426	60
Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday		
		L 6.45Am			L 10.05Pm	L 8.50Am	L 8.45Am			0	102.19	A	A 6.30Am	A 8.05Am	A 10.30Pm				
					10.50Pm	9.25Am	9.18Am			11	10.57	S	6.05Am	7.40Am	10.05Pm		A 4.00Pm		

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

L 9.00Pm	L 7.15Am	L 7.00Am	L 3.45Am		L 10.55Pm	L 9.30Am	L 9.22Am			12.18	1.61	90.01	PW		A 5.48Am	A 7.19Am	A 9.53Pm			A 2.10Pm	A 3.40Pm	
											LYNDALE JCT....											
											1.74	88.27	P									
9.12	7.27	7.08	3.57		11.01	9.35	9.27			16.40	2.48	85.70	XP		5.41	7.10	9.46			1.57	3.28	
9.30	7.45	* 7.23	4.15		11.12	9.45	9.37	80	20	23.00	7.50	78.20	RDPW	WA	5.30	f 6.56	9.35			1.42	* 3.16	
9.32	7.47	A 7.25Am	4.17		11.13	9.46	9.38			24.50	0.69	77.00	PI		5.29	6.53	9.34			1.40	L 3.11Pm	
9.38	7.53		4.23		*11.18	9.49	9.41	79	14	27.00	2.41	75.10	D	ON	5.25	f 6.48	9.30			1.35		
9.48	8.03		4.33		*11.25	9.55	9.47	W 80	17	31.37	4.37	70.82	DP	MA	5.19	f 6.39	9.24			1.25		
10.15	8.30		5.08		*11.38	10.04	9.57	E 80	49	35.36	6.09	63.83	DNW I	DA	5.08	f 6.25	9.14			1.05		
10.30	8.45		5.27		11.48	10.13	10.06	Contbr- uoua.	18	45.06	6.70	57.13	DP	MO	4.57	f 6.12	9.04			12.50		
10.37	9.01		5.34		11.53	10.16	10.09	70	32	47.84	2.78	54.35	DP	WY	4.53	f 6.06	9.00			12.44		
10.50	9.15		5.56		*12.03Am	10.23	10.15	343	82	52.87	5.03	49.32	DP	RD	4.46	f 5.56	8.53			12.34		
11.04	9.28		6.16		*12.17	10.31	10.23	E 80 W 80	61	59.15	6.28	43.04	DP	CT	4.37	* 5.44	8.45			12.22		
11.20	9.44		6.32		*12.28	10.38	10.30	E 82 W 79	64	64.95	5.80	37.24	DPW	DS	4.29	f 5.33	8.37			12.07Pm		
11.33	9.56		6.44		12.37	10.45	10.36	E 70 W 79	19	70.09	5.14	32.10	DP	DN	4.22	f 5.24	8.30			11.49		
11.46	10.09		6.59		*12.47	10.53	10.43	E 108 W 80	92	76.19	6.10	26.00	DNW	FD	* 4.12	* 5.14	8.21			11.37		
12.01Am	10.21		7.11		f 1.02	11.03	10.52	E 75 W 75	53	83.87	7.68	18.32	DP	G	3.59	f 4.59	8.09			11.25		
12.12	10.32		7.22		* 1.13	11.10	10.58		84	87	5.12	13.20	DN I	WR	3.52	f 4.50	8.02			11.10 10.58		
12.27	10.47		7.35		* 1.25	11.19	11.06	E 80	26	96.35	7.36	5.84	DP	B	3.41	f 4.37	7.51			10.30		
12.38	10.58		7.45		L 10.50Am	1.31				101.01	4.66	1.18	P							10.05		
A 12.45Am	A 11.05Am		A 7.50Am		A 10.55Am	A 1.37Am	A 11.30Am	A 11.15Am	Yard 1516	A102	1.18	RDN KXWC O	WD	L 3.30Am	L 4.25Am	L 7.40Pm	L 11.35Am			L 10.00Am		
3.45 24.00	3.50 23.45	.25 29.78	4.05 22.04		.05 14.16	2.42 33.34	2.00 45.00	1.53 47.79							2.18 39.13	2.54 31.03	2.13 40.60	.05 14.16		4.10 21.60	.29 25.67	
											Time Over Subdivision						Average Speed Per Hour					

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 and 27 register by card at Willmar.

Register of regular 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.

Long siding south of main track, extending west of Howard Lake is known as westward siding. Eastward trains must not use this siding unless authorized by train order.

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, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end 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.

Between	Maximum Speed.	Passenger	Freight
Lyndale Jct. and Willmar		60 miles per hour.	40 miles per hour.

WESTWARD.

SECOND SUBDIVISION—WILLMAR AND BRECKENRIDGE.

EASTWARD. 3

SECOND CLASS			FIRST CLASS						Car Capacity		Time Table No. 39		SIGNALS		FIRST CLASS						SECOND CLASS	
429	425	423	(192) 183	185	51	1	27	3	Sidings	Outer Tracks	Station Numbers	Distance from Willmar	28	4	2	52	(191) 184	186	426			
Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily			
L 12-30pm	L 9-00am	L 1-30am		L 2-40am	L 11-30am	L 11-15am	L 1-50pm	Yard	1515	A102			R DN WC	WD	A 3-25am	A 4-20am	A 7-40pm	A 1-35am		A 6-30am		
				A 2-45am							0.41	DOUBLE TRACK	112.07	OKX				L 1-30am				
12-50	9-20	1-45			11-39	11-27	* 2-00	W 79	19	A109	6.61	SIoux CITY LINE JCT.	112.26	P						6-08		
1-05	9-35	1-58			11-49	11-35	* 2-12	W 79	47	A116	14.04	PENNOCK.....	106.06	DNPI	K	3-14	f 4-09	7-27		5-53		
1-15	9-45	2-06			11-55	11-40	* 2-20	79	32	A121	18.53	KERKHOVEN....	08.63	D P	H	3-05	f 3-58	7-18		5-43		
1-25	9-55	2-15			12-01pm	11-45	* 2-28	138	29	A125	23.18	MURDOCK.....	94.14	D P	CK	3-00	f 3-49	7-13		5-32		
1-40	10-10	2-28 2-50		L 12-20pm	* 12-11	11-54	* 2-38 2-48	E 340 W 67	241	A133	30.69	DE GRAPP.....	89.49	D P	DG	2-54	f 3-40	7-07		5-12		
				A 12-24pm							81.38	BENSON.....	82.08	DN W C X	BN	* 2-44	* 3-27	* 6-58	A 6-40pm	5-12		
1-50	10-20	3-16			12-19	12-01pm	f 2-58	139	88	A138	36.27	WATERTOWN LINE JCT.	81.29	P Y						6-30pm		
2-02	10-32	3-30			12-27	12-07	3-08	79	11	A144	42.14	CLONTARP.....	76.40	D P	CF	2-33	f 3-16	6-51		4-57		
2-12	10-42	3-40			12-33	12-12	* 3-19	70	04	A149	46.49	HYNES.....	70.53	P		2-26	3-08	6-44		4-42		
											54.33	HANCOCK.....	66.18	D P	NC	2-21	f 2-59	6-39		4-20		
2-29	10-59	4-00			* 12-45	12-23	* 3-45	82	146	A187	55.34	BROWNS VALLEY LINE JCT.	58.34	P Y								
2-44	11-14	4-15			12-56	12-34	* 3-59	78	41	A166	63.55	MORRIS.....	57.33	DN W C X	MR	* 2-09	* 2-47	* 6-28		3-45		
2-54	11-24	4-26			1-04	12-40	f 4-07	79	19	A171	69.27	DONNELLY.....	49.12	D P	DY	1-58	f 2-31	6-18		3-23		
3-03	11-33	4-36			1-10	12-46	* 4-18	E 80 W 80	49	A176	74.02	MOOSE ISLAND...	43.40	P		1-51	2-21	6-11		3-11		
3-15	11-45	4-46			1-17	12-53	f 4-28	182	30	A181	78.91	HERMAN.....	38.65	DNP	HN	1-45	f 2-14	6-05		3-01		
3-26	11-56	4-57			1-26	1-01	f 4-38	79	10	A187	88.38	NORCROSS.....	33.76	D PW	RC	1-39	f 2-05	5-59		2-51		
3-35	12-05pm	5-05			1-33	1-07	f 4-49				90.17	CHARLESVILLE..	27.29	P		1-31	1-55	5-51		2-39		
3-36	12-06	5-11									92.58	EVANSVILLE LINE JCT.	22.50									
											92.58	TINTAH.....	22.26	D PW	QN	1-24	f 1-47	5-44		2-28		
											92.58	M. ST. P. & S. S. M. RY. CROS'G.	20.09	I								
3-46	12-16	5-32		L 11-55pm	1-39	1-14	4-55				95.14	ABERDEEN LINE JCT..	17.53	P Y		1-18	1-39	5-38		2-20		
3-51	12-21	5-37		* 12-05am	1-42	1-17	* 4-59 5-15	W 97	118	A200	97.63	CAMPBELL.....	15.04	DN I	CB	1-15	f 1-35	5-35		2-15		
4-04	12-34	5-50		f 12-15	1-52	1-27	* 5-30	E 80	19	A207	104.79	DORAN.....	7.88	D P	DO	1-06	f 1-23	5-26		2-00		
											111.09	N. P. RY. CROS'G..	1.58	P I								
A 4-25pm	A 12-55pm	A 6-10am		A 12-30am	A 2-03pm	A 1-40pm	A 5-45am	Yard	1155	A214	112.67	BRECKENRIDGE..		R DN WC YOKX	BR	L 12-55am	L 1-10am	L 5-15pm		L 1-40am		
3.55 28.76	3.55 28.76	4.40 24.14	.35 30.13	.04 11.85	.05 4.92	2.33 44.18	2.28 46.62	3.55 28.80								2.30 45.06	3.10 35.58	2.25 46.62	.05 4.92	1.00 17.53	10 4.74	4.50 23.31
												Time Over Subdivision										
												Average Speed Per Hour										

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 regular trains at Willmar will cover their arrival at Pennock. Register of regular 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 exception: 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 designated as "Seventh Street Crossover Morris." 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 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.

WESTWARD SEVENTH SUBDIVISION—WILLMAR AND IHLEN										EASTWARD											
Time Table No. 39										Time Table No. 39											
Effective November 17, 1935.										Effective November 17, 1935.											
SECOND CLASS	FIRST CLASS	Car Capacity		Stations		Distance from Willmar		STATIONS		FIRST CLASS	SECOND CLASS	Car Capacity		Stations		Distance from Ihlen		FIRST CLASS	SECOND CLASS		
419	51	Slidings	Other Tracks	Station Numbers	Distance from Willmar		STATIONS		52	420	Slidings	Other Tracks	Station Numbers	Distance from Ihlen		52	420	Slidings	Other Tracks	Station Numbers	
Daily	Daily								Daily	Daily						Daily	Daily				
L 2:00pm	L 2:40am			A-102			WILLMAR	WD 113.29	RDNWCK DX	A 1:35am	A 6:50am										
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																					
L 2:05pm	L 2:45am				0.41		SIOUX CITY LINE JCT.	111.88	X P	A 1:30am	A 6:40am										
2:20	2:57	50	12	I-64	8.98		PRIAM	106.31		f 1:15	6:25										
2:35	3:08	50	32	I-70	12.00		RAYMOND	RA 100.29	D	* 1:04	6:10										
					19.00		M. W. RY. CROSSING	93.20	I												
2:52	3:23	50	32	I-77	19.56		CLARA CITY	CA 93.73	D	* 12:49	5:50										
3:05	3:35	49	33	I-83	25.49		MAYNARD	NR 88.80	D	* 12:36	5:35										
3:14	3:41	15	I-87	29.22			ASBURY	83.07		f 12:26	5:26										
					33.20		C.M.ST.P.&P.RY. CROSSING	79.00	I												
					33.60		WATER TANK	78.60	W												
3:25	3:53	49	30	I-92	34.60		GRANITE FALLS	GX 77.69	D	* 12:15	5:11										
3:40	4:03	49	11	I-97	39.56		LORNE	72.43		f 12:01am	4:58										
					43.91		M. & ST. L. RY. CROSSING	69.19	I												
3:50	4:12	58	35	I-102	44.23		HANLEY FALLS	HY 68.07	D	* 11:52	4:46										
4:05	4:26	50	47	I-109	50.40		COTTONWOOD	C 61.89	D	* 11:38	4:26										
4:20	4:39	35	I-116	57.71			GREEN VALLEY	GV 54.58	D	* 11:24	4:08										
4:45	4:54	49	74	I-121	63.07		MARSHALL	MD 49.23	DN CX	* 11:14	3:56										
					63.22		C. & N. W. RY. CROSSING	49.07													
					64.77		WATER TANK	47.83	W												
5:10	5:07	51	32	I-128	69.77		LYND	YD 43.82	D	* 10:59	3:31										
5:30	5:19	50	38	I-134	76.02		RUSSELL	RS 38.27	D	* 10:48	3:18										
5:55	5:35	38	I-142	83.89			FLORENCE	FO 28.40	D	* 10:32	3:02										
6:08	5:48	50	56	I-147	88.90		RUTHTON	RV 23.39	D W	* 10:22	2:50										
6:30	6:05	37	I-155	96.73			HOLLAND	HD 15.66	D	* 10:07	2:30										
					108.23		C. R. I. & P. RY. CROSSING	7.06													
					105.25		C. ST. P. M. & O. RY. CROSS'G	7.04													
					105.31		C.M.ST.P.&P.RY.CROSSING	6.98													
7:05	6:27	30	65	I-164	105.54		PIPESTONE	NE 6.78	DN X	* 9:51	2:10										
A 7:20pm	A 6:40am	81	251	I-170	112.20		IHLEN	HN	RDNWCX	L 9:35pm	L 1:45am										
8:15	8:55									3:55	4:55										
21:31	28:56									28:56	22:90										
Time Over Subdivision										Time Over Subdivision											
Average Speed Per Hour										Average Speed Per Hour											

WESTWARD										EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY										EASTWARD 5	
THIRD CLASS	SECOND CLASS	FIRST CLASS				Car Capacity		STATIONS		FIRST CLASS	SECOND CLASS	THIRD CLASS									
579	419	C.B. & Q. 16	C.B. & Q. 164	161	51	Slidings	Other Tracks	Station Numbers	Distance from Ihlen	172	52	170	162	420	580						
Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday						
	L 8:10pm				L 6:55am	81	251	I-170		IHLEN	HN 112.20	RDNWCX		A 9:35pm	A 1:05am						
	8:25				* 7:05	60	108	I-175	4.00	JASPER	JA 108.20	D		* 9:25	12:40						
	8:45				* 7:17	50	35	I-183	12.20	SHERMAN	FS 100.50	D		* 9:12	12:20						
L 1:30am	9:05				L 7:55am	32	223	I-186	15.02	GARRETSON	JC 97.20	RDNW X		* 9:05	A 8:42pm						
A 1:33am	9:25				A 7:56am				16.00	YANKTON LINE JUNCTION	96.79	X		L 8:40pm	L 11:45						
	9:40				f 8:11	40	30	IA-7	21.83	BOOGE	91.05			f 8:20	11:25						
	9:50				f 8:18	15	IA-10	28.05		MANLEY	86.82			f 8:13	11:15						
									28.27	C. ST. P. M. & O. RY. CROSS'G	86.61	I									
	10:10				* 8:30	72	44	IA-17	33.95	HILLS	HS 79.93	D		* 8:02	10:58						
									33.33	I. C. RY. CROSSING	79.55	I									
	10:40				* 8:42	27	45	IA-23	39.37	LESTER	R 73.81	D		* 7:52	10:40						
									39.55	C. R. I. & P. RY. CROSSING	73.30										
	11:00				* 8:55	19	34	IA-30	45.27	ALVORD	AB 66.61	D		* 7:41	10:20						
	11:35				* 9:06	50	57	IA-36	51.96	DOON	DO 60.92	D WC		* 7:32	10:05						
	11:59				* 9:22	29	IA-45	60.93		PERKINS	31.95			* 7:17	9:32						
	12:20am				* 9:37	40	46	IA-52	68.48	SIOUX CENTER	UX 44.40	DN		* 7:05	9:12						
	12:40				* 9:51	37	IA-61	76.56		MAURICE	36.32			* 6:51	8:52						
	12:55				* 10:01	49	29	IA-66	81.68	STRUBLE	SB 31.20	D		* 6:43	8:40						
	1:10				f 10:14	15	IA-73	89.07		WEST LeMARS	23.81			f 6:31	8:24						
	1:22				* 10:23	46	40	IA-78	94.22	MERRILL	KN 18.00	D W		* 6:23	8:12						
									99.09	I. C. RY. CROSSING	13.19	I									
	1:37				* 10:36	51	28	IA-85	101.04	HINTON	HO 11.84	D		* 6:12	7:55						
									107.60	I. C. RY. CROSSING	5.28										
	A 2:10am				10:50	Yard	833		110.02	26th STREET YARD	Q 2.86	RXNWCX		5:58	L 7:35pm						
		L 5:39pm	L 12:02pm		10:54	Yard	928		112.21	WALL STREET	0.67	YO X		A 1:08pm	A 6:24pm						
		A 5:45pm	A 12:05pm		A 11:00am			IA-97	112.88	SIOUX CITY	SX	RDNK X		L 1:05pm	L 5:50pm						
.03	6.00	.06	.08	.01	4.05								.03	3.45	.04						
9.40	18.33	6.70	13.40	28.20	27.64								13.40	30.10	10.05						
Time Over Subdivision										Time Over Subdivision											
Average Speed Per Hour										Average Speed Per Hour											

Special Rules Seventh and Eighth Subdivisions.

Westward trains are superior to eastward trains of the same class.
 Register at Garretson for Ninth Subdivision trains only.
 First class trains register by card at 26th Street Yard.
 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.

Between	Maximum Speed.		
	Gas or Oil Electric Passenger	Steam Passenger	Freight
Willmar and Ihlen	50 miles per hour.	45 miles per hour.	30 miles per hour.
Ihlen and Garretson	50 miles per hour.	45 miles per hour.	30 miles per hour.
Garretson and Sioux City	50 miles per hour.	40 miles per hour.	30 miles per hour.

6 WESTWARD.

NINTH SUBDIVISION—YANKTON LINE JCT. AND YANKTON.

EASTWARD.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Car Capacity	Stations	Distance from Yankton Line Jct.	Time Table No. 39 Effective November 17, 1935.	Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS		SECOND CLASS		THIRD CLASS	
581	579	(C. & N.W. No. 37) 293		53	161								54	162	(C. & N.W. No. 38) 294		582	580
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday	Daily	Sidings	Other Tracks	Station Numbers	STATIONS		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	
	L 1.33Am				L 7.56Am				....YANKTON LINE JCT....		80.78	X	A 8-40Pm				A 5.55Pm
	* 1.55				* 8.12	37	I-194	7.78	.....CORSON.....		78.00		* 8-25				* 5.30
								13.98	6.20 C. ST. P. M. & O. RY. CROS'G.		66.80	I						
								17.49	3.51....I. C. RY. CROSSING.....		63.29							
	2.25				L 7.13Pm			17.67	0.18....SIOUX FALLS JCT.....		63.11		A 10-32Am	8.06			5.01	
L 10.45Am	A 2.30Am			A 7.15Pm	* 9.00	39	I-205	17.93	0.26....SIOUX FALLS.....	SU	62.85	RDNXW	L 10-30Am	* 8.05		A 9.00Am	L 5.00Pm	
								18.11	0.18 C. M. ST. P. & P. RY. CROS'G.		62.67							
								18.32	0.21 C. R. I. & P. RY. CROSSING		62.46							
								18.65	0.33....14TH ST. YARD.....		62.13	X		7.45			8.45	
10.50					* 9.06				10.31....TEA.....		51.82			* 7.24			8.10	
11.30					* 9.27	35	I-215	28.96	6.57....LENNOX.....	OX	45.25	D		* 7.10			7.45	
* 11.55								35.74	0.21 C. M. ST. P. & P. RY. CROS'G.		45.04							
					* 9.59	36	I-231	44.14	8.40....DAVIS.....	D	36.64	D		* 6.52			7.15	
								47.68	3.54 C. & N. W. RY. CROSSING		33.10	I						
* 1.00					* 10.14	35	I-238	51.54	3.85....VIBORG.....	BG	29.24	D W		* 6.37			6.50	
* 1.40					* 10.29	43	I-245	58.93	7.39....IRENE.....	Z	21.85	D		* 6.22			6.30	
1.55					11.38	7	I-249	63.04	4.11....TALMO.....		17.74			6.13			6.10	
* 2.15					* 10.49	42	I-255	68.11	5.07....VOLIN.....	VO	12.67	D		* 6.02			6.00	
* 2.18			L 7.02Am		* 10.51			68.44	0.33 GREAT NORTHERN JCT...		12.34	R		* 5.59		A 10.28Am	* 5.53	
* 2.40			* 7.20		* 11.01	18	I-260	73.94	5.50....MISSION HILL.....		6.84			* 5.48		* 10.15	* 5.40	
* 3.00			A 7.35Am		* 11.12			79.33	5.39 NORTH WESTERN JCT....		1.45	R		* 5.35		L 10.03Am	* 5.25	
								79.37	0.04 C. M. ST. P. & P. RY. CROS'G.		1.41							
								79.89	0.52 C. M. ST. P. & P. RY. CROS'G.		.89							
								80.19	0.30 C. & N. W. RY. CROSSING		.59							
A 3.16Pm					A 11.15Am	36	I-267	80.78	0.59....YANKTON.....	YK		RDWCX	L 5.30Pm				L 5.20Am	
4.30 13.97	.57 18.87			.33 19.80	.02 7.80				Time Over Subdivision Average Speed per Hour		.02 7.80		3.10 25.50		.25 26.13		3.40 17.14	.55 19.50

Special Rules—Ninth Subdivision.

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

Chicago and North Western Ry. eastward trains will receive Great Northern Ry. clearance card, form "A," before departing from North Western Jct. and Chicago and North Western Ry. westward trains receive Great Northern Ry. clearance card, form "A," before departing from Great Northern Jct.

All trains register and receive clearance card, form "A", at 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.

Maximum Speed.

Between	Gas or Oil Electric Passenger.	Steam Passenger.	Freight
Garretson and Sioux Falls.....	40 miles per hour.	35 miles per hour.	25 miles per hour.
Sioux Falls and Yankton.....	40 miles per hour.	30 miles per hour.	30 miles per hour.

WESTWARD.

TENTH SUBDIVISION—W. & S. F. JUNCTION AND SIOUX FALLS JUNCTION.

EASTWARD. 7

SECOND CLASS			FIRST CLASS		Car Capacity		Station Numbers	Distance from Watertown	Time Table No. 39			Distance from Sioux Falls	SIGNS	FIRST CLASS		SECOND CLASS		
(C. M. St. P. & P. Ry. No. 364) 269	(C. M. St. P. & P. Ry. No. 322) 267	265	(C. M. St. P. & P. Ry. No. 316) 95	53	Siding	Other Tracks			Effective November 17, 1935.	STATIONS	Telegraph Calls			54	(C. M. St. P. & P. Ry. No. 315) 96	266	(C. M. St. P. & P. Ry. No. 373) 268	(C. M. St. P. & P. Ry. No. 311) 270
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		

TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.

WESTWARD	STATIONS	EASTWARD
L 9:40Am	..... WATERTOWN.....	A 2:20Pm
L 9:45Am	1.27 W. & S. F. JUNCTION.....	A 2:15Pm
f 9:53	3.04 FOLEY.....	f 2:07
*10:10	6.62 THOMAS.....	* 1:54
*10:30	7.26 HAYTI.....	* 1:41
*10:45	5.32 LAKE NORDEN.....	* 1:30
*11:05	6.62 BADGER.....	* 1:16
f 11:20	5.26 ROYHL.....	f 1:05
*11:50	3.92 C. & N. W. RY. CROSSING.....	*12:56
f 12:05Pm	0.19 ARLINGTON.....	*12:44
*12:34	0.97 C. & N. W. RY. CROSSING.....	*12:34
*12:52	4.68 AHNBERG.....	*12:21
* 1:10	4.18 SINAI.....	*12:08Pm
* 1:35	6.02 NUNDA.....	* 6:07
L 5:00Pm	5.76 RUTLAND, S. D.....	* 5:53
L 10:40Am	6.26 C. M. ST. P. & P. RY. CROSSING..	A 6:20Am
* 2:00	0.01 WENTWORTH.....	* 5:37
* 2:12	0.10 WENTWORTH JUNCTION.....	5:57
* 2:30	7.52 CHESTER.....	5:45
A 5:50Pm	4.20 HUNTIMER.....	* 3:20
* 2:35	3.41 COLTON.....	* 3:11
* 2:50	0.50 COLTON JUNCTION.....	5:35
* 3:10	5.32 LYONS.....	* 3:04
* 3:45	2.26 TYLER.....	L 5:30Am
A 4:05Pm	3.33 CROOKS.....	L 3:01Pm
A 7:13Pm	3.79 QUINCY.....	
	4.04 LEVEL SIDING.....	
	0.12 C. M. ST. P. & P. RY. CROSSING..	
	1.24 SIOUX FALLS JUNCTION.....	

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

WESTWARD	STATIONS	EASTWARD
A 4:10Pm	..... SIOUX FALLS.....	L 3:30Am
.50		7.10
18.75		14.21
.40		.50
23.44		18.75
6.20		.34
16.08		27.58
.31		
30.25		
3.28		
29.37		
	Time Over Subdivision	3.43
	Average Speed per Hour	27.40
		27.58

Special Rules.

Westward trains are superior to Eastward trains of the same class, except Nos. 96, 268 and 270 are superior to all Westward trains Colton Junction to Colton Depot. Within yard limits at Colton and Wentworth ALL trains run at restricted speed expecting to find main track occupied. Nos. 96, 268 and 270 may proceed from Colton Junction to Colton without clearance card Form "A" but must receive clearance card Form "A" before departing from Colton. Nos. 95, 267 and 269 receive clearance card Form "A" before departing from Wentworth. Do not exceed ten (10) miles per hour over Bridge 0.2 Big Sioux River, Sioux Falls.

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. Gas or Oil-Electric Passenger	Steam Passenger	Freight
Sioux Falls and Watertown.....	40 miles per hour.	35 miles per hour.	30 miles per hour.

8 WESTWARD.					ELEVENTH SUBDIVISION—BENSON AND HURON.										EASTWARD.				
THIRD CLASS			FIRST CLASS		Car Capacity	STATIONS.	Time Table No. 39 Effective November 17, 1933.	Telegraph Calls	Distance from Huron.	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	Billings	Other Trucks	Station Numbers	Distance from Benson.			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday				
				12:20 ^{PM}			A133		BENSON	BN	BR	RD	WCX		6:40 ^{PM}				
TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.																			
L 1:30 ^{PM}				L 12:24 ^{PM}				0.78	WATERTOWN LINE JCT.						A 6:30 ^{PM}	A 4:00 ^{PM}			
* 1:55				* 12:38	84	C 9	7.98	7.10	DANVERS	DR	183	86	D	* 6:15	* 3:35				
* 2:25				* 12:52	82	C 16	14.83	7.95	HOLLOWAY	HO	146	80	D	* 5:59	* 3:10				
2:45				* 1:04	48	130	C 22	21.96	6.13	APPLETON	AU	139	87	D W X	* 5:47	* 2:45			
* 4:20								22.73	C. M. ST. P. & P. RY. CROSSING		136	16	I						
								7.92	LOUISBURG	BO	131	18	D	* 5:30	* 1:55				
* 4:50				* 1:20	84	C 30	30.65	8.49	BELLINGHAM	BA	134	86	D	* 5:18	* 1:33				
* 5:18				* 1:33	44	36	C 37	37.14	9.30	NASSAU	NB	118	68	D	* 5:00	* 12:50			
* 6:05				* 1:49	38	C 48	48.34	8.49	ALBEE	D	110	86	D	* 4:49	* 12:35				
* 6:35				* 2:00	30	C 52	51.53	8.18	LA BOLT	BO	102	86	D	* 4:37	* 12:15 ^{PM}				
* 7:05				* 2:14	36	C 58	57.98	7.58	STOCKHOLM	SK	96	27	D	* 4:23	* 11:45				
* 7:49				* 2:31	18	C 66	65.86	7.36	SOUTH SHORE	VR	89	01	D W	* 4:09	* 11:20				
* 8:20				* 2:48	48	31	C 73	73.82	8.95	FORESTVILLE		53	86		* 3:57	* 11:00			
* 8:45				* 2:59	81	C 79	78.77	7.23	RAUVILLE		78	74		* 3:42	* 10:35				
* 9:15				* 3:12	35	C 86	88.09	8.40	M. & ST. L. RY. CROSSING		70	24							
								91.49	C. & N. W. RY. CROSSING		70	03							
								91.80	C. & N. W. RY. CROSSING		70	03							
A 10:00 ^{PM}	L 9:40 ^{AM}	L 12:01 ^{AM}	L 3:40 ^{PM}	* 3:25				0.19	WATERTOWN	WN	69	84	RD	WCX	K	* 3:30			
	A 9:45 ^{AM}	12:05	A 3:45 ^{PM}	3:40	84		93.26	1.27	W. & S. P. JCT.		68	87	R		3:07	L 2:15 ^{PM}			
		* 12:30	* 3:58	87	C102	101.59		8.68	GROVER	GR	59	94	D	* 2:50	* 10:35				
		* 12:55	* 4:11		C109	108.34		8.35	HAZEL	Z	53	86	D	* 2:36	* 10:10				
								8.93	C. M. ST. P. & P. RY. CROSSING		46	67							
		* 1:30	* 4:26	41	C118	113.49		0.33	VIENNA	VA	46	84	D	* 2:22	* 9:35				
		* 2:00	* 4:44	35	C124	124.26		8.56	WILLOW LAKE	WK	37	78	D	* 2:04	* 8:50				
		* 2:30	* 4:58	18	C130	130.43		8.37	MELHAM		31	41		* 1:50	* 8:15				
		* 2:50	* 5:11	85	C136	136.19		8.77	BANCROFT	BF	38	64	D	* 1:38	* 7:40				
		* 3:10	* 5:21	85	C141	140.64		4.48	OSCEOLA	OC	31	19	D W	* 1:28	* 7:10				
		* 3:45	* 5:37	85	C149	149.36		7.73	VALE	VA	13	47	D	* 1:12	* 6:35				
		* 4:00	* 5:46	88	C153	153.75		4.39	SHEPPFIELD		9	08		* 1:03	* 6:15				
								8.48	C. & N. W. RY. CROSSING		0	63	I						
		A 4:30 ^{AM}	A 6:10 ^{PM}	44	123	C162	161.88	0.63	HURON	HU			RD	XC	L 12:45 ^{PM}	L 5:45 ^{AM}			
8.30	10.73	4.39	18.34	18.34	5.45	27.92					5.45	18.34	5.45	8.15	15.94				
Time Over Subdivision Average Speed Per Hour																			

WESTWARD.					TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.										EASTWARD.				
SECOND CLASS			Car Capacity	STATIONS.	Time Table No. 39 Effective November 17, 1933.	Telegraph Calls	Distance from Tintah.	SIGNS	FIRST CLASS		THIRD CLASS								
339									186	54	530	532	536						
Tue. Only	Billings	Other Trucks	Station Numbers	Distance from Evansville.					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday						
L 2:25 ^{PM}			150		EVANSVILLE	NB	32	32	R DN WC				A 1:00 ^{PM}						
				0.22	DAKOTA DIV. JCT.		32	30											
* 2:50	27	E 7	6.55	8.06	ERDAHL	DA	28	64	D				* 12:15 ^{PM}						
* 3:05	10	E 11	11.38	4.20	THORSBORG		21	14					* 11:45						
				14.43	M. ST. P. & S. S. M. RY. Cross.		18	10	I										
* 3:30	28	E 16	16.20	1.58	ELBOW LAKE	KA	16	22	D				* 11:00						
* 3:55	24	E 24	23.79	7.49	HEREFORD		8	73					* 10:30						
4:20				22.27	EVANSVILLE LINE JCT.		0	25					10:05						
A 4:25 ^{PM}	79	27	A190	22.52	TINTAH	QN			R DPW				L 10:00 ^{AM}						
2.00	16.25				Time Over Subdivision Average Speed Per Hour								2.00						
													10.24						

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.	25 miles per hour.
Tintah and Evansville	35 miles per hour.	25 miles per hour.

THIRTEENTH SUBDIVISION—
WESTWARD. ABERDEEN LINE JUNCTION AND ABERDEEN. EASTWARD.

THIRD CLASS 595	FIRST CLASS 191	Car Capacity		Station Numbers	Distance from Aberdeen Line Jct.	Time Table No. 39 Effective November 17, 1935.		Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS	THIRD CLASS
		Sidings	Other Tracks			192	596					
Daily Ex. Saturday	Daily Ex. Sunday					STATIONS					Daily Ex. Sunday	Daily Ex. Friday
L 5:45pm	L 5:30am					... ABERDEEN LINE JCT...			119.28	R P X Y	A 11:55pm	A 2:05am
f 6:05	f 5:45		36	E 45	7.84	7.84 KUTZER			111.39		f 11:40	f 1:40
					11.29	8.45 C.M. ST. P. & P. RY. CROSSING			107.94			
* 6:15	* 5:52		18	E 48	11.36	0.07 FAIRMOUNT	FA		107.87	D	* 11:32	* 1:25
f 6:25	f 5:55		22	E 50	13.02	1.66 DE VILLO			106.21		f 11:24	f 1:10
f 6:45	f 6:04		10	E 55	17.93	4.91 SONORA			101.30		f 11:16	f 12:50
* 7:20	* 6:21	50	53	E 62	25.47	7.54 HANKINSON	BI		93.76	D W	* 11:02	* 12:30am
					25.83	0.86 M. ST. P. & S. S. M. RY. Cros.			93.40			
					27.99	2.16 M. ST. P. & S. S. M. RY. Cros.			91.24			
f 7:45	f 6:35		31	E 70	32.67	4.68 STILES			86.56		f 10:47	f 11:55
* 8:05	* 6:45		54	E 74	37.46	4.79 LIDGERWOOD	DK		81.77	DN	* 10:37	* 11:40
* 8:25	* 6:58		32	E 80	43.60	6.14 GENESEO	GO		75.63	D	* 10:23	* 11:10
* 8:45	* 7:08		34	E 86	48.76	5.16 CAYUGA	SA		70.47	D	* 10:13	* 10:55
* 9:13 * 10:23	* 7:27	50	35	E 92	54.89	6.13 RUTLAND, N. D.	RU		64.34	R D WC X	* 9:53	* 10:33 * 9:33
					55.16	0.27 FORBES LINE JCT.			64.07	Y		
* 10:50	* 7:46		36	F 9	64.24	9.08 HAVANA	WB		54.99	D	* 9:33	* 9:10
* 11:15	* 7:59		35	F 16	70.82	6.58 KIDDER	RO		48.41	DN	* 9:20	* 8:50
					74.85	8.53 C.M. ST. P. & P. RY. CROSSING			44.88			
* 11:35	* 8:13		32	F 23	77.94	8.50 BURCH	CU		41.20	D	* 9:05	* 8:30
* 12:01am	* 8:26		35	F 30	85.08	7.14 AMHERST	MN		34.15	D	* 8:51	* 8:10
* 12:25	* 8:40		34	F 36	91.44	6.36 CLAREMONT	QC		27.79	D	* 8:36	* 7:50
f 12:40	* 8:50		33	F 42	96.87	5.43 HUFFPTON			22.86		* 8:26	f 7:30
* 1:00	* 9:00		34	F 47	102.28	5.41 PUTNEY	NY		16.95	D	* 8:16	* 7:15
f 1:15	f 9:09		7	F 51	106.18	3.90 TACOMA PARK			13.05		f 8:06	f 7:00
f 1:30	f 9:17		34	F 55	109.93	3.75 PLANA			9.30		f 7:58	f 6:50
					115.59	8.66 C.M. ST. P. & P. RY. CROSSING			0.64	I		
					115.61	9.02 C. & N. W. RY. CROSSING			0.62	I		
A 2:10am	A 9:35am	Yard	231	F 64	119.23	0.62 ABERDEEN	PN			R DNW CXV	L 7:40pm	L 6:10pm
8.25 14.16	4.05 28.61					Time Over Subdivision Average Speed Per Hour					4.15 28.05	7.55 15.06

WESTWARD. FOURTEENTH SUBDIVISION—
RUTLAND AND FORBES. EASTWARD. 9

SECOND CLASS 337	Car Capacity		Station Numbers	Distance from Rutland.	Time Table No. 39 Effective November 17, 1935.		Telegraph Calls	Distance from Forbes.	SIGNS	SECOND CLASS
	Sidings	Other Tracks			338					
Daily Ex. Sunday					STATIONS				Daily Ex. Sunday	
L 7:40am	50	35	E 92		... RUTLAND, N. D. ...	RU	63.02	R D WC X	A 3:00pm	
				0.27	0.27 FORBES LINE JCT.		62.75	X Y		
* 8:00		9	E 98	6.87	6.00 BELLE PLAINE		56.15		* 2:43	
* 8:15		35	E103	11.85	6.98 BROOKLAND		51.17		* 2:30	
				13.05	1.20 C.M. ST. P. & P. RY. CROSSING		49.97			
* 8:35		34	E110	18.91	5.86 STRAUBVILLE	8V	44.11	D	* 2:14	
* 8:50		33	E116	25.03	6.12 CRESCENT HILL		37.90		* 1:54	
* 9:01		35	E121	29.38	4.55 NEWTON		33.64		* 1:39	
				29.77	0.29 C. & N. W. RY. CROSSING		33.25			
				30.62	0.85 WATER TANK		32.40	W		
* 9:07		8	E123	31.34	0.72 PORT EMMA		31.68		* 1:32	
* 9:22		34	E126	35.01	3.67 QUELPH	GU	28.01	D	* 1:20	
* 9:44		35	E134	42.10	7.09 SILVER LEAF		20.92		* 12:55	
				49.43	7.33 C.M. ST. P. & P. RY. CROSSING		13.59			
* 10:15		55	E141	49.65	0.22 ELLENDALE	ND	13.37	D	* 12:30pm	
A 10:55am	35	65	E155	63.02	13.37 FORBES	FO		R D X Y	L 11:30am	
3.15 19.39					Time Over Subdivision Average Speed Per Hour				3.30 15.00	

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.
Corson.....6.20 " " " " 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

Clara 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.			
Brick 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.....	1.19 miles east of St. Cloud.....	West	14
Tileston Mill Spur.....	3.57 miles east of St. Cloud.....	East	288
Sixth Subdivision.			
Campbell-North Star.....	2.34 miles west of Rice Jct.....	East	19
Empire Quarry.....	2.47 miles west of Rice Jct.....	East	141
North Star Granite Corp. Spur.....	4.23 miles west of Rice Jct.....	West	41
Cold Spring Granite.....	5.01 miles west of Rice Jct.....	East	7
John Clark Co.....	.07 mile west of Rockville.....	West	13
Mill Spur.....	.39 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 Jct.....	West	54
Ninth Subdivision.			
Naomi.....	2.50 miles west of Lennox.....	East	7
Aggergaards.....	3.13 miles west of Viborg.....	East	4
Twelfth Subdivision.			
Flint Bros. Spur.....	2.10 miles west of Thorsborg.....	East	4
Wahpeton Gravel & Sand Co.....	1.10 miles east of Thorsborg.....	East	25
Fourteenth Subdivision.			
Pehl Spur.....	8.91 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 9836, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. R. G. Allison.....	Roentgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. M. B. Hanson.....	Assistant Roentgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. F. J. Savage.....	Division Surgeon.....	Office phone Ga 3633, House, El 5001, 355 Lowry Bldg., St. Paul, Minn.
Dr. R. H. Wald.....	Assistant Division Surgeon.....	355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost.....	Division Surgeon.....	Willmar, Minn.
Dr. C. B. Lewis.....	Assistant Division Surgeon.....	St. Cloud, Minn.
Dr. C. F. Culver.....	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. Egil 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. T. P. Ranney.....	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 Caine.....	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. Maercklein.....	Ellendale, N. D.	Dr. William Maris.....	Sioux Center, Ia.
Dr. F. C. DeVall.....	Garretson, S. D.	Dr. Arch F. O'Donoghue.....	Sioux City Ia.
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. Harry T. Kenney.....	Watertown, S. D.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Drs. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. J. C. Shirley.....	Huron, S. D.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. O. W. Scholpp.....	Hutchinson, Minn.	Dr. J. E. Trierweiler.....	Yankton, S. D.
Dr. E. G. Sasse.....	Lidgerwood, N. D.		
Dr. Karl A. Danielson.....	Litchfield, Minn.		

E. R. JOYCE, Chief Dispatcher.

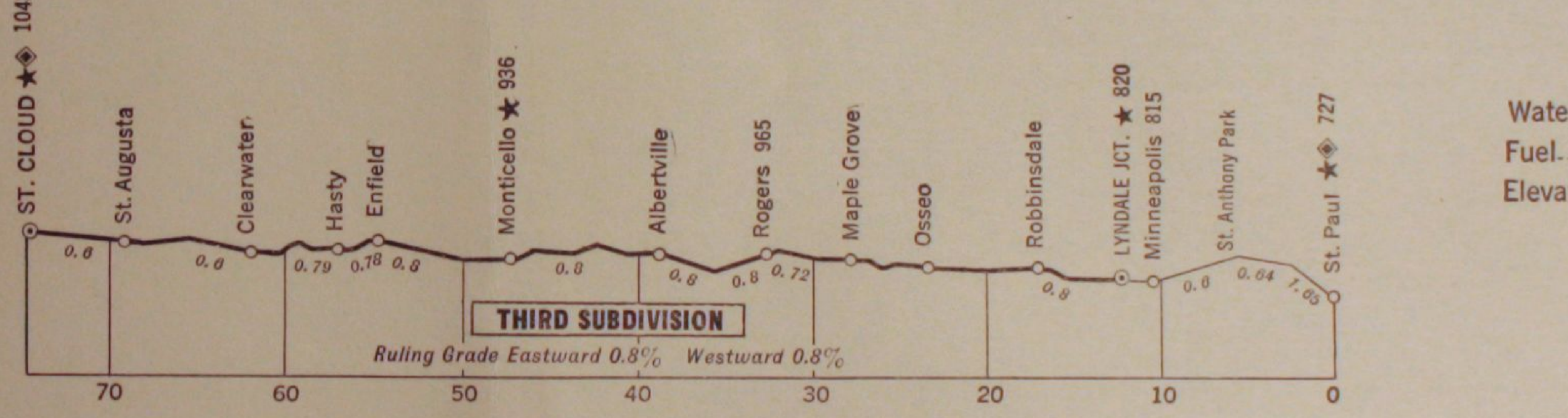
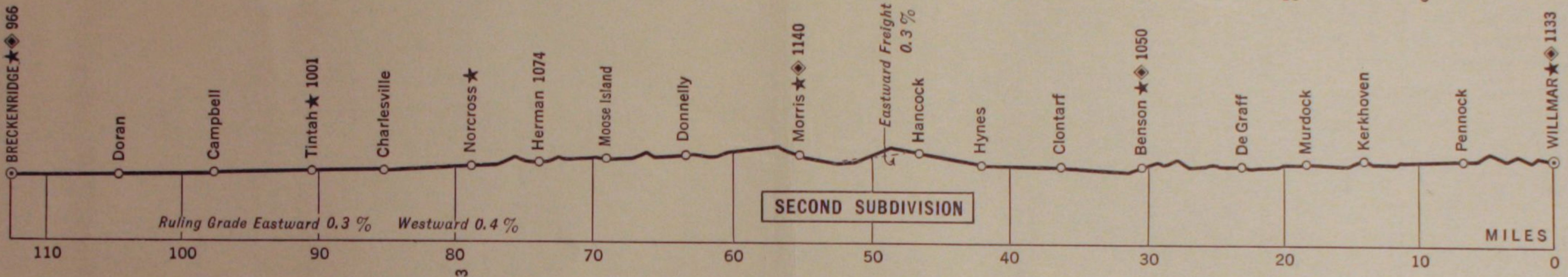
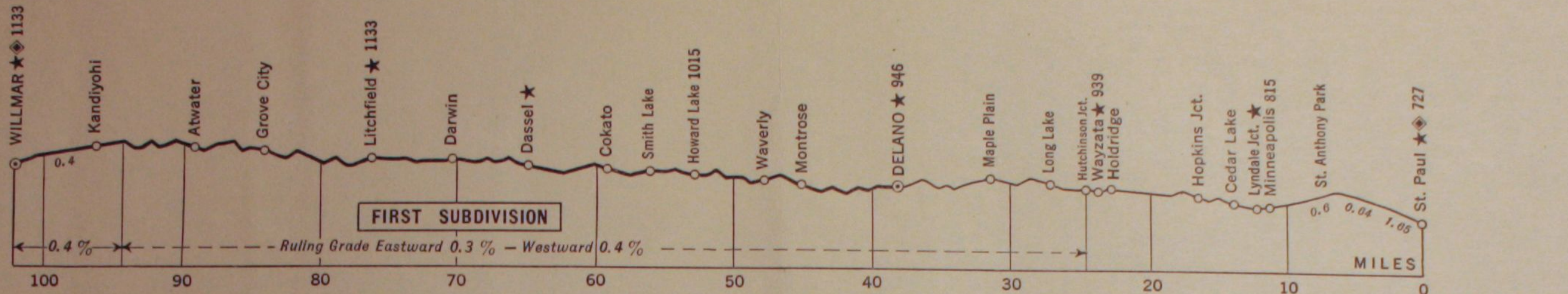
J. M. BUDD, Train Master.

F. C. SPENCER, Train Master.

P. J. COLITON, Train Master.

JOHN R. MILLER, Train Master.

M. J. WELSH, Superintendent Terminals, Minneapolis.



Water.....★

Fuel.....◆

Elevation 81

