

### EXAMINING SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon, Office phone Ma 7508, House, Co 4101, 1849 Medical Arts Bldg., Minneapolis, Minn.  
Dr. Ernest R. Anderson, Asst. Chief Surgeon, Office phone Ma 7508, House Lo 9836, 1849 Medical Arts Bldg., Mpls., Minn.  
Dr. F. J. Savage, Division Surgeon, Office phone Ga 3633, House El 5001, Lowry Bldg., St. Paul, Minnesota.  
Dr. E. H. Frost, Division Surgeon, Willmar, Minn.  
Dr. H. W. Goehrs, Asst. Div. Surgeon, St. Cloud, Minn.  
Dr. S. A. Donahoe, Asst. Div. Surgeon, Sioux Falls, S. D.  
Dr. Louis T. O'Brien, Asst. Div. Surgeon, Breckenridge, Minn.  
Dr. Clarence V. Bateman, Asst. Div. Surgeon, Wahpeton, N. D.  
Dr. E. C. Cobb, Asst. Div. Surgeon, Sioux City, Iowa.  
Dr. O. S. Randall, Asst. Div. Surgeon, Watertown, S. D.  
Dr. F. J. Hodapp, Asst. Div. Surgeon, Willmar, Minn.

### OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. Egil Boeckmann .....St. Paul, Minn.  
Dr. Frank E. Burch .....St. Paul, Minn.  
Dr. Edward P. Burch .....St. Paul, Minn.  
Dr. C. N. Spratt .....Minneapolis, Minn.

### LOCAL SURGEONS

Dr. J. E. Bruner .....Aberdeen, S. D.  
Dr. T. P. Ranney .....Aberdeen, S. D.  
Dr. William C. Kaufman .....Appleton, Minn.  
Dr. Oscar Daignault .....Benson, Minn.  
Dr. R. P. Griffin .....Benson, Minn.  
Dr. Louis T. O'Brien .....Breckenridge, Minn.  
Dr. W. E. Wray .....Campbell, Minn.  
Dr. L. E. Jordan .....Chester, S. D.  
Dr. Arthur Thompson .....Cokato, Minn.  
Dr. A. C. Peterson .....Dassel, Minn.  
Dr. A. G. Maercklein .....Ellendale, N. D.  
Dr. F. C. DeVall .....Garretson, S. D.  
Dr. I. L. Oliver .....Graceville, Minn.  
Dr. M. S. Nelson .....Granite Falls, Minn.  
Dr. M. L. Ransom .....Hancock, Minn.  
Dr. William D. Lyle .....Havana, N. D.  
Dr. Leonard Harriman .....Howard Lake, Minn.  
Dr. W. H. Saxton .....Huron, S. D.  
Dr. O. W. Scholpp .....Hutchinson, Minn.  
Dr. V. S. Irvine .....Lidgerwood, N. D.  
Dr. Karl A. Danielson .....Litchfield, Minn.  
Dr. B. C. Ford .....Marshall, Minn.  
Dr. F. D. Gray .....Marshall, Minn.  
Dr. W. W. Yeager .....Marshall, Minn.  
Dr. H. D. Oggel .....Maurice, Iowa  
Dr. O. J. Grundset .....Montrose, Minn.  
Dr. J. P. Wilkins .....Mound, Minn.  
Dr. Fred W. Behmler .....Morris, Minn.  
Dr. Rudolph J. Ripple .....New London, Minn.  
Dr. C. R. Myre .....Paynesville, Minn.  
Dr. T. J. Bloedel .....Osseo, Minn.  
Dr. Albert I. Balmer .....Pipestone, Minn.  
Dr. H. W. Goehrs .....St. Cloud, Minn.  
Dr. G. H. Goehrs .....St. Cloud, Minn.  
Dr. F. J. Savage .....St. Paul, Minn.  
Dr. G. D. Brand .....St. Paul, Minn.  
Dr. W. D. Brodie .....St. Paul, Minn.  
Dr. William Maris .....Sioux Center, Iowa  
Dr. E. C. Cobb .....Sioux City, Iowa  
Dr. Arch F. O'Donoghue .....Sioux City, Iowa  
Dr. S. A. Donahoe .....Sioux Falls, S. D.  
Dr. C. L. Roholt .....Waverly, Minn.  
Dr. H. J. Bartron .....Watertown, S. D.  
Dr. O. S. Randall .....Watertown, S. D.  
Dr. Harry T. Kenney .....Watertown, S. D.  
Dr. E. H. Frost .....Willmar, Minn.  
Dr. B. J. Branton .....Willmar, Minn.  
Dr. R. J. Hodapp .....Willmar, Minn.  
Dr. Clarence V. Bateman .....Wahpeton, N. D.  
Dr. V. I. Lacey .....Yankton, S. D.

O. J. LORINSER, Chief Dispatcher.

E. S. PINKERTON, Trainmaster.

F. W. LANE, Trainmaster.

J. G. TOOMEY, Trainmaster.

P. D. FRASER, Trainmaster.

J. H. BOYD, Trainmaster.

A. C. OOTHOUTD, Trainmaster.

W. P. COLITON, Ass't Trainmaster.

F. C. SPENCER, Superintendent Terminals, Minneapolis.

Scanned from the Dean Ogle Collection.

# GREAT NORTHERN RAILWAY COMPANY

## WILLMAR DIVISION

# TIME TABLE 66

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 20, 1948.

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

J. P. CAMERON, Superintendent.

M. J. WELSH, General Manager.

J. W. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

| Station Numbers | Car Capacity |              | SECOND CLASS |                  |       |                  | FIRST CLASS |             |          |          | Distance from St. Paul | Time Table No. 66       |             | Telegraph Calls |
|-----------------|--------------|--------------|--------------|------------------|-------|------------------|-------------|-------------|----------|----------|------------------------|-------------------------|-------------|-----------------|
|                 | Sidings      | Other Tracks | 409          | 31               | 401   | 61               | 9           | 1           | 27       | 3        |                        | Effective June 20, 1948 |             |                 |
|                 |              |              | Daily        | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily       | Streamliner | Daily    | Daily    |                        | Daily                   | Daily       |                 |
| 0               |              |              |              |                  |       |                  |             |             |          |          |                        |                         | ST. PAUL    | A               |
| 11              |              |              |              |                  |       | L 7.45Am         | L 9.00Pm    | L 8.00Pm    | L 9.30Am | L 8.50Am | 10.87                  |                         | MINNEAPOLIS | S               |

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

| Station | Yard            | Other | L 8.45Pm | L 7.00Am | L 8.00Am | L 10.00Pm | L 8.34Pm | L 10.07Am | L 9.30Am | 12.18  | DOUBLE TRACK   | STATION                | AUTOMATIC BLOCK SIGNALS |
|---------|-----------------|-------|----------|----------|----------|-----------|----------|-----------|----------|--------|--|------------------------|-------------------------|
| A 17    |                 |       | 8.55     | 7.10     | 8.08     | 10.06     |          | 10.12     | 9.35     | 16.40  | 1.81<br>LYNDALÉ JCT.<br>4.22<br>HOPKINS JCT.<br>7.50<br>WAYZATA<br>0.46<br>HUTCHINSON JCT. | UD                     |                         |
| A 24    | W 80            | 20    | 9.12     | 7.25     | 8.23     | 10.17     | 8.48     | 10.20     | 9.45     | 22.90  |  | WA                     |                         |
|         |                 |       | 9.14     | 7.26     | 8.25Am   | 10.18     |          | 10.21     | 9.46     | 24.36  |  |                        |                         |
| A 27    | E 79            | 19    | 9.20     | 7.32     |          | 10.23     | 8.52     | 10.24     | 9.49     | 27.00  |  | ON                     |                         |
| A 32    | W 104           | 13    | 9.30     | 7.42     |          | 10.29     | 8.56     | 10.29     | 9.55     | 31.87  | MA   |                        |                         |
| A 39    | E 80            | 49    | 9.45     | 7.55     |          | 10.41     | 9.03     | 10.36     | 10.04    | 38.36  | DA   |                        |                         |
| A 45    | Contin-<br>uous | 23    | 9.58     | 8.07     |          | 10.51     | 9.09     | 10.43     | 10.13    | 45.06  | MO   |                        |                         |
| A 48    | 287             | 17    | 10.03    | 8.12     |          | 10.56     | 9.12     | 10.46     | 10.16    | 47.84  | WY   |                        |                         |
| A 53    | 292             | 52    | 10.13    | 8.24     | 4.10     | 11.06     | 9.17     | 10.51     | 10.23    | 53.87  | RD   |                        |                         |
| A 59    | 149             | 141   | 10.26    | 8.37     |          | 11.17     | 9.23     | 10.57     | 10.31    | 59.18  | CT   |                        |                         |
| A 65    | E W 82<br>79    | 60    | 10.45    | 8.50     |          | 11.27     | 9.28     | 11.03     | 10.38    | 64.95  | DS   |                        |                         |
| A 70    | 148             | 19    | 10.57    | 9.01     |          | 11.35     | 9.33     | 11.08     | 10.45    | 70.09  | DN   |                        |                         |
| A 76    | E 102<br>W 106  | 127   | 11.10    | 9.13     |          | 11.43     | 9.39     | 11.14     | 10.53    | 76.19  | FD   |                        |                         |
| A 84    | 160             | 56    | 11.25    | 9.28     |          | 12.05Am   | 9.46     | 11.22     | 11.03    | 83.87  | G  |                        |                         |
| A 89    | 84              | 74    | 11.35    | 9.38     |          | 12.13     | 9.51     | 11.27     | 11.10    | 88.99  | WR   |                        |                         |
| A 97    | E 80            | 26    | 11.50    | 9.50     |          | 12.21     | 9.58     | 11.34     | 11.19    | 96.85  | KD   |                        |                         |
|         |                 |       | 12.01Am  | 10.00    |          | 12.27     |          | 11.38     | 11.25    | 101.01 |  |                        |                         |
| A102    | Yard            | 1560  | 12.10Am  | 10.10Am  |          | 12.30Am   | 10.05Pm  | 11.40Am   | 11.30Am  | 102.19 | DOUBLE TRACK   | WD                     |                         |
|         |                 |       | 3.25     | .05      | 3.10     | .25       | 2.30     | 1.31      | 1.33     | 2.00   |  |                        |                         |
|         |                 |       | 26.34    | 14.16    | 28.42    | 29.78     | 36.00    | 59.35     | 58.07    | 45.00  |  |                        |                         |
|         |                 |       |          |          |          |           |          |           |          |        |  | Time Over Subdivision  |                         |
|         |                 |       |          |          |          |           |          |           |          |        |  | Average Speed Per Hour |                         |

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains, except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

No. 3 stops at Wayzata to discharge passengers from Chicago and east and to pick up passengers destined Fargo and west.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item 1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

**FIRST SUBDIVISION**

**EASTWARD 3**

| Time Table No. 66<br>Effective June 20, 1948  | Distance from<br>Willmar | FIRST CLASS         |          |                      |           | SECOND CLASS |                     |                     |           |          | SIGNS        |           |                      |
|---|--------------------------|---------------------|----------|----------------------|-----------|--------------|---------------------|---------------------|-----------|----------|--------------|-----------|----------------------|
|   |                          | 28                  | 10       | 2                    | 4         | 410          | 32                  | 60                  | 416       | 430      |              |           |                      |
|   |                          | Daily               | Daily    | Streamliner<br>Daily | Daily     | Daily        | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily     | Daily    |              |           |                      |
| ST. PAUL.....   | 102.19                   | A 4.35Am            | A 7.40Am | A 7.00Am             | A 10.30Pm |              |                     |                     |           |          |              | K         |                      |
| MINNEAPOLIS.....  | 91.82                    | 4.10Am              | 7.15Am   | 6.35Am               | 10.05Pm   |              |                     | A 4.45Pm            |           |          |              | K         |                      |
| <b>TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.</b> |                          |                     |          |                      |           |              |                     |                     |           |          |              |           |                      |
| DOUBLE TRACK  | AUTOMATIC BLOCK SIGNALS  | LYNDALE JCT.....    | 90.01    | A 3.50Am             | A 6.55Am  | A 6.21Am     | A 9.43Pm            | A 9.40Am            |           | A 4.25Pm | A 7.00Pm     | A 2.35Am  | DNJW<br>PX           |
|   |                          | HOPKINS JCT.....    | 85.79    | 3.40                 | 6.45      |              | 9.33                | 9.30                |           | 4.13     | 6.52         | 2.24      | XPJ                  |
|   |                          | WAYZATA.....        | 78.29    | 3.29                 | f 6.30    | 6.06         | 9.20                | 9.17                |           | s 4.01   | 6.41         | 2.14      | RDPW                 |
|   |                          | HUTCHINSON JCT..... | 77.83    | 3.28                 | 6.27      |              | 9.18                | 9.16                |           | L 3.56Pm | 6.40         | 2.13      | PJ                   |
|   |                          | LONG LAKE.....      | 75.19    | 3.25                 | s 6.23    | 6.02         | 9.14                | 9.11                |           |          | 6.35         | 2.08      | DP                   |
|   |                          | MAPLE PLAIN.....    | 70.82    | 3.18                 | s 6.13    | 5.57         | 9.06                | 9.04                |           |          | 6.25         | 1.58      | DP<br>DNWI<br>P      |
|   |                          | DELANO.....         | 68.88    | 3.07                 | s 5.58    | 5.50         | 8.53                | 8.52                |           |          | 6.10         | 1.43      | DP                   |
|   |                          | MONTROSE.....       | 57.13    | 2.57                 | s 5.43    | 5.43         | 8.43                | 8.40                |           |          | 5.57         | 1.30      | DP                   |
|   |                          | WAVERLY.....        | 54.85    | 2.52                 | s 5.26    | 5.40         | 8.40                | 8.34                |           |          | 5.52         | 1.25      | DP                   |
|   |                          | HOWARD LAKE.....    | 49.82    | 2.44                 | s 5.18    | 5.35         | 8.35                | 401<br>8.24         |           |          | 5.42         | 1.15      | DNP                  |
| COKATO.....   | 48.04                    | 2.35                | s 5.08   | 5.29                 | 8.29      | 8.09         |                     |                     | 5.30      | 1.05     | DP           |           |                      |
| DASSEL.....   | 37.24                    | 2.26                | s 4.58   | 5.24                 | 8.24      | 7.54         |                     |                     | 5.20      | 12.55    | DNPW         |           |                      |
| DARWIN.....   | 32.10                    | 2.19                | s 4.48   | 5.19                 | 8.19      | 7.29         |                     |                     | 5.08      | 12.40    | DP           |           |                      |
| LITCHFIELD.....   | 26.00                    | s 2.10              | s 4.38   | 5.13                 | s 8.12    | 7.19         |                     |                     | 4.58      | 12.30    | DNWP         |           |                      |
| DOUBLE TRACK  | AUTOMATIC BLOCK SIGNALS  | GROVE CITY.....     | 18.32    | 1.55                 | f 4.20    | 5.06         | 8.01                | 7.07                |           | 4.45     | 9<br>12.05Am |           | DP                   |
|   |                          | ATWATER.....        | 18.20    | 1.48                 | f 4.12    | 5.00         | 7.56                | 6.55                |           | 4.35     | 409<br>11.40 |           | DNIP                 |
|   |                          | KANDIYOHI.....      | 5.84     | 1.39                 | s 4.02    | 4.54         | 7.48                | 6.30                |           |          | 4.20         | 11.20     | DP                   |
|   |                          | WILLMAR JCT.....    | 1.18     |                      |           |              |                     | 6.05                | A 12.05Pm |          | 4.05         | 11.05     | PJX<br>ORDNK<br>BXWC |
|   |                          | WILLMAR.....        |          | L 1.30Am             | L 3.50Am  | L 4.46Am     | L 7.40Pm            | L 6.00Am            | L 12.01Pm |          | L 4.00Pm     | L 11.00Pm |                      |
| Time Over Subdivision   |                          |                     | 2.20     | 3.05                 | 1.35      | 2.03         | 8.40                | .04                 | .29       | 8.00     | 8.85         |           |                      |
| Average Speed Per Hour  |                          |                     | 38.61    | 29.19                | 58.85     | 43.90        | 24.67               | 17.70               | 25.67     | 30.00    | 25.89        |           |                      |

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains, except No. 1.

**CLEARING OF STREAMLINERS**

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item 1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

No. 4 stops at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

**4 WESTWARD**

**SECOND SUBDIVISION**

| Station Numbers | Car Capacity   |              | SECOND CLASS |           |          | FIRST CLASS         |                      |           |           |          |           | Distance from Willmar | Time Table No. 66       |   | Telegraph Calls |    |
|-----------------|----------------|--------------|--------------|-----------|----------|---------------------|----------------------|-----------|-----------|----------|-----------|-----------------------|-------------------------|---|-----------------|----|
|                 | Sidings        | Other Tracks | 403          | 401       | 409      | (192)<br>183        | 1                    | 27        | 3         | 51       | 9         |                       | Effective June 20, 1948 |   |                 |    |
|                 |                |              | Daily        | Daily     | Daily    | Daily<br>Ex. Sunday | Streamliner<br>Daily | Daily     | Daily     | Daily    | Daily     |                       | Daily                   | STATIONS  |                 |    |
| A102            | Yard           | 1580         | L 5.00Pm     | L 11.45Am | L 1.10Am |                     | 0.05Pm               | L 11.45Am | L 11.30Am | L 1.30Am | L 12.45Am | 0.41                  | WILLMAR                 |   | WD              |    |
| A109            | W 79           | 19           | 5.20         | 12.02Pm   | 1.30     |                     | 10.14                | 11.53     | 11.39     | A 1.35Am | 12.56     | 6.61                  | SIOUX CITY LINE JCT.    |   | K               |    |
| A116            | E 79           | 47           | 5.32         | 12.14     | 1.42     |                     | 10.21                | 12.01Pm   | 11.49     |          | 1.07      | 14.04                 | PENNOCK                 |   | KH              |    |
| A121            | W 184          | 32           | 5.40         | 12.21     | 1.50     |                     | 10.25                | 12.05     | 11.55     |          | 1.15      | 18.53                 | KERKHOVEN               |   | CK              |    |
| A126            | E 138          | 39           | 5.48         | 12.28     | 2.00     |                     | 10.29                | 12.09     | 12.01Pm   |          | 1.23      | 23.18                 | MURDOCK                 |   | DG              |    |
| A133            | E 349<br>W 140 | 278          | 6.00         | 12.40     | 2.15     |                     | 10.37                | 12.17     | s 12.11   |          | 1.42      | 30.59                 | DE GRAFF                |   | BN              |    |
| A138            | 139            | 38           | 6.10         | 12.50     | 2.35     |                     | 10.43                | 12.23     | 12.23     |          | 1.51      | 31.88                 | BENSON                  |   | CF              |    |
| A144            | 86             |              | 6.20         | 1.00      | 2.45     |                     | 10.48                | 12.28     | 12.29     |          | 1.59      | 42.14                 | WATERTOWN LINE JCT.     |   |                 |    |
| A149            | 77             | 49           | 6.40         | 1.09      | 2.55     |                     | 10.52                | 12.33     | 12.35     |          | 2.07      | 46.49                 | CLONTARF                |   |                 |    |
| A157            | 82             | 151          | 7.00         | 1.25      | 3.55     |                     | 11.01                | 12.43     | s 12.48   |          | 2.19      | 54.38                 | HYNES                   |   | NC              |    |
| A166            | E 135          | 41           | 7.15         | 1.40      | 4.08     |                     | 11.09                | 12.52     | 12.59     |          | 2.38      | 55.84                 | HANCOCK                 |   | MR              |    |
| A176            | E 80<br>W 85   | 49           | 7.30         | 1.55      | 4.23     |                     | 11.18                | 1.03      | 1.10      |          | 2.52      | 68.55                 | Browns Valley Line Jct. |   | DY              |    |
| A181            | 132            | 30           | 7.38         | 2.02      | 4.30     |                     | 11.22                | 1.08      | 1.16      |          | 3.31      | 78.91                 | MORRIS                  |   | HR              |    |
| A187            | 79             | 19           | 7.46         | 2.11      | 4.40     |                     | 11.27                | 1.14      | 1.24      |          | 3.40      | 85.88                 | DONNELLY                |   | RC              |    |
| A198            | 150            | 56           | 7.55         | 2.18      | 4.48     |                     | 11.31                | 1.19      | 1.30      |          | 3.48      | 90.41                 | HERMAN                  |   | QD              |    |
|                 |                |              | 8.03         | 2.26      | 4.55     |                     | L 10.35Pm            | 1.24      | 1.35      |          | 3.55      | 92.58                 | TINTAH                  |   | QN              |    |
| A200            | W 119          | 108          | 8.07         | 2.30      | 5.01     |                     | s 10.40              | 11.38     | 1.27      | 1.38     |           | 4.00                  | 97.63                   | M. St. P. & S. S. M. Ry. Cross.                 |                 |    |
| A207            | E 80           | 19           | 8.20         | 2.42      | 5.13     |                     | f 10.52              | 11.45     | 1.36      | 1.46     |           | 4.12                  | 104.79                  | ABERDEEN LINE JCT.                              |                 |    |
| A214            | Yard           | 1155         | A 8.40Pm     | A 3.00Pm  | A 5.30Am |                     | A 11.05Pm            | A 11.57Pm | A 1.50Pm  | A 2.03Pm |           | A 4.30Am              | 111.09                  | CAMPBELL  |                 | CB |
|                 |                |              | 8.40         | 3.00      | 5.30     |                     | 11.05                | 11.57     | 1.50      | 2.03     |           | 4.30                  | 112.87                  | DORAN   |                 | OD |
|                 |                |              | 3.40         | 8.15      | 4.20     |                     | .30                  | 1.52      | 2.05      | 2.33     | .05       | 3.45                  |                         | N. P. RY. CROSSING                              |                 |    |
|                 |                |              | 30.72        | 34.66     | 26.00    |                     | 35.06                | 60.86     | 64.08     | 44.18    | 4.92      | 30.04                 |                         | BRECKENRIDGE                                    |                 | BR |
|                 |                |              |              |           |          |                     |                      |           |           |          |           |                       |                         | Time Over Subdivision<br>Average Speed Per Hour |                 |    |

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains, except No. 1.

Nos. 4, 10 and 28 are superior to No. 183 Campbell to Aberdeen Line Jct.

**CLEARING OF STREAMLINERS**

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item 1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 66

Effective June 20, 1948

| STATIONS                                | Distance from Breckenridge | FIRST CLASS |                      |                       |                      |                     |       |                       | SECOND CLASS |       |       | SIGNS               |                       |                     |                     |
|---|----------------------------|-------------|----------------------|-----------------------|----------------------|---------------------|-------|-----------------------|--------------|-------|-------|---------------------|-----------------------|---------------------|---------------------|
|   |                            | 52          | 28                   | 10                    | 2                    | (191)<br>184        | 4     |                       | 410          | 416   | 430   |                     |                       |                     |                     |
|   |                            | Daily       | Daily                | Daily                 | Streamliner<br>Daily | Daily<br>Ex. Sunday | Daily |                       | Daily        | Daily | Daily |                     |                       |                     |                     |
| <b>DOUBLE TRACK</b>                     |                            |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     |                     |
| WILLMAR.....                            | 112.67                     | A 12.10Am   | A 1.05Am             | A 3.40Am              | A 4.46Am             |                     |       | A 7.33Pm              |              |       |       | A 5.45Am            | A 2.10Pm              | A 10.20Pm           | RDNWR<br>OCKX       |
| SIUX CITY LINE JCT.<br>0.41             | 112.26                     | L 12.05Am   |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     | PJX                 |
| PENNOCK.....<br>6.20                    | 106.06                     |             | <sup>9</sup> 12.50   | t 3.28                | 4.38                 |                     |       | 7.23                  |              |       |       | 5.15                | 1.42                  | 9.50                | DNIP                |
| KERKHOVEN.....<br>7.43                  | 98.63                      |             | 12.40                | t 3.18                | 4.31                 |                     |       | 7.15                  |              |       |       | 5.03                | 1.30                  | 9.37                | DP                  |
| MURDOCK.....<br>4.49                    | 94.14                      |             | 12.35                | t 3.10                | 4.27                 |                     |       | 7.11                  |              |       |       | 4.55                | 1.20                  | 9.27                | DP                  |
| <b>AUTOMATIC BLOCK SIGNALS</b>          |                            |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     |                     |
| DE GRAFF.....<br>4.65                   | 89.49                      |             | 12.30                | t 3.02                | 4.23                 |                     |       | 7.07                  |              |       |       | 4.45                | 1.10                  | 9.17                | DP<br>DNIP          |
| BENSON.....<br>7.41                     | 82.08                      |             | s 12.20              | s 2.50                | 4.16                 |                     |       | s 6.58                |              |       |       | 4.30                | 12.58                 | 9.05                | WEX                 |
| WATERTOWN LINE JCT.<br>0.79             | 81.29                      |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     | PYJ                 |
| CLONTARF.....<br>4.89                   | 76.40                      |             | 12.06                | t <sup>409</sup> 2.35 | 4.10                 |                     |       | 6.49                  |              |       |       | 4.20                | <sup>401</sup> 12.50  | 8.55                | DP                  |
| HYNES.....<br>5.87                      | 70.53                      |             | 12.01Am              | 2.28                  | 4.05                 |                     |       | 6.44                  |              |       |       | 4.12                | 12.42                 | 8.47                | P                   |
| <b>Eastward Freight Track</b>           |                            |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     |                     |
| HANCOCK.....<br>4.35                    | 66.18                      |             | 11.56                | t 2.22                | <sup>410</sup> 4.01  |                     |       | <sup>403</sup> 6.40   |              |       |       | <sup>2</sup> 4.05   | <sup>27-3</sup> 12.35 | 8.40                | DNIP                |
| Browns Valley Line Jct.<br>7.84         | 58.34                      |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     | PYJ<br>DNW<br>CKXIP |
| MORRIS.....<br>1.01                     | 57.33                      |             | s 11.45              | s <sup>9</sup> 2.10   | <sup>409</sup> 3.52  |                     |       | s 6.30                |              |       |       | <sup>409</sup> 3.30 | 12.05Pm               | 8.15                | DP                  |
| DONNELLY.....<br>8.21                   | 49.12                      |             | 11.30                | t 1.48                | 3.44                 |                     |       | 6.19                  |              |       |       | <sup>9</sup> 2.52   | 11.42                 | 7.50                | DP                  |
| HERMAN.....<br>10.47                    | 38.65                      |             | <sup>1</sup> 11.18   | s 1.35                | 3.35                 |                     |       | 6.09                  |              |       |       | 2.18                | 11.22                 | <sup>403</sup> 7.30 | DNP                 |
| <b>DOUBLE TRACK</b>                     |                            |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     |                     |
| NORCROSS.....<br>4.89                   | 33.76                      |             | 10.56                | s 1.26                | <sup>9</sup> 3.31    |                     |       | 6.05                  |              |       |       | 2.10                | 11.10                 | 7.15                | DNPW                |
| CHARLESVILLE.....<br>6.47               | 27.29                      |             | 10.47                | 1.16                  | 3.25                 |                     |       | 5.59                  |              |       |       | 1.58                | 10.58                 | 7.00                | P                   |
| TINTAH.....<br>5.03                     | 22.26                      |             | 10.41                | t 1.09                | 3.21                 |                     |       | 5.54                  |              |       |       | 1.48                | 10.48                 | 6.50                | DP                  |
| M. St. P. & S. S. M. Ry. Cross.<br>2.17 | 20.09                      |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     | I                   |
| ABERDEEN LINE JCT..<br>2.56             | 17.53                      |             | <sup>183</sup> 10.35 | 1.03                  |                      |                     |       | A 5.20Am              | 5.49         |       |       | 1.40                | 10.40                 | 6.40                | PYJ                 |
| <b>DOUBLE TRACK</b>                     |                            |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     |                     |
| CAMPBELL.....<br>2.49                   | 15.04                      |             | 10.33                | t 1.00                | 3.15                 |                     |       | s <sup>409</sup> 5.11 | 5.47         |       |       | 1.35                | 10.35                 | 6.35                | DNIP                |
| DORAN.....<br>7.16                      | 7.88                       |             | 10.25                | t 12.51               | 3.08                 |                     |       | s 5.00                | 5.40         |       |       | 1.20                | 10.20                 | 6.20                | DP                  |
| N. P. RY. CROSSING..<br>6.30            | 1.58                       |             |                      |                       |                      |                     |       |                       |              |       |       |                     |                       |                     | PIX                 |
| BRECKENRIDGE.....<br>1.58               |                            |             | L 10.15Pm            | L 12.40Am             | L 3.00Am             |                     |       | L 4.45Am              | L 5.30Pm     |       |       | L 1.00Am            | L 10.00Am             | L 6.00Pm            | RDNWCB<br>YOKX      |
| Time Over Subdivision                   |                            | .05         | 2.50                 | 3.00                  | 1.46                 |                     |       | .35                   | 2.03         |       |       | 4.45                | 4.10                  | 4.20                |                     |
| Average Speed Per Hour                  |                            | 4.92        | 39.76                | 37.55                 | 63.77                |                     |       | 30.13                 | 54.99        |       |       | 23.72               | 27.04                 | 26.00               |                     |

Westward trains are superior to eastward trains of the same class, except as follows:  
 No. 1 is superior to all trains;  
 No. 2 is superior to all trains, except No. 1.  
 Nos. 4, 10 and 28 are superior to No. 183 Campbell to Aberdeen Line Jct.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item-1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

**6 WESTWARD**

**THIRD SUBDIVISION**

**EASTWARD**

| Station Numbers | Car Capacity |              | SECOND CLASS |       | FIRST CLASS |          |          | Distance from St. Paul | Time Table No. 66       |   |       | Telegraph Calls | Distance from St. Cloud | SIGNS    | FIRST CLASS |       |       | SECOND CLASS |
|-----------------|--------------|--------------|--------------|-------|-------------|----------|----------|------------------------|-------------------------|---|-------|-----------------|-------------------------|----------|-------------|-------|-------|--------------|
|                 | Siding       | Other Tracks | 437          | 405   | 29          | 7        | 11       |                        | Effective June 20, 1948 |   |       |                 |                         |          | 8           | 12    | 30    | 438          |
|                 |              |              | Daily        | Daily | Daily       | Daily    | Daily    |                        | STATIONS                |   |       |                 |                         |          | Daily       | Daily | Daily | Daily        |
| 0               |              |              |              |       | L 9.50Pm    | L 8.02Pm | L 8.30Am |                        | ST. PAUL                | A | 74.82 | K               | A 8.00Am                | A 3.15Pm | A 9.05Pm    |       |       |              |
| 11              |              |              |              |       | 10.25Pm     | 8.32Pm   | 8.58Am   | 10.57                  | MINNEAPOLIS             | S | 64.25 | K               | 7.35Am                  | 2.50Pm   | 8.40Pm      |       |       |              |

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

| Yard | L      | S      | L         | L         | L         | L        | L            | 12.18 | 1.61  | UD | 62.84 | P              | A     | A      | A        | A        |           |                        |  |  |       |       |       |       |
|------|--------|--------|-----------|-----------|-----------|----------|--------------|-------|-------|----|-------|----------------|-------|--------|----------|----------|-----------|------------------------|--|--|-------|-------|-------|-------|
|      | 8.50Pm | 7.30Am | 10.30Pm   | 8.37Pm    | 9.03Am    | 12.18    | LYNDALE JCT. | 12.94 | 0.76  | UD | 61.88 | RDNWXJ         | A     | 405    | 7.20Am   | 2.40Pm   | 8.25Pm    | 2.15Am                 |  |  |       |       |       |       |
| 17   | 79     | 85     | 9.05      | 7.45      | 10.42     | 8.44     | 9.13         | 17.17 | 4.23  | RB | 57.65 | I              |       | 7.09   | 2.30     | 8.15     | 2.00      |                        |  |  |       |       |       |       |
| 24   | 87     | 65     | 9.17      | 8.00      | 10.51     | 8.51     | 9.25         | 23.65 | 1.34  | SI | 56.31 | DP             |       | 7.01   | 2.22     | 8.02     | 1.47      |                        |  |  |       |       |       |       |
| 28   |        | 12     |           |           |           |          | 9.30         | 27.98 | 4.33  |    | 46.84 |                |       |        |          | 2.12     |           |                        |  |  |       |       |       |       |
| 83   | 58     | 19     | 9.30      | 8.15      | 11.02     | 9.01     | 9.36         | 32.65 | 4.67  | RO | 42.17 | DP             |       | 6.51   | 2.07     | 7.42     | 1.32      |                        |  |  |       |       |       |       |
| 89   | 93     | 25     | 9.43      | 8.30      | 11.10     | 9.08     | 9.44         | 38.92 | 6.27  | SA | 35.90 | DP             |       | 6.43   | 1.59     | 7.31     | 1.20      |                        |  |  |       |       |       |       |
| 48   | 79     | 43     | 9.59      | 8.54      | 11.20     | 9.18     | 9.55         | 47.35 | 8.43  | MC | 27.47 | DNPW           |       | 6.33   | 1.49     | 7.21     | 1.05      |                        |  |  |       |       |       |       |
| 55   | 25     |        | 10.12     | 9.15      | 11.28     | 9.26     | 10.05        | 54.91 | 7.56  |    | 19.91 | P              |       | 6.24   | 1.40     | 7.11     | 12.47     |                        |  |  |       |       |       |       |
| 57   |        | 84     | 10.16     | 9.20      | 11.32     | 9.29     | 10.08        | 57.12 | 2.21  | HA | 17.70 | DP             |       | 6.21   | 1.36     | 7.05     | 12.42     |                        |  |  |       |       |       |       |
| 62   | 80     | 13     | 10.24     | 9.30      | 11.40     | 9.35     | 10.16        | 62.15 | 5.03  | CW | 12.67 | DP             |       | 6.15   | 1.30     | 6.56     | 12.30     |                        |  |  |       |       |       |       |
| 75   | Yard   | 1724   | A 10.50Pm | A 10.00Am | A 12.01Am | A 9.50Pm | A 10.35Am    | 74.82 | 12.67 | DX |       | WCYB<br>RKDNIX | L     | 6.00Am | L 1.15Pm | L 6.40Pm | L 12.01Am |                        |  |  |       |       |       |       |
|      |        |        |           |           |           |          |              |       |       |    |       |                | 2.00  | 2.80   | 1.81     | 1.13     | 1.82      | Time Over Subdivision  |  |  | 1.20  | 1.25  | 1.45  | 2.14  |
|      |        |        |           |           |           |          |              |       |       |    |       |                | 31.32 | 25.05  | 41.80    | 51.48    | 40.85     | Average Speed Per Hour |  |  | 46.98 | 44.21 | 35.79 | 28.04 |

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

**WESTWARD**

**FOURTH SUBDIVISION**

**EASTWARD**

| Station Numbers | Car Capacity |              | THIRD CLASS          | FIRST CLASS      | Distance from Morris | Time Table No. 66       |    |       | Telegraph Calls | Distance from Browns Valley | SIGNS    | FIRST CLASS      | THIRD CLASS          |
|-----------------|--------------|--------------|----------------------|------------------|----------------------|-------------------------|----|-------|-----------------|-----------------------------|----------|------------------|----------------------|
|                 | Siding       | Other Tracks | 335                  | 49               |                      | Effective June 20, 1948 |    |       |                 |                             |          | 50               | 336                  |
|                 |              |              | Mon. Wed. Thur. Sat. | Daily Ex. Sunday |                      | STATIONS                |    |       |                 |                             |          | Daily Ex. Sunday | Mon. Wed. Thur. Sat. |
| A187            |              |              | L 5.30Am             | L 1.00Pm         |                      | MORRIS                  | MR | 47.37 | RCWDB<br>NKKI   | A 5.00Pm                    | A 1.00Pm |                  |                      |

**TRAINS BETWEEN BROWNS VALLEY LINE JCT. AND MORRIS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.**

| D   | D  | D | L        | L        | L     | L                               | L     | L    | L        | L         | L | L | L     | L     | L                      | L |  |       |       |
|-----|----|---|----------|----------|-------|---------------------------------|-------|------|----------|-----------|---|---|-------|-------|------------------------|---|--|-------|-------|
| 6   | 28 |   | 5.40Am   | 1.05Pm   | 1.01  | BROWNS VALLEY LINE JCT.         | 46.86 | XPYJ | A 4.55Pm | A 12.50Pm |   |   |       |       |                        |   |  |       |       |
| D13 | 57 |   | 6.05     | 1.22     | 8.22  | ALBERTA                         | 39.15 | D    | 4.40     | 12.30     |   |   |       |       |                        |   |  |       |       |
| D18 | 21 |   | 6.35     | 1.36     | 14.27 | CHOKIO                          | 28.10 | D    | 4.28     | 12.05Pm   |   |   |       |       |                        |   |  |       |       |
|     |    |   | 6.55     | 1.47     | 20.17 | JOHNSON                         | 27.20 | D    | 4.15     | 11.45     |   |   |       |       |                        |   |  |       |       |
| D25 | 50 |   | 7.25     | 2.01     | 26.76 | C. M. ST. P. & P. RY. CROSSING. | 20.61 |      |          |           |   |   |       |       |                        |   |  |       |       |
| D81 | 56 |   | 7.45     | 2.12     | 27.31 | GRACEVILLE                      | 20.16 | D    | 4.01     | 11.20     |   |   |       |       |                        |   |  |       |       |
| D89 | 39 |   | 8.25     | 2.26     | 40.44 | BARRY                           | 14.28 | D    | 3.45     | 11.00     |   |   |       |       |                        |   |  |       |       |
| D45 | 57 |   | 9.00Am   | 2.45Pm   | 47.37 | BEARDSLEY                       | 6.93  | D    | 3.30     | 10.30     |   |   |       |       |                        |   |  |       |       |
|     |    |   | A 9.00Am | A 2.45Pm | 47.37 | BROWNS VALLEY                   | BY    | RDX  | L 3.10Pm | L 10.00Am |   |   |       |       |                        |   |  |       |       |
|     |    |   |          |          |       |                                 |       |      |          |           |   |   | 3.80  | 1.45  | Time Over Subdivision  |   |  | 1.50  | 3.00  |
|     |    |   |          |          |       |                                 |       |      |          |           |   |   | 13.53 | 37.06 | Average Speed Per Hour |   |  | 25.83 | 15.79 |

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



## WESTWARD

## FIFTH SUBDIVISION

## EASTWARD 7

| Station Numbers | Capacity of Tracks | SECOND CLASS     |               |  |  | Distance from Hutchinson Jct. | Time Table No. 66<br>Effective June 20, 1948    |  |  |  | Telegraph Calls | Distance from Hutchinson | SIGNS | SECOND CLASS     |  |  |   |               |
|-----------------|--------------------|------------------|---------------|--|--|-------------------------------|---|--|--|--|-----------------|--------------------------|-------|------------------|--|--|---|---------------|
|                 |                    | 61               |               |  |  |                               | STATIONS  |  |  |  |                 |                          |       | 60               |  |  |   |               |
|                 |                    | Daily Ex. Sunday |               |  |  |                               |   |  |  |  |                 |                          |       | Daily Ex. Sunday |  |  |   |               |
| B2              |                    | L                | 8.25Am        |  |  | 1.75                          | HUTCHINSON JCT.                                 |  |  |  |                 | 43.97                    | PJ    |                  |  |  | A | 3.56Pm        |
| B3              | 12                 | s                | 8.35          |  |  | 2.98                          | ORONO   |  |  |  |                 | 42.23                    |       |                  |  |  |   |               |
| B4              |                    |                  |               |  |  | 3.90                          | CRYSTAL BAY                                     |  |  |  | VI              | 40.99                    | D     |                  |  |  | s | 3.46          |
| B5              |                    | s                | 8.40          |  |  | 4.52                          | ARCOLA  |  |  |  |                 | 40.07                    |       |                  |  |  |   |               |
| B5½             |                    |                  |               |  |  | 5.39                          | MINNETONKA BEACH                                |  |  |  |                 | 39.45                    |       |                  |  |  | s | 3.40          |
| B6              | 67                 | s                | 8.45          |  |  | 6.15                          | NAVARRE   |  |  |  |                 | 38.58                    |       |                  |  |  |   |               |
| B7              |                    |                  |               |  |  | 7.14                          | SPRING PARK                                     |  |  |  | PK              | 37.82                    | D     |                  |  |  | s | 3.20          |
| B8              | 21                 | s                | 8.55          |  |  | 8.05                          | SETON   |  |  |  |                 | 36.83                    |       |                  |  |  |   |               |
| B18             | 35                 | s                | 9.08          |  |  | 12.62                         | MOUND   |  |  |  | MU              | 35.92                    | D     |                  |  |  | s | 3.10          |
| B17             | 13                 | s                | 9.18          |  |  | 16.80                         | ST. BONIFACIUS                                  |  |  |  | NI              | 31.35                    | D     |                  |  |  | s | 2.55          |
| B21             | 32                 | s                | 9.28          |  |  | 20.43                         | MAPLE   |  |  |  |                 | 27.17                    |       |                  |  |  | s | 2.45          |
| B24             | 26                 | s                | 9.40          |  |  | 24.24                         | MAYER   |  |  |  | KY              | 23.54                    | D     |                  |  |  | s | 2.35          |
| B28             | 28                 | s                | 10.00         |  |  | 27.89                         | NEW GERMANY                                     |  |  |  | NG              | 19.73                    | D     |                  |  |  | s | 2.25          |
| B36             | 26                 | s                | 10.30         |  |  | 35.74                         | LESTER PRAIRIE                                  |  |  |  | PR              | 16.08                    | D     |                  |  |  | s | 2.10          |
| B44             | 49                 | A                | 11.00Am       |  |  | 43.97                         | SILVER LAKE                                     |  |  |  |                 | 8.23                     |       |                  |  |  | s | 1.50          |
|                 |                    |                  |               |  |  |                               | HUTCHINSON                                      |  |  |  | HO              |                          | RDW   |                  |  |  | L | 1.30Pm        |
|                 |                    |                  | 2.35<br>16.98 |  |  |                               | Time Over Subdivision<br>Average Speed Per Hour |  |  |  |                 |                          |       |                  |  |  |   | 2.26<br>17.97 |

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

## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS  |        |              |              |               | FIRST CLASS  |       |                  |       |          | Time Table No. 66<br>Effective June 20, 1948 |   |    |       |                | Telegraph Calls  | Distance From Willmar Jct. | SIGNS        | FIRST CLASS  |              |               |     | SECOND CLASS |   |         |        |
|-----------------|--------------|--------------|---------------|--------|--------------|--------------|---------------|--------------|-------|------------------|-------|----------|--|---|----|-------|----------------|------------------|----------------------------|--------------|--------------|--------------|---------------|-----|--------------|---|---------|--------|
|                 | Sidings      | Other Tracks | 427           |        |              |              |               | 7            | 11    | 31               | 29    | STATIONS |  |   |    |       | 8              |                  |                            |              | 32           | 12           | 30            | 428 |              |   |         |        |
|                 |              |              | Daily         |        |              |              |               | Daily        | Daily | Daily Ex. Sunday | Daily |          |  |   |    |       | Daily          | Daily Ex. Sunday | Daily                      | Daily        | Daily        |              |               |     |              |   |         |        |
| 75              | Yard         | 1626         | L             | 6.00Am | L            | 9.55Pm       | L             | 10.40Am      | L     | 8.50Am           | L     | 12.15Am  |  | ST. CLOUD                                       | DX | 56.38 | BCDNK<br>RWXYZ | A                | 5.55Am                     | A            | 1.55Pm       | A            | 1.10Pm        | A   | 6.30Pm       | A | 11.00Am |        |
|                 |              |              |               | 6.05   | A            | 9.57Pm       | A             | 10.42Am      |       | 8.52             | A     | 12.17Am  | 0.70   | RICE JCT.                                       |    | 55.68 | IJPX           | L                | 5.52Am                     |              | 1.53         | L            | 1.07Pm        | L   | 6.27Pm       |   | 10.55   |        |
|                 |              | 4            |               | 6.10   |              |              |               |              | f     | 8.56             |       | 2.72     | 2.02   | WAITE PARK                                      |    | 53.66 |                |                  | f                          | 1.47         |              |              |               |     |              |   | 10.50   |        |
| I-10            | 52           | 32           |               | 6.30   |              |              |               |              | s     | 9.11             |       | 10.32    | 7.60   | ROCKVILLE                                       | RK | 46.06 | DP             |                  | s                          | 1.33         |              |              |               |     |              |   | 10.37   |        |
| I-15            | 110          | 28           |               | 6.40   |              |              |               |              | s     | 9.20             |       | 15.12    | 4.80   | COLD SPRING                                     | CG | 41.26 | DP             |                  | s                          | 1.24         |              |              |               |     |              |   | 10.28   |        |
| I-20            | 49           | 35           |               | 6.50   |              |              |               |              | s     | 9.30             |       | 19.61    | 4.49   | RICHMOND  | RI | 36.77 | DP             |                  | s                          | 1.15         |              |              |               |     |              |   | 10.18   |        |
| I-26            |              | 35           |               | 7.02   |              |              |               |              | s     | 9.42             |       | 25.82    | 6.21   | ROSCOE  | XN | 30.56 | DP             |                  | s                          | 1.03         |              |              |               |     |              |   | 10.05   |        |
| I-31            | 51           | 36           |               | 7.20   |              |              |               |              | s     | 9.53             |       | 31.24    | 5.42   | PAYNESVILLE                                     | SY | 25.14 | DPW            |                  | s                          | 12.53        |              |              |               |     |              |   | 9.53    |        |
|                 |              |              |               |        |              |              |               |              |       |                  |       | 32.00    | 0.76   | M. ST. P. & S. S. M.<br>RY. CROSSING            |    | 24.88 | I              |                  |                            |              |              |              |               |     |              |   |         |        |
| I-37            |              | 34           |               | 7.35   |              |              |               |              | f     | 10.05            |       | 36.69    | 4.69   | HAWICK  |    | 19.69 | P              |                  | f                          | 12.42        |              |              |               |     |              |   | 9.25    |        |
| I-43            | 50           | 38           |               | 7.50   |              |              |               |              | s     | 10.17            |       | 43.31    | 6.02   | NEW LONDON                                      | ND | 18.07 | DP             |                  | s                          | 12.31        |              |              |               |     |              |   | 9.10    |        |
| I-48            | 50           | 29           |               | 8.00   |              |              |               |              | s     | 10.25            |       | 47.62    | 4.31   | SPICER  | CR | 8.76  | DP             |                  | s                          | 12.23        |              |              |               |     |              |   | 9.00    |        |
|                 |              |              | A             | 8.20Am |              |              |               |              | A     | 10.40Am          |       | 56.38    | 8.76   | WILLMAR JCT.                                    |    |       | XPJ            |                  | L                          | 12.05Pm      |              |              |               |     |              |   | L       | 8.35Am |
|                 |              |              | 2.20<br>24.16 |        | .02<br>21.00 | .02<br>21.00 | 1.50<br>30.75 | .02<br>21.00 |       |                  |       |          |  | Time Over Subdivision<br>Average Speed Per Hour |    |       |                | .08<br>14.00     | 1.50<br>30.75              | .08<br>14.00 | .08<br>14.00 | .08<br>14.00 | 2.25<br>23.83 |     |              |   |         |        |

Westward trains are superior to eastward trains of the same class, except Nos. 8, 12, 30 and 32 are superior to Nos. 7, 11, 29 and 31 between Rice Jct. and St. Cloud.

## 8 WESTWARD

## SEVENTH SUBDIVISION

## EASTWARD

| Station<br>Numbers  | Car<br>Capacity |                 | SECOND CLASS         |  | FIRST CLASS          |        | Distance from<br>Willmar                        | Time Table No. 66       |       |       | Telegraph Calls | Distance from<br>Ihlen | SIGNS         | FIRST CLASS           |  | SECOND CLASS          |  |
|---|-----------------|-----------------|----------------------|--|----------------------|--------|---|-------------------------|-------|-------|-----------------|------------------------|---------------|-----------------------|--|-----------------------|--|
|   | Sidings         | Other<br>Tracks | 419                  |  | 51                   |        |   | Effective June 20, 1948 |       |       |                 |                        |               | 52                    |  | 420                   |  |
|   |                 |                 | Daily                |  | Daily                |        |   | STATIONS                |       |       |                 |                        |               | Daily                 |  | Daily                 |  |
| A-102   |                 |                 | L 2.00 <sup>pm</sup> |  | L 1.30 <sup>am</sup> |        | .....   | .....                   | ..... | ..... | WD              | 112.29                 | RDNWB<br>CKX  | A 12.10 <sup>am</sup> |  | A 2.55 <sup>am</sup>  |  |
| <b>TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES</b> |                 |                 |                      |  |                      |        |   |                         |       |       |                 |                        |               |                       |  |                       |  |
|   |                 |                 | L 2.05 <sup>pm</sup> |  | L 1.35 <sup>am</sup> | 0.41   | .....   | .....                   | ..... | ..... | .....           | 111.88                 | XPJ           | A 12.05 <sup>am</sup> |  | A 2.47 <sup>am</sup>  |  |
| I-64  | 55              | 12              | 2.20                 |  | f 1.45               | 5.98   | .....   | .....                   | ..... | ..... | .....           | 106.81                 | P             | f 11.55               |  | 2.35                  |  |
| I-70  | 50              | 82              | 2.30                 |  | s 1.57               | 12.00  | .....   | .....                   | ..... | ..... | .....           | 100.29                 | DP            | s 11.48               |  | 2.23                  |  |
|   |                 |                 |                      |  |                      | 19.09  | .....   | .....                   | ..... | ..... | .....           | 98.20                  | I             |                       |  |                       |  |
| I-77  | 50              | 82              | 2.42                 |  | s 2.13               | 19.58  | .....   | .....                   | ..... | ..... | .....           | 92.73                  | DP            | s 11.35               |  | 51<br>2.13            |  |
|   |                 |                 |                      |  |                      |        | .....   | .....                   | ..... | ..... | .....           |                        |               |                       |  |                       |  |
| I-83  | 61              | 38              | 2.51                 |  | s 2.26               | 25.49  | .....   | .....                   | ..... | ..... | .....           | 86.80                  | DP            | s 11.20               |  | 1.58                  |  |
| I-87  |                 | 18              | 2.57                 |  | f 2.32               | 29.22  | .....   | .....                   | ..... | ..... | .....           | 83.07                  | P             | f 11.13               |  | 1.50                  |  |
|   |                 |                 |                      |  |                      | 38.20  | .....   | .....                   | ..... | ..... | .....           | 79.09                  | I             |                       |  |                       |  |
| I-92  | 49              | 80              | 3.05                 |  | s 2.47               | 34.60  | .....   | .....                   | ..... | ..... | .....           | 77.69                  | DNP           | s 11.05               |  | 1.40                  |  |
| I-97  | 49              | 11              | 3.17                 |  | f 2.57               | 39.88  | .....   | .....                   | ..... | ..... | .....           | 72.43                  | P             | f 10.52               |  | 1.30                  |  |
|   |                 |                 |                      |  |                      |        | .....   | .....                   | ..... | ..... | .....           |                        |               |                       |  |                       |  |
| I-102   | 88              | 85              | 3.25                 |  | s 3.08               | 43.91  | .....   | .....                   | ..... | ..... | .....           | 69.19                  | I             |                       |  |                       |  |
| I-109   | 80              | 47              | 3.35                 |  | s 3.23               | 44.22  | .....   | .....                   | ..... | ..... | .....           | 68.07                  | DP            | s 10.45               |  | 1.20                  |  |
| I-110   |                 |                 |                      |  |                      | 50.40  | .....   | .....                   | ..... | ..... | .....           | 61.89                  | DP            | s 10.32               |  | 1.10                  |  |
| I-116   |                 | 35              | 3.47                 |  | s 3.38               | 57.71  | .....   | .....                   | ..... | ..... | .....           | 54.58                  | DP            | s 10.20               |  | 12.59                 |  |
| I-121   | 104             | 154             | 3.57                 |  | s 3.46               | 63.07  | .....   | .....                   | ..... | ..... | .....           | 49.22                  | WDN<br>CXP    | s 10.10               |  | 12.50                 |  |
|   |                 |                 |                      |  |                      |        | .....   | .....                   | ..... | ..... | .....           |                        |               |                       |  |                       |  |
| I-128   | 81              | 32              | 4.15                 |  | s 4.18               | 63.22  | .....   | .....                   | ..... | ..... | .....           | 49.07                  |               |                       |  |                       |  |
| I-134   | 50              | 38              | 4.30                 |  | s 4.30               | 69.77  | .....   | .....                   | ..... | ..... | .....           | 42.52                  | DP            | s 9.50                |  | 12.30                 |  |
| I-142   |                 | 38              | 4.45                 |  | s 4.44               | 76.02  | .....   | .....                   | ..... | ..... | .....           | 36.27                  | DP            | s 9.38                |  | 12.20                 |  |
| I-147   | 100             | 56              | 4.55                 |  | s 4.57               | 83.89  | .....   | .....                   | ..... | ..... | .....           | 28.40                  | DP            | s 9.25                |  | 12.07 <sup>am</sup>   |  |
|   |                 |                 |                      |  |                      | 88.90  | .....   | .....                   | ..... | ..... | .....           | 23.39                  | DWP           | s 9.13                |  | 11.58                 |  |
| I-155   |                 | 37              | 5.10                 |  | s 5.14               | 96.73  | .....   | .....                   | ..... | ..... | .....           | 15.56                  | DP            | s 8.59                |  | 11.42                 |  |
|   |                 |                 |                      |  |                      | 105.23 | .....   | .....                   | ..... | ..... | .....           | 7.06                   |               |                       |  |                       |  |
| I-164   | 30              | 65              | 5.25                 |  | s 5.47               | 105.25 | .....   | .....                   | ..... | ..... | .....           | 7.04                   |               |                       |  |                       |  |
|   |                 |                 |                      |  |                      | 105.81 | .....   | .....                   | ..... | ..... | .....           | 6.98                   |               |                       |  |                       |  |
| I-170   | Yard            | 382             | A 5.35 <sup>pm</sup> |  | A 6.00 <sup>am</sup> | 112.29 | .....   | .....                   | ..... | ..... | .....           |                        | RDNW<br>CKXBP | L 8.30 <sup>pm</sup>  |  | L 11.05 <sup>pm</sup> |  |
|   |                 |                 | 8.80<br>31.44        |  | 4.25<br>25.33        |        | Time Over Subdivision<br>Average Speed Per Hour |                         |       |       |                 |                        |               | 8.85<br>31.22         |  | 8.42<br>30.28         |  |

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



## WESTWARD

## EIGHTH SUBDIVISION

## EASTWARD 9

| Station Numbers | Car Capacity |              | SECOND CLASS  | FIRST CLASS   |             | Distance from Ihlen | Time Table No. 66<br>Effective June 20, 1948 | STATIONS  | Telegraph Calls | Distance from Sioux City | FIRST CLASS   |               | SECOND CLASS  | SIGNS             |
|-----------------|--------------|--------------|---------------|---------------|-------------|---------------------|--|---|-----------------|--------------------------|---------------|---------------|---------------|-------------------|
|                 | Siding       | Other Tracks | 419           | C. B. & Q. 16 | 51          |                     |  |   |                 |                          | C. B. & Q. 17 | 420           |               |                   |
|                 |              |              | Daily         | Daily         | Daily       |                     |  |   |                 |                          | Daily         | Daily         |               |                   |
| I-170           | Yard         | 332          | L 6.20Pm      |               | L 6.15Am    |                     |  | IHLEN   | HN              | 112.88                   |               | A 8.30Pm      | A 10.15Pm     | RDNK<br>XWCBP     |
| I-178           | 50           | 108          | 6.30          |               | s 6.25      | 4.60                |  | JASPER  | JA              | 108.28                   |               | s 8.20        | 10.05         | DP                |
| I-188           | 50           | 85           | 6.42          |               | s 6.37      | 12.29               |  | SHERMAN   | FS              | 100.59                   |               | s 8.07        | 9.50          | DP                |
| I-186           | 32           | 228          | 7.25          |               | s 7.15      | 15.62               |  | GARRETSON                                       | JC              | 97.26                    |               | s 8.00        | 9.40          | DNWP<br>KX        |
| IA-7            | 49           | 80           | 7.50          |               | f 7.26      | 21.83               |  | BOOGE   |                 | 91.05                    |               | f 7.12        | 9.10          | P                 |
|                 |              |              |               |               |             | 26.27               |  | C. ST. P. M. & O. RY. CROS'G.                   |                 | 86.61                    |               |               |               | I                 |
| IA-17           | 100          | 31           | 8.20          |               | s 7.43      | 32.95               |  | HILLS   | HS              | 79.93                    |               | s 6.57        | 8.45          | DP                |
|                 |              |              |               |               |             | 33.33               |  | I. C. RY. CROSSING                              |                 | 79.55                    |               |               |               | I                 |
| IA-28           | 100          | 37           | 8.32          |               | s 7.55      | 39.37               |  | LESTER  | R               | 73.51                    |               | s 6.46        | 8.32          | DP                |
|                 |              |              |               |               |             | 39.58               |  | C. R. I. & P. RY. CROSSING                      |                 | 73.30                    |               |               |               | I                 |
| IA-30           | 108          | 34           | 8.44          |               | s 8.08      | 46.27               |  | ALVORD  | AD              | 66.61                    |               | s 6.35        | 8.20          | DP                |
| IA-86           | 50           | 57           | 8.53          |               | s 8.17      | 51.96               |  | DOON  | DO              | 60.92                    |               | s 6.26        | 8.05          | DWCP              |
| IA-45           |              | 19           | 9.06          |               | s 8.31      | 60.93               |  | PERKINS   |                 | 51.95                    |               | s 6.12        | 7.52          | P                 |
| IA-52           | 100          | 46           | 9.18          |               | s 8.45      | 68.48               |  | SIoux CENTER                                    | UX              | 44.40                    |               | s 6.01        | 7.40          | DNP               |
| IA-61           |              | 17           | 9.30          |               | s 8.57      | 76.56               |  | MAURICE   |                 | 36.32                    |               | s 5.46        | 7.20          | P                 |
| IA-66           | 49           | 29           | 9.38          |               | s 9.07      | 81.88               |  | STRUBLE   | SB              | 31.20                    |               | s 5.38        | 7.10          | DP                |
| IA-78           |              | 15           | 9.49          |               | f 9.18      | 89.07               |  | WEST LeMARS                                     |                 | 23.81                    |               | f 5.26        | 6.55          | P                 |
| IA-78           | 46           | 40           | 9.57          |               | s 9.27      | 94.22               |  | MERRILL   | M               | 18.66                    |               | s 5.19        | 6.45          | DP                |
|                 |              |              |               |               |             | 99.69               |  | WREN TOWER                                      | GS              | 13.19                    |               |               |               | DNIP              |
| IA-85           | 51           | 28           | 10.08         |               | s 9.38      | 101.04              |  | HINTON  | HI              | 11.84                    |               | s 5.09        | 6.30          | DP                |
|                 |              |              |               |               |             | 107.60              |  | I. C. RY. CROSSING                              |                 | 5.28                     |               |               |               | M<br>RXNB<br>WCKP |
|                 | Yard         | 842          | A 10.30Pm     |               | 9.50        | 110.02              |  | 26th STREET YARD                                | X               | 2.86                     |               | 4.57          | L 6.10Pm      | YX                |
|                 | Yard         | 984          |               |               | L 12.30Pm   | 9.54                | 112.21                                       | WALL STREET                                     |                 | 0.67                     | A 1.03Pm      | 4.53          |               |                   |
| IA-97           |              |              |               |               | A 12.35Pm   | A 10.00Am           | 113.88                                       | SIoux CITY                                      | SX              |                          | L 1.00Pm      | L 4.50Pm      |               | RDNKXBP           |
|                 |              |              | 4.10<br>26.40 |               | .05<br>8.05 | 8.45<br>30.10       |  | Time Over Subdivision<br>Average Speed Per Hour |                 |                          | .03<br>13.40  | 8.40<br>30.78 | 4.05<br>27.64 |                   |

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

## 10 WESTWARD

## NINTH SUBDIVISION

## EASTWARD

| Station Numbers | Car Capacity |              | SECOND CLASS        |  | FIRST CLASS  |             | Distance from Garretson | Time Table No. 66       |                  | Telegraph Calls | Distance from Yankton | FIRST CLASS |             | SECOND CLASS       |                  | SIGNS        |     |     |
|-----------------|--------------|--------------|---------------------|--|--------------|-------------|-------------------------|-------------------------|------------------|-----------------|-----------------------|-------------|-------------|--------------------|------------------|--------------|-----|-----|
|                 | Sidings      | Other Tracks | (C. & N.W. No. 37.) |  | 53           | 161         |                         | Effective June 20, 1948 |                  |                 |                       | 54          | 162         | (C. & N.W. No. 38) |                  |              | 294 | 580 |
|                 |              |              | 293                 | 579  |              |             |                         | STATIONS                | Daily Ex. Sunday |                 |                       |             |             | Daily              | Daily Ex. Sunday |              |     |     |
| I-186           | 32           | 223          |                     | L 11.01Pm  |              | L 7.15Am    |                         | .....                   | .....            | JC              | 81.25                 |             | A 7.25Pm    |                    | A 7.50Pm         | KDNW<br>RXP  |     |     |
| I-194           |              | 37           |                     | s 11.20  |              | s 7.32      | 8.25                    | .....                   | .....            |                 | 73.00                 |             | s 7.08      |                    | s 7.25           | P            |     |     |
|                 |              |              |                     |  |              |             | 14.45                   | .....                   | .....            |                 | 66.80                 |             |             |                    |                  | I            |     |     |
|                 |              |              |                     |  |              |             | 17.96                   | .....                   | .....            |                 | 63.29                 |             |             |                    |                  | X            |     |     |
|                 |              |              |                     | 11.45  | L 6.44Pm     | 7.52        | 18.14                   | .....                   | .....            |                 | 63.11                 | A 9.32Am    | 6.51        |                    | 7.01             | JP           |     |     |
| I-205           | 39           | 227          |                     | A 11.50Pm  | A 6.46Pm     | s 8.40      | 18.40                   | .....                   | .....            | SU              | 62.85                 | L 9.30Am    | s 6.50      |                    | L 7.00Pm         | RDNXW<br>KBP |     |     |
|                 |              |              |                     |  |              |             | 18.58                   | .....                   | .....            |                 | 62.67                 |             |             |                    |                  |              |     |     |
|                 |              |              |                     |  |              |             | 18.79                   | .....                   | .....            |                 | 62.46                 |             |             |                    |                  |              |     |     |
|                 |              |              |                     |  |              | 8.45        | 19.12                   | .....                   | .....            |                 | 62.18                 |             | 6.20        |                    |                  | X            |     |     |
| I-215           |              | 23           |                     |  |              | s 8.59      | 29.48                   | .....                   | .....            |                 | 51.82                 |             | s 6.06      |                    |                  |              |     |     |
| I-222           |              | 50           |                     |  |              | s 9.10      | 36.00                   | .....                   | .....            | OX              | 45.25                 |             | s 5.52      |                    |                  | D            |     |     |
| I-231           |              | 36           |                     |  |              | s 9.25      | 36.21                   | .....                   | .....            |                 | 45.04                 |             |             |                    |                  | I            |     |     |
| I-238           |              | 35           |                     |  |              | s 9.40      | 44.61                   | .....                   | .....            | D               | 36.64                 |             | s 5.39      |                    |                  | DW           |     |     |
| I-245           |              | 43           |                     |  |              | 9.55        | 48.15                   | .....                   | .....            |                 | 33.10                 |             |             |                    |                  | I            |     |     |
| I-249           |              | 7            |                     |  |              | 10.02       | 52.01                   | .....                   | .....            | VB              | 29.24                 |             | s 5.27      |                    |                  | D            |     |     |
| I-255           |              | 22           |                     |  |              | 10.12       | 59.40                   | .....                   | .....            | RN              | 21.85                 |             | s 5.14      |                    |                  | D            |     |     |
| I-260           |              | 18           |                     | L 7.02Am   |              | 10.14       | 63.51                   | .....                   | .....            |                 | 17.74                 |             | 10.02       |                    |                  |              |     |     |
|                 |              |              |                     | s 7.20   |              | 10.24       | 68.58                   | .....                   | .....            | VO              | 12.67                 |             | s 4.56      |                    |                  | D            |     |     |
|                 |              |              |                     |  |              |             | 68.91                   | .....                   | .....            |                 | 12.34                 |             | 4.54        | A 9.28Am           |                  | RJ           |     |     |
|                 |              |              |                     |  |              |             | 74.41                   | .....                   | .....            |                 | 6.84                  |             | s 4.44      | s 9.15             |                  |              |     |     |
|                 |              |              |                     | A 7.35Am   |              | 10.34       | 79.80                   | .....                   | .....            |                 | 1.45                  |             | 4.35        | L 9.03Am           |                  | RJ           |     |     |
|                 |              |              |                     |  |              |             | 79.84                   | .....                   | .....            |                 | 1.41                  |             |             |                    |                  | M            |     |     |
|                 |              |              |                     |  |              |             | 80.36                   | .....                   | .....            |                 | .89                   |             |             |                    |                  | M            |     |     |
|                 |              |              |                     |  |              |             | 80.66                   | .....                   | .....            |                 | .59                   |             |             |                    |                  | M            |     |     |
| I-267           | Yard         | 172          |                     |  |              | A 10.40Am   | 81.25                   | .....                   | .....            | YK              |                       |             | L 4.30Pm    |                    |                  | RDWCX<br>KB  |     |     |
|                 |              |              |                     | .33<br>19.80                                     | .49<br>22.53 | .02<br>7.80 | 3.25<br>23.78           |                         |                  |                 |                       |             | .02<br>7.80 | 2.55<br>27.85      | .25<br>26.13     | .50<br>22.08 |     |     |
|                 |              |              |                     | Time Over Subdivision.<br>Average Speed Per Hour |              |             |                         |                         |                  |                 |                       |             |             |                    |                  |              |     |     |

Westward trains are superior to eastward trains of the same class, except No. 580 is superior to No. 579 Sioux Falls to Garretson.

## WESTWARD

## TENTH SUBDIVISION

## EASTWARD 11

| Station Numbers | Car Capacity |              | SECOND CLASS |  | FIRST CLASS |  | Distance from Watertown | Time Table No. 66<br>Effective June 20, 1948 | STATIONS | Telegraph Calls | Distance from Sioux Falls | SIGNS        | FIRST CLASS |  | SECOND CLASS |          |
|-----------------|--------------|--------------|--------------|--|-------------|--|-------------------------|--|----------|-----------------|---------------------------|--------------|-------------|--|--------------|----------|
|                 | Siding       | Other Tracks | 265          |  | 53          |  |                         |  |          |                 |                           |              | 54          |  | 266          |          |
| C-92            | Yard         | 275          |              |  |             |  |                         |  |          | WN              | 103.37                    | BDNR<br>XCWK | A 1.20Pm    |  |              | A 1.00Pm |

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

|        |    |  |           |  |          |        |                                      |    |        |     |           |  |           |
|--------|----|--|-----------|--|----------|--------|--------------------------------------|----|--------|-----|-----------|--|-----------|
|        |    |  | L 7.05Am  |  | L 3.40Pm | 1.27   | .....W. & S. F. JCT.....             |    | 102.10 | RJX | A 1.15Pm  |  | A 12.55Pm |
| WS-4   | 9  |  | f 7.13    |  | f 3.46   | 4.81   | .....FOLEY.....                      |    | 99.06  |     | f 1.07    |  | f 12.45   |
| WS-11  | 29 |  | s 7.30    |  | s 3.56   | 10.83  | .....THOMAS.....                     |    | 92.64  |     | s 12.54   |  | s 12.25   |
| WS-18  | 29 |  | s 7.50    |  | s 4.07   | 18.09  | .....HAYTI.....                      | H  | 88.28  | DW  | s 12.41   |  | s 12.05Pm |
| WS-23  | 27 |  | s 8.15    |  | s 4.18   | 23.41  | .....LAKE NORDEN.....                | NR | 79.96  | D   | s 12.30   |  | s 11.45   |
| WS-30  | 29 |  | s 8.35    |  | s 4.30   | 30.03  | .....BADGER.....                     | B  | 73.34  | D   | s 12.16Pm |  | s 11.20   |
| WS-39  | 28 |  | s 9.20    |  | s 4.46   | 39.21  | .....C. & N. W. RY. CROSSING.....    |    | 64.16  | M   |           |  |           |
|        |    |  |           |  |          | 39.40  | .....ARLINGTON.....                  | AR | 63.97  | D   | s 11.56   |  | s 10.45   |
|        |    |  |           |  |          | 40.37  | .....C. & N. W. RY. CROSSING.....    |    | 63.00  | I   |           |  |           |
| WS-45  | 12 |  | f 9.35    |  | f 4.56   | 45.05  | .....AHNBERG.....                    |    | 58.32  | W   | f 11.44   |  | f 10.20   |
| WS-49  | 26 |  | s 10.00   |  | s 5.05   | 49.23  | .....SINAI.....                      | SN | 54.14  | D   | s 11.34   |  | s 10.00   |
| WS-55  | 48 |  | s 10.20   |  | s 5.15   | 55.25  | .....NUNDA.....                      | NU | 48.12  | D   | s 11.21   |  | s 9.25    |
| WS-61  | 28 |  | s 10.35   |  | s 5.26   | 61.01  | .....RUTLAND, S. D.....              | RU | 42.36  | D   | s 11.09   |  | s 9.00    |
|        |    |  |           |  |          | 67.27  | .....C. M. ST. P. & P. RY. CROS..... |    | 36.10  |     |           |  |           |
| WS-67  | 26 |  | s 10.57   |  | s 5.37   | 67.28  | .....WENTWORTH.....                  | WH | 36.09  | D   | s 10.57   |  | s 8.35    |
| WS-75  | 37 |  | s 11.25   |  | s 5.52   | 74.90  | .....CHESTER.....                    | CH | 28.47  | DW  | s 10.40   |  | s 8.05    |
| WS-82  | 45 |  | s 11.55   |  | s 6.04   | 82.51  | .....COLTON.....                     | CO | 20.86  | D   | s 10.24   |  | s 7.30    |
| WS-88  | 15 |  | s 12.15Pm |  | s 6.15   | 88.33  | .....LYONS.....                      |    | 15.04  |     | s 10.09   |  | s 7.05    |
| WS-94  | 14 |  | s 12.35   |  | s 6.25   | 93.92  | .....CROOKS.....                     |    | 9.45   |     | s 9.55    |  | s 6.40    |
| WS-98  | 8  |  |           |  | f 6.32   | 97.71  | .....QUINCY.....                     |    | 5.66   |     | f 9.46    |  |           |
| WS-102 | 39 |  | s 1.10    |  | f 6.40   | 101.75 | .....LEVEL SIDING.....               |    | 1.62   | XC  | f 9.37    |  | s 6.10    |
|        |    |  |           |  |          | 101.87 | .....C. M. ST. P. & P. RY. CROS..... |    | 1.50   |     |           |  |           |
|        |    |  | A 1.15Pm  |  | A 6.44Pm | 103.11 | .....SIOUX FALLS JCT.....            |    | .26    | JP  | L 9.32Am  |  | L 6.05Am  |

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

|       |    |     |               |  |               |        |                       |    |  |             |               |  |               |
|-------|----|-----|---------------|--|---------------|--------|-----------------------|----|--|-------------|---------------|--|---------------|
| I-205 | 39 | 186 | A 1.20Pm      |  | A 6.46Pm      | 103.37 | .....SIOUX FALLS..... | SU |  | DNRB<br>XWK | L 9.30Am      |  | L 6.00Am      |
|       |    |     | 6.10<br>16.51 |  | 8.04<br>33.62 |        |                       |    |  |             | 8.43<br>27.40 |  | 6.50<br>15.08 |

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

## 12 WESTWARD

## ELEVENTH SUBDIVISION

## EASTWARD

| Station Numbers  | Car Capacity |              | THIRD CLASS      |                  | FIRST CLASS      |                        | Distance from Benson | Time Table No. 66<br>Effective June 20, 1948    |                  |                  | Distance from Huron | SIGNS                  | FIRST CLASS      |                  | THIRD CLASS   |  |
|--|--------------|--------------|------------------|------------------|------------------|------------------------|----------------------|---|------------------|------------------|---------------------|------------------------|------------------|------------------|---------------|--|
|  | Sidings      | Other Tracks | 529              | 531              | 53               | 185                    |                      | STATIONS  | 186              | 54               |                     |                        | 530              | 532              |               |  |
|  |              |              | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday       |                      |   | Daily Ex. Sunday | Daily Ex. Sunday |                     |                        | Daily Ex. Sunday | Daily Ex. Sunday |               |  |
| A188   |              |              |                  |                  |                  | L 12.20Pm              |                      | BENSON  | BN               | 161.83           | RDNW<br>BXXI        | A 6.30Pm               |                  |                  |               |  |
| <b>TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.</b> |              |              |                  |                  |                  |                        |                      |   |                  |                  |                     |                        |                  |                  |               |  |
|  |              |              | L 8.30Am         |                  |                  | L 12.24Pm              | 0.78                 | WATERTOWN LINE JCT.                             |                  | 161.05           | JXPY                | A 6.23Pm               |                  | A 8.40Pm         |               |  |
| C 9  | 84           |              | s 9.00           |                  |                  | s 12.38                | 7.88                 | DANVERS   | DR               | 153.95           | D                   | s 6.08                 |                  | s 8.25           |               |  |
| C 16   | 88           |              | s 9.30           |                  |                  | s 12.52                | 15.88                | HOLLOWAY  | OW               | 146.00           | D                   | s 5.53                 |                  | s 8.05           |               |  |
| C 22   | 45           | 146          | s 12.01Pm        |                  |                  | s 1.05                 | 21.96                | APPLETON  | AU               | 139.87           | DNWX                | s 5.40                 |                  | s 7.50           |               |  |
|  |              |              |                  |                  |                  |                        | 22.73                | C. M. ST. P. & P. RY. CROSSING                  |                  | 139.10           | I                   |                        |                  |                  |               |  |
| C 30   | 84           |              | s 12.50          |                  |                  | s 1.20                 | 30.65                | LOUISBURG                                       | BG               | 131.18           | D                   | s 5.22                 |                  | s 7.05           |               |  |
| C 37   | 44           | 26           | s 1.40           |                  |                  | s 1.33                 | 37.14                | BELLINGHAM                                      | BA               | 124.69           | D                   | s 5.10                 |                  | s 6.50           |               |  |
| C 46   | 85           |              | s 2.30           |                  |                  | s 1.49                 | 46.34                | NASSAU  | NA               | 115.49           | D                   | s 4.56                 |                  | s 6.30           |               |  |
| C 52   | 45           | 26           | s 3.00           |                  |                  | s 2.00                 | 51.88                | ALBEE   | BE               | 110.00           | D                   | s 4.46                 |                  | s 6.15           |               |  |
| C 58   | 86           |              | s 3.45           |                  |                  | s 2.14                 | 57.98                | LA BOLT   | BO               | 103.85           | D                   | s 4.35                 |                  | s 5.55           |               |  |
| C 66   | 15           |              | s 4.30           |                  |                  | f 2.31                 | 65.56                | STOCKHOLM                                       | SK               | 96.27            | D                   | s 4.23                 |                  | s 5.35           |               |  |
| C 78   | 48           | 81           | s 5.15           |                  |                  | s 2.47                 | 72.82                | SOUTH SHORE                                     | VR               | 89.01            | DW                  | s 4.10                 |                  | s 5.15           |               |  |
| C 79   | 10           |              | f 5.30           |                  |                  | f 2.59                 | 78.77                | FORESTVILLE                                     |                  | 88.06            |                     | f 3.58                 |                  | f 4.50           |               |  |
| C 86   | 85           |              | f 5.50           |                  |                  | f 3.12                 | 86.09                | RAUVILLE  |                  | 75.74            |                     | f 3.42                 |                  | f 4.30           |               |  |
|  |              |              |                  |                  |                  |                        | 91.49                | M. & ST. L. RY. CROSSING                        |                  | 70.34            |                     |                        |                  |                  |               |  |
| C 92   | Yard         | 275          | A 6.15Pm         | L 3.30Am         | L 3.35Pm         | 53-186<br>3.25<br>3.40 | 91.80                | C. & N. W. RY. CROSSING                         |                  | 70.03            | RDNX<br>BWCK        | 53-186<br>3.30<br>2.55 | A 1.20Pm         | L 4.15Pm         | A 12.30Pm     |  |
|  |              |              |                  | 3.35             | A 3.40Pm         | 3.45                   | 91.99                | WATERTOWN                                       | WN               | 69.84            |                     |                        |                  |                  |               |  |
|  |              |              |                  |                  |                  |                        | 93.26                | W. & S. F. JCT.                                 |                  | 68.57            | RJX                 | 2.49                   | L 1.15Pm         |                  | 12.25         |  |
| C102   | 34           |              | s 3.55           |                  |                  | s 4.01                 | 101.89               | GROVER  | GR               | 59.94            | D                   | s 2.32                 |                  | s 12.01Pm        |               |  |
| C109   | 37           |              | s 4.15           |                  |                  | s 4.13                 | 108.24               | HAZEL   | Z                | 53.59            | D                   | s 2.20                 |                  | s 11.40          |               |  |
|  |              |              |                  |                  |                  |                        | 115.16               | C. M. ST. P. & P. RY. CROSSING                  |                  | 46.67            |                     |                        |                  |                  |               |  |
| C116   | 41           |              | s 4.40           |                  |                  | s 4.26                 | 115.49               | VIENNA  | VA               | 46.34            | D                   | s 2.05                 |                  | s 11.15          |               |  |
| C124   | 35           |              | s 5.05           |                  |                  | s 4.44                 | 124.05               | WILLOW LAKE                                     | WK               | 37.78            | D                   | s 1.48                 |                  | s 10.50          |               |  |
| C130   | 15           |              | f 5.20           |                  |                  | f 4.58                 | 130.42               | MELHAM  |                  | 31.41            |                     | f 1.34                 |                  | s 10.35          |               |  |
| C136   | 35           |              | s 5.35           |                  |                  | s 5.11                 | 136.19               | BANCROFT  | BF               | 25.64            | D                   | s 1.23                 |                  | s 10.20          |               |  |
| C141   | 85           |              | s 5.50           |                  |                  | s 5.21                 | 140.64               | OSCEOLA   | SC               | 21.19            | DW                  | s 1.13                 |                  | s 10.05          |               |  |
| C149   | 85           |              | s 6.10           |                  |                  | s 5.37                 | 148.36               | YALE  | YA               | 13.47            | D                   | s 12.57                |                  | s 9.45           |               |  |
| C153   | 13           |              | f 6.25           |                  |                  | f 5.46                 | 152.75               | SHEFFIELD                                       |                  | 9.08             |                     | f 12.48                |                  | f 9.30           |               |  |
|  |              |              |                  |                  |                  |                        | 161.20               | C. & N. W. RY. CROSSING                         |                  | 0.63             | I<br>RDN<br>CXWB    | L 12.30Pm              |                  | L 9.00Am         |               |  |
| C162   | Yard         | 178          | A 7.00Am         |                  |                  | A 6.10Pm               | 161.83               | HURON   | HU               |                  |                     |                        |                  |                  |               |  |
|  |              |              | 9.45<br>9.44     | 3.30<br>19.95    | .05<br>15.24     | 5.46<br>27.92          |                      | Time Over Subdivision<br>Average Speed Per Hour |                  |                  |                     | 5.53<br>27.37          | .05<br>15.24     | 4.25<br>20.82    | 3.80<br>19.95 |  |

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

## WESTWARD

## TWELFTH SUBDIVISION

## EASTWARD 13

| Station<br>Numbers | Car<br>Capacity |                 | THIRD CLASS            |                     | FIRST CLASS         |                     | Distance from<br>Aberdeen Line<br>Jct. | Time Table No. 66       |       | Telegraph Calls | Distance from<br>Aberdeen. | SIGNS         | FIRST CLASS         |                     | THIRD CLASS |  |
|--------------------|-----------------|-----------------|------------------------|---------------------|---------------------|---------------------|--|-------------------------|-------|-----------------|----------------------------|---------------|---------------------|---------------------|-------------|--|
|                    | Sidings         | Other<br>Tracks | 595                    |                     | 191                 |                     |  | Effective June 20, 1948 |       |                 |                            |               | 192                 |                     | 596         |  |
|                    |                 |                 | Daily<br>Ex. Sunday    | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday |  | STATIONS                |       |                 |                            |               | Daily<br>Ex. Sunday | Daily<br>Ex. Sunday |             |  |
| E46                | 36              |                 | L 8.00Am               | L 5.20Am            | 7.84                | 7.84                | .....                                  | 119.28                  | JRPXY | A 10.30Pm       | A 1.05Pm                   |               |                     |                     |             |  |
|                    |                 |                 | f 8.20                 | f 5.35              | 11.29               | 7.84                | .....                                  | 111.39                  |       | f 10.13         | f 12.45                    |               |                     |                     |             |  |
| E48                | 15              |                 | s 8.30                 | s 5.44              | 11.36               | 11.29               | .....                                  | 107.94                  |       |                 |                            |               |                     |                     |             |  |
| E50                | 22              |                 | f 8.35                 | f 5.48              | 18.02               | 11.36               | .....                                  | 107.87                  | FA    | D               | s 10.05                    | s 12.35       |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 18.02               | .....                                  | 106.21                  |       |                 | f 9.58                     | f 12.25       |                     |                     |             |  |
| E55                | 10              |                 | f 8.50                 | f 5.57              | 17.93               | 18.02               | .....                                  | 101.30                  |       |                 | f 9.50                     | f 12.10Pm     |                     |                     |             |  |
| E62                | 50              | 53              | s 9.10                 | s 6.12              | 25.47               | 17.93               | .....                                  | 93.76                   | BI    | DW              | s 9.36                     | s 11.50       |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 25.47               | .....                                  | 93.40                   |       |                 |                            |               |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 25.83               | .....                                  | 91.24                   |       |                 |                            |               |                     |                     |             |  |
| E70                | 23              |                 | f 9.25                 | f 6.25              | 32.67               | 25.83               | .....                                  | 86.56                   |       |                 | f 9.18                     | f 11.25       |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 32.67               | .....                                  | 81.77                   | DK    | D               | s 9.08                     | s 11.10       |                     |                     |             |  |
| E74                | 54              |                 | s 9.45                 | s 6.37              | 37.46               | 32.67               | .....                                  | 75.63                   | GO    | D               | s 8.53                     | s 10.40       |                     |                     |             |  |
| E80                | 32              |                 | s 10.00                | s 6.50              | 43.60               | 37.46               | .....                                  | 70.47                   | CU    | D               | s 8.42                     | s 10.20       |                     |                     |             |  |
| E86                | 34              |                 | s 10.20                | s 7.00              | 48.76               | 43.60               | .....                                  | 64.34                   | RJ    | RDW<br>CXKB     | s 8.30                     | s 9.55        |                     |                     |             |  |
| E92                | 50              | 35              | s 11.15                | s 7.15              | 54.39               | 48.76               | .....                                  | 64.07                   |       | YJX             |                            |               |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 54.39               | .....                                  | 54.99                   | WB    | D               | s 8.12                     | s 9.15        |                     |                     |             |  |
| F9                 | 36              |                 | s 11.45                | s 7.35              | 64.24               | 54.39               | .....                                  | 48.41                   | KS    | D               | s 8.00                     | s 8.50        |                     |                     |             |  |
| F16                | 35              |                 | s 12.10Pm              | s 7.47              | 70.82               | 64.24               | .....                                  | 44.88                   |       |                 |                            |               |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 70.82               | .....                                  | 39.79                   |       |                 | s 7.45                     | s 8.25        |                     |                     |             |  |
| F24                | 9               |                 | s 12.30                | s 8.00              | 79.44               | 70.82               | .....                                  | 34.15                   | MN    | D               | s 7.35                     | s 8.10        |                     |                     |             |  |
| F30                | 35              |                 | s 12.55                | s 8.10              | 85.08               | 79.44               | .....                                  | 27.79                   | QC    | D               | s 7.23                     | s 7.45        |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 85.08               | .....                                  | 22.36                   |       |                 | s 7.13                     | f 7.25        |                     |                     |             |  |
| F36                | 34              |                 | s 1.20                 | s 8.22              | 91.44               | 85.08               | .....                                  | 16.95                   | NY    | D               | s 7.03                     | s 7.10        |                     |                     |             |  |
| F42                | 33              |                 | f 1.35                 | f 8.31              | 96.87               | 91.44               | .....                                  | 13.05                   |       |                 | s 6.55                     | f 6.55        |                     |                     |             |  |
| F47                | 34              |                 | s 1.55                 | s 8.40              | 102.23              | 96.87               | .....                                  | 9.30                    |       |                 | f 6.48                     | f 6.40        |                     |                     |             |  |
| F51                | 7               |                 | f 2.10                 | f 8.46              | 106.18              | 102.23              | .....                                  | 0.64                    |       | I               |                            |               |                     |                     |             |  |
| F55                | 23              |                 | f 2.25                 | f 8.52              | 109.93              | 106.18              | .....                                  | 0.62                    |       | RDW<br>CXK      | L 6.30Pm                   | L 6.00Am      |                     |                     |             |  |
|                    |                 |                 |                        |                     |                     | 109.93              | .....                                  |                         | FN    |                 |                            |               |                     |                     |             |  |
| F64                | Yard            | 224             | A 3.00Pm               | A 9.15Am            | 119.23              | 109.93              | .....                                  |                         |       |                 |                            |               |                     |                     |             |  |
|                    |                 |                 | 7.00<br>17.03          | 8.55<br>30.44       |                     | 119.23              | .....                                  |                         |       |                 | 4.00<br>29.80              | 7.05<br>16.83 |                     |                     |             |  |
|                    |                 |                 | Time Over Subdivision  |                     |                     |                     |  |                         |       |                 |                            |               |                     |                     |             |  |
|                    |                 |                 | Average Speed Per Hour |                     |                     |                     |  |                         |       |                 |                            |               |                     |                     |             |  |

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

## 14 WESTWARD

## THIRTEENTH SUBDIVISION

## EASTWARD

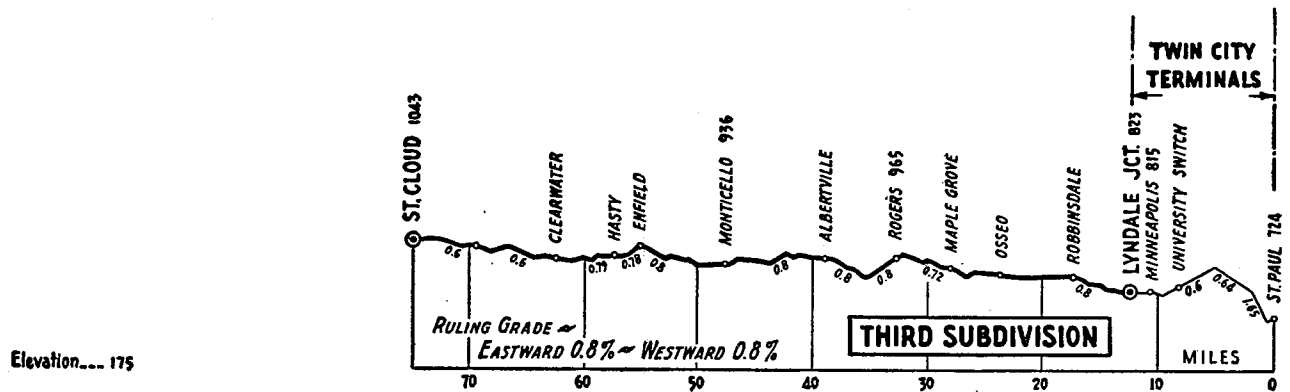
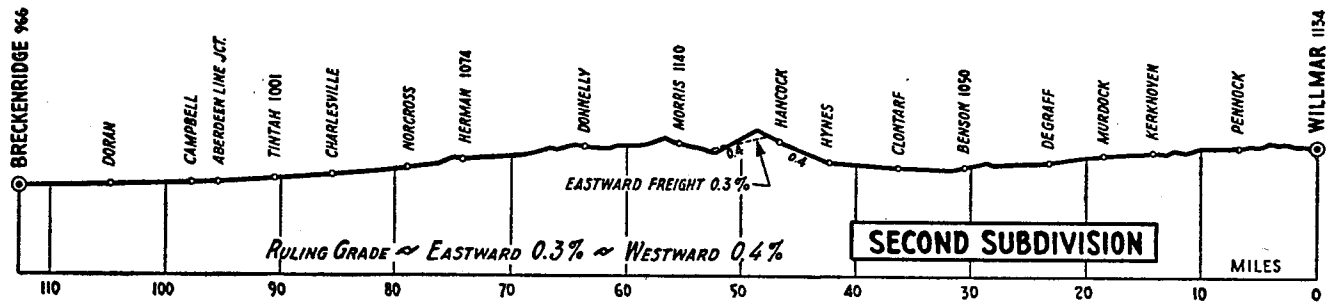
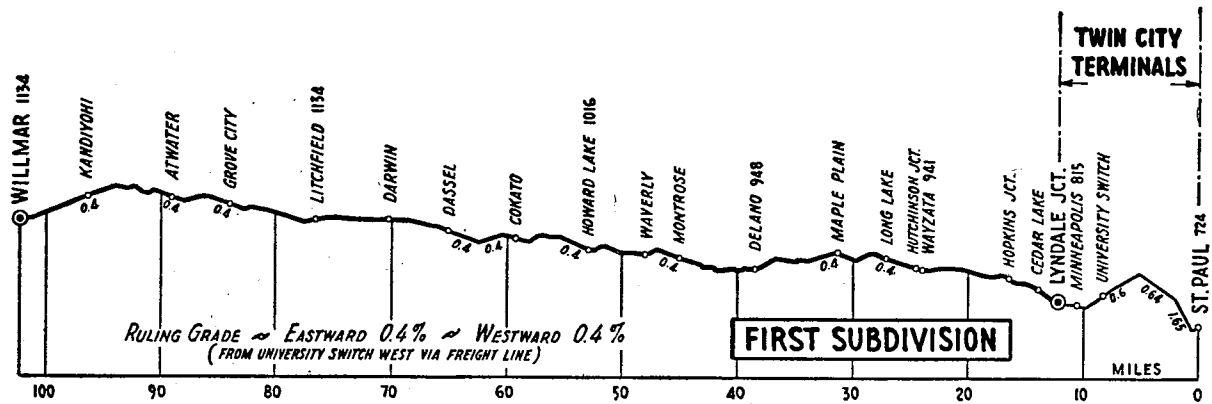
| Station Numbers | Car Capacity |              | SECOND CLASS |  |               |                         | Distance from Rutland                           | Time Table No. 66 |       |             | Telegraph Calls | Distance from Forbes | SIGNS | SECOND CLASS |  |                  |                  |
|-----------------|--------------|--------------|--------------|--|---------------|-------------------------|---|-------------------|-------|-------------|-----------------|----------------------|-------|--------------|--|------------------|------------------|
|                 | Sidings      | Other Tracks |              |  | 337           | Effective June 20, 1948 |   |                   | 338   |             |                 |                      |       |              |  |                  |                  |
|                 |              |              |              |  |               | STATIONS                |   |                   |       |             |                 |                      |       |              |  | Daily Ex. Sunday | Daily Ex. Sunday |
| E92             | 50           | 35           |              |  | L 7.40Am      |                         | RUTLAND, N. D.                                  | RJ                | 68.02 | RDW<br>CXXB | A               | 1.25Pm               |       |              |  |                  |                  |
|                 |              |              |              |  |               | 0.27                    | FORBES LINE JCT.                                |                   | 62.75 | XYJ         |                 |                      |       |              |  |                  |                  |
| E110            |              | 34           |              |  | s 8.30        | 18.91                   | STRAUBVILLE                                     |                   | 44.11 |             |                 | s 12.35Pm            |       |              |  |                  |                  |
|                 |              |              |              |  |               | 29.77                   | C. & N. W. RY. CROSSING                         |                   | 33.25 |             |                 |                      |       |              |  |                  |                  |
| E126            |              | 34           |              |  | s 9.08        | 35.01                   | QUELPH  | GU                | 28.01 | D           |                 | s 11.55              |       |              |  |                  |                  |
|                 |              |              |              |  |               |                         | SILVER LEAF                                     |                   | 20.92 |             |                 | f 11.35              |       |              |  |                  |                  |
| E184            |              | 35           |              |  | f 9.23        | 42.10                   | C. M. ST. P. & P. RY. CROSSING                  |                   | 13.59 |             |                 |                      |       |              |  |                  |                  |
|                 |              |              |              |  |               | 49.43                   | ELLENDALE                                       | N                 | 13.37 | D           |                 | s 11.15              |       |              |  |                  |                  |
| E141            |              | 55           |              |  | s 9.50        | 49.65                   | FORBES  | FO                |       | RDXY        | L               | 10.40Am              |       |              |  |                  |                  |
| E155            | Yard         | 108          |              |  | A 10.25Am     | 63.02                   |   |                   |       |             |                 |                      |       |              |  |                  |                  |
|                 |              |              |              |  | 2.45<br>22.91 |                         | Time Over Subdivision<br>Average Speed Per Hour |                   |       |             |                 | 2.45<br>22.91        |       |              |  |                  |                  |

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

## BUSINESS TRACKS

| NAME                                      | LOCATION                      | Capacity Cars | Switch Opening |
|---|-------------------------------|---------------|----------------|
| <b>Third Subdivision</b>                  |                               |               |                |
| Tileston Mill Spur                        | 3.57 miles east of St. Cloud  | 288           | East           |
| <b>Sixth Subdivision</b>                  |                               |               |                |
| Empire Quarry Spur                        | 2.47 miles west of Rice Jct.  | 141           | East           |
| North Star Granite Corp. Spur             | 4.23 miles west of Rice Jct.  | 41            | West           |
| Cold Spring Granite Spur                  | 5.01 miles west of Rice Jct.  | 7             | East           |
| Gravgaard Spur                            | 1.75 miles west of Hawick     | 7             | E & W          |
| New London Sand & Gravel Co.              | 3.02 miles west of Hawick     | 34            | E & W          |
| New London Gravel Pit                     | 1.65 miles east of New London | 151           | E & W          |
| Green Lake Ice Spur                       | .67 mile east of Spicer       | 22            | East           |
| <b>Eighth Subdivision</b>                 |                               |               |                |
| Transfer Track with C. St. P. M. & O. Ry. | 4.44 miles west of Booge      | 14            | East           |
| Valley Rendering Co. Spur                 | 5.50 miles west of Hinton     | 6             | East           |
| <b>Ninth Subdivision</b>                  |                               |               |                |
| Lawrence Siding                           | 5.51 miles west of Corson     | 45            | E & W          |
| Naomi Spur                                | 2.50 miles west of Lennox     | 7             | East           |





Elevation.... 175

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