

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon	.....	Minneapolis, Minn.
*Dr. Ernest A. Anderson, Asst. Chief Surgeon	.....	Minneapolis, Minn.
Dr. J. E. Bruner	.....	Aberdeen, S. D.
*Dr. T. P. Ranney	.....	Aberdeen, S. D.
Dr. William C. Kaufman	.....	Appleton, Minn.
*Dr. R. P. Griffin	.....	Benson, Minn.
*Dr. Louis T. O'Brien	.....	Breckenridge, Minn.
Dr. C. W. Jacobson	.....	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. 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. Edw. W. Sickels	.....	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. A. M. McCarthy	.....	Willmar, Minn.
*Dr. Clarence V. Bateman	.....	Wahpeton, N. D.
Dr. V. I. Lacey	.....	Yankton, S. D.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Frank E. Burch	.....	St. Paul, Minn.
Dr. Edward P. Burch	.....	St. Paul, Minn.
Dr. C. N. Spratt	.....	Minneapolis, Minn.
Dr. W. T. Wenner	.....	St. Cloud, Minn.
Dr. James E. Reeder	.....	Sioux City, Iowa

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. OOTHOUDT, Trainmaster.
 A. F. ANDERSON, Ass't Trainmaster.
 D. L. MANION, Ass't Trainmaster.

F. C. SPENCER, Superintendent Terminals, Minneapolis.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 69

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, January 1, 1950.

J. P. CAMERON, Superintendent.

I. G. POOL, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS				FIRST CLASS				Distance from St. Paul	Time Table No. 69		Telegraph Calls
	Sidings	Other Tracks	409	31	403	61	9	1	27	3		Effective January 1, 1950		
			Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Streamliner	Daily	Daily		STATIONS		
0							L 9.00Pm	L 8.15Pm	L 9.30Am	L 9.10Am		ST. PAUL	A	
11						L 7.45Am	9.55Pm	8.45Pm	10.03Am	9.40Am	10.57	MINNEAPOLIS	S	
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.														
	Yard		L 9.00Pm		L 7.00Am	L 8.00Am		I 10.00Pm	L 8.49Pm	L 10.07Am	L 9.45Am	12.18	1.61 LYNDALE JCT.	UD
A 17			9.10		7.10	8.08		10.06		10.12	9.50	16.40	4.22 HOPKINS JCT.	
A 24	W 80	35	9.25		7.25	s 8.23		s 10.17	9.02	10.20	10.00	23.90	7.50 WAYZATA	WA
			9.27		7.26	A 8.25Am		10.18		10.21	10.01	24.36	0.46 HUTCHINSON JCT.	
A 27	E 79	19	9.32		7.32			f 10.23	9.05	10.24	10.04	27.00	2.64 LONG LAKE	ON
A 32	W 104	13	9.42		7.42			s 10.29	9.09	10.29	10.09	31.37	4.87 MAPLE PLAIN	MA
A 89	E 80	49	9.55		7.55			s 10.41	9.16	10.36	10.17	38.36	6.99 DELANO	DA
A 45	Contin- uous 287	23	10.07		8.07			s 10.51	9.22	10.43	10.24	45.06	6.70 MONTROSE	MO
A 48		17	10.12		8.12			f 10.56	9.25	10.46	10.27	47.84	2.78 WAVERLY	WY
A 58	292	64	10.22		⁴¹⁰ 8.24			s 11.06	9.30	10.51	10.32	52.87	5.08 HOWARD LAKE	RD
A 59	149	141	10.35		8.37			s 11.17	9.36	10.57	10.39	59.15	6.28 COKATO	CT
A 65	E 82 W 79	60	10.50		8.50			s 11.27	9.41	11.03	10.45	64.95	5.80 DASSEL	DS
A 70	148	19	11.02		9.01			f 11.35	9.46	11.08	10.50	70.09	5.14 DARWIN	DN
A 76	E 102 W 106	127	11.15		9.13			s ²⁸ 11.43	9.51	11.14	s 10.56	76.19	6.10 LITCHFIELD	FD
A 84	160	56	²⁸ 11.33		9.28			s 12.05Am	9.58	11.22	11.06	83.87	7.68 GROVE CITY	G
A 89	84	74	11.42		9.38			s ⁴³⁰ 12.13	10.03	11.27	11.11	88.99	5.12 ATWATER	WR
A 97	E 80	26	11.52		9.50			f 12.21	10.10	11.34	11.19	96.35	7.36 KANDIYOHI	KD
			12.01Am	L 10.40Am	10.00			12.27		11.38	11.25	101.01	4.66 WILLMAR JCT.	
A 102	Yard	1560	A 12.10Am	A 10.45Am	A 10.10Am		A 12.30Am	A 10.16Pm	A 11.40Am	A 11.30Am	102.19	1.18 WILLMAR	W	
			3.10 28.42	.05 14.16	3.10 28.42	.25 29.78	2.30 36.00	1.27 62.06	1.33 58.07	1.45 51.43		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.

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 69

Effective January 1, 1950

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Willmar	FIRST CLASS				SECOND CLASS					SIGNS	
		10	2 Streamliner	4	28	410	32	60	416	430		
		Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
ST. PAUL	102.19	A 7.40Am	A 7.00Am	A 10.30Pm	A 2.25Am							K
MINNEAPOLIS	91.62	7.15Am	6.35Am	10.05Pm	2.00Am			A 4.45Pm				K

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

STATIONS	Distance from Willmar	FIRST CLASS				SECOND CLASS					SIGNS	
		10	2 Streamliner	4	28	410	32	60	416	430		
LYNDALE JCT.	1.61	A 6.55Am	A 6.21Am	A 9.43Pm	A 1.40Am	A 9.40Am		A 4.25Pm	A 7.00Pm	A 2.40Am		DNJW PX
HOPKINS JCT.	4.22	6.45		9.33	1.30	9.30		4.13	6.52	2.30		XPJ
WAYZATA	7.50	f 6.30	6.06	9.21	1.17	9.17		s 4.01	6.41	2.16		RDPW
HUTCHINSON JCT.	0.46	6.27		9.19	1.16	9.16		L 3.56Pm	6.40	2.15		PJ
LONG LAKE	2.64	s 6.23	6.02	9.16	1.12	9.11			6.35	2.10		DP
MAPLE PLAIN	4.37	s 6.13	5.57	9.10	1.05	9.04			6.25	2.00		DP DNWI P
DELANO	6.99	s 5.58	5.50	9.00	12.53	8.52			6.10	1.47		DP
MONTROSE	6.70	s 5.43	5.43	8.51	12.42	8.40			5.57	1.35		DP
WAVERLY	2.78	s 5.26	5.40	8.48	12.38	8.34			5.52	1.30		DP
HOWARD LAKE	5.03	s 5.18	5.35	8.42	12.30	8.24			5.42	1.20		DNP
COKATO	6.28	s 5.08	5.29	8.35	12.20	8.09			5.30	1.10		DP
DASSEL	5.80	s 4.58	5.24	8.29	12.10	7.54			5.20	1.00		DNPW
DARWIN	5.14	s 4.48	5.19	8.23	12.01Am	7.29			5.08	12.48		DP
LITCHFIELD	6.10	s 4.38	5.13	s 8.15	s 11.50	7.19			4.58	12.38		DNWP
GROVE CITY	7.68	f 4.20	5.06	8.03	400 11.33	7.07			4.45	12.25		DP
ATWATER	5.12	f 4.12	5.01	7.58	11.28	6.55			4.35	12.13Am		DNIP
KANDIYOHI	7.36	s 4.02	4.55	7.49	11.19	6.30			4.20	11.45		DP
WILLMAR JCT	4.66	1.18				6.05		A 12.05Pm	4.05	11.20		PJX ORDNR BXWC
WILLMAR	1.18	L 3.50Am	L 4.47Am	L 7.40Pm	L 11.10Pm	L 6.00Am	L 12.01Pm		L 4.00Pm	L 11.15Pm		
Time Over Subdivision		3.05	1.34	2.03	2.30	3.40	.04	.29	3.00	3.25		
Average Speed Per Hour		29.19	57.45	43.90	36.00	24.67	17.70	26.67	30.00	26.34		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 22.

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS						Distance from Willmar	Time Table No. 69		Telegraph Calls
	Siding	Other Tracks	415	403	409	(192) 183	1 Streamliner	27	3	51	9		Effective January 1, 1950	STATIONS	
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily Ex. Sunday	Daily				
A102	Yard	1560	L 5.00Pm	L ²⁷ 11.45Am	L 1.10Am			L 10.16Pm	L ⁴⁰³ 11.45Am	L 11.30Am	L 1.30Am	L 12.45Am	0.41	WILLMAR	W
A109	W 79	19	5.20	12.02Pm	1.30			10.25	11.53	11.39	A 1.35Am	12.55	0.61	SIoux CITY LINE JCT.	
A116	E 79	47	5.32	12.14	1.42			10.32	12.01Pm	11.49		1.06	14.04	PENNOCK	K
A121	W 79	47	5.40	12.21	1.50			10.32	12.01Pm	11.49		1.06	14.04	KERKHOVEN	KH
A121	184	32	5.40	12.21	1.50			10.36	12.05	11.55		1.14	18.58	MURDOCK	CK
A125	188	39	5.48	12.28	2.00			10.40	12.09	12.01Pm		1.22	28.18	DE GRAFF	DG
A183	E 349	278	6.00	12.40	2.15			10.47	12.17	s 12.11		1.42	30.50	BENSON	BN
A188	W 140	278	6.00	12.40	2.15			10.47	12.17	s 12.11		1.42	30.50	WATERTOWN LINE JCT.	
A188	189	88	6.10	⁴¹⁶ 12.50	¹⁰ 2.35			10.52	⁵ 12.23	²⁷ 12.23		1.51	36.27	CLONTARF	CF
A144	86		6.20	1.00	2.45			10.57	12.28	12.29		1.59	42.14	HYNES	
A140	77	49	⁴ 6.40	1.09	2.55			11.01	⁴¹⁶ 12.33	⁴¹⁶ 12.35		¹⁰ 2.07	46.49	HANCOCK	NC
A157	83	151	7.00	1.25	²⁻⁴¹⁰ 3.55			11.10	12.43	s 12.48		^{2.19} 2.35	54.38	Browns Valley Line Jct.	
A166	185	41	7.15	1.40	4.08			11.18	12.52	12.59		⁴¹⁰ 2.50	58.55	MORRIS	MR
A176	E 80	49	⁴³⁰ 7.30	1.55	4.23			11.27	1.03	1.10		3.06	68.55	DONNELLY	DY
A176	W 85	49	⁴³⁰ 7.30	1.55	4.23			11.27	1.03	1.10		3.06	74.02	HERMAN	HR
A181	182	30	7.38	2.02	4.30			11.31	1.08	1.16		3.15	78.91	NORCROSS	RC
A187	79	19	7.46	2.11	4.40			11.36	1.14	1.24		² 3.27	85.88	CHARLESVILLE	
A193	180	56	7.55	2.18	4.48			11.40	1.19	1.30		3.40	90.41	TINTAH	QN
			8.03	2.26	4.55			L 10.35Pm	1.24	1.35		3.48	92.58	M. St. P. & S. S. M. Ry. Cross.	
A200	W119	108	8.07	2.30	¹⁸⁴ 5.01			s 10.40	11.47	1.27	1.38	f 3.55	97.68	CAMPBELL	CB
A207	E 80	19	8.20	2.42	5.13			f 10.52	11.54	1.36	1.46	f 4.10	104.79	DORAN	OD
A214	Yard	1155	A 8.40Pm	A 3.00Pm	A 5.30Am			A 11.05Pm	A 12.05Am	A 1.50Pm	A 2.03Pm	A 4.30Am	111.09	N. P. RY. CROSSING	
			8.40	3.00	5.30			11.05	12.05	1.50	2.03	4.30	112.67	BRECKENRIDGE	BR
			30.72	34.66	36.00			35.06	62.01	54.08	44.18	4.92	30.04		
														Time Over Subdivision	
														Average Speed Per Hour	

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

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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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 69

Effective January 1, 1950

STATIONS	Distance from Breckenridge	FIRST CLASS						SECOND CLASS			SIGNS	
		52	10	2	(191) 184	4	28	410	416	430		
		Daily Ex. Monday	Daily	Streamliner Daily	Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily		
DOUBLE TRACK WILLMAR 0.41 SIOUX CITY LINE JCT. 8.20 PENNOCK 7.43 KERKHOVEN 4.49 MURDOCK	112.67 112.26 106.06 98.63 94.14	A 12.10Am L 12.05Am	A 3.40Am f 3.28	A 4.47Am 4.40		A 7.33Pm 7.23	A 11.00Pm 10.50		A 5.45Am 5.15	A 2.10Pm 1.42	A 10.20Pm 9.50	RDNWR OCKX PJX DNIP
DE GRAFF 7.41 BENSON 0.79 WATERTOWN LINE JCT. 4.89 CLONTARF 5.87 HYNES	89.49 82.08 81.29 76.40 70.53		f 3.02 s 2.50	4.25 4.18		7.07 s 6.58	10.24 s 10.15		4.45 4.30	1.10 12.58	9.17 9.05	DP DNIP WKX PYJ
EASTWARD FREIGHT TRACK HANCOCK 7.84 Browns Valley Line Jct. 1.01 MORRIS 8.21 DONNELLY 10.47 HERMAN	66.18 58.34 57.33 49.12 38.65		f 2.22 s 2.10	4.03 4.09		6.40 s 6.30	9.57 s 9.47		4.05 4.00	27-3 12.35	8.40	DNIP PYJ DNW CKXIP
AUTOMATIC BLOCK SIGNALS NORCROSS 6.47 CHARLESVILLE 5.03 TINTAH 2.17 M. St. P. & S. S. M. Ry. Cross. 2.56 ABERDEEN LINE JCT.	38.76 27.29 22.26 20.09 17.53		s 1.30 1.21	3.33 3.27		6.05 5.59	9.21 9.15		2.10 1.58	11.10 10.58	7.15 7.00	DNPW P
DOUBLE TRACK CAMPBELL 7.16 DORAN 6.30 N. P. RY. CROSSING 1.58 BRECKENRIDGE	15.04 7.88 1.58		f 1.05 f 12.56	3.17 3.10	s 5.11 s 5.00	5.47 5.40	9.02 8.55		1.35 1.20	10.35 10.20	6.35 6.20	DP PIX RDNWCB YOKX
Time Over Subdivision Average Speed Per Hour		05 4.92	2.55 38.63	1.45 64.38	.35 30.13	2.03 54.99	2.15 60.07		4.45 23.72	4.10 27.04	4.20 26.00	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

6 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from St. Paul	Time Table No. 69				Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	437	405	29	7	11		Effective January 1, 1950	STATIONS						8	12	30	438
			Daily	Daily	Daily	Daily	Daily								Daily	Daily	Daily	Daily	
0					L 10.00Pm	L 8.00Pm	L 8.30Am		ST. PAUL	A	74.82	K	A 8.00Am	A 3.15Pm	A 9.05Pm				
11					10.50Pm	8.30Pm	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	Station	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time
		L 9.00Pm	L 7.30Am	L 10.55Pm	L 8.35Pm	L 9.03Am	12.18	LYNDALE JCT.	UD	62.64	P	A 7.20Am	A 2.40Pm	A 8.25Pm	A 3.00Am				
							12.94	M. W. R. R. CROSSING.		61.88	I								
17	79	85	9.15	7.45	11.05	8.42	9.11	17.17	ROBBINSDALE	RB	57.65	DP	7.09	2.30	8.15	2.47			
							18.51	M. ST. P. & S. M. RY. CROS.		56.81	IP								
24	87	65	9.27	8.00	11.14	8.49	9.21	23.65	OSSEO	SI	51.17	DP	7.01	2.22	8.02	2.35			
							9.26	27.98	MAPLE GROVE		46.84			2.12					
88	58	19	9.40	8.15	11.25	8.59	9.32	32.65	ROGERS	RO	42.17	DP	6.51	2.07	7.42	2.20			
89	93	25	9.53	8.30	11.33	9.06	9.42	38.92	ALBERTVILLE	SA	35.90	DP	6.43	1.59	7.31	2.07			
48	79	43	10.09	8.54	11.44	9.16	9.55	47.35	MONTICELLO	MC	27.47	DNPW	6.33	1.49	7.21	1.52			
55	25		10.22	9.15	11.53	9.24	10.05	54.91	ENFIELD		19.91	P	6.24	1.40	7.11	1.37			
57		84	10.26	9.20	11.56	9.27	10.08	57.12	HASTY	HA	17.70	DP	6.21	1.36	7.05	1.32			
62	80	18	10.34	9.30	12.03Am	9.33	10.16	62.15	CLEARWATER	CW	12.67	DP	6.15	1.30	6.56	1.20			
75	Yard	1724	A 11.00Pm	A 10.00Am	A 12.25Am	A 9.50Pm	A 10.35Am	74.82	ST. CLOUD	DX		W. CYB R. KDNIX	L 6.00Am	L 1.15Pm	L 6.40Pm	L 12.45Am			
			2.00	2.30	1.30	1.15	1.32		Time Over Subdivision				1.20	1.25	1.45	2.15			
			31.32	25.05	41.76	50.11	40.85		Average Speed Per Hour				46.98	44.21	35.79	27.84			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS	FIRST CLASS	Distance from Morris	Time Table No. 69				Telegraph Calls	Distance from Browns Valley	SIGNS	FIRST CLASS	THIRD CLASS
	Sidings	Other Tracks	335	49		Effective January 1, 1950	STATIONS		50				336	
			Mon. Wed. Thur. Fri.	Daily Ex. Sunday									Daily Ex. Sunday	Mon. Wed. Thur. Fri.
A157			L 5.30Am	L 1.00Pm		MORRIS	MR	47.87	RCWDB NXKI	A 5.00Pm		A 1.00Pm		

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

Station	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time	Time
		L 5.40Am	L 1.05Pm	1.01	BROWNS VALLEY LINE JCT.		46.86	XPYJ	A 4.55Pm		A 12.50Pm								
D 6	28	s 6.05	s 1.22	8.22	ALBERTA	AB	39.15	D	s 4.40		s 12.30								
D12	57	s 6.35	s 1.36	14.27	CHOKIO	KO	22.10	D	s 4.28		s 12.05Pm								
D18	21	s 6.55	s 1.47	20.17	JOHNSON	J	27.20	D	s 4.15		s 11.45								
				28.76	C. M. ST. P. & F. RY. CROSSING.		20.61												
D25	50	s 7.25	s 2.01	27.21	GRACEVILLE	GB	20.16	D	s 4.01		s 11.20								
D31	86	s 7.45	s 2.12	33.09	BARRY	BX	14.25	D	s 3.45		s 11.00								
D39	39	s 8.25	s 2.26	40.44	BEARDSLEY	BY	6.93	D	s 3.30		s 10.30								
D45	57	A 9.00Am	A 2.45Pm	47.87	BROWNS VALLEY	BY		RDX	L 3.10Pm		L 10.00Am								
		3.30	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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 7

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Hutchinson Jct.	Time Table No. 69 Effective January 1, 1950		Telegraph Calls	Distance from Hutchinson	SIGNS	SECOND CLASS	
		61			STATIONS					60	
		Daily	Ex. Sunday							Daily	Ex. Sunday
B3	12	L 8.25Am		2.98	..... HUTCHINSON JCT.	43.97	PJ			A 3.56Pm	
B5		s 8.35		4.52	..... CRYSTAL BAY	40.99				s 3.46	
B6	67	s 8.40		6.15	..... MINNETONKA BEACH	39.45				s 3.40	
B8	21	s 8.45		8.05	..... SPRING PARK	PK 37.82	D			s 3.20	
B13	35	s 8.55		12.62	..... MOUND	MU 35.92	D			s 3.10	
B17	13	s 9.08		16.80	..... ST. BONIFACIUS	NI 31.35	D			s 2.55	
B21	32	s 9.18		20.43	..... MAPLE					s 2.45	
B24	26	s 9.28		24.24	..... MAYER	KY 23.54	D			s 2.35	
B28	28	s 9.40		27.89	..... NEW GERMANY	NG 19.73	D			s 2.25	
B36	26	s 10.00		35.74	..... LESTER PRAIRIE	PR 16.08	D			s 2.10	
B44	49	s 10.30		43.97	..... SILVER LAKE					s 1.50	
		A 11.00Am			..... HUTCHINSON	HO	RDWY			L 1.30Pm	
		2.35			Time Over Subdivision					2.26	
		16.93			Average Speed Per Hour					17.97	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity	SECOND CLASS		FIRST CLASS				Distance from St. Cloud	Time Table No. 69 Effective January 1, 1950		Telegraph Calls	Distance From Willmar Jct.	SIGNS	FIRST CLASS				SECOND CLASS
		427		7	11	31	29		8	32				12	30	428		
	Sidings	Daily		Daily	Daily	Daily	Ex. Sunday	Daily	STATIONS				Daily	Daily	Daily	Daily	Daily	
75	Yard 1626	L 6.00Am	L 9.55Pm	L 10.40Am	L 8.50Am	L 12.40Am		0.70	..... ST. CLOUD	DX 56.38	BCDNK 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 12.42Am		2.72	..... RICE JCT.		IJPX	L 5.52Am	1.53	L 1.07Pm	L 6.27Pm	10.55	
	4	6.10			f 8.56			10.32	..... WAITE PARK	53.66			f 1.47			10.50	
I-10	82 32	6.30			s 9.11			15.12	..... ROCKVILLE	RK 46.00	DP		s 1.33			10.37	
I-15	110 28	6.40			s 9.20			19.61	..... COLD SPRING	CG 41.26	DP		s 1.24			10.28	
I-20	49 35	6.50			s 9.30			25.82	..... RICHMOND	RI 36.77	DP		s 1.15			10.18	
I-26	85	7.02			s 9.42			31.24	..... ROSCOE	XN 30.56	DP		s 1.03			10.05	
I-31	51 36	7.20			s 9.53			32.00	..... PAYNESVILLE	SY 25.14	DPW		s 12.53			9.53	
								36.69	..... M. ST. P. & S. S. M. RY. CROSSING		I						
I-37	84	7.35			f 10.05			43.31	..... HAWICK		P		f 12.42			9.25	
I-43	50 88	7.50			s 10.17			47.62	..... NEW LONDON	ND 13.07	DP		s 12.31			9.10	
I-48	100 29	8.00			s 10.25			56.88	..... SPICER	CR 8.76	DP		s 12.23			9.00	
		A 8.20Am			A 10.40Am				..... WILLMAR JCT.		XPJ		L 12.05Pm			L 8.35Am	
		2.20	.02	.02	1.50	.02			Time Over Subdivision			.08	1.50	.08	.08	2.25		
		24.16	21.00	21.00	30.75	21.00			Average Speed Per Hour			14.00	30.75	14.00	14.00	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.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

8 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Willmar	Time Table No. 69			STATIONS	Telegraph Calls	Distance from Iden	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracts	419	417		51		Effective January 1, 1950		RDNWB CKX					52		418	420
			Daily	Daily		Daily Ex. Sunday		STATIONS							Daily Ex. Sunday		Daily	Daily
A-102			L 4.10Pm	L 5.00Am		L 1.30Am		WILLMAR			W	112.29		A 12.10Am	A 5.20Pm	A 2.30Am		
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																		
			L 4.15Pm	L 5.10Am		L 1.35Am	0.41	SIOUX CITY LINE JCT.				111.88	XPJ	A 12.05Am	A 5.10Pm	A 2.22Am		
I-64	55	12	4.30	5.25		f 1.45	5.98	PRIAM				106.81	P	f 11.55	4.55	2.10		
I-70	50	32	4.43	5.40		s 1.57	12.00	RAYMOND			RA	100.29	DP	s 11.48	4.43	1.57		
							19.09	M. W. RY. CROSSING				98.20	I					
I-77	50	32	4.55	5.55		s 2.12	19.56	CLARA CITY			CA	92.73	DP	s 11.35	4.27	1.45		
								MAYNARD			MY	86.80	DP	s 11.20	4.15	1.33		
I-83	61	38	5.05	6.05		s 2.24	25.49	ASBURY				83.07	P	f 11.13	4.07	1.25		
I-87		15	5.11	6.11		f 2.29	29.22	C. M. ST. P. & P. RY. CROSSING				79.09	I					
							33.20	GRANITE FALLS			GX	77.69	DNP	s 11.05	3.57	1.15		
I-92	97	130	5.20	6.22		s 2.45	34.60	LORNE				72.43	P	f 10.52	3.46	1.05		
I-97	49	11	5.30	6.32		f 2.53	39.86	M. & ST. L. RY. CROSSING				69.19	I					
							43.91	HANLEY FALLS			HY	68.07	DP	s 10.45	3.36	12.55		
I-102	58	35	5.40	6.44		s 3.05	44.22	COTTONWOOD			C	61.89	DP	s 10.32	3.25	12.45		
I-109	50	47	5.51	6.55		s 3.16	50.40	GREEN VALLEY			GV	54.58	DP	s 10.20	3.13	12.34		
I-116		35	6.03	7.10		s 3.28	57.71	MARSHALL			MD	49.22	DP WDN CXP	s 10.10	3.03	12.25		
I-121	104	154	6.15	7.25		s 3.36	63.07	C. & N. W. RY. CROSSING				49.07						
							63.22	LYND			YD	42.52	DP	s 9.50	2.48	12.05Am		
I-128	51	32	6.32	7.40		s 4.08	69.77	RUSSELL			RS	36.27	DP	s 9.38	2.38	11.55		
I-134	50	38	6.47	7.55		s 4.20	76.02	FLORENCE			F	28.40	DP	s 9.25	2.25	11.42		
I-142		38	7.02	8.10		s 4.34	83.89	RUTHON			RV	23.39	DP	s 9.13	2.15	11.33		
I-147	100	56	7.15	8.20		s 4.47	88.90	HOLLAND			HD	15.56	DP	s 8.59	2.00	11.17		
							96.73	C. R. I. & P. RY. CROSSING				7.06						
							105.23	C. ST. P. M. & O. RY. CROSSING				7.04						
							105.25	C. M. ST. P. & P. RY. CROSSING				6.98						
							105.31	PIPESTONE			NE	6.75	DNP	s 8.45	1.45	11.00		
I-164	30	65	7.50	8.50		s 5.37	105.54	IHLEN			HN		RDNW CKXBP	L 8.30Pm	L 1.30Pm	L 10.40Pm		
I-170	Yard	332	A 8.10Pm	A 9.05Am		A 5.50Am	112.29	Time Over Subdivision Average Speed Per Hour						3.35 31.22	3.40 30.51	3.42 30.23		
			3.55 28.56	3.55 28.56		4.15 20.32												

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Ihlen	Time Table No. 69		Telegraph Calls	Distance from Sioux City	FIRST CLASS		SECOND CLASS		SIGNS	
	Siding	Other Tracks	419	417	C. B. & Q. 16	51		Effective January 1, 1950				C. B. & Q. 15	52	418	420		
			Daily	Daily	Daily	Daily Ex. Sunday		Daily	Daily Ex. Sunday			Daily	Daily				
I-170	Yard	332	L 8.40 ⁵² Pm	L 9.05Am	L 6.05Am					HN	112.88	A 8.30 ⁴¹⁹ Pm	A 1.30Pm	A 10.15Pm		RDNK XWCBP	
I-175	50	108	8.50	9.13	s 6.14	4.60				JA	108.28	s 8.20	1.22	10.05		DP	
I-183	50	85	9.05 ⁴²⁰	9.27	s 6.25	12.29				FS	100.59	s 8.07	1.08	9.50		DP DNWP	
I-186	32	223	9.40	9.35	s 7.00	15.62				JC	97.26	s 8.00	1.00	9.40 ⁴¹⁹		KX	
IA-7	49	30	9.55	9.50	f 7.10	21.83					91.05	f 7.12	12.45	9.10		P	
						26.27					86.61					I	
IA-17	100	81	10.15	10.10	s 7.26	32.95				HS	79.93	s 6.57	12.25	8.45		DP	
						33.33					79.55					I	
IA-23	100	37	10.28	10.23	s 7.37	39.37				R	73.51	s 6.46	12.12Pm	8.32		DP	
						39.58					73.30					I	
IA-30	108	34	10.40	10.35	s 7.48	46.27					66.61	s 6.35	11.59	8.20		DP	
IA-36	50	57	10.50	10.45	s 7.56	51.96				AD	60.92	s 6.26	11.50	8.05		DWCP	
IA-45		19	11.05	11.01	s 8.10	60.93				DO	51.95	s 6.12	11.33	7.52		P	
IA-52	100	46	11.20	11.20 ⁴¹⁸	s 8.25	68.48				UX	44.40	s 6.01	11.20 ⁴¹⁷	7.40		DNP	
IA-61		17	11.32	11.35	s 8.37	76.56					36.32	s 5.46	10.50	7.20		P	
IA-66	49	29	11.40	11.47	s 8.47	81.68				SB	31.20	s 5.38	10.40	7.10		DP	
IA-73			11.58	12.01Pm	f 8.58	89.07					23.81	f 5.26	10.21	6.55		P	
IA-78	46	40	12.06Am	12.11	s 9.07	94.22				M	18.66	s 5.19	10.10	6.45		DP	
						99.69				GS	13.19					DNIP	
IA-85	51	28	12.18	12.25	s 9.18	101.04				HI	11.84	s 5.09	9.57	6.30		DP	
						107.60					5.28					M	
	Yard	842	A 12.40Am	A 12.45Pm	9.30 ⁴¹⁸	110.02				X	2.86	4.57	L 9.30Am	L 6.10Pm		RXNB WCKP	
	Yard	934			L 12.51Pm	112.21					0.67	A 1.33Pm	4.53			YX	
IA-97					A 12.55Pm	112.88				SX		L 1.30Pm	L 4.50Pm			RDNKXBP	
			4.00	3.40	.04	3.35						03	3.40	4.00	4.05		
			27.50	30.00	10.05	31.50						13.40	30.78	27.50	27.64		
								Time Over Subdivision									
								Average Speed Per Hour									

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

10 WESTWARD

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Garretson	Time Table No. 69 Effective January 1, 1950		Telegraph Calls	Distance from Yankton	FIRST CLASS		SECOND CLASS		SIGNS
	Siding	Other Tracks	(C. & N.W. No. 37.)		53	161		STATIONS	54			162	(C. & N.W. No. 38.)			
			293	579									294	580		
			Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily					
I-186	32	223		L 11.01Pm		L 7.05Am		GARRETSON	JC	81.25		A 7.25Pm		A 7.50Pm	KDNW	
I-194		37		s 11.20		s 7.22	8.25	CORSON		73.00		s 7.08		s 7.25	P	
							14.45	C. ST. P. M. & O. RY. CROS'G.		66.80					I	
							17.96	I. C. RY. CROSSING		63.29					X	
				11.45	L 6.44Pm	7.42	18.14	SIoux FALLS JCT.		63.11	A 9.32Am	6.51		7.01	JP	
I-205	39	227		A 11.50Pm	A 6.46Pm	s 8.30	18.40	SIoux FALLS	SU	62.85	L 9.30Am	s 6.50		L 7.00Pm	RDNXW KBP	
							18.58	C. M. ST. P. & P. RY. CROS'G.		62.67						
							18.79	C. R. I. & P. RY. CROSSING		62.46						
						8.35	19.12	14th STREET YARD		62.18		6.20			X	
I-215		23				s 8.49	29.43	TEA		51.82		s 6.02				
I-222		50				s 9.00	36.00	LENNOX	OX	45.25		s 5.48			D	
							36.21	C. M. ST. P. & P. RY. CROS'G.		45.04					I	
I-231		36				s 9.15	44.61	DAVIS	D	36.64		s 5.34			DW	
							48.15	C. & N. W. RY. CROSSING		33.10					I	
I-238		35				s 9.30	52.01	VIBORG	VB	29.24		s 5.23			D	
I-245		43				s 9.45	59.40	IRENE	RN	21.85		s 5.10			D	
I-255		22				s 10.02	68.58	VOLIN	VO	12.67		s 4.54			D	
				L 7.02Am		10.04	68.91	G. N. JCT.		12.34		4.52	A 9.28Am		RJ	
I-260		18		s 7.20		s 10.14	74.41	MISSION HILL		6.84		s 4.43	s 9.15			
				A 7.35Am		10.24	79.80	C. & N. W. JCT.		1.45		4.35	L 9.03Am		RJ	
							79.84	C. M. ST. P. & P. RY. CROS'G.		1.41					M	
							80.86	C. M. ST. P. & P. RY. CROS'G.		.89					M	
							80.66	C. & N. W. RY. CROSSING		.59					M	
I-267	Yard	172				A 10.30Am	81.25	YANKTON	YK			L 4.30Pm			RDWCX KB	
				.33 19.80	.49 22.53	.02 7.80	8.25 23.78	Time Over Subdivision. Average Speed Per Hour				.02 7.80	2.55 27.85	.25 26.13	.50 22.08	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

TENTH SUBDIVISION

EASTWARD 11

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Watertown	Time Table No. 69			Telegraph Calls	Distance from Sioux Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	265		53			Effective January 1, 1950						54	266		
			Tues., Thur., Saturday	L 7.00Am	Daily Ex. Sunday	L 3.35Pm		STATIONS								Daily Ex. Sunday	Mon., Wed., Friday
C-92	Yard	275	L	7.00Am	L	3.35Pm	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.																	
WS-4	9		L	7.05Am	L	3.40Pm	1.27	.....	102.10	RJX	A	1.15Pm	.....	A	12.55Pm	.....	.....
WS-11	29		f	7.13	f	3.46	4.31	.....	99.06	.....	f	1.07	.....	f	12.45	.....	.....
WS-18	35		s	7.30	s	3.56	10.83	.....	92.54	.....	s	12.54	.....	s	12.25	.....	.....
WS-23	27		s	7.50	s	4.07	18.09	.....	85.28	DW	s	12.41	.....	s	12.05Pm	.....	.....
WS-30	29		s	8.15	s	4.18	23.41	.....	79.96	D	s	12.30	.....	s	11.45	.....	.....
WS-39	34		s	8.35	s	4.30	30.08	.....	73.84	D	s	12.16Pm	.....	s	11.20	.....	.....
WS-45	12		f	9.35	f	4.56	45.05	.....	64.16	M	.....	.....	.....	.....	.....	.....	.....
WS-49	26		s	10.00	s	5.05	49.23	.....	63.97	D	s	11.56	.....	s	10.45	.....	.....
WS-55	48		s	10.20	s	5.15	55.25	.....	63.00	I	.....	.....	.....	.....	.....	.....	.....
WS-61	28		s	10.35	s	5.26	61.01	.....	58.32	W	f	11.44	.....	f	10.20	.....	.....
WS-67	26		s	10.57	s	5.37	67.28	.....	54.14	D	s	11.34	.....	s	10.00	.....	.....
WS-75	42		s	11.25	s	5.52	74.90	.....	48.12	D	s	11.21	.....	s	9.25	.....	.....
WS-82	45		s	11.55	s	6.04	82.51	.....	42.36	D	s	11.09	.....	s	9.00	.....	.....
WS-88	15		s	12.15Pm	s	6.15	88.33	.....	36.10	.....	.....	.....	.....	.....	.....	.....	.....
WS-94	14		s	12.35	s	6.25	93.92	.....	36.09	D	s	10.57	.....	s	8.35	.....	.....
WS-98	8		f	6.32	f	6.32	97.71	.....	28.47	DW	s	10.40	.....	s	8.05	.....	.....
WS-102	39		s	1.10	f	6.40	101.75	.....	20.86	D	s	10.24	.....	s	7.30	.....	.....
			A	1.15Pm	A	6.44Pm	103.11	.....	15.04	.....	s	10.09	.....	s	7.05	.....	.....
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	.....	0.26	SU	.....	DNRB XWK	L	9.30Am	.....	L	6.00Am
				6.10		8.04		.....	.....	.....	.....	.....		3.43	.....		6.50
				16.51		88.62		.....	.....	.....	.....	.....		27.40	.....		15.08

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

12 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Benson	Time Table No. 69			Telegraph Calls	Distance from Huron	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	529	531	53	185		Effective January 1, 1950						186	54	530	532
			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday		STATIONS						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
A133							L 12.20Pm		BENSON	BN	161.83	RDNW BXKI	A 6.30Pm				
TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.																	
			L 8.30Am				L 12.24Pm	0.78	WATERTOWN LINE JCT.		161.05	JXPY	A 6.23Pm			A 8.40Pm	
C 9	34		s 9.00				s 12.38	7.88	DANVERS	DR	153.95	D	s 6.08			s 8.25	
C 16	33		s 9.30				s 12.52	15.83	HOLLOWAY	OW	146.00	D	s 5.53			s 8.05	
C 22	45	104	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	34		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	35		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	51.83	ALBEE	BE	110.00	D	s 4.46			s 6.15	
C 58	36		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				s 2.31	65.56	STOCKHOLM	SK	96.27	D	s 4.23			s 5.35	
C 78	43	31	s 5.15				s 2.47	72.82	SOUTH SHORE	VR	89.01	DW	s 4.10			s 5.15	
C 86	35		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 3.25 3.40	185-186 3.35 3.40	91.80	C. & N. W. RY. CROSSING		70.03	RDNX BWCK	s 3.30 s 2.55	A 1.20Pm	L 4.15Pm	A 1.230Pm	
				3.35	A 3.40Pm	3.45	3.45	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	87		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	
C180	15		f 5.20				f 4.58	130.42	MELHAM		31.41		f 1.34			f 10.35	
C186	35		s 5.35				s 5.11	136.19	BANCROFT	BF	25.64	D	s 1.23			s 10.20	
C141	35		s 5.50				s 5.21	140.64	OSCEOLA	SC	21.19	D	s 1.13			s 10.05	
C149	35		s 6.10				s 5.37	148.36	YALE	YA	13.47	D	s 1.257			s 9.45	
								161.20	C. & N. W. RY. CROSSING		0.63	I RDN CXWB	L 12.30Pm				
C162	Yard	178	A 7.00Am		A 6.10Pm		A 6.10Pm	161.83	HURON	HU			L 12.30Pm			L 9.00Am	
			9.45 9.44	3.30 19.95	.05 15.24	5.46 27.92			Time Over Subdivision Average Speed Per Hour				5.53 27.37	.05 15.24	4.25 20.82	3.30 19.95	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Aberdeen Line Jct.	Time Table No. 69			Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS		THIRD CLASS		
	Sidings	Other Tracks	595		191			Effective January 1, 1950						192	596			
			Daily Ex. Sunday	Daily Ex. Sunday	STATIONS			Daily Ex. Sunday	Daily Ex. Sunday									
E45	36		L 8.00Am	L 5.20Am	7.84		7.84	ABERDEEN LINE JCT.	119.23	JRPXY	A 10.30Pm	A 1.05Pm						
			f 8.20	f 5.35	11.29		7.84	KUTZER	111.39		f 10.13	f 12.45						
E48	15		s 8.30	s 5.44	11.36		11.36	C. M. ST. P. & P. RY. CROSSING	107.94									
E60	22		f 8.35	f 5.48	13.02		13.02	FAIRMOUNT	107.87	FA	s 10.05	s 12.35						
								DE VILLO	106.21		f 9.58	f 12.25						
E55	10		f 8.50	f 5.57	17.93		17.93	SONORA	101.30		f 9.50	f 12.10Pm						
E62	45	52	s 9.10	s 6.12	25.47		25.47	HANKINSON	93.76	BI	s 9.36	s 11.50						
								M. ST. P. & S. S. M. RY. CROSSING	93.40									
								M. ST. P. & S. S. M. RY. CROSSING	91.24									
E70	23		f 9.25	f 6.25	32.67		32.67	STILES	86.56		f 9.18	f 11.25						
E74	54		s 9.45	s 6.37	37.46		37.46	LIDGERWOOD	81.77	DK	s 9.08	s 11.10						
E80	32		s 10.00	s 6.50	43.60		43.60	GENESEO	75.63	GO	s 8.53	s 10.40						
E86	34		s 10.20	s 7.00	43.76		43.76	CAYUGA	70.47	CU	s 8.42	s 10.20						
E92	45	34	s 11.15	s 7.15	54.89		54.89	RUTLAND, N. D.	64.34	RJ	s 8.30	s 9.55						
							55.16	FORBES LINE JCT.	64.07									
F9	36		s 11.45	s 7.35	64.24		64.24	HAVANA	54.99	WB	s 8.12	s 9.15						
F16	35		s 12.10Pm	s 7.47	70.82		70.82	KIDDER	48.41	KS	s 8.00	s 8.50						
							74.35	C. M. ST. P. & P. RY. CROSSING	44.88									
F24	9		s 12.30	s 8.00	79.44		79.44	WEST BRITTON	39.79		s 7.45	s 8.25						
F30	35		s 12.55	s 8.10	85.08		85.08	AMHERST	34.15	MN	s 7.35	s 8.10						
F36	34		s 1.20	s 8.22	91.44		91.44	CLAREMONT	27.79	QC	s 7.23	s 7.45						
F42	21		f 1.35	f 8.31	96.87		96.87	HUFFTON	22.36		s 7.13	f 7.25						
F47	24		s 1.55	s 8.40	102.28		102.28	PUTNEY	16.95	NY	s 7.03	s 7.10						
F51	7		f 2.10	f 8.46	106.18		106.18	TACOMA PARK	13.05		s 6.55	f 6.55						
F55	23		f 2.25	f 8.52	109.93		109.93	PLANA	9.30		f 6.48	f 6.40						
							118.59	C. M. ST. P. & P. RY. CROSSING	0.64									
							118.61	C. & N. W. RY. CROSSING	0.62									
F64	Yard	224	A 3.00Pm	A 9.15Am	119.23		119.23	ABERDEEN		FN	L 6.30Pm	L 6.00Am						
			7.00 17.03	3.55 30.44							4.00 29.80	7.05 16.83						
								Time Over Subdivision Average Speed Per Hour										

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

14 WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Rutland	Time Table No. 69 Effective January 1, 1950			Telegraph Calls	Distance from Forbes	SIGNS	SECOND CLASS			
	Sidings	Other Tracks				337								338	Daily Ex. Sunday		
STATIONS																	
E92	50	35				L 7.40Am	0.27	RJ	63.02	RDW CXXKB	A	1.25Pm					
							18.64		62.75	XYJ							
E110		34				s 8.30	18.91		44.11			s 12.35Pm					
							29.77		33.25								
E126		34				s 9.08	35.01	GU	28.01	D		s 1.55					
							42.10		20.92			f 1.35					
E134		35				f 9.23	49.43		13.59								
							49.65		13.37	N		D s 1.15					
E141		55				s 9.50	63.02										
E155	Yard	103				A 10.25Am		FO		RDXY	L	10.40Am					
						2.45 22.91						2.45 22.91					
Time Over Subdivision													2.45				
Average Speed Per Hour													22.91				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS

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

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

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

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

Within yard limits, yard engines and light engine movements 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.

MAXIMUM SPEED OF STREAMLINERS

Maximum speed of Streamliners, consisting of Streamliner cars handled by Diesel engines, will be designated by distinctive reflectorized roadway signs in the shape of letter "D".

Except as directly affected by speed restrictions under Items 1 and 2, All Subdivisions, the "D" signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone is reached.

Where the movement is from a higher to a lower speed zone the zone sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed zone the zone sign is located at the point where speed may be increased. Zone territories are listed herein for the convenience of employes.

MAXIMUM SPEED EXCEPTIONS:

When a Streamliner is detoured over Great Northern Tracks outside of regular Streamliner territory, the Streamliner must not exceed the maximum permissible speed for other passenger trains in the territory operated.

When Streamliner is operated against the current of traffic in double track territory the Streamliner must not exceed the maximum permissible speed for other passenger trains. This does not modify Rule 93.

When Streamliner is handled by steam engine or when other passenger trains are operated on Streamliner schedule, or when train consists of mixed Streamliner and conventional type equipment, the train must not exceed maximum permissible speed for other passenger trains in territory operated.

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric straight air brakes being handled in the train, the automatic air brakes will be used and Superintendent notified. In this event speed of train will not exceed the maximum permissible speed for other passenger trains.

ZONE TERRITORIES AND MAXIMUM SPEED FOR STREAMLINERS.

Stations	Zone Territories		Maximum Speed MPH	
	Between Mile Posts		Westward	Eastward
Lyndale Jct.	12.1 and	13.9.....	35	35
	13.9 "	15.2.....	50	50
	15.2 "	23.0.....	75	75
Wayzata	23.0 "	24.7.....	25	25
	24.7 "	29.0.....	75	75
Long Lake	29.0 "	38.7.....	85	85
	Delano	38.7 "	39.0.....	85	35
Dassel		39.0 "	65.1.....	85
	65.1 "	65.5.....	65	65
	65.5 "	89.0.....	85	85
Atwater	89.0 "	89.2.....	85	35
	89.2 "	100.0.....	85	70
Willmar	100.0 "	103.5.....	50	50
	103.5 "	108.8.....	85	85
Pennock	108.8 "	109.0.....	85	35
	109.0 "	132.2.....	85	85
	Benson	132.2 "	133.0.....	25
133.0 "		135.0.....	50	50
135.0 "		156.5.....	85	85
Morris	156.5 "	158.0.....	25	25
	158.0 "	199.7.....	85	85
Campbell	199.7 "	199.9.....	35	85
	199.9 "	212.5.....	85	85
Breckenridge	212.5 "	214.7.....	50	50

2. SPEED RESTRICTIONS GENERAL.

(a) Maximum permissible speed of passenger and freight trains, except Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees. Except as directly affected by speed restrictions prescribed below and other speed restrictions covered by Item No. 2 under individual Subdivisions, the 45 degree signs prescribe the speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next territory is reached.

When the movement is from a higher to a lower speed territory the 45 degree sign is located approximately one mile from the point where the lower speed becomes effective. When the movement is from a lower to a higher speed territory, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

When the 45 degree sign has two sets of figures, the numerals preceded with the letter "P" apply to passenger trains, except Streamliners, and letter "F" to freight trains.

(b) When passenger trains are handled by freight engines or when freight cars, except cars equipped with passenger trucks and steel wheels, are handled in passenger trains, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only..	50 MPH
Trains handling steam derricks, pile drivers, ditchers, cranes, steam shovels, dozers, etc. on Main Lines....	25 MPH
except on 6 degree curves or sharper, and on Branch Lines	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines.....	30 MPH
except on 6 degree curves or sharper, and on Branch Lines	20 MPH
Trains handling carload poles or piling on open cars when operating on double track, siding or other adjacent track must stop meeting or being passed by passenger trains, for other trains reduce speed to	10 MPH

Unless conditions require a further speed restriction, trains or engines, moving against the current of Traffic on double track through interlockings.....	15 MPH
Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock.....	25 MPH
Trains or engines through No. 20 turnouts at:.....	35 MPH
End of double track at Delano, Atwater, Penneck, Campbell and East Switch Eastward Siding Benson.	
Trains or engines through No. 15 turnouts at:.....	25 MPH
Hancock .....end of eastward freight track.	
Willmar .....west yard lead.	
Trains or engines through all other turnouts	15 MPH

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2300-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

50	35 MPH
75 to 170	45 MPH
175 to 231 and 271	60 MPH
252 to 259-262 to 265-300 to 306-400 to 456	45 MPH
260-261-266 to 270	65 MPH
350 to 376-500 to 512	75 MPH
2300 to 2324	50 MPH
2325 to 2341	60 MPH
5000 to 5008B	45 MPH
5010 to 5019	55 MPH

4. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.

5. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

6. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.

7. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

8. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

9. Baggage cars returned deadhead when moved in storage mail service in opposite direction will be accompanied by waybill carrying notation "Deadhead mail car, no material of any character other than U. S. Mail or mail sacks to be loaded in it". Conductors will be held responsible for compliance of waybill instructions.

10. Trains 1, 2, 3, 4, 7, and 8 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure in train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.

11. Unless otherwise provided when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, train shall stop at points where U. S. mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

12. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

13. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

14. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

15. Placarded loaded tank cars moving in through freight trains must be placed not less than 6th car from engine or caboose; cars placarded "Explosives", "Inflammable", or "Corrosive liquids", not less than 16th car from road engine, one car from helper engine, and 11 cars from caboose. These cars may be handled second car from engine or caboose in local trains. These cars must not be placed in trains next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or flat cars loaded with logs, poles, lumber, pipe, rails, iron, steel, and gondola cars with such lading higher than ends, or cars of similar lading that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler cars with messenger in charge when such car is assigned to the handling of express and baggage exclusively, provided shipments are accompanied by authorized representative of United States Government while on trains.

Terminals or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change notice will be transferred from crew to crew.

Further details governing handling of Explosives, Inflammable, and Corrosive Liquids may be found in I.C.C. Regulations.

16. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

17. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

Trains, departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

INDICATORS AT SPRING SWITCHES.

A Switch Indicator consisting of a single yellow light unit (normally dark) and a switch-key-controller mounted on an iron mast located at clearance point of a siding, must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

18. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
19. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
20. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific Tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
21. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:
Nos. 1, 2, 3, 4, 7, 8, 9, 10, 28, 29, 30, 355, 358, 359, 360 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

22. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
23. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.
Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.
Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.
24. ON ENGINES, PASSENGER, FREIGHT, AND ORE CARS EQUIPPED WITH ROLLER BEARINGS, EMPLOYEES WILL BE GOVERNED AS FOLLOWS:
Roller bearing failures on cars or engine equipped with roller bearings in the journal boxes may be due to lack of oil. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.
Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.
Ore cars equipped with roller bearings have box cover painted orange, four inch white stripe full length of car beneath stencilled name, "GREAT NORTHERN", and "TIMKIN ROLLER BEARINGS" stencilled in black across center of white stripe.
Cars or engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes adequately applied.
25. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.
Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.
OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

26. Omitted.
27. Rule D-97 is in effect on this division.
28. St. Paul Union Depot and Minneapolis, in order to facilitate the handling of patients arriving on cots in baggage cars and who require use of wheel chair or stretcher, conductors will wire Union Depot Company, St. Paul, or Stationmaster, Minneapolis, describing the class of service required.
29. Great Northern crews when making interchange on foreign line railway track will be governed by the rules and bulletins of such line.
30. This is authority to honor passes of tenant line railways' train and engine men between Twin Cities, except on Trains 1 and 2.
31. Arrangements have been made with the M. & St. L. Railway Company to honor interline tickets reading via that line from St. Paul on our trains from St. Paul to Minneapolis, and Conductors will honor all such tickets according. All such tickets honored should be endorsed "Honored, G. N. St. Paul to Minneapolis", and make notation on Form and number of tickets honored in ticket report to Auditor Passenger Receipts.

FIRST SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Passenger	Freight
Lyndale Jct. and MP 14	45 MPH	30 MPH
MP 14 and Willmar	70 MPH	50 MPH

2. TRAIN REGISTER EXCEPTIONS.

Wayzata, register for Fifth Subdivision trains only.
Willmar, Nos. 1 and 2 will register by ticket.
Register of regular trains at Willmar will cover their arrival at Atwater.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Lyndale Jct., Hutchinson Jct., Willmar Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, and at Lyndale Jct. only when train order signal indicates proceed.

4. Lyndale Jct., eastward freight trains having cars to set out will stop in advance of block signal 12.2 and make set-out from that point.

5. Long siding north of main track extending between Montrose and Waverly is known as MONTROSE SIDING. Eastward trains must not use this track unless authorized by train order.
6. Long siding south of main track extending west of Howard Lake is WESTWARD SIDING. Eastward trains must not use this siding unless authorized by train order.
7. Dassel, Automatic crossing signals protect Third and Fourth streets. If an eastward train or engine stops west of Fourth Street or if a Westward train or engine stops east of Third Street and remains more than three minutes, trainman must operate switch-key-controller near crossing before train or engine approaches or fouls crossing. When switch-key-controllers are operated and after time interval of three minutes, it will cause normal operation of crossing signals for protection of highway traffic.
8. Atwater, west switch of siding is equipped with an electric lock. Instructions governing its use are posted in "Release" boxes.
9. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 74 and MP 75 between Darwin and Litchfield.
Eastward trains, between MP 47 and MP 46 between Waverly and Montrose.
10. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point	
Hopkins Jct.	Mile Post 13	400 feet west of.
	Mile Post 15	400 feet west of.
Wayzata.	Mile Post 19	700 feet west of.
	Long Lake	just east of depot.
	Long Lake	just west of depot.
	Maple Plain	just east of depot.
	Kandiyohi	just east of depot.
11. **SPRING SWITCHES WITH FACING POINT LOCK.**
Montrose, east and west siding switch.
Howard Lake, east and west siding switch.
Cokato, east and west siding switch.
Darwin, east and west siding switch.
Grove City, east and west siding switch.
Normal position is for main track.
12. **MANUAL INTERLOCKINGS.**
Delanoend of double track
13. **SEMI-AUTOMATIC INTERLOCKINGS.**
Atwaterend of double track
Switch at end of double track operates automatically except: movement of westward trains from single track to double track against the current of traffic requires manual operation, and when no operator on duty, switch must be lined by hand.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Other Passenger	Freight
Willmar and Breckenridge	70 MPH	50 MPH
Morris and Hancock (eastward freight track only)	30 MPH	30 MPH

2. SPEED RESTRICTIONS.

Morris, on eastward freight track between Browns Valley Line Jct. and coal shed crossover west of depot, all trains and engines must move at restricted speed.

3. TRAIN REGISTER EXCEPTIONS.

Willmar, Nos. 1 and 2 will register by ticket.
Register of regular trains at Willmar will cover their arrival at Pennock.
Register of regular trains at Breckenridge will cover their arrival at Campbell.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At Sioux City Line Jct., Watertown Line Jct., Browns Valley Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

(b) At Aberdeen Line Jct., clearance under which Nos. 184 and 192 arrive will clear Nos. 191 and 183 respectively at that point.

5. Long siding north of main track extending east of Benson is an EASTWARD SIDING. Westward trains must not use this siding unless authorized by train order.

6. Track south of main track between Hancock and west switch Morris located 1.55 miles west of depot is known as EASTWARD FREIGHT TRACK and must be used by eastward trains only, except first class, unless otherwise instructed by train order.

All trains using this track will display markers as though running against the current of traffic on double track and will comply with Rule 93 within yard limits, also Rule 99 between East yard limit board Morris and Hancock.

When a train is given right over an opposing train to the end of the EASTWARD FREIGHT TRACK at either Hancock or Morris and the opposing train has not arrived at the point last named in the order, the train thus given right is not required to wait for the opposing train and will proceed on its regular track but must not go beyond the other end of the EASTWARD FREIGHT TRACK unless the second named train has arrived or is directed by train order to do so, or when time-table authority will permit movement beyond.

Fourth Subdivision trains, after securing permission from dispatcher, will use EASTWARD FREIGHT TRACK between Browns Valley Line Jct. and coal shed crossover just west of depot.

7. Morris, crossover located at 7th Street is known as 7TH STREET CROSSOVER.

8. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains between MP 117 and MP 118 between Kerkhoven and Murdock.

Eastward trains between MP 187 and MP 186 between Charlesville and Norcross.

9. CROSSOVERS ON DOUBLE TRACK.

Trailing Point

Doranjust east of depot

10. SPRING SWITCHES WITH FACING POINT LOCK.

Willmar, west yard lead.

Normal position is for westward main track.

Murdock, east and west siding switch.

DeGraff, east siding switch.

Benson, west switch eastward siding.

west switch westward siding.

Clontarf, west siding switch.

Hancock, end of eastward freight track.

Donnelly, east and west siding switch.

Norcross, east siding switch.

Tintah, east and west siding switch.

Normal position is for main track.

11. MANUAL INTERLOCKINGS.

Campbellend of double track
Breckenridge, 1.58 miles east ofN. P. Ry. crossing

Whistle signals for routes:

Main track1 long.

South freight lead1 long, 1 short.

North freight lead2 long, 1 short.

12. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Benson, 2.51 miles east of depot....east switch of eastward siding
Morris, 1.55 miles west of depot....west switch eastward freight track.

These switches are electrically controlled by operator at the depot.

13. AUTOMATIC INTERLOCKINGS.

Tintah, 2.17 miles west ofMStP&SSM RR. crossing

14. SEMI-AUTOMATIC INTERLOCKINGS.

Pennockend of double track
Hancockend of eastward freight track

Pennock, switch at end of double track operates automatically except movement of eastward trains from single track to double track against the current of traffic requires manual operation, and when no operator on duty, switch must be lined by hand.

Hancock, interlocking operates automatically except movement of westward trains from single track to eastward freight track requires hand operation of spring switch.

If a westward train or engine is stopped by a Stop-Indication of the governing home signal and no conflicting train movement is evident, it may proceed in accordance with train right and operating rules after making certain switch is properly lined for the movement.

If an eastward train or engine on either track is stopped by a Stop-Indication of the governing home signal and no conflicting train movement is evident, a member of crew must consult the operator and be governed by his instructions. For further information, see instructions posted at depot.

Dwarf automatic block signal located near west siding switch governs movements to main track. Main track switch must be lined for siding to obtain other than "Stop and Proceed" indication which in no manner modifies Rule 513. This signal does not determine position of industry track switch.

THIRD SUBDIVISION

(Osseo Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lyndale Junction and St. Cloud	60 MPH	45 MPH

2. SPEED RESTRICTIONS.

Bridge 50.3, Clearwater, O-8, Q-1, R, S-1, N-3	10 MPH
Sharp curve just west of Bridge 50.4, Clearwater, Heavier than O-1	25 MPH

3. TRAIN REGISTER EXCEPTIONS.

Lyndale Jct., all trains register by ticket.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.

5. Robbinsdale, all movements on industry track over Noble Avenue crossing must be preceded by flagman.

6. Track north of main track extending approximately 2 miles eastward from depot, St. Cloud, is known as LONG LEAD and must be kept clear for meeting and passing of trains.

7. SPRING SWITCHES WITH FACING POINT LOCK.

Robbinsdale, east and west siding switch.

Osseo, east and west siding switch.

Albertville, east and west siding switch.

Monticello, east and west siding switch.

Clearwater, east and west siding switch.

Normal position is for main track.

8. **SPRING SWITCHES WITHOUT FACING POINT LOCK.**
St. Cloudeast yard lead switch, Eighth Avenue
Normal position is for yard lead.
Eastward trains on main track have preference over eastward trains on yard lead. When an eastward train on yard lead is to move to main track while an eastward train on the main track is standing in the approach circuit, trainman shall operate push button "R" located on signal 746.
9. **MANUAL INTERLOCKINGS.**
Robbinsdale, 1.34 miles west of.....MStP&SSM. RR. crossing
10. **AUTOMATIC INTERLOCKINGS.**
Lyndale Jct., 0.76 miles west of.....M.W. Ry. crossing

FOURTH SUBDIVISION

(Browns Valley Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Morris and Browns Valley 30 MPH 25 MPH
2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Browns Valley Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

FIFTH SUBDIVISION

(Hutchinson Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Hutchinson Jct. and Hutchinson 35 MPH 25 MPH
2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Hutchinson Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
3. **SWITCH INDICATORS.**
Hutchinson Jct. indicator is located near hand operated junction switch. Push buttons and instructions for their operation are in the iron box locked with a switch lock.

SIXTH SUBDIVISION

(St. Cloud Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Passenger Freight
Willmar Jct. and St. Cloud 45 MPH 40 MPH
2. **SPEED RESTRICTIONS.**
Bridge 44.2 Spicer, R 20 MPH
Between Home Signals of Interlockings at: 20 MPH
Rice Jct.
Paynesville.
3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Rice Jct., a proceed indication on the eastward home signal will authorize Dakota Division eastward trains to proceed to St. Cloud without a clearance.
(b) At Willmar Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
4. **SPRING SWITCHES WITH FACING POINT LOCK.**
Willmar, east yard lead.
Normal position is for east yard lead.

5. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Rice Jct.junction switch to Dakota Division
This switch is electrically controlled by operator at the depot, St. Cloud.
6. **AUTOMATIC INTERLOCKINGS.**
Paynesville, 0.76 miles west ofMStP&SSM. RR. crossing

SEVENTH SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Diesel or Gas-Electric Passenger Steam Freight
Willmar and Ihlen 55 MPH 50 MPH 45 MPH
2. **SPEED RESTRICTIONS.**
Bridge 33.1, Granite Falls, 0-6, P-2, S-2 20 MPH
M-2, N-3, Q-2 10 MPH
Between Home Signals of Interlockings at: 20 MPH
Clara City.
Hanley Falls.
3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Sioux City Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
4. Pipestone, trains and engines using CRI&P main track between G.N. interchange track switch and east end of CRI&P siding, must move at restricted speed, and must be governed by current operating rules and time table of CRI&P Ry.
5. **AUTOMATIC INTERLOCKINGS.**
Granite Falls, 1.40 miles east of.....CMStP&P. RR. crossing
Hanley Falls, 0.31 miles east ofM&StL. Ry. crossing
Granite Falls, push button controls are located on east end of depot, at crossover switches, at east siding switch, and on eastward home signal. Trains and engines occupying main track at depot or lining east siding switch or crossover switches, for movements out of siding automatically set up route for eastward movement through interlocking at CMStP&P crossing, provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If an eastward train occupies main track at depot for meeting trains or station work for a period in excess of four minutes, trainman must operate push button at depot or at crossover switches to obtain interlocking route. If an eastward train occupies main track between eastward approach and home signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on home signal to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.
6. **SEMI-AUTOMATIC INTERLOCKINGS.**
Clara City, 0.47 miles east of.....M.W. Ry. crossing
If a train is stopped by a Stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainman may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainman shall operate them by hand with crank attached to mechanism.

EIGHTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric	Steam	
	Passenger	Passenger	Freight
Ihlep and Hills	55 MPH	50 MPH	45 MPH
Hills and Sioux City	55 MPH	45 MPH	45 MPH

2. SPEED RESTRICTIONS.

Bridge 121.3, Sherman, O-1, O-3, O-4, P-2	20 MPH
O-6, Q-2, S-2	10 MPH
M-2, N-3	5 MPH
Bridge 124.6, Sherman, O-6 Q-2, S-2	20 MPH
M-2, N-3	10 MPH
Bridge 162.9, Doon, M-2, O-6, Q-2, S-2	20 MPH
N-3	10 MPH
I. C. RR. Crossing, 2.42 miles east of 26th St. Yard....	10 MPH
Between Home Signals of Interlockings at:	20 MPH
Booge.	
Hills.	
Wren Tower.	

Within yard limits between Steuben Street and depot at Sioux City all trains will move at restricted speed expecting to find main track occupied. Under this provision, eastward first-class trains may proceed from depot at Sioux City to Steuben Street against overdue westward first-class trains.

3. TRAIN REGISTER EXCEPTIONS.

26th Street Yard, first-class trains register by ticket.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

No. 171 may proceed from Wall Street without a clearance.

5. MANUAL INTERLOCKINGS.

Wren Tower I.C. RR. crossing

6. AUTOMATIC INTERLOCKINGS.

Booge, 4.44 miles west of CStPM&O. Ry. crossing
Hills, 0.38 miles west of I.C. RR. crossing
Lester, 0.21 miles west of CRI&P. Ry. crossing

7. RAILROAD CROSSINGS PROTECTED BY GATES.

26th Street Yard, 2.42 miles east of I.C. RR. crossing
Normal position is clear for Great Northern.

NINTH SUBDIVISION

(Yankton Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric	Steam	
	Passenger	Passenger	Freight
Garretson and Sioux Falls	40 MPH	35 MPH	30 MPH
Sioux Falls and Yankton..	40 MPH	30 MPH	30 MPH

2. SPEED RESTRICTIONS.

Yankton, CMStP&P RR. crossing	10 MPH
C&NW. Ry. crossing	10 MPH
Sioux Falls, within the city limits	6 MPH
Between Home Signals of Interlockings at:	20 MPH
Sioux Falls.	
Lennox.	
Davis.	

Garretson, Nos. 161 and 162 will use yard track No. 3 and run at restricted speed between west end of yard and depot.

3. TRAIN REGISTER EXCEPTIONS.

Sioux Falls, all trains register and receive clearance.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At Sioux Falls Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

(b) Great Northern clearance issued to No. 293 at Volin and No. 294 at Yankton will clear train at G. N. Jct. and C. & N. W. Jct., respectively.

5. SIoux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

6. AUTOMATIC INTERLOCKINGS.

Sioux Falls, 3.95 miles east of CStPM&O. Ry. crossing
Lennox, 0.21 miles west of CMStP&P. RR. crossing
Davis, 3.54 miles west of C&NW. Ry. crossing

7. RAILROAD CROSSINGS PROTECTED BY GATES.

Yankton, 0.59 miles east of C&NW. Ry. crossing
0.89 miles east of CMStP&P. RR. crossing
Normal position is clear for Great Northern.
1.41 miles east of CMStP&P RR. crossing
Normal position is stop for Great Northern.

TENTH SUBDIVISION

(Watertown Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric	Steam	
	Passenger	Passenger	Freight
Sioux Falls and Watertown	40 MPH	35 MPH	30 MPH

2. SPEED RESTRICTIONS.

Sioux Falls, within the city limits
 6 MPH |

Arlington, 0.19 miles east of C&NW. Ry. crossing.....
 10 MPH |

Between Home Signals of Interlocking at Arlington....
 20 MPH |

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At W. & S. F. Jct., Sioux Falls Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. SIoux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

5. AUTOMATIC INTERLOCKINGS.

Arlington, 0.97 miles west of C&NW. Ry. crossing

6. RAILROAD CROSSINGS PROTECTED BY GATES.

Arlington, 0.19 miles east of C&NW. Ry. crossing
Normal position is clear for Great Northern.

ELEVENTH SUBDIVISION

(Huron Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Benson and Watertown	40 MPH	30 MPH
Watertown and Huron	35 MPH	30 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: 20 MPH
 Appleton.
 Huron.

3. TRAIN REGISTER EXCEPTIONS.

Watertown, all trains register and receive clearance.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Watertown Line Jct., W&SF Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

5. AUTOMATIC INTERLOCKINGS.

Appleton, 0.77 miles west ofCMStP&P. RR. crossing
 Huron, 0.63 miles east ofC&NW. Ry. crossing

TWELFTH SUBDIVISION

(Aberdeen Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Aberdeen Line Jct. and Aberdeen	40 MPH	30 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlocking at Aberdeen..... 20 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

(a) At Aberdeen Line Jct., clearance under which Nos. 184 and 192 arrive will clear Nos. 191 and 183 respectively at that point.

(b) At Forbes Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

4. AUTOMATIC INTERLOCKINGS.

Aberdeen, 0.62 miles east ofC&NW. Ry. crossing
 0.64 miles east ofCMStP&P. RR. crossing

THIRTEENTH SUBDIVISION

(Forbes Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Rutland and Forbes	30 MPH	25 MPH

2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Forbes Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

3. Employees on 13th Subdivision will arrange to make watch comparison with Dispatcher through Agent at Rutland, having Agent sign comparison card. Watches must be presented to an official watch inspector during the month of August for regular annual inspection.

WATCH INSPECTORS

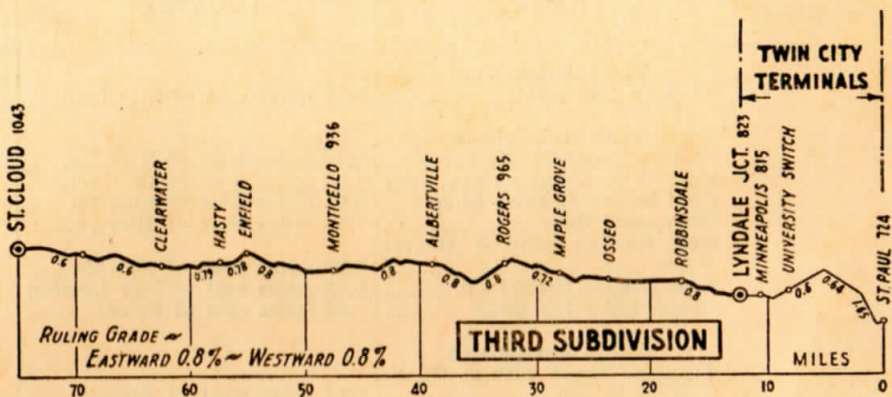
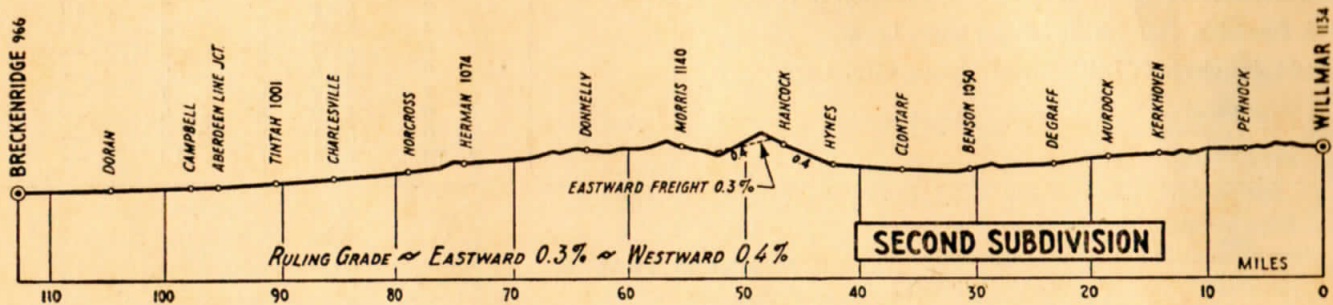
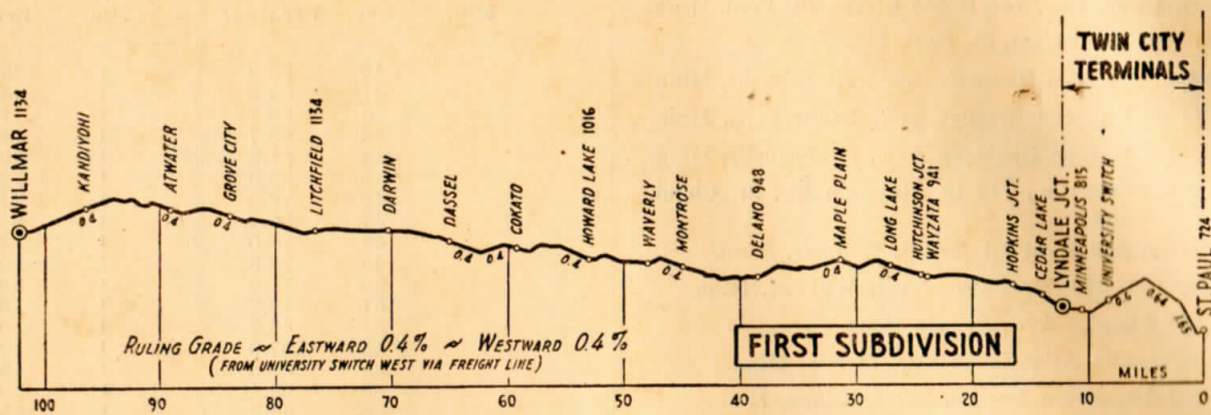
H. W. Anderson, 1573 University Ave., St. Paul, Minn.
 Herbert B. Christensen, Inc., 144 E. 5th Street, St. Paul, Minn.
 A. T. Veilleux, 894 Rice Street, St. Paul, Minn.
 Olson Jewelry Co., 211 East Hennepin Ave., Minneapolis, Minn.
 Oscar P. Gustafson Co., 404 Nicollet Ave., Minneapolis, Minn.
 Pomerleau & Son, 227 East Hennepin Ave., Minneapolis, Minn.
 Weber Jewelry & Music Co., 714 St. Germain St., St. Cloud, Minn.
 Lundman's Jewelry, 210 West 4th Street, Willmar, Minn.
 Paffrath Jewelry Co., 317 West 4th Street, Willmar, Minn.
 O. G. Arne, 1318 Atlantic Ave., Benson Minn.
 E. O. Kellenberger, 624 Atlantic Avenue, Morris, Minn.
 Irvin Thorne, 422 Minnesota Avenue, Breckenridge, Minn.
 D. G. Gallett, 309 South Main Street, Aberdeen, S. D.
 Halbkat Jewelers, 5 North Broadway, Watertown, S. D.
 Smith Jewelry Co., 225 So. Phillips Avenue, Sioux Falls, S. D.
 Fox Watch Repair, 218 West Third Street, Yankton, S. D.
 Brodkey & Goodsite, 400 4th St., Sioux City, Iowa.
 Grand Credit Jewelers, 627 4th Street, Sioux City, Iowa.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.3
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.3
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
Third Subdivision			
Tileston Mill Spur	3.57 miles east of St. Cloud.....	288	East
Sixth Subdivision			
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 miles east of Spicer	22	East
Eighth Subdivision			
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
Ninth Subdivision			
Lawrence Spur	5.51 miles west of Corson	45	E & W
Naomi Spur	2.50 miles west of Lennox.....	7	East



Elevation... 175