

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

## ABERDEEN DIVISION

# TIME TABLE No. 7

Taking effect at  
12:01 AM Mountain Standard Time  
1:01 AM Central Standard Time

**Thursday, June 1, 1967**

For the government and information  
of employes only

**F. A. BARTON,**  
Superintendent.

**P. BRIDENSTINE,**  
Assistant Superintendent.

**Q. W. TORPIN,**  
General Superintendent of Transportation.

**D. O. BURKE,**  
Assistant General Manager.

**L. V. ANDERSON,**  
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

## WESTWARD—FIRST SUBDIVISION—EASTWARD

FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Minneapolis	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME		Distance from Montevideo	See Rule 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	FIRST CLASS	
15	Passenger	Sidings	Other tracks			STATIONS	16				Passenger	
Daily											Daily	
8.20 PM				C	0.0	MINNEAPOLIS	131.3	BFKPRWYZ		Continuous	As	6.35 AM
8.26 PM				Yard	1.9	SOUTH MINNEAPOLIS	132.4	BFKPQ RTWYZ		Continuous		6.13 AM
				Yard	2.7	RAND	131.6	JY		No Office		
8.28				Yard	3.5	CEDAR	130.8	PY		No Office		6.10
				Yard	7.7	BASS LAKE	126.6	PWY		No Office		
8.34					9.2	ST. LOUIS PARK	125.1	OPY		No Office		6.04
				280	11.7	HOPKINS	122.6	PY		7.30 AM to 4.30 PM Except Sat. & Sun.		
8.40				WE	14.9	(WEST END OF DOUBLE TRACK) (C. & N. W. CROSSING) TOWER E 14	119.4	IPY		Continuous		5.59
				12	19.4	CHANHASSEN	114.9	P		No Office		
				117	22.2	HAZELTINE	112.1	P		No Office		
8.55	187	214	NY	33.3	33.3	COLOGNE	101.0	JPT		7.45 AM to 4.45 PM Except Sat. & Sun.		5.43
				11	36.7	BONGARDS	97.6	P		No Office		
					40.2	(C. & N. W. CROSSING)	94.1	A		No Office		
				132	40.7	NORWOOD	93.6	P		No Office		
				36	46.2	PLATO	88.1	P		No Office		
9.11	255	185	GN	51.8	51.8	GLENCOE	82.5	PQY		7.45 AM to 11.00 PM Except Sat. & Sun.		5.25
				137	62.1	BROWNTON	72.2	P		No Office		
				118	68.8	STEWART	65.5	P		No Office		
				116	75.3	BUFFALO LAKE	59.0	OP		No Office		
				129	80.1	HECTOR	54.2	OP		No Office		
				130	89.1	BIRD ISLAND	45.2	OPT		No Office		
				162	93.8	OLIVIA	40.5	OPQ		No Office		
				115	99.3	DANUBE	35.0	OP		No Office		
				115	105.0	RENVILLE	29.3	OP		No Office		
				133	111.9	SACRED HEART	22.4	P		No Office		
				17	117.3	MINNESOTA FALLS	17.0	P		No Office		
					119.5	(EAST END OF TWO MAIN TRACKS) E 118	14.8	P		No Office		
				72	121.1	GRANITE FALLS	13.2	OP		No Office		
					123.1	(WEST END OF TWO MAIN TRACKS) E 122 (G. N. CROSSING)	11.2	AP		No Office		
				21	129.1	WEGDAHL	5.2	P		No Office		
As 10.17 PM	291	Yard	MA	134.3	134.3	MONTEVIDEO	0.0	BFKPQR TWY		7.45 AM to 3.45 PM		4.15 AM

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Double track is in use between Cedar and Tower E 14.

Two main tracks are in use between Rand and Cedar and between E 118 and E 122. Beginning at the north, the main tracks are numbered No. 1, and No. 2 main tracks.

ABS is in use between Rand and Montevideo.  
Rules 251, 253 and 254 are in effect on eastward and westward tracks between Tower E14 and Cedar for movement with current of traffic.

CTC is in use between east switch of siding at Glencoe and Montevideo.

South Minneapolis is a register station for other than First Class Trains only.

Rule 83 (B) does not apply to trains starting at Rand. Such trains will obtain Clearance at South Minneapolis and does not apply to No. 15 at South Minneapolis. No. 15 will obtain Clearance at Minneapolis.

La Crosse Division No. 150 will assume the schedule of No. 13 on the Aberdeen Division at South Minneapolis.

Industrial tracks not shown as stations

Glenn Lake Spur located 1361 feet west of Tower E-14 has a capacity of 19 cars.

Armour Agriculture Chemical Spur, located 2 miles west of Olivia has a capacity of 12 cars.

**WESTWARD—SECOND SUBDIVISION—EASTWARD**

FIRST CLASS		Capacity in cars		Telegraph calls	Distance from Montevideo	TIME TABLE		Distance from Aberdeen Yard	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	FIRST CLASS	
15		Siding	Other tracks			No. 7					CENTRAL TIME	
Passenger	Daily					June 1, 1967				Passenger	Daily	
STATIONS												
	10.20 PM	291	Yard	MA	0.0	MONTEVIDEO	6.4	157.4	BKFPQ RTWY	7.45 AM to 3.45 PM	As 4.15 AM	
		129	36		6.4	NORTH WATSON	9.2	151.0	P	No Office		
		181	30		15.6	MILAN	8.2	141.8	P	No Office		
		161	267		23.8	APPLETON (G. N. CROSSING)	7.0	133.6	AOPQT	No Office		
			27		30.8	CORRELL	8.6	126.6	P	No Office		
		113	31		39.4	ODESSA	6.4	118.0	OP	No Office		
f	10.55	168	138	RT	45.8	ORTONVILLE	11.2	111.6	JPT	7.45 AM to 4.45 PM Except Sat. & Sun.	f 3.38	
s	11.13	311	Yard	B	57.0	MILBANK	7.2	100.4	BJKPRT	7.30 AM to 4.30 PM Except Sat. & Sun.	s 3.25	
		187	31		64.2	TWIN BROOKS	7.7	93.2	P	No Office		
			39		71.9	MARVIN	7.2	85.5	P	No Office		
	11.39	213	170	H	79.1	SUMMIT	4.2	78.3	PQT	7.45 AM to 4.45 PM Except Sat. & Sun.	3.11	
			92		83.8	JACKSON	3.8	74.1	P	No Office		
			45		87.1	ORTLEY	5.4	70.3	P	No Office		
	11.53	207	68		92.5	WAUBAY	10.6	64.9	P	No Office	2.59	
s	12.10 AM	170	115	WS	103.1	WEBSTER	6.4	54.3	P	7.45 AM to 4.45 PM Except Sat. & Sun.	s 2.50	
		120	17		109.5	HOLMQUIST	4.9	47.9	P	No Office		
	12.21	240	348	BR	114.4	BRISTOL	13.7	43.0	JPQT	7.45 AM to 4.45 PM Except Sat. & Sun.	2.35	
	12.35	180	242		128.1	ANDOVER	9.8	29.3	JPT	No Office	2.23	
	12.44	243	46	RO	137.9	(C. & N. W. CROSSING) GROTON	5.8	19.5	AP	7.45 AM to 4.45 PM Except Sat. & Sun.	2.16	
			25		143.7	JAMES	5.3	13.7	P	No Office		
			23		149.0	BATH	4.9	8.4	P	No Office		
					153.4	(EAST END OF DOUBLE TRACK) E 704	2.3	3.5	P	No Office	2.04	
					156.2	(G. N. & C. & N. W. CROSSING)	0.8	1.2	A	No Office		
As	1.10 AM			RN	157.0	ABERDEEN	0.4	0.4	BKFPQ RWY	Continuous	2.00 AM	
			Yard		157.4	(WEST END OF DOUBLE TRACK) ABERDEEN YARD		0.0	BFJKPQ RTWYZ	No Office		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 60 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Double track is in use between E-704 and Aberdeen Yard.

ABS is in use between Montevideo and Aberdeen.

CTC is in use between Montevideo and the west switch of siding at Summit.

Rule 83(B) does not apply to trains entering Second Subdivision off Seventh Subdivision at Ortonville.

Rule 83(B) does not apply at Milbank when operator is not on duty if train order signal indicates proceed.

First class trains must move at reduced speed between Kline St., Aberdeen and Passenger Station Aberdeen.

Westward extra trains will register at Aberdeen Yard instead of Aberdeen.

No. 15 and No. 16 stop at Ortonville to pick up and discharge revenue passengers.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Cold Springs Granite Spur	1586 ft. west of house track switch Odessa, south of main track	40 cars
Delano Granite Spur	3839 ft. west of house track switch Odessa, north of main track	18 cars
Agate Spur	1638 ft. east of east switch Ortonville south of main track	36 cars

**WESTWARD—THIRD SUBDIVISION—EASTWARD**

		Capacity in cars		Distance from Aberdeen	Telegraph calls	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS		Distance from Moberidge	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours		
Sidings	Other tracks											
				0.0	RN	<b>ABERDEEN</b>	0.4	98.2	BKFPQ RTWXY	Continuous	A	
						(WEST END OF DOUBLE TRACK)						
		Yard		0.4		<b>ABERDEEN YARD</b>		97.8	BFJKPQ RTWYZ	No Office		
						7.4						
		104		7.8		<b>FIFE</b>		90.4	P	No Office		
						5.3						
		189	23	13.1		<b>MINA</b>		85.1	P	No Office		
						8.1						
		104	23	21.2		<b>CRAVEN</b>		77.0	P	No Office		
						5.3						
						<b>IPSWICH</b>		71.7	OP	No Office		
						8.1						
		131		34.6	P	<b>BEEBE</b>		63.6	P	No Office		
						6.5						
						<b>ORIENT LINE JCT</b>		67.1	JPT	No Office		
						0.5						
		104	177	41.6	RC	<b>ROSCOE</b>		56.6	JPT	7.45AM to 4.45PM Except Sat. & Sun.		
						8.6						
		104	25	50.2		<b>GRETNA</b>		48.0	P	No Office		
						6.7						
		104	42	56.9	BW	<b>BOWDLE</b>		41.3	OP	No Office		
						7.6						
		148		64.5		<b>ALAMO</b>		33.7	P	No Office		
						5.3						
						<b>JAVA JCT.</b>		28.4	P	No Office		
						<b>JAVA</b>			P	No Office		
						7.3						
		103	42	77.1	SB	<b>SELBY</b>		21.1	OP	No Office		
						8.0						
						<b>SITKA</b>		13.1	P	No Office		
						4.3						
		159	23	89.4		<b>GLENHAM</b>		8.8	P	No Office		
						8.8						
A		Yard		98.2	MB	<b>MOBRIDGE</b>		0.0	BKFPQ RWY	8.00AM to 5.00PM Except Sunday		

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between the west end of double track at Aberdeen Yard and Moberidge.

CAB is in use between the west end of double track at Aberdeen Yard and Moberidge.

Double track is in use between Aberdeen and Aberdeen Yard.

Clock at Moberidge marked CENTRAL TIME must be observed.

Rule 83(B) does not apply at Roscoe when operator is not on duty.

Third Subdivision westward trains starting at Aberdeen Yard will secure Clearance at Aberdeen. Rule 83(B) does not apply at Aberdeen Yard.

**WESTWARD—FOURTH SUBDIVISION—EASTWARD**

Capacity in Cars		Siding	Other Tracks	Telegraph Calls	Distance from Moberidge	TIME TABLE No. 7 June 1, 1967 MOUNTAIN TIME	Distance from Marmarth	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
Yard	MB									
					0.0	<b>MOBRIDGE</b> 8.2	189.5	BK PQ RWY	7:00 AM to 4:00 PM Except Sunday	A
					8.2	<b>MOREAU JCT.</b> 3.8	181.3	JP	No Office	
		164	22		12.0	<b>WAKPALA</b> 10.2	177.5	P	No Office	
		90	26		22.2	<b>MAHTO</b> 7.6	167.3	P	No Office	
		199	236	UN	29.8	<b>McLAUGHLIN</b> 15.2	159.7	JPT	7:00 AM to 4:00 PM Except Sat. and Sun.	
		90	32		45.0	<b>WALKER</b> 13.0	144.5	P	No Office	
		155	149	MI	58.0	<b>McINTOSH</b> 9.7	131.5	OPW	No Office	
		124	30		67.7	<b>WATAUGA</b> 8.8	121.8	P	No Office	
		95	19		76.5	<b>MORRISTOWN</b> 4.4	113.0	P	No Office	
			91		80.9	<b>KELDRON</b> 8.1	108.6	P	No Office	
		130	20	HD	89.0	<b>THUNDER HAWK</b> 9.2	100.5	OP	No Office	
		90	167	MN	98.2	<b>LEMMON</b> 5.9	91.3	PTW	7:30 AM to 4:30 PM Except Sat. and Sun.	
		167	22		104.1	<b>PETREL</b> 4.0	85.4	P	No Office	
			31		108.1	<b>WHITE BUTTE</b> 5.6	81.4	P	No Office	
		90	48	HA	113.7	<b>HAYNES</b> 8.2	75.8	OP	No Office	
		92	169	HG	121.9	<b>HETTINGER</b> 8.6	67.6	PW	7:30 AM to 4:30 PM Except Sat. and Sun.	
		167	38		130.5	<b>BUCYRUS</b> 8.5	59.0	P	No Office	
			41	RD	139.0	<b>REEDER</b> 6.8	50.5	P	7:00 AM to 4:00 PM Except Sat. and Sun.	
		89	19	GA	145.8	<b>GASCOYNE</b> 3.5	43.7	P	7:00 AM to 4:00 PM Except Sat. and Sun.	
			101	CN	149.3	<b>SCRANTON</b> 4.7	40.2	P	7:00 AM to 4:00 PM Except Sat. and Sun.	
		164			154.0	<b>BUFFALO SPRINGS</b> 7.8	35.5	P	No Office	
		91	71	AN	161.8	<b>BOWMAN</b> 7.3	27.7	PW	7:00 AM to 4:00 PM Except Sat. and Sun.	
			52		169.1	<b>GRIFFIN</b> 5.9	20.4	P	No Office	
		131	50	RH	175.0	<b>RHAME</b> 5.0	14.5	P	7:00 AM to 4:00 PM Except Sat. and Sun.	
		89	14		180.0	<b>IVES</b> 9.5	9.5	P	No Office	
A			Yard	RA	189.5	<b>MARMARTH</b>	0.0	BKPRWY	7:00 AM to 4:00 PM Except Sunday	

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between Moberidge and Marmarth.

Clock at Moberidge marked MOUNTAIN TIME must be observed.

CAB is in use between Moberidge and the west end of the siding at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth.

Rule 83(B) does not apply at Moreau Jct. and does not apply at McLaughlin if train order signal indicates proceed.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Peerless Mine	West switch is 1 mile east of Gascoyne north of main track . . .	68 cars
American Colloid Co.	West switch is 1.5 miles east of Gascoyne south of main track . . .	16 cars
Magnet Cove	West switch is 0.75 mile east of Gascoyne north of main track . .	9 cars

## WESTWARD—FIFTH SUBDIVISION—EASTWARD

		Capacity in Cars		Siding	Other Tracks	Distance from Marmarth	TIME TABLE No. 7 June 1, 1967 MOUNTAIN TIME		Distance from Miles City	SEE RULE 6-A	Telegraph Calls	Train Order Office Hours Also see Page 10 For Other Assigned Hours		
							STATIONS							
						0.0	<b>MARMARTH</b>	123.8	BKP RWY	RA	7.00 AM to 4.00 PM Except Sunday	A		
		126				14.8	<b>KINGMONT</b> 5.6	109.0	P		No Office			
		231	93			20.4	<b>BAKER</b> 12.3	103.4	P	KR	8.00AM to 5.00PM Except Sat. & Sun.			
		90	27			32.7	<b>PLEVNA</b> 7.3	91.1	P	VN	7.15 AM to 4.15 PM Except Sat. & Sun.			
						54	<b>WESTMORE</b> 8.2	83.3	P		No Office			
		130	50			48.7	<b>ISMAY</b> 7.0	75.1	P		No Office			
		96				55.7	<b>LACOMB</b> 8.0	68.1	P		No Office			
		88	26			63.7	<b>MILDRED</b> 14.4	60.1	P		No Office			
		129	15			78.1	<b>BLUFFPORT</b> 7.3	45.7	P		No Office			
		90	32			85.4	<b>TERRY</b> 12.4	38.4	P	TY	7.15 AM to 4.15 PM Except Sat. & Sun.			
						53	<b>SUSAN</b> 6.2	26.0	P		No Office			
		130	23			104.0	<b>BONFIELD</b> 5.7	19.8	P		No Office			
		53	43			109.7	<b>KINSEY</b> 7.6	14.1	P		No Office			
		88				117.3	<b>TUSLER</b> 6.5	6.5	P		No Office			
A				Yard		123.8	<b>MILES CITY</b>	0.0	BFKPQ RTWYZ	MC	Continuous			

Trains must not exceed maximum speed of 60 miles per hour.

ABS is in use between Marmarth and Miles City.

## INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
Murray	3.1 miles east of Miles City	5 cars
Calypso Gravel Pit	4.0 miles west of Terry	53 cars

## WESTWARD—SIXTH SUBDIVISION—EASTWARD

		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Farmington	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME		Distance from Cologne	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours		
								STATIONS						
				Yard	F		0.0	<b>FARMINGTON</b>	38.0	BJKRTY	7:30AM to 4:30PM Except Sun.	A		
		59			FN		4.3	<b>LAKEVILLE</b> (M. N. & S. CROSSING)	33.2	A	7:45AM to 4:45PM Except Sat. & Sun.			
		28					15.6	<b>PRIOR LAKE</b> (C. & N. W. CROSSING)	22.4		No Office			
		62					24.0	<b>SHAKOPEE</b> (C. & N. W. CROSSING)	14.0	OMY	No Office			
		80			MS		27.9	<b>CHASKA</b> (C. & N. W. CROSSING)	10.1	MY	8.00AM to 5.00PM Except Sat. & Sun.			
A				Yard	NY		38.0	<b>COLOGNE</b>	0.0	JRTY	7:45AM to 4:45PM Except Sat. & Sun.			

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83(B) does not apply at Cologne and Farmington when operator is not on duty.

**WESTWARD—SEVENTH SUBDIVISION—EASTWARD**

	Capacity in cars		Telegraph calls	Distance from Ortonville	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME		Distance from Fargo	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks			STATIONS					
		Yard	RT	0.0	<b>ORTONVILLE</b>		118.2	JTY	7.45AM to 4.45PM Except Sat. & Sun.	A
		37	V	13.4	13.4 <b>CLINTON</b>	7.8	104.8		7.45AM to 4.45PM Except Sat. & Sun.	
		51		21.2	<b>GRACEVILLE</b> (G. N. CROSSING) 10.3		97.0	U	No Office	
		32	DO	31.5	<b>DUMONT</b> 7.1		86.7		8.00AM to 5.00PM Except Sat. & Sun.	
		78	WH	38.6	<b>WHEATON</b> 9.1		79.6		7.45AM to 4.45PM Except Sat. & Sun.	
		17		47.7	<b>WHITE ROCK</b> 9.8		70.5		No Office	
		38		57.5	<b>FAIRMOUNT</b> 0.3		60.7		No Office	
				57.8	(BOO LINE CROSSING) 0.1		60.4	U	No Office	
		24		63.9	<b>TYLER</b> 7.5		54.3		No Office	
				71.4	(N. P. CROSSING) 0.4		46.8	U	No Office	
				71.8	(G. N. CROSSING) 0.3		46.4	M	No Office	
		22	AP	72.1	<b>WAMPETON</b> 1.4		46.1		7.45AM to 4.45PM Except Sat. & Sun.	
		27		73.5	<b>OTTERTAIL SPUR</b> 2.4		44.7	T	No Office	
				75.9	(G. N. CROSSING) 10.3		42.3	A	No Office	
		32		86.2	<b>ABERCROMBIE</b> 3.0		32.0		No Office	
		5		90.1	<b>ENLOE</b> 5.8		28.1		No Office	
		22		95.9	<b>CHRISTINE</b> 2.8		22.3		No Office	
		9		98.7	<b>LITHIA</b> 3.8		19.5		No Office	
		19	HS	102.5	<b>HICKSON</b> 5.4		15.7		7.45AM to 4.45PM Except Sat. & Sun.	
		13		107.9	<b>WILD RICE</b> 9.0		10.3		No Office	
				116.9	(N. P. CROSSING) 0.2		1.3	U	No Office	
				117.1	(N. P. CROSSING) 1.1		1.1	A	No Office	
A		Yard	FO	118.2	<b>FARGO</b>		0.0	BRTY	7.00AM to 4.00PM Except Sun.	

Trains must not exceed maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Ortonville and Fargo when operator is not on duty.

Ottertail Power Co. track at Ottertail Spur has a capacity of 128 cars.

**WESTWARD—EIGHTH SUBDIVISION—EASTWARD**

	Capacity in cars		Telegraph calls	Distance from Milbank	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME		Distance from Sisseton	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks			STATIONS					
		Yard	B	0.0	<b>MILBANK</b>		37.1	BJKRTY	7.30AM to 4.30PM Except Sat. & Sun.	A
		29		10.1	<b>CORONA</b> 8.9		27.0		No Office	
		38		17.0	<b>WILMOT</b> 10.4		20.1		No Office	
		23		27.4	<b>PEEVER</b> 9.7		9.7		No Office	
A		Yard		37.1	<b>SISSETON</b>		0.0	OR	No Office	

Trains must not exceed maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Sisseton and Milbank when operator is not on duty.

## WESTWARD—NINTH SUBDIVISION—EASTWARD

	Capacity in cars		Telegraph calls	Distance from Andover.	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS	Distance from Brampton	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks							
			Yard	0.0	ANDOVER 7.3	42.9	JTY	No Office	A
			34	7.3	PIERPONT 7.8	35.6		No Office	
			46	14.9	LANGFORD 7.2	28.0		8.00AM to 5.00PM Except Sat. & Sun.	
			12	22.1	SPAIN 6.3	20.8		No Office	
			74	28.4	BRITTON 4.0	14.5		7.45AM to 4.45PM Except Sat. & Sun.	
				32.4	(G. N. CROSSING) 6.0	10.5	U	No Office	
			21	38.4	NEWARK 4.5	4.5		No Office	
A			Yard	42.9	BRAMPTON	0.0	T	No Office	

Trains must not exceed maximum speed of 25 miles per hour.

Rule 83(B) does not apply at Brampton and Andover.

At Langford, all eastward trains must secure Clearance during the hours Operator is on duty.

## WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Mitchell	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS	Distance from Aberdeen	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	SECOND CLASS	
7	Freight	Sidings	Other tracks							8	Freight
			Yard	S	0.0	MITCHELL 7.5	128.6	BFJKPRTYZ	7.00 AM to 3.00 PM Except Sunday 9.00 PM to 5.00 AM Except Sat. & Sun.	A	4.15 AM
			22		7.5	LOOMIS 7.6	121.1	P	No Office		4.00
		50	50		15.0	LETCHER 6.8	113.6	P	No Office		3.43
			41		21.8	CUTBERT 6.4	106.8		No Office		3.30
		58	91	KN	28.2	WOONSOCKET 9.7	100.4	JPTY	7.15 AM to 4.15 PM Except Sat. & Sun.		3.15
		91	33		37.9	ALPENA 8.2	90.7	P	No Office		2.50
			23		46.1	VIRGIL 8.5	82.5	P	No Office		2.35
			38		54.6	WOLSEY (G. & N. W. CROSSING) 12.4	74.0	AP	No Office		2.20
		69	29		67.0	BONILLA 4.7	61.6	P	No Office		1.55
			20		71.7	SPOTTSWOOD 6.0	56.9		No Office		1.46
			30		77.7	TULARE 7.9	50.9	P	No Office		1.36
					85.6	(G. & N. W. CROSSING) 2.2	43.0	A	No Office		
	S	91	34	FD	87.8	(G. & N. W. CROSSING) REDFIELD 8.2	40.8	AP	7.15AM to 4.15PM Except Sat. & Sun.	7	1.20
			28		96.0	ASHTON 5.2	32.6	P	No Office		1.05
			19		101.2	GALLUP 5.8	27.4		No Office		12.55
			31		107.0	MELLETT 5.9	21.6	P	No Office		12.45
			19		112.9	DUXBURY 5.8	15.7		No Office		12.35
			31		118.7	WARNER 6.9	9.9	P	No Office		12.25
					125.6	(G. & N. W. CROSSING) 2.0	3.0	A	No Office		
					127.6	(G. & N. W. CROSSING) 1.0	1.0	M	No Office		
A	3.00 AM		Yard		128.6	ABERDEEN YARD	0.0	BFJKPQ RTWYZ	No Office		12.01 AM

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

At Redfield, all trains must secure Clearance during hours operator is on duty.



**WESTWARD—ELEVENTH SUBDIVISION—EASTWARD**

	Capacity in cars		Telegraph calls	Distance from Aberdeen	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS	Distance from Edgeley	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks							
		Yard	RN	0.0	<b>ABERDEEN</b>	<b>63.9</b>	BFJKQ RTYZ	<b>Continuous</b>	A
		25		12.8	12.8 <b>WESTPORT</b>	<b>51.1</b>		<b>No Office</b>	
		20		18.7	5.9 <b>BARNARD</b>	<b>45.2</b>		<b>No Office</b>	
		50		25.6	6.9 <b>FREDERICK</b>	<b>38.3</b>		<b>No Office</b>	
		9		31.8	6.2 <b>WINSHIP</b>	<b>32.1</b>		<b>No Office</b>	
		50		37.4	5.6 <b>ELLEDALE</b> (G. N. CROSSING)	<b>26.5</b>	OU	<b>No Office</b>	
		7		48.6	11.2 (800 LINE CROSSING) <b>MONANGO CROSSING</b>	<b>15.3</b>	U	<b>No Office</b>	
		26		49.8	1.2 <b>MONANGO</b>	<b>14.1</b>		<b>No Office</b>	
A		Yard		63.9	14.1 <b>EDGELEY</b>	<b>0.0</b>	ORTY	<b>No Office</b>	

Trains must not exceed maximum speed of 25 miles per hour.  
Rule 83(B) does not apply at Edgeley.

**WESTWARD—TWELFTH SUBDIVISION—EASTWARD**

	Capacity in cars		Telegraph calls	Distance from Orient	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS	Distance from Roscoe	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks							
		Yard		0.0	<b>ORIENT</b>	<b>41.3</b>	T	<b>No Office</b>	A
		28		9.3	9.3 (O. & N. W. CROSSING) <b>FAULKTON</b>	<b>32.0</b>	OU	<b>No Office</b>	
		9		20.9	11.6 <b>NORBECK</b>	<b>20.4</b>		<b>No Office</b>	
		22		29.0	8.1 <b>LOYALTON</b>	<b>12.3</b>		<b>No Office</b>	
				40.8	11.8 <b>ORIENT LINE JCT.</b>	<b>0.5</b>	JT	<b>No Office</b>	
A		Yard	RC	41.3	0.5 <b>ROSCOE</b>	<b>0.0</b>	JPT	<b>7.45AM to 4.45PM</b> Except Sat. & Sun.	

Trains must not exceed maximum speed of 25 miles per hour.  
This time-table confers no authority between Roscoe and Orient Line Jct. ance at Roscoe instead of Orient Line Jct.  
Third subdivision time-table governs. Eastward trains will obtain Clearance at Roscoe instead of Orient Line Jct. Rule 83(B) does not apply at Orient.

**WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD**

	Capacity in cars		Telegraph calls	Distance from Roscoe	TIME TABLE No. 7 June 1, 1967 CENTRAL TIME STATIONS	Distance from Linton	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other tracks							
		Yard	RC	0.0	<b>ROSCOE</b>	<b>75.3</b>	JPT	<b>7.45AM to 4.45PM</b> Except Sat. & Sun.	A
		29		11.1	11.1 <b>HOSMER</b>	<b>64.2</b>		<b>No Office</b>	
		26		18.3	7.2 <b>HILLSVIEW</b>	<b>57.0</b>		<b>No Office</b>	
		67	K	26.3	8.0 <b>EUREKA</b>	<b>49.0</b>		<b>7.45AM to 4.45PM</b> Except Sat. & Sun.	
		23		37.1	10.8 <b>GREENWAY</b>	<b>38.2</b>		<b>No Office</b>	
		7		38.6	1.5 (800 LINE CROSSING) <b>WADRA</b>	<b>36.7</b>	U	<b>No Office</b>	
		33	Z	45.1	6.5 <b>ZEELAND</b>	<b>30.2</b>		<b>7.45AM to 4.45PM</b> Except Sat. & Sun.	
		23		54.1	9.0 <b>HAGUE</b>	<b>21.2</b>		<b>No Office</b>	
		32	B	65.3	11.2 <b>STRASBURG</b>	<b>10.0</b>		<b>8.00AM to 5.00PM</b> Except Sat. & Sun.	
A		Yard	ON	75.3	10.0 <b>LINTON</b>	<b>0.0</b>	BRTY	<b>8.00AM to 5.00PM</b> Except Sat. & Sun.	

Trains must not exceed maximum speed of 25 miles per hour.  
Rule 83(B) does not apply at Linton and Roscoe when operator is not on duty.

## WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

	Capacity in Cars		Telegraph Calls	Distance from Moreau Jct.	TIME TABLE No. 7 June 1, 1967 MOUNTAIN TIME	Distance from Isabel	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other Tracks							
				0.0	<b>MOREAU JCT.</b> 18.8	54.9	JP	No Office	A
		46		18.8	<b>TRAIL CITY</b> 9.5	36.1	JT	No Office	
		22		28.3	<b>GLENCROSS</b> 7.8	26.6		No Office	
		22	MK	36.1	<b>TIMBER LAKE</b> 10.7	18.8		7.30 AM to 4.30 PM Except Sat. & Sun.	
		35		46.8	<b>FIRESTEEL</b> 8.1	8.1		No Office	
A		46		54.9	<b>ISABEL</b>	0.0	T	No Office	

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83(B) does not apply at Moreau Jct., Trail City and Isabel.

## WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD

	Capacity in Cars		Telegraph Calls	Distance from Trail City	TIME TABLE No. 7 June 1, 1967 MOUNTAIN TIME	Distance from Faith	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours	
	Sidings	Other Tracks							
		46		0.0	<b>TRAIL CITY</b> 12.9	106.1	JT	No Office	A
		23		12.9	<b>PROMISE</b> 16.7	93.2		No Office	
		24		29.6	<b>LA PLANT</b> 10.1	76.5		No Office	
		20		39.7	<b>RIDGEVIEW</b> 24.0	66.4		No Office	
		28	EB	63.7	<b>EAGLE BUTTE</b> 10.0	42.4		7.30 AM to 4.30 PM Except Sat. & Sun.	
		23		73.7	<b>LANTRY</b> 9.6	32.4		No Office	
		23		83.3	<b>DUPREE</b> 9.1	22.8		No Office	
		12		92.4	<b>RED ELM</b> 13.7	13.7		No Office	
A		50		106.1	<b>FAITH</b>	0.0	T	No Office	

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83(B) does not apply at Trail City and Faith.

## OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	HOLIDAYS
Montevideo .....	.....	7:45AM to 3:45PM
Mobridge .....	.....	7:00AM to 4:00PM M.S.T.
Mitchell .....	7:00AM to 3:00PM	7:00AM to 3:00PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays including New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

**WESTWARD—SIXTEENTH SUBDIVISION—EASTWARD**

Capacity in Cars	TIME TABLE No. 7 June 1, 1967 MOUNTAIN TIME				Distance from New England	SEE RULE 6-A	Train Order Office Hours Also see Page 10 For Other Assigned Hours
	Sidings	Other Tracks	Telegraph Calls	Distance from McLaughlin			
199	Yard	UN	0.0	<b>McLAUGHLIN</b> 8.9	133.9	JPTW	7:00 AM to 4:30 PM Except Sat. & Sun.
	23		8.9	<b>MAPLE LEAF</b> 8.4	125.0		No Office
	22	8R	17.3	<b>SELFRIDGE</b> 10.0	116.6	P	7:30 AM to 4:30 PM Except Sat. & Sun.
	23		27.3	<b>CHADWICK</b> 7.6	106.6	P	No Office
	23		34.9	<b>SHIELDS</b> 16.3	99.0		No Office
	40	RX	51.2	<b>RALEIGH</b> 9.7	82.7	P	7:30 AM to 4:30 PM Except Sat. & Sun.
	24		60.9	<b>BRISBANE</b> 7.0	73.0	P	No Office
	22		67.9	<b>LEITH</b> 10.6	66.0	P	No Office
	12	GN	78.5	<b>ELGIN</b> 5.6	55.4	P	8:00 AM to 5:00 PM Except Sat. & Sun.
	23	WI	84.1	<b>NEW LEIPZIG</b> 6.4	49.8	P	8:00 AM to 5:00 PM Except Sat. & Sun.
	22	BY	90.5	<b>BENTLEY</b> 6.4	43.4	P	8:00 AM to 5:00 PM Except Sat. & Sun.
	26		96.9	<b>WATROUS</b> 7.2	37.0	P	No Office
	48	MO	104.1	<b>MOTT</b> 11.8	29.8	P	7:30 AM to 4:30 PM Except Sat. & Sun.
	32	RG	115.9	<b>REGENT</b> 10.3	18.0	P	8:00 AM to 5:00 PM Except Sat. & Sun.
	14		126.2	<b>HAVELOCK</b> 7.7	7.7		No Office
A	75	NE	133.9	<b>NEW ENGLAND</b>	0.0	BKPRTW	7:00 AM to 4:00 PM Except Sat. & Sun.

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83(B) does not apply at McLaughlin if train order signal indicates proceed, and does not apply at New England when operator not on duty.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
New England Coal Company Spur	.....0.5 miles east of Havelock.....	15 cars

**Train Dispatchers**

<b>J. G. WIK,</b>	<b>F. L. HARVEY,</b>
<b>G. E. MEIER,</b>	<b>H. G. TESKE,</b>
<b>K. L. KLOVSTAD,</b>	<b>R. D. CORNELL,</b>

**G. N. MICKELSON, J. J. SCHWANTES,**  
Trainmaster. Trainmaster.

**P. W. ANDERSON,**  
**E. F. HATZENBUHLER, Jr., P. M. McLEAN,**  
Trainmasters—Traveling Engineers.

**R. D. MATHIS,**  
Chief Dispatcher.

Between Minneapolis and St. Louis Park, inclusive, the Officials of the Twin City Terminal Division have jurisdiction.

## SPECIAL INSTRUCTIONS

## ALL SUBDIVISIONS

G-1 In reference to Rule 2 of The Consolidated Code of Operating Rules, the following watches conform to the requirements this railroad:

## POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size-19 jewel or better, Hamilton-16 size-992-21 jewel, or 16 size-950-23 jewel Elgin-16 size-B. W. Raymond-21 jewel.

## WRIST WATCHES

Elgin-13/0 size, 23 Jewel B. W. Raymond  
Elgin 21 Jewel, B. W. Raymond Chronometer  
Ball-13 ligne, 21 jewel, Official Railroad Standard  
Bulova Accutron—Railroad Approved.

G-2 In complying with Rule 3, of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (Propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U.S. Army Field Ranges when installed under the supervision of a U.S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such condition, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-6 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakeman and sleeping or parlor car employees to do so.

Agents or Station Masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations when available.

G-8 A yellow flag by day stenciled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-9 In connection with Rule 920 of the Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard

switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engines are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

## GENERAL SPEED RESTRICTIONS

G-16 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling ore cars Loaded .....	35
Empty .....	40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars.....	40
Trains handling loaded air dumps (must stop when meeting trains on double track) .....	25
Work trains with workmen, or occupied outfit cars .....	25
Scale test cars On Branch Lines .....	20
On Main Line .....	25
The following diesel engines either dead in train or operating under own power:	
690 AB to 696 AB .....	55
950 to 977 .....	45
993 .....	30

G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-18 Diesel or electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello.....	All Trains
St. Paul .....	Freight Trains only
Minneapolis .....	Passenger Trains only

G-20 When making a backup movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the engine. Before making backup movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

G-24. A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

**X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speed.**

	On Tangent Track	On Curves
Between So. Mpls. and St. Louis Park	35 MPH	25 MPH
Between St. Louis Park and Moberg	40 MPH	25 MPH
Between Moberg and Miles City	35 MPH	30 MPH
Between Farmington and Cologne	25 MPH	15 MPH
Between Ortonville and Fargo	20 MPH	10 MPH
Between Milbank and Sisseton	20 MPH	10 MPH
Between Andover and Brampton	20 MPH	10 MPH
Between Aberdeen and Mitchell	25 MPH	20 MPH
Between Aberdeen and Edgeley	20 MPH	10 MPH
Between Roscoe and Orient	20 MPH	10 MPH
Between Roscoe and Linton	20 MPH	10 MPH
Between Moreau Jct. and Isabel	15 MPH	15 MPH
Between Trail City and Faith	15 MPH	15 MPH
Between McLaughlin and New England	15 MPH	15 MPH

Wrecker derrick X18 may be operated on First, Second, Third, Fourth, Fifth, Sixth and Tenth Subdivisions only.

**X-2 Trains handling locomotive cranes, Jordan spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition or when this equipment is hauled in train with the heavy end trailing, the speed must be further reduced to insure safe movement.**

	On Tangent Track	On Curves
First Subdivision	35 MPH	25 MPH
Second Subdivision	35 MPH	25 MPH
Third Subdivision	35 MPH	25 MPH
Fourth Subdivision	35 MPH	30 MPH
Fifth Subdivision	35 MPH	30 MPH
Sixth Subdivision	20 MPH	15 MPH
Seventh Subdivision	20 MPH	15 MPH
Eighth Subdivision	20 MPH	15 MPH
Ninth Subdivision	20 MPH	15 MPH
Tenth Subdivision	35 MPH	25 MPH
Eleventh Subdivision	20 MPH	15 MPH
Twelfth Subdivision	20 MPH	15 MPH
Thirteenth Subdivision	20 MPH	15 MPH
Fourteenth Subdivision	15 MPH	15 MPH
Fifteenth Subdivision	15 MPH	15 MPH
Sixteenth Subdivision	15 MPH	15 MPH

**X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.**

Turnouts laid with long frogs are located at:

Station	Location	Permissible Speed
Tower E14	End of Double Track—Westward Track	50 MPH
Stewart	East End of Siding	25 MPH
Bird Island	West End of Yard Track No. 1	25 MPH
Danube	East End of Siding	25 MPH
Sacred Heart	West End of Siding	25 MPH
E118	End of Two Main Tracks—No. 2 Main Track	
	Passenger trains	50 MPH
	Other trains	40 MPH
E122	End of Two Main Tracks—No. 2 Main Track	
	Passenger trains	50 MPH
	Other trains	40 MPH
Montevideo	East End of Siding	50 MPH
	West End of Siding	50 MPH
Milan	East End and West End of Siding	25 MPH
Milbank	East End of Siding	35 MPH
Twin Brooks	East End of Siding	35 MPH
	West End of Siding	25 MPH
Summit	East End of Siding	25 MPH
Bristol	East End of Siding	35 MPH
Andover	East End of Siding	35 MPH
E704	End of Double Track—Eastward Track	35 MPH

**X-3(A) Spring Switches**

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout, the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

- Aberdeen
- Moberg
- Marmarth
- Miles City
- West End of Double Track.
- East Crossover Switch East End of Old Yard.
- East Yard Entrance Switch.
- West Lead Switch West of New Passenger Depot.

**X-4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the following will apply:**

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand brake must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:

- Minneapolis
- Aberdeen
- Miles City
- Mitchell

**X-4(A) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.**

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

First Subdivision	Westbound at M.P. 441 and 444	Eastbound at M.P. 548 and 545
Second Subdivision	Westbound at M.P. 562 and 565	Eastbound at M.P. 700 and 697
Third Subdivision	Westbound at M.P. 723 and 726	Eastbound at M.P. 802 and 799
Fourth Subdivision	Westbound at M.P. 815 and 818	Eastbound at M.P. 973 and 970
Fifth Subdivision	Westbound at M.P. 1019 and 1022	Eastbound at M.P. 1113 and 1110
Tenth Subdivision	Westbound at M.P. 661 and 664	Eastbound at M.P. 774 and 771

**X-5 Five minute fuses should be used in Automatic Block Signal territory and on Sixth, Eighth, Ninth, Eleventh, Twelfth and Thirteenth Subdivision. Ten minute fuses should be used on all other subdivisions.**

**X-6 Trains handling Minnesota Scale Test Car 3 or 4 are restricted to speed of 20 MPH on Branch Lines and 25 MPH on Main Line. No speed restrictions on cars No. 1 or 2. Cars will be identified by numbers stenciled on side.**

**X-7 At the following stations, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings:**

- Fourth Subdivision Gascoyne.
- Fifth Subdivision Kinsey
- Tenth Subdivision Alpena, Bonilla

**X-7(A) At the following locations the main track switches of the following tracks are not equipped with electric locks:**

NAME	LOCATION
North house track between west end of tracks and crossover between North House Track and main track east of Armstrong Ave.	Glencoe
Armour Agricultural Chemical Co. Elevator Track	Between Olivia and Danube
	Wegdahl

These tracks will not be used for the meeting or passing of trains and trains and engines must not clear the main track at these locations.

Trains or engines having cars to set out or pick up on these tracks must leave their train on the main track while performing such work.

In case a light engine only is used to pick up cars on these tracks the main track switch must be left lined for the track being used during the time the engine is clear of the main track.

**DEFINITIONS**

**X-8 Controlled Automatic Block (CAB).—A system under which certain signals and switches are controlled from a central location.**

(a) Between Aberdeen Yard and the west switch of the siding at Hettiger and between the east end of the siding at Rhame and the east end of the yard at Marmarth, the signals and interlocked switches are controlled by the train dispatcher at Aberdeen.

(b) Rules 261, 262, 263, 264, 267, 268, 269, 270, 271, 272, 275, 275(A), and 276 apply.

(c) Rule 268(A) applies only at the following locations:

NAME	LOCATION
Storage track (old siding)	Fife
Storage track (old siding)	Ipswich
House track	Ipswich
Mill track and House track	Bowdle
Storage track (old siding)	Java Jct.
House track	Selby
Storage track (old siding)	Sitka
House Tracks (old siding)	White Butte and Keldron

(d) Under Form S-C Train Orders, when right is given to the beginning of CAB territory, the first named train may proceed in accordance with the instructions outlined above, but must not leave CAB territory to enter single track until the second named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing trains as required by the Rules.

(e) Trains or engines must not pass beyond the limits of this territory without proper authority, including the information required by Rules S-83 or D-83.

(f) Extra trains may be run between Aberdeen and Mobridge, between Mobridge and Hettinger and between Rhame and Marmarth without train orders.

**FIRST SUBDIVISION**

**X-9 Speed Restrictions (In addition to General Speed Restrictions).**

	Maximum Speed MPH	
	Passenger Trains	Other Trains
Between Cedar and South Minneapolis	Reduced Speed	Reduced Speed
Trains moving against current of traffic	59	49
South Minneapolis over Hiawatha Ave.	10	10
Between South Minneapolis and St. Louis Park	60	25
St. Louis Park, over Wooddale and Brunswick Avenues	25	25
Hopkins between 7 AM and 5 PM at Thresher works crossing, Eastward Trains	50	40
Westward trains	25	25
Hopkins over Excelsior Ave.	60	55
Tower E-14—Westward Track	50	40
Tower E-14—Eastward Track	70	45
Norwood C & NW crossing	60	45
Glencoe over street crossings	25	25
Glencoe—Trains using siding over Greeley Ave. east of depot	10	10
Between E118 and E122 and over G. N. crossing at E122:		
Trains using No. 2 main track through turnouts at each end and over G. N. crossing at E122...	50	40
On 6° and 4° curves, east and west of MP 541	40	40
Trains using No. 1 main track and over G. N. crossing at E122	70	50
Montevideo—2100 ft. east to 1200 ft. west of passenger depot	20	20

X-10 At Minneapolis the City Ordinance prohibits the sounding of locomotive whistles within the city limits except in case of emergency or in order to prevent accidents.

X-11 At South Minneapolis, Remote Control Interlocking is in use on all tracks between the Yard Office and 22nd Street and is controlled by the Operator at South Minneapolis.

Switches are power operated and equipped for hand operation with hand crank at each switch. Switches will be hand operated only when authorized by the Control Operator.

X-12 At South Minneapolis, all westward movements from the Rocket Yard destined west of 24th Street must stop before entering onto the crossing.

X-15 Account restricted overhead clearance on the westward track, all trains handling tri-level carloads of automobiles MUST BE OPERATED ON THE EASTWARD TRACK ONLY between Cedar Avenue and Humboldt Avenue located between Cedar and Bass Lake. Such trains must not exceed 15 MPH between these points. This also applies to trains handling any load in excess of 17 feet high.

X-16 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

X-17 At South Minneapolis two main tracks are in use between Rand and Cedar. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

Remote Control Interlocking is in use at Cedar and on No. 1 and No. 2 main tracks between Rand and Cedar and is controlled by the Operator at South Minneapolis.

Automatic Block and Interlocking Rules of the Consolidated Code of Operating Rules governs movements in this territory.

Maximum permissible speed for movements on No. 1 and No. 2 main tracks 20 MPH.

X-18 C.T.C. Operation on First Subdivision is controlled by train dispatcher at Aberdeen.

X-20 At Tower E14 a light will not be displayed on train order signal until interlocking route is lined for movement of a train.

X-21 A 50-mile-per-hour reduce speed sign is located about 4500 feet west of MP 538 on the single track for westward trains and this sign covers movement over No. 2 main track only.

A 50-mile-per-hour reduce speed sign is located about 3000 feet west of E122 and this sign for eastward operation covers movement over No. 2 main track only.

X-22 At Glencoe, crews switching Glencoe Mills must work on outside of industry track account eye bolt anchors and car puller located between track and Mill Building do not provide proper clearance.

**SECOND SUBDIVISION**

**X-23 Speed Restrictions (In addition to General Speed Restrictions).**

	Maximum Speed MPH	
	Passenger Trains	Other Trains
Montevideo—2100 ft. east to 1200 ft. west of passenger depot	20	20
Appleton— GN RR crossing	70	55
Appleton Gravel Pit Tracks	..	15
From Summit to Twin Brooks, eastward trains	70	45
Groton—C & NW RR crossing	70	55
Aberdeen—C & NW & G N crossings	20	20
Aberdeen over Main Street and Kline street crossings	10	10
Trains moving against the current of traffic	59	49

X-24 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-25 At Odessa, engines must not be permitted more than 250 feet beyond the south switch of siding on Cold Spring spur.

X-26 At Groton, the normal position of the electrically locked crossing gates is against trains on the C&NW.

X-27 A check of the Train Register at the following stations will suffice when passing from double track to single track at points named:  
At Aberdeen and Aberdeen Yard—for eastward trains entering single track at E704.

When opposing trains are due after the registers at the designated stations have been checked, Rule S-83 will govern.

X-28 C.T.C. Operation on Second Subdivision is controlled by train dispatcher at Aberdeen.

X-29 In compliance with Rule D-91, the following will apply:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until the preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal, and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91-A do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals, or to a work extra.

**THIRD SUBDIVISION**

**X-30 Speed Restrictions (In addition to General Speed Restrictions).**

	Maximum Speed MPH	
	All Trains	
Between west end of double track at Aberdeen and a point approximately 600 ft. west of Aberdeen yard office	20	
Between Java and Java Junction	12	

X-31 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-32 C&NW train will use CMStP&P tracks between C&NW connection switch at Aberdeen Yard and C&NW Crossing on Tenth Subdivision.

Rule 83 (B) does not apply to such trains at Aberdeen Yard and C&NW Crossing.

**FOURTH SUBDIVISION**

X-33 At Bucyrus, Gascoyne, Buffalo Springs and Bowman when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the near end of the siding until the train that is to take siding has arrived.

**FIFTH SUBDIVISION**

**X-34 Speed Restrictions (In addition to General Speed Restrictions).**

	Maximum Speed MPH
	All Trains
Miles City—through city limits	20

**SIXTH SUBDIVISION**

X-35 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
Lakeville—over MN&S crossing .....	20
Shakopee—Over Apgar, Lewis and Holmes street crossings....	5
Farmington—Main street crossing .....	20

X-36 Only 380, 600, 1500 HP Alcos and 1500 SD-7's may be operated between Cologne and Farmington.

X-37 At Shakopee, crews switching Rahr Malting Plant will not move engines over pit on barley track nor over scale on malt track due to reduced clearances.

Account restricted clearance inside barley unloading shed, engines and employes are prohibited from entering this shed to spot or couple or uncouple cars.

X-38 At Shakopee, the normal position of the electrically locked crossing gates is against movements on the CMS&P&P.

At Chaska, the normal position of the electrically locked crossing gates is against movements on the CMS&P&P.

X-39 At Prior Lake all trains will stop before passing over crossing 100 ft. west of depot.

X-40 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

**SEVENTH SUBDIVISION**

X-41 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
	All Trains
Wahpeton GN crossing .....	10
Fargo between and over both N.P. crossings .....	10

X-42 Only 380, 600, and 1500 HP Alcos and 1600 HP 6-wheel truck Baldwins can be operated between Ortonville and Fargo.

X-43 At Ortonville, all eastward trains on Seventh Subdivision will stop before passing over school house crossing.

X-44 At Wahpeton, the normal position of the electrically locked crossing gates is against movements on the CMS&P&P.

Before operating the gates, the member of the crew at the crossing must call the Great Northern Train Dispatcher and inform him when the gate is to be operated.

Great Northern Dispatcher's phone is located in booth on pole at the crossing which is locked with a GN and CMS&P&P switch lock.

X-45 At Fargo, all movements over 13th street must be made under flag protection. Cars must not be dropped or kicked over this crossing.

X-46 At Ortonville, where the Seventh Subdivision intersects highway No. 7, when necessary to couple cars over the crossing, the member of the crew protecting the movement must use a lighted red fusee at night and at any time the visibility is impaired.

**EIGHTH SUBDIVISION**

X-47 Only 380-600 and 1500 HP Alcos with 6-wheel trucks and 1600 HP Baldwin with 6-wheel trucks can be operated between Millbank and Sisseton.

**NINTH SUBDIVISION**

X-48 Only 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Andover and Brampton.

**TENTH SUBDIVISION**

X-49 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
Aberdeen over 3rd Ave. and 6th Ave. ....	6
C & NW crossing 1 mile East of Aberdeen .....	10
C & NW crossing 3.0 miles East of Aberdeen .....	20
C & NW crossing 0.2 miles East of Redfield .....	20
C & NW crossing 2.2 miles East of Redfield .....	20
Wolsey C & NW crossing .....	20
Woonsocket over street crossings .....	10

X-50 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-51 At Aberdeen, the normal position of the crossing gates at C&NW crossing one mile east on Tenth subdivision is against movements on the C&NW.

X-52 At Woonsocket, cars must not be kicked or dropped over the street crossings.

X-53 C&NW trains will use CMS&P&P tracks between C&NW connection switch at Aberdeen Yard and C&NW crossing.

Rule 83 (B) does not apply to such trains at Aberdeen Yard and C&NW Crossing.

**ELEVENTH SUBDIVISION**

X-54 Only 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Aberdeen and Edgeley.

X-55 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

**TWELFTH SUBDIVISION**

X-56 Only 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Roscoe and Orient.

**THIRTEENTH SUBDIVISION**

X-57 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
Strasburg, over Main Street Crossing just east of Depot.....	10

X-58 Only 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Roseoe and Linton.

**FOURTEENTH SUBDIVISION**

X-59 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
1000 HP Diesels .....	25
1200 HP Diesels .....	25
1750 HP Diesels GP 9 Four wheel truck .....	15

**FIFTEENTH SUBDIVISION**

X-60 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
1000 HP Diesels .....	25
1200 HP Diesels .....	25
1750 HP Diesels GP 9 Four wheel truck .....	15

**SIXTEENTH SUBDIVISION**

X-61 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
1750 HP Diesels GP 9 Four wheel truck .....	15
Over FAS Route 520—first crossing east of station building at Regent .....	10

## COMPANY SURGEONS ARE LOCATED AS FOLLOWS

LOCATION	NAME	RESIDENCE AND TELEPHONE	OFFICE AND TELEPHONE
Chicago	§Dr. Myron J. Tremaine, Chief Surgeon	Henrotin Hospital, 939 N. LaSalle St.	642-3500 Union Station ..... 236-7600
Minneapolis	§Dr. W. H. Rucker	3523 Arbor Lane Hop.	938-1222 1853 Medical Arts Bldg. .... 336-0009
Minneapolis	§Dr. Frank T. Cavanor, Oculist	2934 Dean Blvd.	922-7612 1818 Medical Arts Bldg. .... 336-8701
Minneapolis	Dr. T. K. Rucker, Oculist	6905 Southdale Road	927-6231 6533 Drew Ave. So. .... 927-7138

LOCATION	NAME	Residence Phone	Office Phone	LOCATION	NAME	Residence Phone	Office Phone
Chaska	§Dr. R. D. Pistulka	Shakopee 445-2465	448-2050	Webster	*Dr. W. H. Karlins	540	5
Glencoe	Dr. C. W. Truesdale	864-4230	864-3158	Webster	Dr. Joseph Lovering	525	5
Norwood	*Dr. J. D. Selmo	5521	5361	Aberdeen	§Dr. John C. Rodine	225-6714	225-7326
Brownwt	Dr. Grant L. Griebie	2061	3341	Aberdeen	§Dr. Murdy	225-0358	225-7964
Hector	Dr. Chester A. Anderson	844-4166	844-4111	Aberdeen	Dr. Paul V. McCarthy, Roentgenologist	225-6942	225-5191
Bird Island	*Dr. L. O. Furr	2971	2521	Aberdeen	Dr. Paul R. Leon, Roentgenologist	229-0455	225-5191
Olivia	*Dr. J. A. Cosgriff	343	84	Ipswich	*Dr. G. J. Bloemendaal	4311	4311
Olivia	Dr. J. A. Cosgriff, Jr.	795-J	84	Mobridge	*Dr. A. W. Spiry	574	444
Renville	Dr. A. Maxwell Fawcett	472	380	Farmington	Dr. Murray Hunter	771	815
Granite Falls	Dr. W. E. Peterson	564-3745	564-3745	Graceville	Dr. I. L. Oliver	115	53
Granite Falls	*Dr. Paul G. Schmidt, Jr.	564-3247	564-2511	Wheaton	*Dr. Herbert C. Winge	563-4628	563-8226
Montevideo	§Dr. L. R. Lima, Jr.	269-9249	269-8841	Fargo	Dr. G. Howard Hall	232-3663	232-3261
Montevideo	*Dr. N. L. Hagberg	269-9940	269-8841	Sisseton	Dr. P. D. Peabody, Jr.	525	62
Montevideo	Dr. Henry A. Roust	269-8656	269-8446	Britton	*Dr. Leo W. Graff	448-2266	448-2266
Montevideo	§Dr. W. A. Owens	269-9095	269-8841	Mitchell	Dr. Preston A. Brogdon	996-4188	996-5697
Milan	Dr. M. A. Burns	30	32	Mitchell	§Dr. F. D. Gillis, Jr.	996-4338	996-5697
Appleton	Dr. W. C. Kaufman	63	3	Mitchell	§Dr. W. A. Delaney	996-3973	996-5553
Appleton	*Dr. Edward J. Kaufman	324	3	Mitchell	Dr. O. J. Mabee, Oculist	996-2862	996-2537
Ortonville	*Dr. Jacob F. Karn	414	35	Mitchell	Dr. R. A. Weber, Oculist	996-5153	996-2002
Milbank	*Dr. Walter T. Judge	432-5364	432-5431	Redfield	*Dr. Edmund J. Perry	251	602
Milbank	*Dr. David A. Gregory, Mitchell Bldg.	432-6893	432-4589	Eureka	*Dr. Geo. F. McIntosh	284-2497	284-2621
				Linton	*Dr. Felix F. Vonnegut	6613	6611

§Indicates salaried company surgeons who should be used whenever possible.

†Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.

\*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

## MILWAUKEE HOSPITAL ASSOCIATION

## SURGEONS

Location	Name	Title
Seattle	*Dr. Jas. F. DePree	Chief Surgeon
Mobridge	*Dr. A. W. Spiry	District Surgeon
Mobridge	*Dr. B. P. Nolan	Assistant Surgeon
Mobridge	Dr. James E. Ryan	Assistant Surgeon
McLaughlin	§*Dr. G. C. Torkildson	Oculist-Local Surgeon
Lemmon	§*Dr. F. C. Totten	Oculist-Local Surgeon
Hettinger	Dr. Donald E. Lorentzen	Local Surgeon
Hettinger	Dr. Paul G. Retzer	Local Surgeon
Hettinger	Dr. Gerald T. Sailer	Local Surgeon
Bowman	Dr. P. L. Ahlness	Local Surgeon
Bowman	Dr. Robert C. Thom	Local Surgeon
Baker	Dr. C. F. Hogeboom	Local Surgeon
Baker	Dr. S. A. Weeks	Local Surgeon
Baker	Dr. R. A. Weeks	Assistant Surgeon
Miles City	*Dr. M. D. Winter, Jr.	District Surgeon
Miles City	*Dr. L. A. Campodonico	Assistant Surgeon
Miles City	*Dr. E. M. Howard	Assistant Surgeon
Miles City	Dr. J. J. Sampsel	
Miles City	Dr. J. R. Beatty	
Miles City	Dr. W. S. Hoskinson	
Miles City	§Dr. H. D. Harlowe	Oculist
Miles City	*Dr. L. L. Bock	Assistant Surgeon
Miles City	*Dr. D. K. McAfee	Assistant Surgeon
Mott	Dr. R. E. Hankins	Local Surgeon
Mott	Dr. Delbert J. Hlavinka	Local Surgeon
Regent	Dr. S. W. Hill	Local Surgeon
Elgin	Dr. M. S. Jacobsen	Local Surgeon
Elgin	Dr. W. M. Buckingham	Local Surgeon
McLaughlin	*Dr. M. I. Sabbagh	Local Surgeon

\*Examining Surgeons.

†Examining Oculists.

## HOSPITALS

Mobridge Community Hospital—Mobridge  
Holy Rosary Hospital—Miles City  
McLaughlin Community Hospital—McLaughlin  
Fallon County Memorial Hospital—Baker

## STRETCHERS

Mobridge  
McIntosh  
Marmarth  
Baker  
Miles City, machine shop and  
derrick  
Mott



		<b>263</b>	<b>261</b>		<b>262</b>	<b>264</b>			
		Time Freight	Time Freight	<b>STATIONS</b>	Time Freight	Time Freight			
		Daily	Daily		Daily	Daily			
		8.10 AM	12.15 AM		<b>SOUTH MINNEAPOLIS</b>	A 6.45 AM	A 5.30 AM		
		4.15 PM	7.05	<b>ABERDEEN</b>	12.10 AM	6.45 PM			
		6.45 6.00	9.00 8.05	<b>MOBRIDGE</b>	9.10 8.05	1.20 12.10 PM			
		A 1.30 AM	A 1.40 PM	<b>MILES CITY</b>	1.15 PM	3.45 AM			

**EMERGENCY TELEPHONES**

**DISPATCHERS' TELEPHONE**

Bass Lake .....In office at west end of yard  
 Hopkins .....In freight room  
 Bongards .....In depot  
 Chanhassen .....On pole opposite depot  
 Plato .....In waiting room  
 Montevideo .....On pole at Swift Crossing at Stock Yd.  
 Summit .....In freight room  
 Bristol .....In freight room  
 Andover .....In freight room  
 Groton .....In freight room  
 Bath .....On pole near station sign.  
 Glenham .....On pole near station sign.  
 Moberidge .....At east yard switch  
**North Yard,**  
 Mitchell .....On pole at west switch  
 Loomis .....On pole opposite elevator  
 Letcher .....On pole at west switch  
 Woonsocket .....On pole at east jct. switch with IM&D Div.  
 Alpena .....On pole at east siding switch  
 Virgil .....On pole along house track  
 Wolsey .....On pole west house track switch  
 Bonilla .....On pole east siding switch  
 Tulare .....On pole west of Main St. crossing  
 Redfield .....On pole west siding switch  
 Ashton .....On pole west house track switch  
 Mellette .....In freight house  
 Warner .....On pole east of Main St. crossing.  
 M.P. 1085 .....In box on signal pole

**BLOCK TELEPHONE**

South Minneapolis .... { In switchtenders' shanty at Cedar  
 { At Fifth Ave. on pole  
 Humboldt Ave. ....On pole  
 Bass Lake .....In office at east end of yard  
 Aberdeen .....At G. N. crossing  
 Sitka .....In depot

**DISPATCHERS TELEPHONES ALSO LOCATED**

At all Stop Signals in single track Automatic Block Signal territory.  
 At all switches on main track C.T.C. and C.A.B. territory between South Minneapolis and Aberdeen; and at each end of sidings between Aberdeen and Moberidge except at Fife, Java Jct. and Sitka where it is located at East Switch only and at depot Ipswich and at each end of siding between Moberidge and Miles City.

**LOCATION OF DISPATCHERS CIRCUIT AND BLOCK CIRCUIT ON CROSSARMS MOBRIDGE TO MILES CITY**

To be used with portable telephones at location on crossarms and determined by facing pole looking west.

**TERRITORY**

**DISPATCHERS CIRCUIT**

**BLOCK CIRCUIT**

Moberidge to East Switch Marmarth

4th and 5th wires from pole right hand side—top crossarm.

2nd and 3rd wires right hand side—top crossarm.

Marmarth to Miles City

4th and 5th wires from pole right hand side—top crossarm.

2nd and 3rd wires right hand side—top crossarm.

**YARD LIMITS AT**

Minneapolis .....Extends from end of double track at E14 to Minneapolis passenger depot .  
 Cologne .....Extend from 2000 feet east of east yard switch on Sixth Subdivision to junction with First Subdivision.  
 Glencoe .....Extend from 1000 feet east of east switch of siding to 1300 feet west of the west switch of north house track.  
 Montevideo .....Extend from 3867 feet east of east switch of siding to 3303 feet west of west switch of siding.  
 Milbank .....Extends from wye switch to 2000 feet west of wye switch on Eighth Subdivision.  
 Ortonville .....Extend from junction switch to 843 feet west of M. P. 3 on Seventh Subdivision.  
 Andover .....Extends from wye switch to 1000 feet west of wye switch on Ninth Subdivision.  
**Aberdeen and**  
**Aberdeen Yard** .....Extend from 3400 feet east of G. N. & C. & N. W. crossing to 4624 feet west of the west switch of Aberdeen Yard and from 700 feet east of Siebrecht Spur on Tenth Subdivision to 2880 feet west of switch of Fair Ground track on the Eleventh Subdivision.  
 Fargo .....Extend from 5463 feet east of east switch of N. P. Interchange tracks and include all tracks west thereof.

Farmington .....Extend from 5280 feet west of west wye switch to end of main track Farmington Yard.  
 Shakopee .....Extend from 1500 feet west of Rahr Malting Co. lead switch to 2000 feet east of east house track switch.  
 Chaska .....Extend from 3450 feet east of east switch of house track to 4000 feet west of C&NW crossing.  
 Mitchell .....Extend from 4100 feet east of east switch of packing plant to 1800 feet west of west switch on Aberdeen Division and from 2000 feet east of east switch on Eighteenth Subdivision to 7613 feet west of west switch leading to North Yard on Twentieth Subdivision of IM&D Divn.  
 Woonsocket .....Extend from 5536 feet east of east switch of siding to 2625 feet west of west switch of siding.  
 Edgeley .....Extend from 3790 feet east of east switch of siding to depot.  
 Linton .....Extend from 3900 feet east of east wye switch to depot.  
 Moberidge .....Extend from 2170 feet east of east switch of east yard to 2133 feet west of west switch.  
 Marmarth .....Extend from 5000 ft. east of east switch to 5280 ft. west of west yard switch.  
 Miles City .....Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.

