

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

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## HASTINGS & DAKOTA DIVISION

# TIME TABLE No. 7

Taking effect at 12:01 A. M.  
Central Standard Time

**Sunday, November 5, 1944**

To be used in conjunction with Special Rules No. 4.

For the government and information  
of employes only

J. W. WOLF, Assistant Superintendent. L. W. PALMQUIST, Acting Superintendent.

J. L. BROWN,  
General Superintendent of Transportation.

J. P. KILEY, Assistant General Manager. O. N. HARSTAD, General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30



FIRST SUBDIVISION—WESTWARD

Table with columns: TIME TABLE NO. 7, STATIONS, Distance from Minneapolis, Telegraph calls, Capacity in cars, FIRST CLASS (15, 5), SECOND CLASS (83, 263, 63), THIRD CLASS (91), EASTWARD TRAINS (6, 92). Rows include stations from Minneapolis to Montevideo.

Passenger trains must not exceed maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour.

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

Two main tracks are in use between Minneapolis and Tower E 14, between Hector and Bird Island, between Minnesota Falls and Tower E 122 and between Wegdahl and Montevideo.

Between Minnesota Falls and Tower E 122 and between Wegdahl and Montevideo, trains must keep to the LEFT.

The normal position of the switch at end of two main tracks at Bird Island is for the eastward track. A member of the station force will handle the switch for Nos. 5, 15, 63, 83 and 263.

Automatic Block System is in use between South Minneapolis and Glencoe.

Manual Block System is in use between Glencoe and Montevideo. Train Order Signals are also used as Block Signals. Rule G-317 applies at Bird Island, Glencoe and Montevideo. Granite Falls is not a block office.

No. 15 will stop at Granite Falls to let off revenue passengers from Minneapolis or beyond or pick up revenue passengers for Spokane or west.

No. 5 will hold at Granite Falls for U. S. Mail from G. N. No. 52, if that train arrives at G. N. station before No. 5 is due to leave.

No. 91 will carry passengers.

Via Westward Track Tower E 122 to Minnesota Falls with no authority except as conferred by train order.

Via Westward Track Tower E 122 to Minnesota Falls with no authority except as conferred by train order.

FIRST SUBDIVISION—EASTWARD

Table with columns: TIME TABLE NO. 7, STATIONS, Distance from Montevideo, See Rule 6-A, Office open week days, FIRST CLASS (6, 16), SECOND CLASS (78, 264, 72), THIRD CLASS (92). Rows include stations from Minneapolis to Montevideo.

Passenger trains must not exceed maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour.

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

Nos. 6 and 92 will obtain train order to use westward track Tower E 122 to Minnesota Falls.

No. 92 will carry passengers.

Between Minneapolis and St. Louis Park, inclusive, the Superintendent and Trainmaster of the Twin City Terminals Division have jurisdiction.

No. 16 will stop at North Granite Falls to let off revenue passengers from Spokane and points west.

No. 16 will stop at North Granite Falls on signal to pick up revenue passengers for Minneapolis and east.



TIME TABLE No. 7 November 5, 1944. STATIONS	Distance from Montevideo	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS	EASTWARD TRAINS		
			Siding	Other tracks	5	15	83	263	93	6	94	
					Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily	Way Freight Daily Except Sun.	Passenger Daily	Way Freight Daily Except Sun.	
MONTEVIDEO		MA		Yard	L 1.10 AM	L 12.23 PM	L 10.30 AM	L 5.45 PM	L 6.30 AM		As 2.52 AM	As 9.35 AM
STOCK YARDS	0.7											
WATSON	5.5	W	63		s 1.22	12.33			f 6.50		s 2.41	f 9.05
MILAN	8.9	RA	29		s 1.35	12.42	11.05	6.15	f 7.05		L 2.27 AM	L 8.45 AM
APPLETON (WEST END OF TWO MAIN TRACKS) (G. N. CROSSING)	8.2	CA	80	150	s 1.48	12.51	11.30	6.32	s 7.30			
CORRELL	8.5	CR	125	30	s 2.01	1.00	11.45	6.45	s 7.45			
ODESSA	8.5	DE	120	39	s 2.11	1.08	12.01 PM	7.00	s 8.00			
ORTONVILLE	1.2	RT	100	154	s 2.18	1.18	12.15	7.15	s 8.30			
BIG STONE CITY	4.7	SJ	110		s 2.32	1.20	12.17	7.20	f 8.35			
NUBIA	5.1		120		2.38	1.25	12.25	7.29	8.45			
MILBANK	7.2	B	95	W64	Yard	s 2.58	s 1.39	1.00 <sup>15</sup>	1.40	7.55	s 10.05	
TWIN BROOKS	7.7	BK		48	s 3.11	1.48			f 10.20			
MARVIN	7.2		W72	39	s 3.28	2.02			f 10.40			
SUMMIT (WEST END OF TWO MAIN TRACKS)	8.0	H	W80	111	s 3.48	2.17	2.50	9.20	s 11.20			
ORTLEY	5.4	RY	120	47	s 3.59	2.26	3.05	9.43	f 11.35			
WAUBAY	4.7	WA	120	142	s 4.12	2.32	3.15	10.00	s 12.01 PM			
TRACY	5.9		120		4.18	2.37	3.30	10.15	12.20			
WEBSTER	6.4	WS	189	184	s 4.31	s 2.46	3.45	10.35	s 1.05			
HOLMQUIST	4.9	HM	120	17	s 4.41	2.50	4.00	10.48	f 1.25			
BRISTOL	9.7	BR	70	W70	184	s 4.58	s 3.03	4.31	11.02	s 2.35		
ANDOVER (C. & N. W. CROSSING)	9.8	ND	E 70	237	s 5.14	3.17	4.50	11.25	s 2.55 <sup>15</sup>	s 3.25		
GROTON (WEST END OF TWO MAIN TRACKS)	5.7	RO		45	s 5.30	3.30	5.10	11.50	s 3.59			
JAMES	5.4			15	f 5.38	3.36	5.20	12.01 AM	f 4.20			
BATH	7.2	Q		15	f 5.45	3.42	5.30	12.13	s 4.30			
ABERDEEN (WEST END OF TWO MAIN TRACKS)	0.5	RN			As 6.05 AM	As 4.00 PM	A 5.45 PM	A 12.30 AM	As 4.45 PM			
ABERDEEN YARD	152.9	AY		Yard			6.15 PM	1.00 AM	4.50 PM			

Passenger trains must not exceed maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour.

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

Two main tracks are in use between Montevideo and Appleton, between Milbank and Summit, between Bristol and Groton and between Bath and Aberdeen.

Between Montevideo and Appleton trains must keep to the LEFT.

The normal position of the switch at the end of two main tracks at Appleton is for the eastward track; a member of the station force will handle the switch for Nos. 5, 15, 83 and 263.

Manual Block System is in use between Montevideo and Ortonville. Train Order Signals are also used as Block Signals. Rule G-317 applies at Appleton, Ortonville and Montevideo.

Westward trains holding the main line for a meet at Nubia must not pass the sign located on the right-hand side of the track about 2100 feet east of the west siding switch until the train to be met is in the clear on the siding.

Automatic Block System is in use between Ortonville and Aberdeen. Automatic Signal System track circuit on westward track ends at G. and C. & N. W. crossing east of Aberdeen.

No. 15 will stop at Appleton to let off revenue passengers from Minneapolis or beyond or pick up revenue passengers for Spokane or west.

No. 93 will carry Passengers.

Via Westward Track Milan to Montevideo with no authority except as conferred by train order.

Via Westward Track Milan to Montevideo with no authority except as conferred by train order.

TIME TABLE No. 7 November 5, 1944. STATIONS	Distance from Aberdeen Yard	SEE RULE 6-A	Office open week days	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				16	6	78	264	96	94
				Passenger Daily	Passenger Daily	Time Freight Saturday only	Time Freight Daily	Way Freight Daily Except Sun.	Way Freight Daily Except Sun.
MONTEVIDEO	157.2	BCHKP RTWX	Continuous	As 7.02 PM	As 2.52 AM	A 3.30 AM	A 4.30 AM		As 9.35 AM
NORTH WATSON	151.2	P	8.00 AM to 5.00 PM		Via Westward Track				Via Westward Track
MILAN	141.8	P	8.00 AM to 5.00 PM	6.42	s 2.27	2.55			8.45
APPLETON (WEST END OF TWO MAIN TRACKS) (G. N. CROSSING)	133.6	HMPV WXY	Continuous	6.32	s 2.12	2.35	3.20		8.15
CORRELL	126.5	P	8.00 AM to 5.00 PM	6.21	s 2.01	2.12 <sup>5-6</sup>	3.05		7.45
ODESSA	118.0	P	8.00 AM to 5.00 PM	6.13	s 1.50	1.35	2.50		7.30
ORTONVILLE	111.5	BHJP XY	Continuous	s 6.04	s 1.40	1.20	2.35		7.15
BIG STONE CITY	110.3	PX	8.00 AM to 5.00 PM	6.00	s 1.31	1.18	2.32		6.30
NUBIA	105.6	P	No Office	5.55	1.25	1.10	2.00		6.20
MILBANK	100.5	BCHKP WXY	Continuous	s 5.48	s 1.19	1.00	1.50	As 12.30 PM	6.00 AM
TWIN BROOKS	93.3	P	8.00 AM to 5.00 PM	5.31	s 1.01	12.15	12.50		f 11.45
MARVIN	88.6	P	No Office	5.22	f 12.52	12.01 AM	12.35		f 11.30
SUMMIT (WEST END OF TWO MAIN TRACKS)	78.4	HPWY	Continuous	5.15	s 12.43	11.40	12.05 AM		s 11.05
ORTLEY	70.4	P	8.00 AM to 5.00 PM	5.06	s 12.30	11.20	11.50		f 10.43
WAUBAY	65.0	PW	8.00 AM to 5.00 PM	5.01	s 12.21	10.55	11.40		s 10.20
TRACY	60.3	P	No Office	4.56	12.12	10.45	11.33		9.55
WEBSTER	54.4	P	8.00 AM to 8.00 PM 11.00 PM to 7.00 AM	s 4.49	s 12.05 AM	10.35	11.25		s 9.45
HOLMQUIST	48.0	P	8.00 AM to 5.00 PM	4.40	s 11.53	10.05	11.10		f 8.55
BRISTOL	43.1	CHJP WXY	Continuous	s 4.33 <sup>83</sup>	s 11.45 <sup>263</sup>	9.55	11.00		s 8.45
ANDOVER (C. & N. W. CROSSING)	29.4	BJPY	7.45 AM to 4.45 PM	4.12	s 11.17	9.10	10.00		s 7.25
GROTON (WEST END OF TWO MAIN TRACKS)	19.6	MPVW	Continuous	3.59	s 11.03	8.40	9.40		s 6.55
JAMES	13.9	P	No Office	3.51	f 10.53	8.30	9.30		f 6.25
BATH	8.5	P	8.00 AM to 5.00 PM	3.45	f 10.47	8.20	9.20		s 6.15
ABERDEEN (WEST END OF TWO MAIN TRACKS)	0.5	M	No Office						
ABERDEEN YARD	0.5	BEKPR VWX	Continuous	L 3.33 PM	L 10.35 PM	L 8.05 PM	9.05 PM		Ls 6.00 AM

Passenger trains must not exceed maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour.

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

Nos. 6 and 94 will obtain train order to use westward track Milan to Montevideo.

Nos. 94 and 96 will carry passengers.

No. 16 will stop at Appleton to let off revenue passengers from Spokane and points beyond and to pick up revenue passengers for Minneapolis and points beyond.



THIRD SUBDIVISION—WESTWARD

TIME TABLE No. 7 November 5, 1944. STATIONS: ABERDEEN, ABERDEEN YARD, FIFE, MINA, CRAVEN, IPSWICH, BEEBE, ORIENT LINE JUNCTION, ROSCOE, GRETNA, BOWDLE, BOWDLE GRAVEL PIT, ALAMO, JAVA JUNCTION, JAVA, SELBY, SITKA, GLENHAM, MOBRIDGE. Columns include Distance from Aberdeen, Telegraph calls, Capacity in cars, and First/Second Class passenger and freight times.

Passenger trains must not exceed a maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour; except that freight trains must not exceed 45 miles per hour between 4 miles west of Selby and Glenham.

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

Manual Block System is in use between Aberdeen Yard and Moberidge. Train Order Signals are also used as Block Signals. Rule G-317 applies at Moberidge, Roscoe and Aberdeen Yard. Java is not a block office. Clock at Moberidge marked CENTRAL TIME must be observed. No. 15 will stop at Selby to let off revenue passengers from Minneapolis or Sioux City or beyond and pick up revenue passengers for Miles City or beyond.

No. 15 will stop at Ipswich to let off revenue passengers from Minneapolis, Sioux City or beyond and pick up revenue passenger for Spokane or beyond. No. 15 will stop at Roscoe depot to let off revenue passengers from points beyond Aberdeen and to pick up revenue passengers for Miles City or beyond. Coach Section No. 15 stops at Bowdle to let off revenue passengers from Minneapolis, Sioux City or beyond, or pick up revenue passengers for Spokane or beyond.

EMERGENCY TELEPHONES

- Dispatchers' Telephone: Bass Lake, Hopkins, Chanhassen, Sumter, Brownton, Stewart, Hector, Danube, Renville, Sacred Heart, Granite Falls, Wegdahl, Montevideo, North Watson, Watson Sag, Milan, Appleton, Correll, Odessa, Ortonville, Marvin.

- Andover Fill, Craven, Beebe, Gretna, Bowdle Gravel Pit, Alamo, Java Jet, Moberidge. At all Stop Signals in single track Automatic Block territory. Portable telephones in baggage cars Nos. 15 and 16.

Block Telephone

- South Minneapolis, Humboldt Ave., Bass Lake, Plato, Milbank, Fife, Craven, Roscoe, Sitka, Glenham.

THIRD SUBDIVISION—EASTWARD

TIME TABLE No. 7 November 5, 1944. STATIONS: ABERDEEN, ABERDEEN YARD, FIFE, MINA, CRAVEN, IPSWICH, BEEBE, ORIENT LINE JUNCTION, ROSCOE, GRETNA, BOWDLE, BOWDLE GRAVEL PIT, ALAMO, JAVA JUNCTION, JAVA, SELBY, SITKA, GLENHAM, MOBRIDGE. Columns include Distance from Moberidge, SEE RULE 6-A, Office open week days, and First/Second/Third Class passenger and freight times.

Passenger trains must not exceed a maximum speed of 70 miles per hour; freight trains with S-2 engines 55 miles per hour; other trains 50 miles per hour; except that freight trains must not exceed 45 miles per hour between 4 miles west of Selby and Glenham.

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

No. 16 will stop at Selby and Ipswich to let off revenue passengers from Spokane or west or to pick up revenue passengers for Sioux City or Minneapolis and points beyond. Coach Section No. 16 will stop at Bowdle to pick up revenue passengers for Minneapolis, Sioux City or beyond, or let off revenue passengers from Spokane or beyond.

No. 16 will stop at Roscoe depot to let off revenue passengers from Miles City or west and to pick up passengers for points beyond Aberdeen.

TONNAGE RATINGS

Table with columns for STATIONS, S-2 Eng., L-3 Eng., L-2 Eng. for WESTWARD and EASTWARD directions. Lists tonnage ratings for various segments like Moberidge to Roscoe, Roscoe to Aberdeen, etc.

Chief Dispatcher may increase or decrease above ratings according to conditions.



**8 WESTWARD—FOURTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Farmington	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Cologne	SEE RULE 6-A	Office open week days	THIRD CLASS	
205	Mixed	Sidings	Other tracks							206	Mixed
L 10.10 AM		Yard	F		(C. M. ST. P. & P. CROSSING) <b>FARMINGTON</b> 4.8	38.0	CHMJPRVWXY	Continuous		As 3.45 PM	
s 10.25	37	32	FN	4.8	<b>LAKEVILLE</b> (M. N. & S. CROSSING) 10.8	33.2	IP	8.00AM to 5.00PM		s 3.30	
s 10.50	24	10	K	15.6	<b>PRIOR LAKE</b> (C. ST. P. M. & O. CROSSING) 8.4	22.4	P	8.00AM to 5.00PM		s 2.50	
s 11.35	31	48	SX	24.0	<b>SHAKOPEE</b> (M. & ST. L. CROSSING) 3.9	14.0	MPV	8.00AM to 5.00PM		s 2.25	
s 11.50	23	31	MS	27.9	<b>CHASKA</b> (M. & ST. L. CROSSING) 2.1	10.1	MPVX	8.00AM to 5.00PM		s 2.05	
f 11.55				30.0	<b>CARVER</b> 8.0	8.0		No Office		f 1.48	
As 12.30 PM		Yard	NY	38.0	<b>COLOGNE</b>		BHJPRWXY	8.30AM to 2.30PM 8.00PM to 4.00AM		L 1.30 PM	

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

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

**WESTWARD—FIFTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Chencoe	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Hutchinson	SEE RULE 6-A	Office open week days	THIRD CLASS	
315	305	Sidings	Other tracks							304	392
Mixed	Mixed									Mixed	Mixed
Daily Except Sun.	Daily Except Sun.									Daily Except Sun.	Daily Except Sun.
L 10.45 AM	L 6.45 AM	Yard	GO		<b>GLENCOE</b> 7.4	13.8	BHJOPRTWX	12.01AM to 7.00AM 8.00AM to 11.59PM		As 9.00 AM	As 1.10 PM
s 11.05	s 7.05	16	BY	7.4	<b>BISCAY</b> 6.4	6.4		7.00AM to 4.00PM		s 8.36	s 12.46
As 11.25 AM	As 7.25 AM	Yard	HN	13.8	<b>HUTCHINSON</b>		RT	7.15AM to 4.15PM		L 8.20 AM	L 12.30 PM

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

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

**WESTWARD—SEVENTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Milbank	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Sisseton	SEE RULE 6-A	Office open week days	THIRD CLASS	
505	Mixed	Sidings	Other tracks							516	Mixed
Daily Except Sun.	Daily Except Sun.									Daily Except Sun.	Daily Except Sun.
L 10.00 AM		Yard	B		<b>MILBANK</b> 10.1	37.1	BCHJKORWXY	Continuous		As 3.45 PM	
s 10.30	31	CO	10.1		<b>CORONA</b> 6.9	27.0		8.00AM to 5.00PM		s 2.55	
s 11.05	43	MO	17.0		<b>WILMOT</b> 10.4	20.1		8.00AM to 5.00PM		s 2.30	
s 11.35	27	PV	27.4		<b>PEEVER</b> 9.7	9.7		8.00AM to 5.00PM		s 2.00	
As 12.15 PM		Yard	SI	37.1	<b>SISETON</b>		RT	8.00AM to 5.00PM		L 1.30 PM	

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

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

**WESTWARD—SIXTH SUBDIVISION—EASTWARD**

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Ortonville	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Fargo	SEE RULE 6-A	Office open week days	THIRD CLASS	
463	Mixed	Sidings	Other tracks							464	Mixed
Daily Except Sun.	Daily Except Sun.									Daily Except Sun.	Daily Except Sun.
L 9.45 AM		Yard	RT		<b>ORTONVILLE</b> 2.5	118.2	BHJRXY	Continuous		As 2.30 PM	
		16		2.5	<b>DOUBLING TRACK</b> 10.9	115.7		No Office			
s 10.30	43		V	13.4	<b>CLINTON</b> 7.8	104.8		8.00AM to 5.00PM		s 1.45	
s 11.00	33	17	GR	21.2	<b>GRACEVILLE</b> (G. N. CROSSING) 5.3	97.0	HVW	8.00AM to 5.00PM		s 1.00	
f 11.15		8		26.5	<b>COLLIS</b> 5.0	91.7		No Office		f 12.30	
s 11.30	37		DU	31.5	<b>DUMONT</b> 7.1	86.7		8.00AM to 5.00PM		s 12.10 PM	
f 11.50	464	56	29	38.6	<b>WHEATON</b> 9.1	79.6	W	8.00AM to 5.00PM		s 11.50	
s 1.00	33	33	WR	47.7	<b>WHITE ROCK</b> 4.3	70.5		8.00AM to 5.00PM		s 10.52	
f 1.15		16		52.0	<b>BLACKMER</b> 5.5	66.2		No Office		f 10.40	
s 1.35	43	15	MT	57.5	<b>FAIRMOUNT</b> 0.3	60.7	C	8.00AM to 5.00PM		s 10.25	
				57.8	(800 LINE CROSSING) 0.5	60.4	V	No Office			
				58.3	(G. N. CROSSING) 5.0	59.9		No Office			
f 1.55	48			63.9	<b>TYLER</b> 7.5	54.3		No Office		f 9.45	
				71.4	(N. P. CROSSING) 0.4	46.8	V	No Office			
				71.8	(G. N. CROSSING) 0.3	46.4	MV	No Office			
s 2.45	33	27	AP	72.1	<b>WAPETON</b> 1.4	46.1	HW	8.00AM to 5.00PM		s 9.15	
		102		73.5	<b>OTTERTAIL SPUR</b> 2.4	44.7	Y	No Office			
				75.9	(G. N. CROSSING) 3.4	42.3	M	No Office			
f 3.15				79.3	<b>WOODHULL</b> 6.9	38.9		No Office		f 8.33	
s 3.45	38		AO	86.2	<b>ABERCROMBIE</b> 3.9	32.0		8.00AM to 5.00PM		s 8.15	
f 4.00		8		90.1	<b>ENLOE</b> 5.8	28.1		No Office		f 8.03	
s 4.30	27		CN	95.9	<b>CHRISTINE</b> 2.8	22.3		7.30AM to 4.30PM		s 7.50	
f 4.40		9		98.7	<b>LITHIA</b> 3.8	19.5		No Office		f 7.35	
s 5.00	29		HS	102.5	<b>HICKSON</b> 5.4	15.7		7.00AM to 4.00PM		s 7.25	
s 5.20	26		WI	107.9	<b>WILD RICE</b> 3.8	10.3		7.00AM to 2.00PM		s 7.10	
f 5.40				111.7	<b>SAUNDERS</b> 5.2	6.5		No Office		f 7.00	
				116.9	(N. P. CROSSING) 0.2	1.3		No Office			
				117.1	(N. P. CROSSING) 1.1	1.1	MV	No Office			
As 6.30 PM		Yard	FO	118.2	<b>FARGO</b>		CRTW	6.30AM to 3.30PM		L 6.45 AM	

Trains handling passenger equipment only must not exceed maximum speed of 30 miles per hour; other trains 25 miles per hour.

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



NINTH SUBDIVISION—WESTWARD

TIME TABLE No. 7 November 5, 1944 STATIONS

Table with columns for Station, Distance from Mitchell, Telegraph calls, Capacity in cars, First Class (115, 123), and Third Class (61). Includes stations like MITCHELL, LOOMIS, LETCHER, CUTHBERT, WOONSOCKET, ALPENA, VIRGIL, WOLSEY, BONILLA, SPOTTSWOOD, TULARE, REDFIELD, ASHTON, GALLUP, MELLETTE, DUXBURY, WARNER, and ABERDEEN.

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains 40 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

Table with columns for Second Class (605), Capacity in cars, Telegraph calls, Distance from Andover, Time Table No. 7 November 5, 1944, Distance from Brampton, See Rule 6-A, Office open week days, and Third Class (606). Includes stations like ANDOVER, PIERPONT, LANGFORD, SPAIN, BRITTON, NEWARK, and BRAMPTON.

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

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

NINTH SUBDIVISION—EASTWARD

TIME TABLE No. 7 November 5, 1944 STATIONS

Table with columns for Station, Distance from Aberdeen, See Rule 6-A, Office open week days, First Class (108, 116), and Third Class (64, 62). Includes stations like MITCHELL, LOOMIS, LETCHER, CUTHBERT, WOONSOCKET, ALPENA, VIRGIL, WOLSEY, BONILLA, SPOTTSWOOD, TULARE, REDFIELD, ASHTON, GALLUP, MELLETTE, DUXBURY, WARNER, and ABERDEEN.

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains 40 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SUNDAY AND HOLIDAY HOURS AT STATIONS.

Table listing Sunday and holiday hours for various stations including Minneapolis, South Minneapolis, Tower E 14, Cologne, Glencoe, Bird Island, Tower E 122, Montevideo, Appleton, Ortonville, Milbank, Summit, Webster, Bristol, Groton, Aberdeen, Aberdeen Yard, Roscoe, Selby, Mobridge, Farmington, Mitchell, Woonsocket, Wolsey, and Redfield.

Other stations closed.



**12 WESTWARD—TENTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Aberdeen	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Edgely	SEE RULE 6-A	Office open week days	THIRD CLASS	
705	Mixed	Sidings	Other tracks							706	Mixed
	Daily Except Sun.									Daily Except Sun.	
L	8.15 AM		Yard	DI		<b>ABERDEEN</b> 7.8	63.9	BCEHJK RTVWXYZ	Continuous	As	4.30 PM
f	8.35	18			7.8	<b>GAGE</b> 5.0	56.1		No Office	f	4.07
s	8.50	27		V	12.8	<b>WESTPORT</b> 5.9	51.1		8.00AM to 5.00PM	s	3.52
s	9.07	29		BR	18.7	<b>BARNARD</b> 6.9	45.2		8.00AM to 5.00PM	s	3.36
s	9.30	35	26	DK	25.6	<b>FREDERICK</b> 6.2	38.3	HW	8.00AM to 5.00PM	s	3.14
f	9.48	24			31.8	<b>WINSHIP</b>	32.1		No Office	f	2.55
s	10.15	38	39	DA	37.4	<b>ELLEDALE</b> (G. N. CROSSING) 4.9	26.5	CV	8.00AM to 5.00PM	s	2.41
f	10.31	24			42.3	<b>DUANE</b>	21.6		No Office	f	2.19
s	10.48		17		48.6	(800 LINE CROSSING) <b>MONANGO CROSSING</b> 1.2	15.3	V	No Office	s	2.03
s	10.55	30		MA	49.8	<b>MONANGO</b> 7.1	14.1		8.00AM to 5.00PM	s	1.58
f	11.13	29			56.9	<b>POTTS</b> 7.0	7.0		No Office	f	1.38
As	11.30 AM		Yard	GY	63.9	<b>EDGELEY</b>		RVWXY	8.00PM to 5.00PM	L	1.20 PM

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

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

**WESTWARD—ELEVENTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Orient	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Roscoe	SEE RULE 6-A	Office open week days	SECOND CLASS	
971	Mixed	Sidings	Other tracks							972	Mixed
	Tues. and Sat. only									Tues. and Sat. only	
L	4.40 PM		Yard	RY		<b>ORIENT</b>	41.3	RY	8.00AM to 5.00PM	As	4.25 PM
s	5.10	33	15	FN	9.3	(C. & N. W. CROSSING) <b>FAULKTON</b> 9.0	32.0	HWV	8.00AM to 5.00PM	s	4.00
	5.32				18.3	<b>MILLARD</b> 2.6	23.0		No Office		3.18
f	5.40		9		20.9	<b>NORBECK</b> 8.1	20.4		No Office	f	3.10
f	6.10	27			29.0	<b>LOYALTON</b> 11.8	12.3		No Office	f	2.45
A	6.40 PM				40.8	<b>ORIENT LINE JUNCTION</b> 0.5	0.5		No Office	L	2.15 PM
	6.45 PM		Yard	RC	41.3	<b>ROSCOE</b>		BCHJPRWXY	Continuous		2.10 PM

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

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

This time-table confers no authority between Roscoe and Orient Line Jct. Third subdivision time-table governs. Eleventh subdivision eastward trains will obtain Clearance Form A at Roscoe instead of Orient Line Jct. Rule 83B does not apply at Orient.

**WESTWARD—TWELFTH SUBDIVISION—EASTWARD 13**

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Roscoe	TIME TABLE No. 7 November 5, 1944 STATIONS	Distance from Linton	SEE RULE 6-A	Office open week days	THIRD CLASS	
805	Mixed	Sidings	Other tracks							806	Mixed
	Daily Except Sun.									Daily Except Sun.	
L	8.20 AM		Yard	RC		<b>ROSCOE</b> 11.1	75.3	BCHJPRWXY	Continuous	As	1.15 PM
s	8.55	50	13	HM	11.1	<b>HOSMER</b> 7.2	64.2		8.00AM to 5.00PM	s	12.50
s	9.30	31		H	18.3	<b>HILLSVIEW</b> 8.0	57.0	HW	8.00AM to 5.00PM	s	12.30
s	10.20	39	40	K	26.3	<b>EUREKA</b> 10.8	49.0		8.00AM to 5.00PM	s	12.05 PM
s	11.04	26		W	37.1	<b>GREENWAY</b>	38.2	W	8.00AM to 5.00PM	s	11.04
s	11.25		8		38.6	(800 LINE CROSSING) <b>MADRA</b> 6.5	36.7	V	No Office	s	10.35
s	11.50	39		Z	45.1	<b>ZEELAND</b> 9.0	30.2		8.00AM to 5.00PM	s	10.15
s	12.40 PM	27	8	AU	54.1	<b>HAGUE</b> 11.2	21.2	C	8.00AM to 5.00PM	s	9.20
s	1.30	28	6	B	65.3	<b>STRASBURG</b> 10.0	10.0		8.00AM to 5.00PM	s	8.35
As	2.00 PM		Yard	ON	75.3	<b>LINTON</b>		RVWXY	7.45AM to 4.45PM	L	8.00 AM

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

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

**YARD LIMITS AT**

- Minneapolis..... Extend from 2770 feet west of St. Louis Park depot to Minneapolis passenger depot.
- Cologne..... Extend from 2000 feet east of east yard switch on Fourth subdivision to junction with First subdivision.
- Glencoe..... Extend from 1000 feet east of east switch of siding to 4382 feet west of west switch of siding on First subdivision.
- Bird Island..... Extend from 8493 feet east of end of two main tracks to 2508 feet west of west switch of siding.
- Montevideo..... Extend from 3597 feet east of east crossover switch to 7690 feet west of west switch of stock yard track on westward track and to 5150 feet west of switch of Swift plant spur on eastward track.
- Appleton..... Extend from 2000 feet east of east switch of southeast storage track to 2000 feet west of west switch of siding.
- Ortonville and Big Stone City..... Extend from 2000 feet east of east switch of Ortonville siding to 1000 feet west of west switch of Big Stone City siding on Second subdivision and from the junction switch to 2000 feet west on the Sixth subdivision.
- Milbank..... Extend from 3802 feet east of end of two main tracks to 3000 feet west of west crossover switch on the Second subdivision and to 2000 feet west of wye switch on Seventh subdivision.
- Bristol..... Extend from 3362 feet east of end of two main tracks to 6600 feet west of west crossover switch.
- 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 Ninth subdivision to 1200 feet west of west switch of Fair Ground track on the Tenth subdivision.
- Roscoe..... Extend from 1980 feet east of east wye switch to 2000 feet west of west switch of siding on Third subdivision.
- Java Jct. and Java..... Extend from 1500 feet east of east switch of siding to 50 feet west of west switch of siding, and from junction switch to end of main track at Java.
- Mobridge..... Extend from 2170 feet east of east switch of east yard to 2640 feet west of west switch.
- Farmington..... Extend from 5280 feet west of west wye switch to end of main track Farmington Yard.
- Chaska..... Extend from 3450 feet east of east switch of house track to 4000 feet west of M. & St. L crossing.
- Mitchell..... Extend from depot to 1800 feet west of west switch of west yard.
- Woonsocket..... Extend from 3790 feet east of east switch of siding to 2716 feet west of west switch of siding.
- Bonilla..... Extend from 6000 feet east of coaling station to 5000 feet west of coaling station.
- 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.



COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Telephone	Location	Name	Telephone
Chicago.....	§A. R. Metz, Chief Surgeon	Union Station	Webster.....	*P. D. Peabody, Office, 172, Res., 98.	
	§R. Householder, Asst. to Chief Surgeon	Central 7600		P. D. Peabody Jr., Office 5, Res., 219.	
	§James DePree, Asst. to Chief Surgeon.	Wesley Memorial Hospital	W. H. Karlins, Office 5, Res., 195.		
	L. F. McBride, Aurist, 122 So. Michigan Ave., Wabash 2272.	Delaware 6500	Groton.....	J. E. Dunn, Office, 0232, Res., 0233	
Minneapolis..	*Wescott & Wescott, Oculists	58 E. Washington St., Dearborn 3127.	Aberdeen.....	R. G. Mayer, Office, 4434, Res., 4143.	
	H. A. Hooper, Dentist, 53 E. Washington St., State 0509.			†E. A. Pittinger, Office, 2411, Res., 2435.	
Norwood.....	§O. W. Yoerg, Office, 1853 Medical Arts Bldg., Geneva 1700, Res., Colfax 1606.		Ipswich.....	†Owen King, Office, 2541, Res., 2808.	
	§W. E. Patterson, Oculist, 1750 Medical Arts Bldg., Office, Main 5507, Res., Colfax 7531.			B. C. Murdy, Consultant, Office, 3636, Res., 3112.	
Glencoe.....	J. D. Selmo, Office, 152, Res., 152.		§J. D. Alway, Oculist, Office, 2525, Res., 2131.		
Stewart.....	*H. H. Holm, Office, 170, Res., 303.		Wahpeton....	*W. E. White, Office, 4961, Res., 4962.	
Bird Island...	W. W. Klima, Office, 30, Res., 42.		Fargo.....	*W. A. George, Office, 54-W, Res., 54-J.	
Olivia.....	*R. C. Adams, Office, 17, Res., 44.		Sisseton.....	A. W. Spiry and } Oculists Office, 444,	
Olivia.....	J. A. Cosgriff, Office, 84, Res., 343.		Britton.....	L. D. Harris, } Res., 574 and 396.	
Renville.....	A. Maxwell Fawcett, Office, 99, Res., 96.		Farmington...	Wm. Dodge, Office, 159A, Res., 159A.	
Sacred Heart..	J. Dordal, Office, 27, Res., 55.			*J. A. Sanford, Office, 128A, Res., 128A.	
Granite Falls..	H. E. Peterson, Office, 29, Res., 358.		Graceville....	C. I. Oliver, Office, 18, Res., 128.	
	M. S. Nelson, Office, 150-2, Res., 150-3.			I. L. Oliver, Office, 18, Res., 215.	
Montevideo..	§Ludwig Lima, Oculist and Surgeon, Office, 301, Res., 204.		Wheaton.....	C. F. Ewing, Office, 20, Res., 20-J.	
	§L. N. Bergh, Oculist and Surgeon, Office, 302, Res., 270.			*A. L. Lindberg, Asst., Office, 20, Res., 20-J.	
Milan.....	L. R. Lima, Jr., Office, 301, Res., 474.		Sisseton.....	*Andrew Thompson, Office, 128, Res., 210.	
Appleton.....	M. A. Burns, Office, 32, Res., 30.		Britton.....	*E. M. Watson, Office, 926-W, Res., 926-R.	
Ortonville....	W. C. Kaufman, Office, 3-J, Res., 3-L.		Mitchell.....	A. W. Pearson, Office, 92, Res. 186.	
	*C. Bolsta, Office, 35, Res., 1.			D. B. Rice, Office, 74, Res., 125.	
Milbank.....	*B. R. Karn, Office, 35, Res., 65.		Tulare.....	§W. R. Ball, Office, 2094, Res., 2073.	
	*F. N. Cliff, Office, 40, Res., 17.		Redfield.....	F. D. Gillis, Office, 2020, Res., 2639.	
Waubay.....	P. B. Jenkins, Office, 94, Res., No Phone.		Ellendale....	W. A. Delaney, Asst., Office, 2067, Res., 2113.	
	A. P. Hawkins, Asst., Office, 9 W, Res., 9W.		Eureka.....	O. J. Mabee, Oculist, Office, 2537, Res., 2862.	
			Linton.....	C. A. Seemann, Office, 1403, Res., 1404.	
			Faulkton.....	*Paul R. Scallin, Office, 286-W, Res., 286-J.	
				*Roy Lynde, Office, 199, Res., 199.	
				*R. A. Christie, Office 34-W, Res. 34-J.	
				Felix F. Vonnegut, Office, 7441, Res., 8441.	
				T. R. Marvin, Office, 104, Res., 94.	

§Indicates salaried Company surgeons who should be used whenever possible.  
 †Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion or re-examination.  
 \*Indicates surgeons equipped to conduct physical examinations of employees for re-examination only.

WATCH INSPECTORS.

Minneapolis... O. J. Quale.	Glencoe... Wm. G. Gould, Inc.	Aberdeen... Chas. A. Sauer.	Britton.... Wm. Borel.
Minneapolis.A. Bertas.	Montevideo.J. C. Anderson.	Roscoe.... W. H. Swan, Agent.	Mitchell... R. A. Dahle
Minneapolis.Allen and Berg.	Ortonville... F. B. Wickland.	Mobridge... S. A. Amunson.	Jewelry Co.
Minneapolis.Anderson and Anderson.	Milbank... Jenson's.	Farmington.E. M. Gerster.	Linton.... Wm. Heyerman
Minneapolis.L. K. Sortland.	Andover... C. B. Summers, Agent.	Wheaton... A. H. Diepenbrock.	

**C. N. WILLIAMS,**  
**J. G. WIK,**  
**R. L. MARLETT,**  
**A. E. JERDE,**  
**B. F. FULLER,**  
**L. E. LARSON,**  
**F. K. CRAMER,**  
**P. W. HALING,**  
**L. H. WALLEEN JR.,**  
**C. D. MAYER,**  
**J. J. NENTL,**  
**D. B. ELDER,**  
 Train Dispatchers.

**E. J. RUEHMER,**  
 Chief Dispatcher,  
 First, Second, Fourth,  
 Fifth, Sixth, Seventh,  
 and Eighth Subdivisions.

**J. S. KEENAN**  
 Chief Dispatcher,  
 Third, Ninth, Tenth,  
 Eleventh and Twelfth  
 Subdivisions.

**J. M. MOUDRY,**  
 Trainmaster.