

J. A. FROGNER, Superintendent.

F. J. GAVIN, Assistant General Manager.

	STWAR	<b>)</b> .							FIRST	SUBI	DIVISION-BETW	EEN DELANG	) AN	D WILL	MAR.				EASTW	ARD.
CLASS	SECOND	CLASS.		F	IRST CLA	55		Car Capacity			Time Table No. 1	5			FI	RST CLAS	s	1	SECOND CLAS	55
571	401	409	3	9	31	13	27			from	Effective June 11, 192	8	Calla	10	28	4	14	32	416	
onal Fraight	Time Preight	Time Freight	Passonger	Passooger	Motor	Passenger	Fast Mail	-	Station	Distance St. Paul		Jan SIGNS	egraph	Passenger	Fast Mail	Passenger	Passenger	Motor	Time Preight	
Daily Ex. Sucday	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	No.	N.S.	10 H	STATIONS	- Ditt	Tel	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ez. Sunday	Daily	
			L 10.30m	L 8.00m			L 8.45M		0		ST. PAUL	102.19	A	A 7.05M	A 7.45km	A 8.00M				
		Contraction of	11-98m	8.30 8.45m		L 9.454m	3:14A		11	10.57	MINNEAPOLIS	. 91 ft2	KA	8:40 8:30 Am	7:29 7:19m	7.35 Am	A 4.20m			
	and the state			т	RAINS BE	TWEEN ST.	PAUL ANI	DELA	NO WIL	L BE G	OVERNED BY TWIN	CITY TERMINALS	, ST.	CLOUD DI	ISION, TI	ME TABLE	E.			
8.064m	2 7.40ks	1. 1.35km	112.09km	L# 9.39m		L+10.50Ma	9.57 Am	E 88 54	A 39	38.36		63.83 RDNW	DA	A \$ 5.35 km	A 6.28As	A 6-38M	As 3.25Pm		A 11-00Pm	
8.35	8.00	2.00	12-19	• 9.51		+11.00	10.06	A 20	A 45	45.06	6.70 MONTROSE	57.13 DP	мо	\$ 5.21	6.16	6.27	s 3.13		10-15	
8.55	B-10	2.10	12-23	* 9.56		*11.06	10.09	80 77 35	A 48	47.84		54.35 DP	WY	* 5.15	6.11	6.22	\$ 3.08		9.56	
9.30	8.25	9.25	12.30	*10.06		+11-18	10.15	4 si 57	A 53	52.87	HOWARD LAKE	49.32 DP	RD	\$ 5.05	6.03	6.14	\$ 2.58		9.15	
9.88	8.40	2.40	12-34	110-11	F.C. MAR	+11-23	10.19	රි <sup>ි</sup> 36	A 56	56.11	3.24 SMITH LAKE	46.05 P		1 5.00	5.58	6.09	\$ 2.50		8.45	
17 0-23	8.55	9.52	12-38	*10.21		*11.33	571 10-23	E 88 W 88 66	A 59	59.15	3.04	43.04 D P	СТ	\$ 4.54	5.53	6.04	\$ 2.45		8.15	
11.16	9.25	3.10	12.46	*10.34		\$11.44	10.30	E 90 W 87 69	A 65	64.95	5.80 	0 37.24 DPW	DB	* 4.42	5.43	5.54	\$ 2.35		7.35	
13	9.45	3.25	12.53	*10.44		\$11.55	10.36	E 77 W 87 21	A 70	70.09	5.14 DARWIN	82.10 DP	DN	\$ 4.32	5.34	5.45	\$ 2.26		7.01	
2.40m	18.15	3.40	• 1.03	*10.54		\$12.07Pm	401 10-43	E 119 W 88 100	A 76	76.19		25.00 DNW	FD	• 4.21	5.23	5-35	• 2.16		6.30	
1.30	11.18	4.06	1.15	*11.14		*12·24	A CONTRACTOR OF THE OWNER	E 83	A 84	83.87	7.68 GROVE CITY	18.32 DP	G	* 409 * 4-06	5.10	5.23	\$ 1.58		5.50	
14	11.45	4.24	1.22	*11.24		+12-37	10.58	92 95	A 89	88.99	5.12 ATWATER	18.20 DNW	WR	\$ 3.58	5.01	5.14	\$ 1.50		5-20	100
2.30	12-15h	5.05	1.32	*11.36		*12.49	11.06	E 88 28	A 97	96.35	7.36 	5.84 DP	в	\$ 3.46	4.47	5.02	\$ 1.40		4.50	
			1.38		L 1.05m	12.59				101.01	ST. CLOUD LINE JCT.	1.18 P				-		A 1.50h		200 00
3.000	12.35m	6.00m		A 11-50Pm		▲ 1.05Pm	A 11.15km	Yard 1623	A102	102.19	1.18 WILLMAR	RDN KXWC	wD	L 3.35M	L 4.35M	L 4.50	L 1.30	h L 1.45M	n L 4.20m	
1.33 9.35	4.55	4.25	1.36 39.89	2.11 29.23	.05 14.16	2.15 28.37	1.18 49.10				Time Over Subdivision Average Speed Per Hour			2.00 31.92	1.53	1.48 35.46	1.55 33.30	.05 14.16	6,40 9,57	

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

No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes. Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper Register of trains at Willmar will cover their arrival at Atwater. All Willmar division trains register by card at Delano, except when displaying signals. No. 27 register by card at Willmar.

THIRD	WES					Contraction of the								BETWEEN WIL		AND	BRE	CKEN	RIDGE	Ξ.						EASTWARD.	
CLASS	SECON	D CLAS	15		1	FIRS	T CLASS			-	Capa	eity		The Table II							FIRST	CLASS	-		All Incident and Incident	and the second se	-
589	401	409	183	185	31	13	27	51	3	9		-	B	Time Tablo No.		SIGNS	Calls	28	4	(191) <b>184</b>	52	14	186	32		SECOND CLASS	-
Local Freight	Time Freight	Time Freight	Passenge	e Motor	Motor	Passenge	r Fast Mail	Passenger	Passenger	Passenger		er Tra	abers ance f	a contraction of the second	thee fr	STURS	raph (	Fast Mail					and the second	52	10	416	
Duily Ry. San.	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Sidi	Oth	Distant Num Distant	STATIONS	Dists		Teleg	Fast Mail Daily		Daily Ex. Sun.		and the second se		Internet and the second second	Passenger	Time Freight	
1.00k	1 2.46h	1 9.30		Lange State	L 1.50Pm	L 1.45m	L 11.15A	L 2.15M	L 2.00M	L 12.054	Yard 1	323 A1	102	WILLMAR	112.67	R DN W C	WD	A 4.30 Ma	the second se	and the second se		Daily Ex. Sun. A 1.10Pm		1.4	Daily A	Daily	
					A 1.51Pm			A 2.16Am	ALC: N	1000			0.4	THIRD SUBDIVN. JCT.	112.26	173405				TITLE?	L 3-19km	and the second second		1.00	3.15k	3.00ħ	-
7.93	3.25	10.00				\$ 2.00	11.23		2.08	\$12.16	W 87	21 A1	0.0 6.0	6.20 PENNOCK	106.06	DNP	к	4.11	4.25			\$12.50		L 1-1 3Pm			-
7.61	3.50	10.35	-	In the second		s 2.13	11.31		2.16	\$12.27	E 87 W 87	51 A1	116 14.0		98.63	D PW	н	3.56	4.10	THE O		\$12.37		12111	1 2.47	2.35	-
8.10	4.10	11.00		-		2.23	11.36		10 2.22	\$12.37	87	35 A1	121 18.5	4.49 MURDOCK	94.14	DP	СК	3.47	4.00	alle		\$12.27	-		* 2.32	2.13	-
8.25	4.30	11.15				2.33	11.41		2.29	12.46	E 99 W102 :	81 A1	25 23.1	8DE GRAFF	89.49	DP	DG	3.38	3.52		1	*12.17Pm			1 2.22	1.35	+
	4.50	27-14-418	and the second	L 13 2.55Pm	1-15	185	188-14-109 11.50	45.2	\$ 2.44	. 1.07	E 383	79 41	133 30 A	7.41 BENSON	80.00	DN W CK		200		tora e	The second	27-409	A 27		1 2.14	1.15	+
9.00	4.50	12.45h		A 2.57m		2.00	11.50		. 2.44	- 1.07				SIXTH SUBDIVN. JCT.		1	1000	3.23	3.38			\$11.50	11.40k		\$ 1.59	12.46h	4
-				2.0 //m		3.05	418		2.52	1.17	E 87			4.89 CLONTARF	81.29		-			-	-	11.41	11.334				-
9.20	8.05	1.00							28					5.87 HYNES	78.40		CF	3.11	3.26			\$11.35			1.49	11.56	+
9.35	5.20	1.15				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	12.02m		4	1.25			Television in the	4.35 HANCOCK	A 70.53			2.59	3.15			11.26	P. S. Martin		1.42	11-30	
9.55	5.40	1.35				3.23	12.07		3.06	1.35	anour			EIGHTH SUBDIVN. JCT.	66.18	International In	NC	2.50	3.06			\$11.20			* 1.35	11.20	-
4-415		-									Contin			A CONTRACTOR OF THE OWNER OF THE	5		-			-					-		+
9.28	6.15	215			5	3.47	12.18		3.37						57,33	KX DN W C	MR	2.35	2.50			\$11.05			* 1.20	589 10.50	1
2.06A	6.35	2.45				4.01	and the owner of the Parline Streem of the P	60.T -	3.49	2.21					¥ 49.12	DP	DY	2.21	2.36	All and	610	\$10.45	12 1	_	\$12.58	10.15	4
235	6.50	3.00				4.09	12.35	1017	3.58	2.29	treasure in the		Arrentee and		G 43,40	Р	1	2.13	2.29	12.2.4	812	10.35			12.47	10.00	4
1.00	7.05	3.15				4.19	12.41	1113	4.05	2.41	E 87 W 88 4	5 A1	76 74.0	4.75 HERMAN	\$ 38.65	DNP	HN	2.06	2.19	1.4.4.4	1	\$10.27			12.38	9.50	4
1.20	7.20	3.30				4.29	12.47	100.0	4.13	2.53			and the second second	4.89	33.76	D PW	RC	1.59	2.10	Dart 1	- Neg	\$10.18			112.23	9.35	
1.40	7.40	3.50			1	4.39	12.54		4.22	3.07	87 2	1 A1	87 85.3	6.47 CHARLESVILLE	27.29	P		1.50	2.00	-		110.08			12.09	9.15	4
		1											90.1	NINTH SUBDIVN. JCT.	22,50					-			_	_			
210	7.50	4.05		Weight I		4.49	1.01	Se.Rt.	4.32	3.18	87 6	2 A1	93 90.4	0.24 	22.26	DPW	QN	1.44	1.54	1000	123	\$10.00		_	*12.01A	m 9.00	
	1 1/1				1. 60.			TE-DI-		and the second			92,5	SOO RY. CROSSING	20.09			1 marsh	1.11	un a s	100					1 85 2 8 1	
2.25	8.05	4.20	L 11.00Pm		L ak	4.56	1.07	62.81=	4.39	3.28			95.1	TENTH SUBDIVN. JCT.	17.53	3 P	Y	1.38	1.48	A 3.55	len	9.50			11.50	8.40	2
	Sector Sector	and a little	11.15		-	5.03	1.11	and the		104	W 87 1	26 A2	97.6	5CAMPBELL	15.04	DN W	СВ	1.35	1.45	s 3.45		\$ 9.47	-	-	\$11.47	8:30	>
315	10.80	100	11.30		100000	5.14	1.20		4.55		E 88 2	1 12	07 104.7	7.16 DORAN	7.88	B D P	DO	1.25	1.35	1 3.25		\$ 9.36			111.30	8.15	5
													Carlo Charles	.N. P. RY. CROS'G.	1.58	B P									-		-
A	9.00m	13	A. 100		1	409	A 1.30Pm	See Sentte	A 5.10Am	A 201	Varia 15	65 A2				R DN W C	BR	L 1.15M	L 1.25	L 3.10	Am	L 9-25	in the second se		11.15	and the second se	
and the second second		8.00 14.08	45 23.27	23.70	.01 24.60	3.45 30.05	2.15 50.08	.01 24.60	3.10 35.58	4.15 26.51				Time Over Subdivision Average Speed Per Hou				the second se	and the second s	0.45 23.37		3,45 30,05	6.77	12.30	4.00 28.17	7.00	5

Westward trains are superior to eastward trains of the same class, except No. 10, No. 28 and No. 4 are superior to No. 183, Campbell to Tenth Subdivision Jct. No. 27 is superior to all trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes.

Westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Register of trains at Willmar will cover their arrival at Pennock.

Register of trains at Breckenridge will cover their arrival at Campbell.

Long Siding north of main track extending east of Benson is known as eastward siding. Westward trains must not use this siding unless authorized by train order.

Track south of main track between Morris and Hancock is continuous and must be used as second main track by eastward main line freight trains unless otherwise instructed by train order, and must not be used by eastward main line passenger trains, or any westward main line trains unless authorized by train order. Branch line trains will procure clearance from dispatcher before using this track. West switch to this track located 8000 feet west of Morris depot electrically controlled from depot. Crossover located at Seventh Street Morris and just east of M. P. 153 designated as "Seventh Street Crossover Morris" and "jow-Ine crossover." Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end and under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

STEAM WHISTLE SIGNALS, SWITCHES CONTROLLED FROM INTERLOCKING TOWER. N. P. Ry. Crossing, Breckenridge.

Main Line—One long. South Freight Lead—One long and one short. North Freight Lead—Two long and one short. West End Transfer Track—Three long and one short. East End Transfer Track not connected with interlocking plant.

WILLMAN DIVISION

WESTWAR						IHIR	D SUI	BDIVISION-BETWEE	N V	WILLI	MAR AND	IHLEN			EASTWARD
THIRD CLASS	SECOND CLASS	FIRST	CLASS	Capa			199	Time Table No. 15				F	IRST CLASS	SECOND CLASS	THIRD CLAS
575	419	31	51				from	Effective June 11, 1929	Calls	from	SIGNS	32	52	420	576
Local Freight	Time Freight	Motor	Passenger	sau	Other Tracks	Station Numbers	tance		grapt	a	Sidits	Motor	Passenger	Time Freight	
Daily Ex Sunday	Daily	Daily Ex. Sunday	Daily	PilS	Tra	Nus	Distan	STATIONS	He	Dista		Daily Ex. Sunday	Daily	Daily	Local Freight Daily Ex. Sunday
L 7.004	L 12.15Pm	A REAL PROPERTY OF TAXABLE PARTY OF TAXABLE PARTY.	L 2.154m			A-102		WILLMAR	VD	112.29	RDN WCK OX	A 1.15Pm	A 3.20ka	A 9.15km	A 3-26Pm
and the second second		TRAINS E	BETWEEN T	HIRD	SUB	DIVISI		CTION AND WILLMAR WIL	LL B	E GOV	ERNED BY SE	COND SUB	DIVISION SCH	IEDULES	3-2 Drin
L 7.05Am	L 12-18Pm	L 1.51Pm	L 2.16km	-		Salva	0.41	SECOND SUBDIVISION JCT.	1	111.88	x	A 1.1 3Pm	A 3.18Am	A 9.10ks	A 3.20Pm
* 7.20	12.35	1 2.01	1 2.30	56	13	I-64	5.98	PRIAM	1	106.31		1 1.02	1 3.05	8.40	\$ 2.55
* 8-15	12.50	\$ 2.13	\$ 2.50	54	35	I-70	12.00		LA 1	100.29	D	#12.50	\$ 2.50	575 8.15	\$ 2.13
							19.09	M. W. Ry. CROSSING		93.20					
* 8.55	576 1-25	\$ 2.27	• 3.10	58	33	I-77	19.56		A	92.73	D W	+12.36	* 2.35	7.45	* 1.25
* 9.25	1.40	• 2.39	• 3.22	55	36	I-83	25.49		R	86.80	D	\$76 \$12.23	• 2.22	7.25	\$12.23Pm
\$ 9.40	1.50	1 2.46	1 3.29		16	I-87	29.22	3.73 ASBURY		83.07		112-11	1 2.14	7.10	f11.59
	and the second s					1	33.20	C.M.ST.P.& P. RY. CROSSING		79.09					
							33.69	0.49 WATER TANK		78.60	w				
\$10.05	2.05	• 2.58	• 3.42	55	33	I-92	34.60	0.91	x	77.69	DN	+12.02Pm	• 2.05	6.50	•11.45
+10-25	2.25	1 3.08	1 3.52	55	12	1-97	39.86	5.26 LORNE		72.43		111.50	1 1.54	6.30	(11.20
	State State State						43.10	.M. & ST. L. RY. CROSSING.		69.19					
\$78 \$10-55	2.40	: 3.19	\$ 4.05	64	38	I-102	44.22	1.12		68.07	D W	•11.42	• 1.46	6.10	\$75 \$10-55
*11.29	3.00	• 3.32	• 4.20	56	51	I-109	50.40	6.18	-	61.89		575 •11.29	• 1.27	5.50	\$10.30
#12-05Pm	3.20	• 3.46	1 4.35		37	I-116	57.71	7.31		54.58	D	•11.15	1 1.11	5.19	# 9.30
\$ 1.05	3.45	+ 3.59	420 • 4.59	55	101	I-121	63.07	5.36 		49.22	DN C X			6.19 4.59	* 9.00
	5.10	* 5.09	* 4.00			-141	63.22	0.15	-		DACA	•11.05	• 1.00	4.59	- 5.00
								1.55 WATER TANK		49.07					
	4.13	419 * 4.13							-	47.52	w				<b>\$</b> 8.00
* 1.45		and the second	\$ 5.15	57	35	1-128	69.77			42.52	D	•10-48	•12.39	4.25	
• 2.15	4.48	* 4.25	\$ 5.32	56	41	I-134	76.02	6.25 RUSSELL R		36.27	D	<b>10.38</b>	•12.27	4.05	• 7.35
* 2.45	5.25	* 4.42	\$ 5.49	-	41	I-142	83.89		PO	28.40	D	•10-24	•12.13	3.40	* 7.05
* 3.15	5.45	\$ 4.53	\$ 6.05	56	61	I-147	88.90		RV	23 39	D W	<b>\$10.16</b>	*12.03km	3.25	\$ 6.50 51 \$ 6.20
* 3.45	6.15	\$ 5.08	■ 6.20	-	40	I-155	-		ID	15.56	D	+10.02	•11.48	3.00	1 6.20
								C. R. I. & P. RY. CROSSING.		7.06	1. 1. 1.				
			-			2		C. ST. P. M. & O. RY. CROS'O		7.04	the other states	The second se			AA
							105.31	C.M.ST.P.& P.RY.CROSSING		6,98					
* 4.35	6.45	\$ 5.30	<b>\$</b> 6.50	84	71	I-164	108.54	0.23 	NE	6.75	DN	• 9.45	•11.30	2.30	\$ 5.25
A 5-00Pm	A 7.05Pm	A 5.40Pm	A 7.00Am	89	283	I-170	112.29	6.75 	HN	-	RDN WCK X	L 9.23km		L 2.00km	t 4.30Am
10.00 11.23	6,50 16,43	3.50 29.29	4.45 23.64					Time Over Subdivision Average Speed Per Hour		See Hora	The second	3.52 29.04	4.10 26.95	7.15 15.49	10.85 10.29

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

W	ESTWA	RD.	Sector Sector				FOUR	TH	SUE	BDIV	ISIO	NBETWEEN IHL	EN	AND S	IOUX	CITY.	The second	2			SECOND 1	VARD.	5
	CLASS.	SECOND CLASS.	1	FI	RST CLASS			Capa	r			Time Table No. 15	-					FIRST	CLASS		CLASS	CLA	
	577	419	163	31	165	161	51		_		from	Effective June 11, 1929	b Call	from		32	164	166	162	52	420	578	580
579		100000	Motor	Motor	Motor	Passenger	Passenger	in the second	ske	Station	n	CT ATIONS	egrapi	tance ux Cit	SIGNS	Motor	Motor	Motor	Passenger	Passenger	Time Freight	Local Freight	Local Freig
	Local Freight Daily	Time Freight Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Sidi	Other Tracks	Nte	Distar	STATIONS	Tel	Store		Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Dally	Daily Ex. Sunday	Daily Ex. Sundi
Sanday	Daily Ex Sunday	L 7.35Pm	EX. Sundas	1. 5.50Pm	Lussies S		L 7.10M	89	283	I-170		IHLEN	HN	112.88	KRDNXWC	A 9.20Am				A 11-05Pm	A 1.45M	A 5.15h	-
	1. 6.00km	7.50	133997	+ 6.00	Car (Press)		\$ 7.20	55	104	I-175	and the second se	4.60 JASPER	JA	108.28	DN	\$ 9.13		10000		\$10.57	1.20	4.55	
	• 6.20	and the second second	Contraction of the second	\$ 6.15			\$ 7.35	55	38	I-183	12.29	7.69 SHERMAN	FS	100.59	D	\$ 8.58				+10.42	12.55	+ 4.25	-
	• 6.45	8.10	L 6.40Pm	163 * 6.38	1. 8.50 Am	1. 8.15Am	164 7.45 \$ 8.10	36	244	I-186	15.62	3.33 GARRETSON	JC	97.26	R DNW X	8.50 8.41	A 8.10km	A 6.15Pm	A 10-00Pm	10.35	12.40	* 4.00	A 6.0
5.00km	• 7.30	8-30		6.39	A 8.51 Am		A 8.11 Am				THE OWNER OF TAXABLE PARTY.	.FIFTH SUB-DIVISION JCT	1 32	96.79	- manual services	8.40	L 8.08Am	L 6.13Pm	9.58	L 10-13Pm	12.25	3.00	L 5.5
5.03An	7.35	8-32	▲ 6.42Pm	1 6.50	A GIOIMI	1 8.30		54	33	IA-7	21.83	5.74 BOOQE	во	91.05	D	f 8.30			1 9.48		12-08Am	• 2.40	
	* 8.00	8.52				f 8.40			A			4.22 MANLEY	(Const	86.83		577 f 8.19		STRE -	1 9.40		11.55	+ 2.20	
-	* 8.19	9.02		1 6.57		1 8.40	The second	-	-	1010		0.22 C. ST. P. M. & O. RY. CROS'O		86.61			1999 B			-		asses /	-
	101	162	-			577 • 8.54		80		14-17		6.68 HILLS		79.93	D W	. 8.05			419 \$ 9.26		11.30	• 1.50	
	* 8.54	162 9-26		* 7.09		\$ 8.54	-	80	40	14-11		I. C. R. R. CROSSING		79.55									
				-								6.04 6.04	R		DN Y	• 7.51	CO.C.	-	. 9.13		11.05	\$ 1.15	
	• 9.55	10.00		• 7.22		\$ 9.07		31	49	IA-23	and the second second	C. R. I. & P. RY. CROSSING		73.30			213					1 19 18-	
			-					-				6.69 ALVORD		-		. 7.38	Sec. a d	-	s 9.00		419 10.40	+12 40P	m
	+10.25	10.40		• 7.35		\$ 9.21		22	37	IA-30	46.27	the second	AB		D			-	. 8.48		10 20	577 \$11.40	
17	+11.40	11.15	1	• 7.46		• 9.36		55	62	IA-36	51.96	5.69 	-		DWC	• 7.28		-	· 8.32	-	9.50	+10-50	
	+12-15h	11.45		• 8.05		\$ 9.56			32	IA-45	60.93	8.97 	-	\$1.95	D	• 7.11	-	-	* 8.20	-	9.30	161 \$10.11	
	+12.45	12-15km		■ <b>8-20</b>		578 \$10-11		54	42	IA-52	68.48	7.55 SIOUX CENTER	-	44.40	DN	• 6-58	-	-	The second second	-	9.05	. 9.15	PULLER!
	• 1.10	12.45		. 8.35		+10.25	1. 1. 1. 1. 1. 1.		40	IA-61	76.56		-	36.32	D W	• 6.42		_	\$ 7.59	-	8.46	1 8.50	
	• 1.30	1.10		+ 420 • 8.46		\$10.35		54	32	IA-66	81.68	5.12 STRUBLE	. 8B	\$1.20	D	• 6.32	-	_	\$ 7.47	_			
	1.55	1.35		. 9.00		\$10.48	1997		38	IA-73	89.07	7.39 WEST LeMARS	. DG	23.81	D	• 6.19	-	_	* 7.33		8.26		
	Section 1	Contract of the		• 9.13		\$10.59	0.368	55	30	IA-78	94.22	5.15 MERRILL	. KN	18.66	D	w = 6.10		-	• 7.23	-	8-14	# 8.00	
	• 2.25	1.55	-									1. C. R. R. and		18.19	1 34-14	A CAR	1-21						_
		100 M			and the second	-						C. ST. P. M. & O. RY. CROS'C				\$ 5.57			. 7.10	)	7.57	. 7.3	>
	* 2.55	2.15	Page 19	• 9.26	1000	\$11.13		57	31	IA-85	101.04	and the second design of the s	-	-			T PERSONAL PROPERTY						_
								-			107.60	ILL. CENT. CROSSING		5.28					1 6.58	3	7.40	* 7.0	5
	• 3.15	2.35		1 9.42		111.27			36	IA -92	108.07		and the second second	4.81		1 5.43	-	T	6.5		L 7.3	5Pm L 7.0	Oka
	3.25m	A 2.50Am	1	9.47		11.30		Yar	d 884		110.02			2.86	RX WC	к 5.39	-		6.5				
			-	9.52		11.34		Yard	1 996		111.99	a land the second se		0.89	yo Yo	x 5.33	-		L 6.4				
-				A 10.00Pm		A 11.40Am				IA-97	112.88	0.89	D	8	R DNK	and the second sec	and the second design of the s				2 6.1 7 17.8	10.1	5
.83 9.40	9.25 11.68	7.15	.02 14.10	4.10 27.09	.01 28,20	3.25 28.47	1.01 15.83			1200		Time Over Subdivision Average Speed Per Hour	- And			3.50 29.45	.02 14.10	14_10	29.93	1 10.4	and the second s		

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

-C	-									100	N-BETWEEN GAR	RET	SON	AND YAN	KTON.					EA	STWARD	).
W	ESTWAR	tD.	2			F	IFTH	1 50	BDI	1510	N-BEIWEEN WAN						FIRST CLASS	5		т	HIRD CLASS	
T	HIRD CLAS	s		FIRST	CLASS	and the second	Car Capaci				Time Table No. 15	4	8		164	54	166	52	BBT	582	536	580
535	581	579	53	163	165	51	Capines			re fron	Effective June 11, 1929.	wph C	on tro	SIGNS	Motor	Motor	Motor	Passenger		Local Freight	Local Freight	Local Frei
al Freight	Local Freight	Local Freight	Motor	Motor	Motor	Passenger	dings	Other	Station	Distance from Garretson	STATIONS	Telegr	<b>Distance</b> Yankton		Daily Ex Sund			Daily		Daily Ez. Sundsy	Daily Ex. Sunday	Daily E.a. Bun
Daly	Daily Ex. Sunday	Daily Ex. Sunday	Daily Es. Sunday	Daily Ex. Sunday	Ex. Sunday	Daily 164	35	-		HO	GARNETSON	IC		DNK XWG	61		Construction of the owner of the owner	A 10-15Pm	1			A 6.0
aley_		1. 5-00km		L 6.40Pm	L 8.50Am	L 8.10/m		CUDE	I-186	ICT	AND GARRETSON WIL	and the second se	Contraction of the second s		and the same second states	State of the second second	CHEDULES.					
	10000					ACCOUNTS OF A DATA		SUBL	JIVISIO	0.47	FOURTH SUBDIVISION JCT.	1	80.78		A 8.08	km	A 6-13Pm	A 10-13Pm				A 5.
		L 6.034		L 6.42?m	L 8.51 Au	A Designation of the				CONTRACTOR OF STREET	7.78 CORSON	N	73.00	D	. 7.54		• 5.59	• 9.53	2470			1 5
110	Land and	+ 6.30	-	• 6.56	• 9.07	* 8.27		40	1-196	The subscription of the su	C. ST. P. M. & O. RY. CROS'O		66.80									
											I. C. RY. CROSSING		63.29									
	Series 1									and the second se	0.18 SEVENTH SUBDIVISION JCT.		63.11		7.3	A 2.51	Pm 5.41	9.31			A 7.054m	5.
4.05h		6.00	L 12-39Pm	7.14	9.27	8.47				and the second se	0.26 SIOUX FALLS	817		R DN X W	. 7.3	L 2.50	Pm L 5.40Pm	n 9.30		A 9.00km	L 7.00km	L 5.
4.10%	L 10-454	A 6.05M	A 12-40Pm	* 7.23	A 9.30M	* 9.00	44	209	1-205		C. M. ST. P. & P. RY. CROS'O		62.67								Transfer of the	
							-			and the second sec	C. R. I. & P. RY. CROSSING		62.46	Service State						-		
															7.2		_	9.13		8.50	CT 19	
	10.80			7.26	_	9.03				19.12	14TH ST. YARD		62.13		_		-	9.06		8.35	1 States	1
200	11.00			7.33		9.10	-	52	I-208	22.60	SOUTH SIOUX FALLS		58.65		7.1	and the second		. 8.53	-	. 8.10	1	
	+11-30			• 7.48		\$ 9.25		38	1-315	29.43	6.83 	BY	51.82	D	• 7.0	and the second	han melateres		-	• 7.45	Contraction of the	
	+11-55			. 8.01		\$ 9.39		53	I-223	and the second se	6.57 LENNOX		45.25	D	• 6.5	2	-	\$ 8.38		- 1140		
							-		1000 C	36.21	C. M. ST. P. & P. RY. CROS'O		45.04					-	_	-	-	-
										37.40	1.19		43.85	W			_	163	_	-	-	
				• 8.20		\$ 9.57		39	I-231	44.61	7.21 DAVIS	D	35.64	D	• 6-3	3		* 8.20		• 7.15	-	-
	+12-25h			* 0.20						48.15	.C. & N. W. RY. CROSSING.	-	33.10					-			_	
	A REAL							88	I-238	52.01	3.86 	BG	29.24	D W	• 6.1	7		. 8.00	_	\$ 6.50	_	_
	• 1.00			• 8.37		\$10.14		-		59.40	1.89 IRENE		21.85	D	. 6.0	1		• 7.43		• 6.30	_	
	• 1.40	100 Carlos - 10		* 8-52		\$10.31			I-245		6.11 	_	17.74		1 5.	1		f 7-33		1 6.10	_	-
	1 1.55	and some set		1 9.02		110.41			1-349	63.51	8.07 VOLIN		12.67		. 5.	1		: 7.22		. 6.00	_	_
	• 2.15			• 9.14		\$10.53	-	55 _	1-255	68.58	5.83			-	. 5.	STATE PROPERTY.	S. Contraction	. 7.10		. 5.40		
	• 2.40			• 9.26		\$11.07	-	20	1-260	74.41	And and a state of the state of		-	-					-	-	_	
										and the second se	.C. & N. W. RY. CROSSING.		1.45	-				and the second		CONTRACT OF	1.1.1	
					Carlos II.						C. M. ST. P.& P. RY. CROS'O		1.41		-			1000		and a	- Carlos	-
										80.36	C. M. ST. P. & P. RY. CROS'O		.89	-								-
									-	80.66	C. & N. W. RY. CROSSING	-	. 59					L 6-50	1Pm	L 5.20	Ace	
	4 3-15Pm			A 9.50m		A 11.30An	40	119	1-267	81.25	0.59 	YK		R DK W	the second se		01 .35		and the second s	3.40 17.14	05	
.05 3.12	4.30 13.97	1.05	.01	3.10 25.66	40 27,60	3.20 24.37				-	Time Over Subdivision Average Speed Per Hour		1		3. 27.	8 15	01 .35 60 31.54	23.78				

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

Sioux Falls 10th Street overhead viaduct No. 145.8 does not clear man on top of box car on main or spur tracks. Crossings over the C. & N. W. and C. M. St. P. & P. spur tracks at Yankton protected with gates, normal position of which are clear for the Great Northern. When clear, trains may pass, but must reduce speed to not more than ten miles an hour, at a point within 500 feet of crossing, until pass over. Gates across Great Northern track indicate other line is using crossing, in which case come to full stop, and do not pass over until other line crew place gate to clear. Crossings over the C. M. St. P. & P. 1.41 miles east of Yankton protected with gates, normal position of which is against the G. N. When using this crossing, G. N. trains must stop and if there is no train movement in sight over the crossing by the C. M. St. P. & P., will swing the gates against the C. M. St. P. & P. and after having passed over, swing the gates back to their normal position or against the G. N.

1.000		_				VT		UB	DIN	/151	ON BETWEEN B	EN	50	N AND H	URON.		EA	STWA	RD.		801	Dia		SI	VENTH SUBDIVIS	ION	_			
WE	STI	WAF	RD.	· ·····		200			1	-		1	T		FIRST		THI	RD CLA	SS	WEST	WARD	BE	TWE	EN	WATERTOWN AND	510	UX F	ALLS-	EASTY	VARD
TH	IRO	CLA	155	FIRS	TCL	ASS		ar .			Time Table No. 1 5	-	a		186	54	530			THIRD	FIRST					1			FIRST	THIRD
529	5	35	531	53	1	85	Cap	acity		from	Effective June 11, 1929.	ph O	se froi	SIGNS	100		Local	532 Local	536	535	53	Capacity	y	H.	Time Table No. 15	atta -	8		CLASS	and the second
Looal		eight	Local Freight	Motor	M	0407	-	1	ution	stano naon.	STATIONS.	elegra	istane		Motor Daily	Motor Daily	Freight Daily	Local Freight Daily	Local Freight Daily	Local Freight	Motor	5		hee fr	Effective June 11, 1929.	o dan	Salis S	IGNS	54 Motor	536 Lotal
Daily Sunday	y Ex S	taily funday	Daily Ex. Sunday	Daily Ex. Sund	AY Ex. S	aily funday	818	188	N.S.	ดีส์	STATIONS	P			LA 27		Daily Ex. Sunday	Ex. Sunday	Ex. Sunday	Daily Ex. Sunday	Daily	Sidin	Track	Numb	STATIONS	Celeso	Sour			Freight Daily
he wante			1 4 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1		L	a and	1		A133		BENSON		1.000	a second s	ND SUB		11.45km	DULES		L 7.50Am	L		1	2.02	WATERTOWN	www		RKXCW	Ex. Sunday	A Sunday
and the	TRA	INS	BETWE	EN SIX	TH S	UBDI	VIS	ION	JCT	. AN	D BENSON WILL BE G						A 11.42Am			and the second second second second	S BETW	EEN S	EVEN	TH S	And in some of an and the second s	NATE	RTOWN	NAME AND ADDRESS OF TAXABLE PARTY.	6 35h	
6.054			-	1	2	57h	-		-	0.78	SECOND SUBDIVISION JCT.	-	Contra I		11.33Am		11.27			L	L 8.48M		T		1.27	ILE:			A	
6.30					\$ 3.	11	_	37	C 9	7.88	7.05		153 90	NUMBER OF STREET	\$11.18 530		186	-							27 SIXTH SUB. DIVISION JCT		102.09	R	1000	3:05h
7.00			-	-	\$ 3.2	17	_	36	C 16	15.83		1.18	146.00		\$11.07		\$11.07			1 8.05					81FOLEY 83		09.05			1 2.50
8.30	-13				* 34	12	49	129	C 22	-	0.77	-		D W	\$10.56		\$10.35			\$ 8.25					.09	F	92.53 D			2.35
1991						_	_	_		22.73	C. M.ST.P. & P.RY. CROSSING	1	139.10		-					\$ 8.50					5 32	-	85.27 D	W	\$ 5.54	2.05
9.00					\$ 4.0	3	_	37	C 30	30.65	A 49		131.18		\$10.38		\$10.05 529			s 9.15	585				.41 LAKE NORDEN				\$ 5.42	1.35
330 9.45	-				s 4.1	7	48	28	C 37	37.14	BELLINGHAM			D W	\$10.25 529	-	\$ 9.45			\$ 9.52					.03BADGER	-	73.33 D		\$ 5.28	\$ 1.10
0.05				- And	s 4.3	7	_	38	C 46	16.34	9.20 NASSAU	NS	115.4	D	\$10.05		\$ 9.15			110.13	110.03		7 W		.29ROYHL		68.07		1 5.16	12.45
100				- 14	s 4.5	3		2000 C		and the second second	5.49 ALBEE		110 0		\$ 9.54		s 9.00				an income	-			0.21C. & N. W. RY. CROSSING 0.19	n and	64.15			C. C. C.
1.25					\$ 5.0	8		39	C 58	57.98	LA BOLT	во	103.8	5 D	\$ 9.42		\$ 8.40			\$11.15	\$10.15		31 W		0.40ARLINGTON 0.97	and the second	63.96 D	,	\$ 5.08	*12-05h
1 55					\$ 5.2						STOCKHOLM	-			\$ 9.29		\$ 8.20		-	536	TRINK	100			0.37		62.99			535
3 30Pm				1	\$ 5.4	8	48	34	C 73	72.82	7,26 SOUTH SHORE	VR	89.0	D W	\$ 9.16		\$ 8.00			536 111.35	110.27				5.06 AHNBERG		58.30		1 4.56	Barry and
2.50			1	- Ante	1 5.5	57		34	C 79	78.77	5.95 FORESTVILLE		83.0	8	1 9.06		\$ 7.40			\$12.01Pn	\$10.39		111111		9.23 SINAI				\$ 4.48	11.20
1 20	ala		1.1		1 6.0	7		38	C 86	86.08	7.31 RAUVILLE		75.7	5	1 8.62		\$ 7.20	- market		\$12.20	\$10.50		international Section		5.25	_			4.35	=10.50
	-									91.49	.M. & ST. L. RY. CROSSING.		70.3	4			1.1.2		Para Server	\$12.45	\$11.03		31 V		1.01RUTLAND, S. D		42.85	D W	• 4.23	10.20
	115			-						91.80			70.0	3	Citras.						-			6	7.27 C.M.ST.P.&P.RY.CROSSI	_	36.09	Calebrary Calebrary		
2.000	L	1	L 2.00M	L 186 8.45%	54	5	55	230	1	00230320			69.8	RDNXWC	Ks 8.40	A 185 6.35h	1 7.00 km	A 2.00Pm	A 3.10P	ms 1.10	\$11.16		29 1	VS-67 6			H 36.08	D	\$ 4.10	\$ 9.50
3 OOM	4		- and a	A 8.484		-				-	1.27 SEVENTH SUBDIVISION JCT.		68.5		8.20	L 6.30h	B	1.55	L 3.05	ms 1.25	111-28		34	N8-74 7	Line states and an and a state of the state		29.60		1 3.57	· 9.15
-	1.0		2.05	0.404	100		-			Contraction of the	8.63 GROVER				\$ 8.05		1.20	\$ 1.35		\$ 1.40	\$11.32		1.00	WS-75 7			I 28.46	D W	* 3.55	· 9.10
-			2.30	_	* 7.0		-	-	-		6.35		-		\$ 7.53			\$ 1.10		\$ 1.55	111.42		8	Contraction of the local division of the loc	19.10HUNTIMER	ADDRESS TRANSPORT	24.26		1 3.46	1 8.45
		-	2.55		* 7.2	12	-	40		1	5.46 WATER TANK		48.1		- 1.00		17.0				1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1				80.18 C.M.ST.P.&P.RY.CROSS		23.18			
	-	-	-		-	-	-	_			C.M.ST.P.&P.RY.CROSSING	-	-	distant and the	-	-				\$ 2.25	\$11.49	1	49	WS-82	2.33 82.51COLTON	C	N 20.85	D	* 3.39	8.35
		-		No mar		-		-	-	-	0.33 VIENNA		46.6	_			-	\$12.35h			\$12.01	Pm			\$.82 88.33LYONS	100001	N 15.03	D	× \$ 3.26	8 8 10
			3.30		\$ 7.4	1	_	and the second s	- Aller		where we are a set of the set of	-	_		\$ 7.39		-	\$11.50			112.06		2	WS-91	90.59		12.77	-	1 3.20	-
			4.00	1	* 8.0	0		and the second s	100000000			-			\$ 7.21			-		54	\$12.15		16	WS-94	93.92 CROOKS	K	8 9.44	D	× 3-13	- 7.48
			4.30		* 8.1	4	_	16	C130	130.42	6.37 	- Colones		7	\$ 7.08			\$11.15	-	0.10	12.25		15	WS-98	97.71QUINCY		5.65		1 3.03	3
			4.50		* 8.2	8		1000	Contraction of the local distribution of the			-	_	-	\$ 6.56		-	\$10.50					16	W8-102	4.04 101.78 LEVEL SIDING		1.61	XYC	1 2.5	1 7.10
	-	*	5.10	-	. 8.3	88			-		4.45 OSCEOLA	-		THE REAL PROPERTY AND INCOME.	\$ 6.45	-		\$10.30		\$ 3.45	112.35				101.87 C.M.ST.P.&P.RY.CROSS		1.49			
-			5.45		* 8.5	5		-			7.72 YALE	YA	13.4	7 D	\$ 6.27	-		\$10.00		A	A 12.39				1.24	1	.28		125	1Pm 170
			136 6-17		1 90	6		38			4.39 SHEFFIELD	-	9.0	18	t 6.17			\$ 9.40		4.05	NS BET	WEEN	SEV	Statement of the	SUBDIVISION JCT. AN	D SIC	UX FA	LLS WIL	L BE GO	VERNE
								-		158.43	5.68 WATER TANK		3.4	w w	_		-				TA	-	-	B1	0.25	8	and the second se	RDNW	x 2.5	Ohn 7.0
									-	161.20			0.6	13				-			Am 12.40 3.55		-	-	Time Over Subdivision Average Speed per Hos				1	5 8.1 6 12 6
		A	A 6.30Am		A 9.3	OPm	34	119	C162	165.83	0.63 HURON	. н	,	RDNX C	к <sup>1</sup> 6.00м		have	L 9.00	-	8.20 12.40	26.39	SPECIAL	RUL	ES-W	estward trains are superior to e	stward	trains of	the same	lass.	
\$.00 11.50	15	05 24	4.30	25 40	8 24	35 38					Time Over Subdivision Average Speed Per Hour				5.40 28.56	.05 15,24	4.45 19.37	5.00 13 97	15.24	Sic	oux Falls R	tssell Stre	et over	head br	over Bridge 0.2 over Big Sioux Ri	er, 5100	x Falls.	gates, nor	mal position	of which a
											Special Rules.									clear fo	ossing over r Great No t of crossin	the C. & thern, t, until p	When	clear, tr	ack just east of the depot at Aring ains may pass but must reduce spe asing. Gates across Great Norther intil C. & N.W. crew place gates bar	track i	ndiente C.	& N, W. is u	sing crossing	in which e
						We	stwa	ard t	rain	s are	superior to eastward tra		of th	e same class			1			come t	o a full stop	, and do	not pa	as over t					v	illmar Di

WESTW SECOND CLASS	Therease		1101		BETI	VEEN	EIGHTH SUBDIVIS	ION	S VA	LIEY	100	FA	STWARD.	WESTWA	RD.		BET	WEEN	TINTAH AND E	VANSV	ILLE,	1
335	169	T CLASS	Cap	hr acity	- 11 -		Time Table No. 15	1			FIRST	r CLASS	SECOND	SECOND	Car Capaci	ty		ami	Time Table No. 15	4		- Chi
Mixed	Motor	Motor				* trou	Effective June 11, 1925.	b Calle	from Valley	SIGNS	190	170	336	339		_	.5	ce troi ville.	Effective June 11, 1929.	uph Ca	. from	SIGNE
Daily Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Schag	Other	Station	Morris	STATIONS	elegrap	Distance Browns V		Motor	Motor	Mixed	Mized Tue, Thur.	Sidings	Tracks	Station	Distan	STATIONS	Telegra	Distano Tintah.	
11-40An	L 4.000	L 6-304			A 157	I		MR	47.37		Ex. Sunday	Daily Ex. Sunday	Ex. Sunday	L 2.20Pm			159		EVANSVILLE	E	82 52 R	_
0.000	4.03	6.33	-	0		1.00	SECOND SUBDIVISIONJCT.		46.37	R C WDNX H	10.45	A 8-30Pm 8-27	10.10					0.22	ST. CLOUD DIV. JCT		32.30	UN WC
2-30	* 4.38	• 6-50 • 7.05		31	D 6	8,22	7.22 ALBERTA	A	39,15	D	10.42 +10.25	: 8.10	\$ 9.50	\$ 2.40		40	E 7	6.88	6.66 		25.61	D
1.00	• 4-51	+ 7.21		48	D 12	14.27		KO	83.10	D	\$10.10	\$ 7.55	s 9.10	\$ 3.00		40 _	E 11	11.38	4.50 		21.14	
				23	D 18	20.17	JOHNSON	3	27,20	D	\$ 9.54	• 7.39	\$ 8.15					1	M. ST. P. & S. S. M. RY Cros	and the second sec	18-10	
40	• 5-08	* 7.38		54	D 25	26.76	C. M. ST. P. & P. RY. CROSSING	-	20.61				-189	\$ 3.15	-	41	E 16	16.30	1.88 ELBOW LAKE 7.49 HEREFORD	and the second se	16.22	DW
Stational Station	• 5.21	* 7.51		37	D 31		5.88 	GB	20.16	DW	\$ 9.37	\$ 7.22	# 7.38	\$ 3.40	-	87	E 24	23.79	8.48		8.73	
	and the second s	• 8.09		13	D 39	40.44	7.35 BEARDSLEY	BX BY	6.93	D	* 9.24	* 7.09	* 7.05	4.00 A 4.05Pm	87	62	A193	32.52	0.25		0.25	
1 OPts A 30 53	6-00Pm A	8.30Am	33 1	12	D 45	47,37	BROWNS VALLEY	BV		RDWX	* 9.06 L 8.45/m	■ 6-51 L 6-30Pm	* 6.30 L 6.00An	1.45 18.58		-			Time Over Subdivision Average Speed Per Hour	. UN	R	DPW
	23.68	23,68					Time Over Subdivision Average Speed Per Hour				2.00 23.68	2 00 23.68	4.15 11.15		P. L	1		3 <u>.</u>				

# BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY	Dr. Roscoe C. Webb
Naomi (I-224) Aggergaards (I-241) Webber Pit	14.81 miles west Garretson         38.50 " " " "         55.14 " " "         1.10 miles east Thorsborg         8.91 miles east Kerker	Both Ends East East	14 Cars 28 " 8 " 5 " 10 "	Dr. H. M. N. Wynne.       Assistant Chief Surgeon.       420 LaSalle Bidg.,       Minnespis.         Dr. Ernest R. Anderson.       Assistant Chief Surgeon.       Minnespis.       Minnespis.         Dr. F. J. Savage.       Division Surgeon.       Minnespis.       Minnespis.         Dr. E. H. Frost.       Division Surgeon.       St. Pad.         Dr. R. H. Wald       Assistant Division Surgeon.       St. Pad.         Dr. E. W. Rimer.       Assistant Division Surgeon.       St. Pad.         Dr. F. J. Savyge.       Division Surgeon.       St. Pad.         Dr. R. H. Wald       Assistant Division Surgeon.       St. Pad.         Dr. E. W. Rimer.       Assistant Division Surgeon.       St. Pad.         Dr. P. E. Sawyer       Assistant Division Surgeon.       Breckende.         Dr. E. C. Cobb.       Assistant Division Surgeon.       Storr Gr.         Dr. E. C. Cobb.       Assistant Division Surgeon.       Storr Gr.
	Automatic Interlocking at 	0. Pr		Dr. Egil Boeckmann Chief Opthalmic Surgeon Store Street St

Dr. John F. Adams

Clara City	20 4 54 4 77 4	east	44 44 44	11 14 14 14	C. St. P. M. & O. Ry. C. St. P. M. & O. Ry. C. & N. W. Ry C. M. St. P. & P. Ry. C. & N. W. Ry.
Arangton. 00	17 16	west	**		C. & N. W. Ry.
Aberdeen	32 " 34 "	east		66	C. & N. W. Ry. C. M. St. P. & P. Ry.

# Special Rules-Eighth Subdivision.

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

Water tank 1.90 miles east of Browns Valley.

# Special Rules-Ninth Subdivision.

Westward trains are superior to eastward trains of same class, except No. 340 is superior to No. 339, Tintah to Evansville.

Crews of Great Northern trains will throw their own signals at Soo Line Crossing, and after passage of trains will restore signals to clear for Soo Line, in accordance with chart in Tower, when no towerman is on duty.

1-----

535 Local Freis Daily Daily

4-08

4-10

8.11

. 8.25

8.45

· 9.05

. 9,50

10.20

•10.45

•11.10

11.40

12.05k

12.25

12.50

. 1.10

. 1.30

2.104 7.85

### LOCAL SURGEONS.

Dr. Geo. E. Countryman Dr. D. W. Little		Dr. J. C. Shirley	Human
Dr. D. W. Little. Dr. N. K. Hopkins	Aberdeen.	Dr. E. G. Sasse.	Lidgerwood
Dr. N. K. Hopkins Dr. C. L. Scofield	Appleton.	Drs. A. W. & W. P. Robertson	Litchfield
Dr. C. L. Scofield. Dr. Oscar Daigmault	Arlington.	Dr. Ward Akester	Marchall
Dr. Oscar Daigmault	benson.	Dr. F. D. Gray	Marshall
Dr. W. E. Wray. Dr. Oscar F. Freed	Benson.	Dr. H. D. Oggel	Maurice.
Dr. Oscar F. Freed.	Campbell.	Dr. Chas. E. Caine.	Morris
Dr. J. B. Robertson. Dr. A. C. Peterson.	Cokato.	Dr. W. T. Taylor	Pinestone
Dr. A. C. Peterson.	Cottonwood,	Dr. E. G. McKeown	Pinestone.
Dr. A. E. Phillips. Dr. A. G. Maercklein	Dassei.	Dr. A. H. Tufts	Sigur Falls
Dr. A. G. Maereklein Dr. F. C. DeVall	Files del	Dr. N. F. Doleman	Tintah.
Dr. F. C. DeVall. Dr. C. I. Oliver.	Comulate.	Dr. C. L. Roholt.	Waverly.
Dr. C. I. Oliver. Dr. A. G. Sanderson	Garretson,	Dr. R. F. Campbell	Waterlows.
Dr. A. G. Sanderson Dr. Wm. D. Lyle	Graceville.	Dr. H. J. Bartron.	Waterlown.
Dr. Wm. D. Lyle. Dr. John T. Leland.	Granite Falls.	Dr. B. J. Branton.	Willmar.
Dr. John T. Leland	Uavana.	Dr. C. C. Gross	Vankton.
Dr. John T. Leland.	Herman.	Dr. J. E. Trierweiler	Yankton.
	doward Lake.	and a state a difference and the state of th	2

			-	_															1						
ASTNA				PET	WEEN	CEO	TENTH SUBD	IVIS	ION-										ELEVENTU CUP			-			
34	WES	TWARE		DEI	WEEN	SEC	OND SUBDIVISION	JUN	СТІО	N AND ABE	and the state of t		WARD.	WEST	WAR	RD.		BET	ELEVENTH SUB	ANE	FOR	BES.		EASTW	ARD.
34	CLASS	191		Car Capacity			Time Table No. 15		-		CLASS	CLASS		SECOND	Car				Time Table No. 15					1	SECOND
54	690	-	-			fe from	Effective June 11, 1929.	oh Cal	e from	SIGNS	192	596		337	Capac			from	Effective June 11, 1929.	1	1				338
31	Daily	Daily		Nuting Other Fraction	Numb	Distan	STATIONS	alagra	bardee			Local Freight		Mized	lings.	ber seks.	Station Numbers	stance tland.		-	-		SIGNS		Mixed
1	6-10m	L 3.80	1		1 400	1 42 4	RECOVER SUBSYLLING	F	64			Daily Ex. Friday		Ex. Sunday	Sid	46	No	10 M	STATIONS	1	Polet			and the second	Daily Ex Suptey
X	6.35	1 4-10		39	E 43	7.9	SECOND SUBDIVISION JCT.	-	119.23	R P X Y	A 11.00m	Contraction of the		L 8.30km	56		E 93		RUTLAND, N. D	RU	63.02	R D V	wc x		4 4.00m
24						The second second	C.M.ST.P.& P.RY.CROSSING		111.39		110.40	<b>*</b> 1.40			-				TENTH SUBDIVISION JCT.		62.75		X Y	1	
10	6.45	. 4.18	3	10	E 48		PAIRMOUNT		107.94		<b>10.30</b>	• 1.25		8.55	-		E 98		BELLE PLAINE		56.15				+ 3.42
1-	6.50	1 4.91			E 50		DE VILLO		106.21		10.30	• 1.10		• 9.10	-	38	E103		BROOKLAND	-	51.17				+ 3.30
210	7.05	1 4.31		-	E 55		4.91 	-	101.30		110.17	•12.50		• 9.30		37	E110		5.86 STRAUBVILLE		49.97	-			-
40.8	7.40	• 4.50			E 63		7.54 HANKINSON	BI	93.76	D	*10.00	#12.30Am		• 9.50	-	36	E116		6.12 CRESCENT HILL	84	44.11	D			• 3.00
1021						and the state	M. ST. P. & S. S. M. RY. Cros.		93.40				1	\$10.05		38	E121		4.35 	-	33.64	-			• 2.40
1						27.99	M. ST. P. & S. S. M. RY. Cros.		91.24						-			-	C. & N. W. RY. CROSSING		33.25				. 2.20
	8.05	1 5.05		34	E 70	32.67	4.68 STILES		86.56	w	1 9.40	#11.40						-	0.85		32.40		w		
	8.25	. 5.15		59	E 74	37.48	4.79 LIDGER WOOD	DK	81.77	DN	<b>9.30</b>	•11.25		+10.15		27	E123	-	0.72 PORT EMMA		31.68	-		1	. 2.16
	8.48	. 5.30		35	E 80	43.60	6.14 	GO	75.63	D	• 9.16	<b>10.45</b>		+10.25		37	E126	35.01	8.67 GUELPH	au	28.01	D			. 2.05
	194 9.05	. 5.41		37	E 86	48.76		84	70.47	D	595 9.05	•10.25		#10.45		38	E134	42.10	7.09 SILVER LEAF	. SF	30.92	D			• 1.45
	8.50	• 6.03	3	58 38	E 92	54.89	RUTLAND, N. D	RU	64.34	R D WC X	\$ 8.50	\$95 \$ 9.50						49.43	C.M.ST.P.& P.RY.CROSSING	0	18.59		and the second		
						85.16	0.27 ELEVENTH SUBDIVISION JCT		64.07	Y	- ALL CONTRACTOR			•11.10		60	E141	49.65	0.22 ELLENDALE	ND	18.37	D			• 1.25
.14	020	. 6.25		39		64.24	9.08 HAVANA	WB	54.99	D	• 8.30	• 9.20		A 11.50km	43	71	<b>E155</b>	63.02	13:37 Forbes	FO		RD	хY		4 12.45m
	0.45	• 6-38		38	<b>F</b> 16	70.82	6.58 KIDDER	RO	48.41	DN	* 8.17	<b>8</b> .55		3,20 18,91					Time Over Subdivision Average Speed Fer Hour						8,15 19,39
						74.35	C.M.ST.P.& P.RY.CROSSING		44.88						Sec. and				6						1-101 Park
#11	10	• 6-54		3.5	F 23	77,94	3.59 BURCH	CU	41.29	D	• 8.02	<b>8</b> .35					West	tward t	Special R rains are superior to east			the sa	me class.		
+11	40	• 7.08		38	<b>F</b> 30	85.08		MN	34.15	D	s 7.47	<b>8</b> .15					ines								
+19	05km	• 7.23		37	¥ 36	91.44	CLAREMONT	QC	27.79	DW	• 7.32	\$ 7.55						Ma	aximum Speed for Passer	iger at	nd Freig	tt Trai	Ins.		
112	25	• 7.34			¥ 42		5.43 HUFFTON		22.36		\$ 7.20	• 7.30					I	Delano a	ad Braskanridan 55 mil	asseng es per	hour 31	5 miles r	eight per hour per hour		
•12	50	• 7.46		37	¥ 47	102.28	8.41 	NY	16.95	D	■ 7.08	• 7.15	Constant Section				00	arretson	and Sioux City 40 mil n and Sioux Falls 35 mil lls and Yankton 30 mil	es per	hour 21	5 miles 1 0 miles 1	per bour		
3.19	_					105.70			13.53	w							5	ioux Fa	lis and Watertown	es per	hour 2	5 miles 1	per hour		
+ 1	10	1 7.56		8	P 81	106.18			13.05		1 6.58	1 7.00					1	Morris an Fintah a	nd Browns Valley30 mil nd Evansville35 mil	es per	nour 4	a mines	Del trout		
• 1	30	. 8.04		37	¥ 55	109.93	8.75 PLANA		9.30		* 6.50	■ <sup>192</sup> ■ 6.50						Aberde	and Forbes	AND DECE	TICHLE	C. CERTER COR	State and state		
						118.59	C.M.ST.P.& P.RY.CROSSING		0.64								I	Engines	backing up	20	miles pe	r hour.			
					1	118.61	C. & N. W. RY. CROSSING.		0.62						-										
	And I Real Property lies of the local division in the local divisi	8-25 M	Yard	235	8 64	119.23	0.62	FN		R DNK CXY															
125		4.30 28.80					Time Over Subdivision Average Speed Per Hour				4.30 26.50	7.65 15.06													
100	No.		-						-										Walah Chief Di	enstch	PT	Willm	NBF.		

Westward trains are superior to eastward trains of same class.

