



WILLMAR DIVISION

TIME TABLE No. 34

**EFFECTIVE 12:01 A. M.
CENTRAL TIME**

SUNDAY, OCTOBER 14, 1934

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—LYNDALE JCT. AND WILLMAR.

EASTWARD.

SECOND CLASS				FIRST CLASS				Car Capacity	Stations	Distance from St. Paul	Time Table No. 34		SIGNALS	Telegraph Code	FIRST CLASS				SECOND CLASS	
423	429	61	425	31	3	1	27				Effective October 14, 1934.				4	28	2	32	426	60
Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily								Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
		L. 6:45am			L. 10:05am	L. 8:50am	L. 8:45am		0		ST. PAUL	102.19K	A	A	7:30am	A 10:30am	A 10:30am			
					10:50am	9:25am	9:18am		11	10.57	MINNEAPOLIS	81.50K	B	B	7:05am	10:05am	10:05am			A 4:00pm

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

L. 9:00pm	L. 7:15km	L. 7:00km	L. 3:45km			L. 10:55pm	L. 9:30km	L. 9:22km			12.18	...LYNDALE JCT...	90.01 PW		A 6:44km	A 9:55km	A 9:53km			A 2:10km	A 3:40km
									TD 1394	A 13	13.92	...CEDAR LAKE...	85.27 P								
9:12	7:27	7:08	3:57			11:01	9:35	9:27		A 17	14.40	...HOPKINS JCT...	85.79 XP		6:35	9:47	9:46		1:57	3:28	
9:30	7:45	* 7:23	4:15			*11:12	9:45	9:37	80 20	A 24	23.90	...WAYZATA...	78.29 RD PW	WA	f 6:21	9:37	9:35		1:42	* 3:16	
9:32	7:47	A 7:25km	4:17			11:13	9:46	9:38			24.50	...HUTCHINSON JCT...	77.60 P I		6:18	9:36	9:34		1:40	L 3:11	
9:38	7:53		4:23			*11:18	9:49	9:41	79 14	A 27	27.00	...LONG LAKE...	75.19 D	ON	f 6:13	9:32	9:30		1:35		
9:48	8:03		4:33			*11:25	9:55	9:47	W 80 17	A 32	31.37	...MAPLE PLAIN...	70.82 DP	MA	f 6:04	9:26	9:24		1:25		
10:15	8:30		5:00			*11:38	10:04	9:57	E 80 48	A 39	38.36	...DELANO...	68.30 NW I	DA	f 5:50	9:16	9:14		1:05		
10:30	8:45		5:15			*11:48	10:13	10:06	Consist 70	18	A 43	...MONTROSE...	57.12 DP	MO	f 5:37	9:05	9:04		12:50		
10:37	8:51		5:31			*11:53	10:16	10:09	70 32	A 45	47.84	...WAVERLY...	54.10 DP	WY	f 5:31	9:01	9:00		12:44		
10:50	9:15		5:45			*12:03km	10:23	10:16	141 33	A 53	53.37	...HOWARD LAKE...	48.10 DP	RD	f 5:21	8:52	8:53		12:34		
11:04	9:28		5:58			*12:17	10:31	10:23	E 80 41	A 59	59.13	...COKATO...	44.04 DP	CT	* 5:09	8:44	8:45		12:22		
11:20	9:44		6:14			*12:28	10:38	10:30	E 82 79	A 65	64.96	...DASSEL...	37.30 DPW	DS	f 4:58	8:35	8:37		12:07km		
11:33	9:56		6:26			*12:37	10:45	10:36	E 70 79	A 70	70.09	...DARWIN...	32.10 DP	DN	f 4:49	8:26	8:30		11:49		
11:46	10:09		6:39			*12:47	10:53	10:43	E 108 80	A 78	78.19	...LITCHFIELD...	28.00 DNW	FD	* 4:39	* 8:16	8:21		11:37		
12:01km	10:21		6:51			f 1:02	11:03	10:52	E 78 78	A 84	83.67	...GROVE CITY...	18.10 DP	G	f 4:24	8:02	8:09		11:25		
12:12	10:32		7:02			* 1:13	11:10	10:58	84 87	A 89	88.99	...ATWATER...	12.30 DN I	WR	f 4:15	7:53	8:02		11:10		
12:27	10:47		7:17			* 1:25	11:19	11:06	E 80 38	A 97	96.35	...KANDIYOHL...	4.34 DP	B	f 4:02	7:41	7:51		10:30		
12:39	10:58		7:27		L. 10:55km	1:31					101.01	...WILLMAR JUNCTION...	1.18 P					A 11:40km	10:05		
A 12:40km	A 11:05km		A 7:35km		A 11:00km	A 1:37km	A 11:30km	A 11:15km	Yard 1516	A102	102.10	...WILLMAR...									
3.45 24.00	3.30 23.45	3.25 23.75	3.50 23.65		3.42 23.34	3.00 23.00	1.55 47.79					Time Over Subdivision Average Speed Per Hour			3.54 31.03	2.25 37.24	2.13 40.60	1.03 14.16	4.10 21.80	2.29 25.67	

Special Rules.

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

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.

Nos. 60 and 61 register by card at Wayzata.

Register at Wayzata for Fifth Subdivision trains only.

First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office.

Nos. 1 and 27 register by card at Willmar.

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

Cross-over and Junction switches at Hutchinson Jct., for westward trains to Fifth subdivision are electrically controlled from depot at Wayzata.

Electric automatic interlocked switch end of double track Atwater is controlled by track circuits and operates automatically with the following exception: Movement of westward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand.

Long siding north of main track, extending between Montrose and Waverly stations is known as Montrose siding. Eastward trains must not use this track unless authorized by train order.

Long siding south of main track, extending west of Howard Lake is known as westward siding. Eastward trains must not use this siding unless authorized by train order.

YARD LIMITS MINNEAPOLIS extends to point 3 miles west of Hopkins Jct., including Hopkins branch. Rule 93 and Rule 99. In supplement to those rules all freight trains or switch transfers moving on freight tracks within yard limits in Twin City Terminals must have a flagman on rear car in train or transfer, and if stop is made flagman must be on ground at rear end prepared to provide flagging protection against following train or transfer movements.

Conductor or switch foreman should not permit cars or trains to stand on main freight tracks at any point without affording the protection as herein outlined.

Trains on freight tracks in both directions will approach the following wye and cross-over tracks, which are not interlocked, prepared to stop unless way is clear: Superior Avenue and Cedar Lake Yard.

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engine men and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end 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.

Between Lyndale Jct. and Willmar.	Maximum Speed.	
	Passenger	Freight
	60 miles per hour.	40 miles per hour.

WESTWARD.

SECOND SUBDIVISION—WILLMAR AND BRECKENRIDGE.

EASTWARD. 3

SECOND CLASS

FIRST CLASS

Car Capacity

Time Table No. 34

Effective October 14, 1934.

FIRST CLASS

SECOND CLASS

429 425 423

(1923)
183

185

51

1

27

3

STATIONS

4

28

2

52

(191)
184

186

426

Daily Daily Daily

Daily
Ex. Mon.Daily
Ex. Sun.

Daily

Daily

Daily

Daily

STATIONS

Daily

Daily

Daily

Daily

Daily
Ex. Sun.Daily
Ex. Sun.

Daily

12:30pm 9:00am 1:30pm

2:40pm 11:30am 11:15am 1:50pm

Yard 1816 A102

DOUBLE TRACK

WILLMAR

0.41

SIOUX CITY LINE JCT

6.30

PENNOCK

7.43

KERNHOVEN

8.42

MURDOCK

9.55

DE GRAFF

10.41

BENSON

11.50

WATERTOWN LINE JCT

12.35

CLONTARF

13.59

HYNES

14.14

HANCOCK

15.35

BROWNS VALLEY LINE JCT

16.35

MORRIS

17.01

DONNELLY

18.31

MOOSE ISLAND

19.73

HERMAN

20.75

NORCROSS

21.85

CHARLESVILLE

22.47

EVANSVILLE LINE JCT

23.70

TINTAH

24.24

M. ST. P. & S. M. RY. CROSSO.

25.58

ABERDEEN LINE JCT

26.36

CAMPBELL

27.42

DORAN

28.10

N. P. RY. CROSSO.

29.30

BRECKENRIDGE

30.50

Time Over Subdivision
Average Speed Per Hour

R DN W C

OKX

WD

A

3:45am

7:20am

7:40pm

1:35am

1:30am

3:30

7:09

7:27

3:19

7:00

7:18

3:10

6:55

7:13

3:01

6:47

7:07

3:43

6:35

6:56

6:40am

6:30am

2:33

6:25

6:51

2:25

6:16

6:44

2:17

6:10

6:39

2:05

5:58

6:28

1:51

5:45

6:18

1:41

5:38

6:11

1:34

5:32

6:05

1:25

5:26

5:59

1:15

5:18

5:51

1:07

5:11

5:44

12:59

5:05

5:38

5:02

5:35

4:52

5:26

4:42

12:30am

4:40am

5:15pm

4:30am

1:40am

3:15

2:40

2:25

0:05

1:00

10

4:14

4:30

3:31

Special Rules.

Westward trains are superior to eastward trains of the same class, except Nos. 2, 4 and 28 are superior to No. 183, Campbell to Aberdeen Line Jct. and Nos. 2, 4 and 28 are superior to No. 185, Watertown Line Jct. to Benson. 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.

First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office.

No. 2 register by card at Willmar.

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

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

Electric automatic interlocked switch end of double track Pennock is controlled by track circuits and operates automatically with the following exceptions: Movement of eastward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand.

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. East switch to this track located 2.51 miles east of Benson depot electrically controlled from depot.

Track south of main track between Morris and Hancock must be used as second main track by all eastward trains except first class unless otherwise instructed by train order, and must not be used by eastward main line first class 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 1.55 miles 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 "lowline crossover."

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, engineers 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.

Maximum Speed.

Between

Willmar and Breckenridge.

Morris and Hancock. Eastward Freight Track.

Passenger

60 miles per hour.

25 miles per hour.

Freight

40 miles per hour.

25 miles per hour.

4 WESTWARD. THIRD SUBDIVISION—LYNDALE JCT. AND ST. CLOUD. EASTWARD.

FIRST CLASS			Car Capacity	Station Numbers	Distance from St. Paul	Time Table No. 34 Effective October 14, 1934.		STATIONS	Distance from St. Cloud	Telegraph Code	SIGNS.	FIRST CLASS		
29	7	11										8	12	30
Daily	Daily	Daily Ex. Sunday	Billage	Other Trucks	Station Numbers	Distance from St. Paul	Distance from St. Cloud	STATIONS	Distance from St. Cloud	Telegraph Code	SIGNS.	Daily	Daily Ex. Sunday	Daily
L 9:50pm	L 8:00pm	L 8:40pm			0			ST. PAUL	74.82	A	K	A 8:00pm	A 3:45pm	A 10:25pm
10:30pm	8:40pm	9:35pm			11	10.82		MINNEAPOLIS	64.25	K	K	7:35pm	3:20pm	10:00pm
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.														
L 10:35pm	L 8:45pm	L 9:40pm						LYNDALE JCT.	62.64	WX		A 7:23pm	A 3:10pm	A 9:48pm
								M. W. R. CROSSING	61.89	I				
10:43	8:54	9:48	79	35	17	17.17		ROBBINSDALE	57.63	RD	D P	7:14	3:02	9:38
								M. ST. P. & S. M. RY. CROS.	56.31	I				
10:53	9:04	9:58	30	34	24	23.63		OSSEO	51.17	RI	D P	7:04	2:52	9:28
	10:05		6	28	27.91			MAPLE GROVE	45.84				2:45	9:18
11:06	9:17	10:12	58	19	33	32.65		ROGERS	42.17	RO	D P	6:52	2:38	9:06
11:16	9:27	10:22	40	29	38.90			ALBERTVILLE	35.90	RA	D P	6:42	2:28	8:54
11:28	9:42	10:36	79	43	45	47.35		MONTICELLO	27.47	MO	D PW	6:31	2:14	8:38
11:39	9:56	10:48	28	35	54.91			ENFIELD	19.91		P	6:21	2:02	8:23
11:42	10:00	10:51	34	37	57.12			HASTY	17.70	HA	D P	6:18	1:59	8:19
11:49	10:08	10:59	50	13	62.15			CLEARWATER	12.47	CW	D P	6:11	1:51	8:09
11:59	10:19	11:10	20	79	69.35			ST. AUGUSTA	5.47		P	6:00	1:40	7:55
A 12:10pm	A 7:30pm	A 11:20pm	Yard	1416	78	74.35		ST. CLOUD		DX	WC VO RKDN I X	L 5:50pm	L 1:30pm	L 7:45pm
1:35	1:45	1:40						Time Over Subdivision				1:35	1:40	2:03
20.56	21.79	27.56						Average Speed Per Hour				40.41	37.55	30.55

WESTWARD. FOURTH SUBDIVISION—MORRIS AND BROWNS VALLEY. EASTWARD.

SECOND CLASS			FIRST CLASS			Car Capacity	Station Numbers	Distance from Morris	Time Table No. 34 Effective October 14, 1934.		Telegraph Code	Distance from Browns Valley	SIGNS	FIRST CLASS		SECOND CLASS
335	49	47	335	49	47									48	50	336
Tu, Thur., Sat.	Daily	Daily Ex. Sunday	Tu, Thur., Sat.	Daily	Daily Ex. Sunday	Billage	Other Trucks	Station Numbers	Distance from Morris	Distance from Browns Valley	Telegraph Code	Distance from Browns Valley	SIGNS	Daily	Daily Ex. Sunday	Tu, Thur., Sat.
L 5:30pm	L 1:00pm	L 6:00pm						A 187			MR	47.37	R C WDNX	A 10:00pm	A 6:00pm	A 3:50pm
6:40	1:05	6:05						1.01				45.36	X P Y	9:52	5:50	3:30
6:05	1:25	6:20	28	D 6	8.22			ALBERTA			A	59.15	D	9:37	5:34	3:05
6:33	1:43	6:33	44	D 12	14.27			CHOKIO			EO	33.19	D	9:24	5:20	2:35
7:15	2:01	6:46	21	D 18	20.17			JOHNSON			J	27.20	D	9:11	5:06	2:01
								26.75				20.41				
8:15	2:25	7:02	50	D 38	27.31			C. M. ST. P. & P. RY. CROSSING								
8:43	2:45	7:15	34	D 31	33.99			GRACEVILLE			GB	20.16	D W	8:54	4:50	1:15
9:30	3:10	7:31	30	D 39	40.44			BARRY			BE	14.28	D	8:43	4:34	12:40
A 10:30pm	A 3:45pm	A 7:45pm	39	D 45	47.37			DEARSBLEY			RY	6.93	D	8:26	4:17	12:06pm
8:00	3:45	1:45						BROWNS VALLEY			BV		R D X	L 8:10pm	L 4:00pm	L 11:30pm
9:06	3:52	27.08						Time Over Subdivision						1:30	2:00	4:30
								Average Speed Per Hour						25.33	23.68	10.52

WESTWARD. FIFTH SUBDIVISION—HUTCHINSON JCT. AND HUTCHINSON. EASTWARD.

SECOND CLASS			Car Capacity	Station Numbers	Distance from Hutchinson Jct.	Time Table No. 34 Effective October 14, 1934.		Telegraph Code	Distance from Hutchinson	SIGNS	SECOND CLASS	
61	61	61									60	60
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Billage	Other Trucks	Station Numbers	Distance from Hutchinson Jct.	Distance from Hutchinson	Telegraph Code	Distance from Hutchinson	SIGNS	Daily	Daily Ex. Sunday
L 7:25pm									43.74	I P	A 3:11pm	
7:35			12	BS	2.75			CRYSTAL BAY	40.99	D	3:01	
7:40			8	BS	4.29			MINNETONKA BEACH	39.45		2:55	
			1034	3.16	0.87			NAVARRE	38.58			
7:45			27	BS	5.02			SPRING PARK	37.82	D	2:44	
					0.99			SETON	36.83			
7:55			21	BS	7.82			MOUND	35.92	D	2:20	
8:08			35	BS	12.89			ST. BONIFACIUS	31.35	DW	2:00	
8:18			13	BS	16.87			MAPLE	27.17		1:50	
8:28			22	BS	20.39			MAYER	23.54	D	1:40	
8:40			26	BS	24.01			NEW GERMANY	19.73	D	1:30	
9:00			28	BS	27.60			LESTER PRAIRIE	16.08	D	1:10	
9:30			26	BS	35.81			SILVER LAKE	8.23		12:50	
A 10:00pm			43	BS	43.74			HUTCHINSON		RDW	L 12:30pm	
2:35								Time Over Subdivision			2:41	
16.93								Average Speed Per Hour			16.30	

WESTWARD. SIXTH SUBDIVISION—RICE JCT. AND WILLMAR JCT. EASTWARD.

SECOND CLASS			FIRST CLASS			Car Capacity	Station Numbers	Distance from Rice Jct.	Time Table No. 34 Effective October 14, 1934.		Telegraph Code	Distance from Willmar Jct.	SIGNS	FIRST CLASS		SECOND CLASS
427	31	31	427	31	31									32	428	428
Daily	Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Billage	Other Trucks	Station Numbers	Distance from Rice Jct.	Distance from Willmar Jct.	Telegraph Code	Distance from Willmar Jct.	SIGNS	Daily	Daily Ex. Sunday	Daily
L 6:00pm	L 8:52pm											55.66	P I	A 1:23pm	A 4:05pm	
6:10	8:58		4					2.02				53.66		1:17	4:00	
6:35	9:13		52	32	L-10			9.42			RE	48.08	D P	1:04	3:35	
6:50	9:23		28	L-18	14.42			14.42			CO	41.26	D PW	12:55	3:19	
7:05	9:34		49	35	L-20			15.91			CH	36.77	D P	12:46	2:56	
7:25	9:47		35	L-26	25.12			25.12			IN	30.86	D P	12:35	2:30	
7:45	9:58		41	35	L-31			30.54			BY	25.14	D PW	12:25	2:10	
								31.30				24.36	I			
8:05	10:11		34	L-37	35.99			35.99				19.69	P	12:14	1:50	
8:25	10:26		50	35	L-43			42.61			ND	13.07	D P	12:03pm	1:20	
8:40	10:35		50	29	L-48			46.02			CR	8.76	D P	11:55	12:53	
A 9:15pm	A 10:55pm							55.66					P	L 11:40pm	L 12:01pm	
3:15	2:01													1:43	4:04	
17.13	27.16													32.45	13.89	
Time Over Subdivision Average Speed Per Hour																

Special Rules—Third, Fourth, Fifth and Sixth Subdivisions.

Westward trains are superior to eastward trains of the same class.
 Electric switch at Hutchinson Jct., for eastward trains to First subdivision is controlled by track circuits.
 Junction switch at Rice Junction is electrically controlled from depot at St. Cloud.
 Q-1 and S-1 Engines not exceed five (5) miles per hour over Bridge 50.3 at Clearwater and over Nest Lake Bridge 67 near Spicer.
Maximum Speed.

Between	Passenger	Freight
Lyndale Jct. and St. Cloud	60 miles per hour.	40 miles per hour.
Morris and Browns Valley	30 miles per hour.	25 miles per hour.
Hutchinson Line Junction and Hutchinson	35 miles per hour.	25 miles per hour.
Willmar Jct. and Rice Jct.	40 miles per hour.	30 miles per hour.

WESTWARD

SEVENTH SUBDIVISION—WILLMAR AND IHLEN

EASTWARD 5

SECOND CLASS				FIRST CLASS				Car Capacity		Time Table No. 34 Effective October 14, 1914.		FIRST CLASS		SECOND CLASS			
419				51						STATIONS		52		420			
Daily				Daily								Daily		Daily			
L 2:00hr				L 2:40hr				A-102		WILLMAR		WD 112.29 RDN WCK OX		A 1:35hr		A 6:50hr	
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																	
L 2:05hr				L 2:45hr				0.41		SIOUX CITY LINE JCT.		111.88 X P		A 1:30hr		A 6:40hr	
2:20				2:57				80 12 1-64 5.95		5.87 PRIAM		105.31		1:15		6:25	
2:35				3:08				80 32 1-70 12.00		6.02 RAYMOND		RA 100.29 D		1:04		6:10	
								19.00		7.00 M. W. Ry. CROSSING		93.20 I					
2:52				3:23				80 32 1-77 19.56		6.47 CLARA CITY		CA 92.73 D		12:49		5:50	
3:05				3:35				40 32 1-83 25.49		5.93 MAYNARD		NR 86.80 D		12:36		5:35	
3:14				3:41				13 1-87 29.22		5.73 ASHURV		83.07		12:26		5:26	
								33.20		3.06 C.M.ST.P.&P.RY. CROSSING		79.00 I					
								33.40		6.49 WATER TANK		75.60 W					
3:25				3:53				40 30 1-92 34.80		6.01 GRANITE FALLS		GX 77.60 DN		12:15		5:11	
3:40				4:03				40 11 1-97 39.88		6.26 LORNE		72.43		12:01hr		4:58	
								43.91		4.03 M. & ST. L. RY. CROSSING		69.19 I					
3:50				4:12				80 35 1-102 44.22		6.31 HANLEY FALLS		HY 65.07 D		11:52		4:46	
4:05				4:26				80 47 1-109 50.40		6.18 COTTONWOOD		C 61.89 D		11:38		4:28	
4:20				4:39				33 1-116 57.71		7.31 GREEN VALLEY		GV 54.53 D		11:24		4:08	
4:45				4:54				40 74 1-121 63.07		5.26 MARSHALL		MD 49.23 DN C X		11:14		3:56	
								68.23		6.13 C. & N. W. RY. CROSSING		45.07					
								64.77		1.85 WATER TANK		47.32 W					
5:10				5:07				81 32 1-128 69.77		5.00 LYND		YD 43.32 D		10:59		3:31	
5:30				5:19				80 35 1-134 76.02		6.25 RUSSELL		RS 36.27 D		10:48		3:18	
5:55				5:35				38 1-142 83.80		7.57 FLORENCE		FO 28.40 D		10:32		3:02	
6:08				5:48				30 56 1-147 89.90		3.01 RUTHTON		RV 23.30 D W		10:22		2:50	
6:30				6:05				37 1-153 95.73		7.83 HOLLAND		HD 18.36 D		10:07		2:30	
								105.23		5.50 C. R. I. & P. RY. CROSSING		7.08					
								105.33		6.02 C. ST. P. M. & O. RY. CROSSING		7.04					
								105.31		6.06 C.M.ST.P.&P.RY. CROSSING		6.98					
7:05				6:27				30 43 1-154 103.54		6.13 PIPESTONE		NE 6.72 DN		9:51		2:10	
A 7:20hr				A 6:40hr				31 101 1-170 112.29		6.75 IHLEN		HN RDN WC X		9:35hr		1:45hr	
5.15 21.51				5.55 25.56						Time Over Subdivision Average Speed Per Hour				3.55 58.56		4.25 52.90	

Special Rules.

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

Maximum Speed.

Between	Passenger	Freight
Willmar and Ihlen	45 miles per hour.	30 miles per hour.

6

WESTWARD.

EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY.

EASTWARD.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				Cap. Capacity		Station Numbers	Distance from Ihlen	Time Table No. 34		Telegraph Code	Distance from Sioux City	SIGNS	FIRST CLASS				SECOND CLASS.	THIRD CLASS.	
579	419		C.B. & Q. 16 171	C.B. & Q. 164 169	161	51	Subdiv.	Other Trains			Effective October 14, 1914.	STATIONS				C.B. & Q. 17 172	52	C.B. & Q. 163 170	162			420
Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	
	L 8:10 ^{am}						L 6:55 ^{am}	41	251	1-170		IHLN	HN	112.88	R DNWC		A 9:35 ^{pm}			A 1:05 ^{am}		
	8:25						* 7:05	50	108	1-178	4.80	JASPER	JA	105.38	D		* 9:25			12:40		
	8:45						* 7:17	50	35	1-183	12.20	SHERMAN	FS	100.00	D		* 9:12			12:20		
L 1:30 ^{am}	8:05					L 7:55 ^{am}	* 8:00	32	225	1-150	15.60	GARRETSON	GC	97.26	R DNW X		102-419 * 9:05		A 52 8:42 ^{pm}	12:05 ^{am}	A 6:00 ^{am}	
A 1:33 ^{am}	9:25					A 7:56 ^{am}	* 8:02				18.05	YANKTON LINE JUNCTION		94.79			8:27		L 8:40 ^{am}	11:45	L 5:55 ^{pm}	
	9:40						* 8:14	49	20	1A-7	21.53	BOOGE		91.08			f 8:16			11:25		
	9:50						f 8:23		13	1A-10	26.05	MANLEY		86.83			f 8:07			11:15		
	10:10						* 8:35	73	44	1A-17	32.93	C. ST. P. M. & O. RY. CROSS'G		80.61	I							
	10:40						* 8:47	27	45	1A-23	39.37	HILLS	HE	79.93	D		* 7:54			10:58		
											33.33	I. C. RY. CROSSING		79.55	I							
											39.54	LESTER	R	73.51	D Y		* 7:42		419 10:40			
	11:00						* 8:58	19	34	1A-30	45.27	C. R. I. & P. RY. CROSSING		73.30								
	11:35						* 9:10	50	37	1A-34	51.96	ALVORD	AB	66.41	D		* 7:30			10:20		
	11:59						* 9:26		29	1A-45	60.93	DOON	DO	60.92	D WC		* 7:19			10:05		
	12:20 ^{am}						* 9:41	49	48	1A-52	68.45	PERKINS		51.95			* 7:03			9:32		
	12:40						* 9:54		37	1A-61	75.50	SIOUX CENTER	UX	44.40	DN		* 6:51			9:12		
	12:55						* 10:03	49	29	1A-68	81.64	MAURICE		36.32			* 6:37			8:52		
	1:10						* 10:14		15	1A-78	90.07	STRUBLE	SH	31.20	D		* 6:27			8:40		
	1:22						* 10:23	45	40	1A-79	94.22	WEST LAMAR		33.81			f 6:14			8:24		
											99.09	MERRILL	KN	18.55	D W		* 6:05			8:19		
											103.04	I. C. RY. CROSSING		13.19	I							
	1:37						* 10:36	31	28	1A-85	101.04	HINTON	MO	11.84	D		* 5:54			7:55		
	A 2:10 ^{am}										107.00	I. C. RY. CROSSING		8.28								
							10:50	Yard	832		110.02	24th STREET YARD	Q	9.86	R DNWC K		5:40			L 7:35 ^{am}		
			L 6:59 ^{am}	L 12:02 ^{pm}			10:54	Yard	928		112.21	WALL STREET		0.87	YO I	A 1:08 ^{pm}	5:35	A 6:43 ^{pm}				
			A 6:05 ^{pm}	A 12:05 ^{pm}			A 11:00 ^{am}			1A-97	112.58	SIOUX CITY	SC		R DNK I	L 1:05 ^{pm}	L 5:30 ^{pm}	L 6:40 ^{pm}				
58 9:40	6:00 12:33											Time Over Subdivisions Average Speed—Per Hour					58 18.40	4:05 27.64	58 13.40	2:02 14.10	5:30 10.00	58 1:44

Special Rules.

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

Main track between 3rd street and passenger station Sioux City routes via old main track from 3rd street to Steuben street and via the new cut off between Steuben and Wall streets, thence via 2nd street main track to the depot. 2nd street main track between Wall street and the depot will be used by both G. N. and C. B. & Q. first class trains. Normal position of switches at Wall street for main track.

Register at Garretson for Ninth Subdivision trains only.

Crossing over I. C., 2.42 miles east of 26th Street Yard, protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass, but must reduce speed to 10 miles an hour, at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate I. C. using crossing, in which case come to full stop, and do not pass over until Illinois Central crew place gates back to clear.

Maximum Speed.

Between	Passenger	Freight
Ihlen and Garretson	45 miles per hour.	30 miles per hour.
Garretson and Sioux City	40 miles per hour.	30 miles per hour.

WESTWARD. NINTH SUBDIVISION—YANKTON LINE JCT. AND YANKTON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	Stations	Distances from Yankton Line Jct.	Time Table No. 34		Telegraph Code	Distances from Yankton	SIGNS	FIRST CLASS		THIRD CLASS		
535	581	579	53	161				Effective October 14, 1934.	STATIONS				54	162	536	582	580
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Stations	Other Trucks	Station Numbers						Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
		L 1:33a		L 7:56a				YANKTON LINE JCT....	80.78				A 8:40a			A 5:55a	
		* 1:55		* 8:12	27	L-194	7.78	7.78 CORSON	73.00				* 8:25			* 5:30	
								6.20 C. ST. P. M. & O. RY. CROSS'G.	66.80	I							
								3.31 I. C. RY. CROSSING	63.29								
L 4:00a		2:25	L 7:43a	8:32				0.18 SIUX FALLS JCT.	68.11			A 9:47a	8:06	A 3:35a		8:01	
A 4:10a	L 10:45a	A 2:30a	A 7:45a	* 8:45	39	L-205	17.03	0.25 SIUX FALLS	62.65	RDNW	L 9:45a	* 8:05	L 3:30a	A 9:00a	L 5:00a		
								0.18 C. M. ST. P. & P. RY. CROSS'G.	62.67								
								0.21 C. R. I. & P. RY. CROSSING	62.45								
	10:50			582 8:51				0.33 14TH ST. YARD	62.13			7:49		761 8:51			
	* 11:30			* 9:12	25	L-215	28.96	10.31 TEA	51.83			* 7:28		* 8:10			
	* 11:55			* 9:26	49	L-222	35.62	6.57 LENNOX	48.35	D		* 7:14		* 7:45			
								0.21 C. M. ST. P. & P. RY. CROSS'G.	45.04								
	* 12:25a			* 9:44	36	L-231	44.14	5.40 DAVIS	36.64	D		* 6:56		* 7:15			
								3.54 C. & N. W. RY. CROSSING	33.10	I							
	* 1:00			* 9:59	35	L-235	51.54	3.95 VIBORO	29.34	D W		* 6:41		* 6:50			
	* 1:40			* 10:14	43	L-245	58.03	7.39 IRENE	21.85	D		* 6:26		* 6:30			
	* 1:55			* 10:23	7	L-249	63.04	4.11 TALMO	17.74			* 6:17		* 6:10			
	* 2:15			* 10:34	42	L-253	68.11	5.07 VOLIN	13.47	D		* 6:06		* 6:00			
	* 2:40			* 10:46	18	L-260	73.94	5.83 MISSION HILL	6.84			* 5:54		* 5:40			
								5.39 C. & N. W. RY. CROSSING	1.45								
								0.04 C. M. ST. P. & P. RY. CROSS'G.	1.41								
								0.83 C. M. ST. P. & P. RY. CROSS'G.	.99								
								0.30 C. & N. W. RY. CROSSING	.53								
	A 3:15a			A 11:00a	35	L-267	80.78	0.50 YANKTON	YK	RDWCX		L 5:40a		L 5:20a			
65 2:12	4:30 13:07	57 18:57	53 7:50	3:04 26:34				Time Over Subdivision				7:50	3:00 26:32	55 3:12	3:40 17:14	53 19:55	
Average Speed per Hour																	

Special Rules—Ninth and Tenth Subdivisions.

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

Sioux Falls Russell Street overhead bridge No. 0.8 does not clear man on top of box car. Do not exceed ten (10) miles per hour over Bridge 0.2 over Big Sioux River, Sioux Falls. 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. Crossing over the C. & N. W. spur track just east of the depot at Arlington protected with gates, normal position of which are clear for 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 passing over crossing. Gates across Great Northern track indicate C. & N. W. is using crossing, in which case come to a full stop, and do not pass over until C. & N. W. crew place gates back to clear.

Maximum Speed.

Between	Passenger	Freight
Garretson and Sioux Falls	35 miles per hour.	25 miles per hour.
Sioux Falls and Yankton	30 miles per hour.	20 miles per hour.
Sioux Falls and Watertown	30 miles per hour.	20 miles per hour.

TENTH SUBDIVISION—WATERTOWN AND SIOUX FALLS EASTWARD

THIRD CLASS	FIRST CLASS	Car Capacity		Stations	Distances from Watertown	Time Table No. 34		Telegraph Code	Distance from Sioux Falls	SIGNS	FIRST CLASS	THIRD CLASS
535	53	Seating	Other Trucks			Effective October 14, 1934.	54				536	
Daily Ex. Sunday	Daily Ex. Sunday					STATIONS					Daily Ex. Sunday	Daily Ex. Sunday
L 7:50 ⁵³⁵	L 3:40 ⁵³			Co.		WATERTOWN	WN	88.80	DNKXW	N	A 2:00 ⁵⁴	A 10:50 ⁵³⁶
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.												
L 7:50 ⁵³⁵	L 3:40 ⁵³				1.27	W. & S. F. JCT.		88.80	R		A 2:00 ⁵⁴	A 10:50 ⁵³⁶
8:05	3:52	9	WB-4	4.31	3.04	POLEY		86.05			1:52	10:35
8:25	4:06	29	WB-11	10.53	6.02	THOMAS		80.50			1:36	10:10
8:50	4:21	59	WB-18	18.09	7.26	HAYTI	B	85.27	D	W	1:18	9:40
8:15 ⁵³⁵	4:32	27	WB-23	23.41	5.33	LAKE NORDEN	ND	79.84	D		1:06	9:15 ⁵³⁵
9:52	4:46	39	WB-30	30.03	6.03	BADOER	B	73.35	D		12:51	8:50
10:13	4:57	6	WB-33	35.29	5.26	ROYHL		68.07			12:39	8:35
				39.31	3.93	C. & N. W. RY. CROSSING		64.15				
11:15	5:07	26	WB-39	39.40	4.10	ARLINGTON	AR	60.96	D		12:31	8:10
				40.37	0.97	C. & N. W. RY. CROSSING		60.99	I			
11:35	5:21	13	WB-43	43.08	4.68	AHNBERG		56.81		W	12:16	7:42
12:06 ⁵⁴	5:31	26	WB-49	49.23	6.15	SINAI	S	54.33	D		12:06 ⁵³⁵	7:27
12:20	5:44	48	WB-53	53.25	6.02	NUNDA	NU	48.11	D		11:52	6:57
12:45	5:58	28	WB-61	61.01	6.76	RUTLAND, S. D.	RU	42.64	D		11:38	6:39
				67.27	6.26	C. M. ST. P. & P. RY. CROSSING		36.08				
1:10	6:11	36	WB-67	67.28	6.01	WENTWORTH	WE	36.00	D		11:23	6:07
1:40	6:29	87	WB-75	74.00	7.02	CHESTER	CH	28.46	D	W	11:03	5:37
1:55	6:39	7	WB-79	79.10	4.30	HUNTIMER		24.28			10:52	5:17
				80.18	1.08	C. M. ST. P. & P. RY. CROSSING		18.18				
2:20	6:47	43	WB-82	82.51	3.33	COLTON	CN	20.85	D		10:43	5:08
2:40	6:59	15	WB-88	88.33	5.82	LYONS		14.03			10:29	4:40
	7:04	2	WB-91	90.59	2.26	TYLER		11.77			10:23	
3:10	7:15	14	WB-94	94.92	3.33	CROOKS		9.44			10:15	4:15
	7:27	13	WB-96	97.71	2.79	QUINCY		6.65			10:03	
3:45	7:37	14	WB-102	101.20	4.04	LEVEL SIDING		1.61	XYC		9:51	3:40
				103.27	2.07	C. M. ST. P. & P. RY. CROSSING		1.46				
A 4:05 ⁵³⁵	A 7:43 ⁵³			108.11	1.24	SIoux FALLS JCT.		35			L 9:47 ⁵⁴	L 3:35 ⁵³⁶

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

L 4:10a	A 7:45a		L-205	17.03				SIUX FALLS	62.65	RDNW	X	L 9:45a	L 3:30a
8.30	3.58							Time Over Subdivision				4.32	7.50
12.47	25.03							Average Speed per Hour				84.35	14.31

WESTWARD.

ELEVENTH SUBDIVISION—BENSON AND HURON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	STATIONS.	Time Table No. 34 Effective October 14, 1934.	Signs	FIRST CLASS		THIRD CLASS		
529	535	531	53	185					186	54	530	532	536
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Slings Other Trucks				Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday
			12:20		A133	BENSON	BN 100 RDN WCX		6:40				

TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

L 1:30			L 12:24			0.73	WATERTOWN LINE JCT.	DR 134.95	X P Y	A 6:30		A 4:00		
1:55			12:38	34	C 9	7.88	DANVERS	DR 134.95	D	6:15		3:35		
2:25			12:52	83	C 16	15.83	HOLLOWAY	HO 146.00	D	5:59		3:10		
2:45			1:04	45	130	C 22	21.94	APPLETON	AU 158.97	D W X	5:47	2:45		
4:20						32.73	C.M.ST.P.&P.RY.CROSSING	32.73	I					
4:50			1:20	34	C 30	30.53	LOUISBURG	BO 131.18	D	5:30		1:55		
5:18			1:33	44	38	C 37	37.14	BELLINGHAM	BA 134.89	D	5:18	1:33		
6:05			1:49	33	C 46	45.34	NASSAU	NS 113.40	D	5:00		12:50		
6:35			2:00	30	C 53	51.83	ALBEE	D 112.00	D	4:49		12:35		
7:05			2:14	28	C 58	57.98	LA BOLT	BO 108.50	D	4:37		12:10		
7:49			2:31	18	C 64	63.94	STOCKHOLM	SK 96.27	D	4:23		11:45		
8:20			2:48	43	31	C 73	72.53	SOUTH SHORE	VR 88.01	D W	4:09	11:20		
8:45			2:59	81	C 79	78.77	FORESTVILLE	81.06		3:57		11:00		
9:15			3:12	35	C 86	88.09	RAUVILLE	73.74		3:42		10:35		
						91.49	M. & ST. L. RY. CROSSING	70.34						
				30	211	91.80	C. & N. W. RY. CROSSING	70.00						
L 10:00	L 7:50	L 12:01	L 12:01	34	93	91.09	WATERTOWN	WN 60.84	RDNXWC	3:30	2:05	L 10:15	A 11:00	A 10:50
	A 7:55	12:05	A 3:45	34		93.24	W. & S. F. JCT.	68.27	R	3:07	L 2:00		10:55	10:45
		12:30	3:58	97	C102	101.30	GROVER	GR 59.94	D	2:50		10:35		
		12:55	4:11		C109	106.34	HAZEL	Z 53.89	D	2:36		10:10		
						113.18	C.M.ST.P.&P.RY.CROSSING	44.47						
		1:30	4:26	41	C116	116.49	VIENNA	VA 48.34	D	2:22		9:35		
		2:00	4:44	35	C124	124.06	WILLOW LAKE	WL 37.79	D	2:04		8:50		
		2:30	4:58	18	C130	130.45	MELHAM	31.41		1:50		8:16		
		2:50	5:11	85	C136	136.19	BANCROFT	BF 28.64	D	1:38		7:40		
		3:10	5:21	85	C141	141.44	OSCEOLA	OC 31.19	D W	1:28		7:10		
		3:45	5:37	58	C149	148.36	YALE	YA 13.47	D	1:12		6:35		
		4:00	5:46	55	C151	151.73	SHEFFIELD	9.06		1:03		6:16		
						161.35	C. & N. W. RY. CROSSING	0.63	I					
		A 4:30	A 6:10	44	133	C162	161.35	HURON	HU	RDNX C	L 12:45		L 5:45	
8:30	10:12	10:34	10:34	10:34	10:34	10:34	Time Over Subdivision Average Speed Per Hour			5:45	10:34	5:45	5:15	10:34

WESTWARD.

TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS	Car Capacity	STATIONS.	Time Table No. 34 Effective October 14, 1934.	Signs	SECOND CLASS
339	Slings Other Trucks				340
Ten. Only					Ten. Only
L 2:25		100	EVANSVILLE	NS 25.52	R DN WC A 1:00
		0.22	DAKOTA DIV. JCT.	22.30	
2:55	87	E 7	ERDAHL	DA 28.44	D 12:15
3:10	10	E 11	THORSBORG	21.14	11:45
		14.42	M. ST. P. & S. M. RY. Cross.	18.10	I
3:50	84	E 16	ELBOW LAKE	KA 16.32	D 11:00
4:15	24	E 24	HERFORD	8.73	10:30
4:40		22.27	EVANSVILLE LINE JCT.	0.35	10:05
A 4:45	79	87	TINTAH	QN	R DPW L 10:00
2:20 11:55			Time Over Subdivision Average Speed Per Hour		2:20 10:54

Special Rules—Eleventh and Twelfth Subdivisions.

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

All trains register and receive Clearance Card Form "A" at Watertown. Crews of Great Northern trains will throw their own signals at M. St. P. & S. S. M. Ry. Crossing, and after passage of trains will restore signals to clear for M. St. P. & S. S. M. Ry. Crossing, in accordance with chart in Tower, when no towerman is on duty.

Maximum Speed.

Between	Passenger	Freight
Benson and Watertown	40 miles per hour.	30 miles per hour.
Watertown and Huron	35 miles per hour.	25 miles per hour.
Tintah and Evansville	35 miles per hour.	25 miles per hour.

THIRTEENTH SUBDIVISION—
ABERDEEN LINE JUNCTION AND ABERDEEN.

THIRD CLASS	FIRST CLASS	Car Capacity		Stations Numbers	Distance from Aberdeen Line Jct.	Time Table No. 34	Telegraph Code	Distance from Aberdeen	SIGNS	FIRST CLASS	THIRD CLASS
595	191	Stages	Other Trucks			Effective October 14, 1934.				192	596
Daily Ex. Saturday	Daily Ex. Sunday					STATIONS				Daily Ex. Sunday	Daily Ex. Sunday
L 5:45 ^h	L 5:30 ^h					... ABERDEEN LINE JCT. ...		119.23	R P X Y	A 12:25 ^h	A 2:05 ^h
						7.54 KUTZER		111.29		12:10	1:40
					11.29	8.43 C. M. ST. P. & P. RY. CROSSING		107.94			
1 6:15	1 5:52	18	E 48	11.86		0.67 FAIRMOUNT	PA	107.87	D	12:02 ^h	1:25
1 6:25	1 5:55	22	E 50	18.02		1.00 DE VILLO		106.21		11:54	1:10
1 6:45	1 6:04	10	E 55	17.03		4.01 SONORA		101.30		11:46	12:50
1 7:20	1 6:21	50	E 62	25.47		7.54 HANKINSON	BI	93.76	D W	11:32	12:30 ^h
					25.43	0.25 M. ST. P. & S. S. M. RY. Cros.		93.40			
					27.99	2.15 M. ST. P. & S. S. M. RY. Cros.		91.24			
1 7:45	1 6:35	81	E 70	32.67		4.08 STILES		89.56		11:17	11:55
1 8:05	1 6:45	94	E 74	37.46		4.79 LIDOERWOOD	DK	81.77	DN	11:07	11:40
1 8:25	1 6:58	12	E 80	43.60		5.14 OENESEO	GO	75.63	D	10:53	11:10
1 8:45	1 7:08	34	E 86	48.76		5.15 CAYUGA	PA	70.47	D	10:43	10:55
1 9:13	1 7:27	50	E 92	54.89		6.13 RUTLAND, N. D.	RU	64.34	R D WC X	10:23	10:33
1 10:23					55.16	0.27 FORBES LINE JCT.		64.07	Y		
1 10:50	1 7:46	85	F 9	64.24		9.05 HAVANA	WB	64.99	D	10:03	9:10
1 11:15	1 7:59	33	F 16	70.82		8.58 KIDDER	RO	49.41	DN	9:50	8:50
					74.33	1.53 C. M. ST. P. & P. RY. CROSSING		44.88			
1 11:35	1 8:13	32	F 23	77.94		3.50 BURCH	CU	41.29	D	9:35	8:30
1 12:01 ^h	1 8:26	35	F 30	83.08		7.14 AMHERST	MN	34.15	D	9:21	8:10
1 12:25	1 8:40	34	F 36	91.44		6.25 CLAREMONT	QC	27.79	D	9:06	7:50
1 12:40	1 8:50	33	F 42	96.87		8.43 HUFFTON		22.86		8:56	7:30
1 1:00	1 9:00	34	F 47	102.28		5.41 PUTNEY	NY	16.95	D	8:46	7:15
1 1:15	1 9:09	7	F 51	109.18		3.50 TACOMA PARK		13.63		8:36	7:00
1 1:30	1 9:17	34	F 55	109.98		8.75 PLANA		9.30		8:28	6:50
					118.69	5.65 C. M. ST. P. & P. RY. CROSSING		0.64	I		
					118.61	0.62 C. & N. W. RY. CROSSING		0.62	I		
1 2:10 ^h	1 9:35 ^h	Yard	231	F 64	119.23	0.62 ABERDEEN	PN		R DNW CXY	8:10 ^h	6:10 ^h
8.35 14.15	4.05 25.61					Time Over Subdivision Average Speed Per Hour				4.15 28.63	7.35 15.06

WESTWARD. **FOURTEENTH SUBDIVISION—**
RUTLAND AND FORBES. **EASTWARD. 9**

SECOND CLASS		Car Capacity		Station Numbers	Distance from Rutland.	Time Table No. 34		Telegraph Code.	Distance from Rutland.	SIGNS	SECOND CLASS	
337		Stages.	Other Trucks.			Effective October 14, 1934.	STATIONS				338	
Daily Ex. Sunday											Daily Ex. Sunday	
L 9.00 ^h	50	35	E 92		 RUTLAND, N. D.	RU	68.62	R D WC X			L 4.20 ^h	
					0.27 FORBES LINE JCT.		62.73	X Y				
* 9.25		9	E 85	6.27	0.60 BELLE PLAINE		56.15				* 4.02	
* 9.40		35	E100	11.50	0.68 BROOKLAND		51.17				* 3.50	
					1.20 C.M. ST. P. & P. RY. CROSSING		49.97					
*10.00		84	E110	18.01	5.56 STRAUBVILLE	SV	44.31	D			* 3.20	
*10.15		33	E115	25.08	6.12 CRESCENT HILL		37.99				* 3.00	
*10.26		35	E121	29.25	4.55 NEWTON		33.64				* 2.45	
					0.20 C. & N. W. RY. CROSSING		33.23					
					0.55 WATER TANK		32.40	W				
*10.33		8	E123	31.84	0.72 PORT EMMA		31.65				* 2.35	
*10.55		34	E130	35.01	0.67 QUELPH	QU	28.01	D			* 2.25	
*11.15		35	E134	43.19	7.00 SILVER LEAF		30.92				* 2.05	
					7.23 C.M. ST. P. & P. RY. CROSSING		13.70					
*11.40		35	E141	49.65	0.22 ELLENDALE	ND	13.27	D			* 1.45	
A 12.20 ^h	35	55	E145	53.02	12.37 FORBES	FO		R D X Y			L 1.05 ^h	
3.20 15.90					Time Over Subdivision Average Speed Per Hour						2.15 15.30	

Special Rules—Thirteenth and Fourteenth Subdivisions.

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

Maximum Speed.

Between	Passenger	Freight
Aberdeen Line Junction and Aberdeen	40 miles per hour.	25 miles per hour.
Rutland and Forbes	30 miles per hour.	25 miles per hour.

SPECIAL RULES

Rules 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.
 Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.
 Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed eight miles per hour.
 The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic Interlocking At

Tintah.....	2.17 miles west of, with M. St. P. & S. S. M. Ry.	Davis.....	3.54 miles west of, with C. & N. W. Ry.
Paynesville.....	0.76 " " " M. St. P. & S. S. M. Ry.	Appleton.....	0.77 " " " C. M. St. P. & P. Ry.
Hanley Falls.....	0.31 " east " " M. & St. L. Ry.	Huron.....	0.63 " east " " C. & N. W. Ry.
Manley.....	0.22 " west " " C. St. P. M. & O. Ry.	Arlington.....	0.97 " west " " C. & N. W. Ry.
Hills.....	0.38 " " " " I. C. Ry.	Aberdeen.....	0.62 " east " " C. & N. W. Ry.
Corson.....	0.20 " " " " C. St. P. M. & O. Ry.	Aberdeen.....	0.64 " " " " C. M. St. P. & P. Ry.

STANDARD INTERLOCKING RULES 601 TO 685, INCLUSIVE, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF THE AUTOMATIC INTERLOCKING PLANTS.

If a train is stopped by a home signal and no immediate conflicting train movement is evident, trainman shall proceed to the crossing and operate hand release located in iron box marked "RELEASE" and locked with a standard switch lock. Turn knob to the right until stopped, hold a few seconds and let go. Clockwork movement will return pointer to the zero or "NORMAL" position after a period of from one to two minutes. Under ordinary conditions the completion of the return movement should cause home signal to indicate "PROCEED". If home signal desired does not indicate "PROCEED" and no smash boards are in use, trainman may flag train over the crossing after making certain that conflicting home signals are in the "STOP" position and no conflicting train movement is evident.

In addition, if smash boards are in use, and are in the "REVERSE" position on the route desired and operation of the hand release does not clear the proper home signal, trainman shall signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position. If smash boards on the route desired are not in the "REVERSE" position and operation of hand release does not clear the proper home signal, trainman shall operate smash board to the "REVERSE" position by hand, and may then, if home signal desired does not indicate "PROCEED", signal his train to proceed over the crossing, after making certain that home signals and smash boards on the conflicting route are in the "NORMAL" position.

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing.
 Crank must be inserted in shaft on back of smash board mechanism, after opening small cover locked with a standard switch lock. Crank shall be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved downward to the vertical position. When operation is completed small cover must be locked and crank returned to the "RELEASE" box.

Semi-Automatic Interlocking At

Clara City.....0.47 miles east of, with M. W. Ry.
 Rules 601 to 685, inclusive, supplemented by the following govern in the use of this interlocking plant:
 If G. N. train is stopped by a home signal and no immediate conflicting train movement is evident and smash boards are in the clear position train men may signal train to proceed over the crossing. Located at the mechanism that controls the smash board on each of the G. N. home signals are cranks for the operation of smash board mechanism by hand and if the smash boards are not in clear position train men shall operate smash boards to the clear position by hand, inserting the crank in shaft at back of operating mechanism after opening small door locked by standard switch lock. Crank should be turned slowly and uniformly until movement has made its entire stroke and smash board has been moved to clear position. Crank should then be removed and mechanism properly locked; then after making certain that gates are set against the M. W. Ry. it will be permissible to proceed.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	OPENS	CAPACITY
Second Subdivision.			
Brick Yard Spur.....	1.87 miles west of Willmar.....	East	13
Third Subdivision.			
Barr Picking Spur.....	1.19 miles east of St. Cloud.....	West	68
Lukemeyer Spur.....	1.19 miles east of St. Cloud.....	West	14
Tilston Mill Spur.....	3.57 miles east of St. Cloud.....	East	288
Sixth Subdivision.			
Campbell-North Star.....	2.34 miles west of Rice Jet.....	East	19
Empire Quarry.....	2.47 miles west of Rice Jet.....	East	141
North Star Granite Corp. Spur.....	4.23 miles west of Rice Jet.....	West	41
Cold Spring Granite.....	5.01 miles west of Rice Jet.....	East	7
John Clark Co. Mill Spur.....	.07 mile west of Rockville.....	West	13
Granite.....	.39 mile west of Rockville.....	West	12
Granite.....	.13 mile east of Cold Spring.....	West	22
New London Material Co. Siding.....	3.02 miles west of Hawick.....	Both	34
New London Gravel Pit.....	1.65 miles east of New London.....	Both	200
Robbins Young Spur.....	1.51 miles east of New London.....	East	35
Green Lake Ice Spur.....	.57 mile east of Spicer.....	East	22
State Farm Spur.....	1.04 miles east of Willmar Jet.....	West	54
Ninth Subdivision.			
Naomi.....	2.50 miles west of Lennox.....	East	7
Aggersaards.....	3.13 miles west of Viborg.....	East	4
Twelfth Subdivision.			
Flint Bros. Spur.....	2.10 miles west of Thorsborg.....	East	4
Wahpeton Gravel & Sand Co.....	1.10 miles east of Thorsborg.....	East	25
Fourteenth Subdivision.			
Pehl Spur.....	8.91 miles east of Forbes.....	East	9

SPEED RESTRICTIONS

Engines backing up.....20 miles per hour.

COMPANY SURGEONS.

Dr. Rosecoe C. Webb.....	Chief Surgeon.....	Office phone Ma 7505, House, Co 4101, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Office phone Ma 7505, House, Wa 2446, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. Ernest R. Anderson.....	Assistant to Chief Surgeon.....	Office phone Ma 7505, House, Lo 9836, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. R. G. Allison.....	Röntgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. M. B. Hanson.....	Assistant Röntgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. P. J. Savage.....	Division Surgeon.....	Office phone Ga 3633, House, El 5001, 355 Lowry Bldg., St. Paul, Minn.
Dr. R. H. Wald.....	Assistant Division Surgeon.....	355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost.....	Division Surgeon.....	Willmar, Minn.
Dr. C. B. Lewis.....	Assistant Division Surgeon.....	St. Cloud, Minn.
Dr. C. P. Culver.....	Assistant Division Surgeon.....	Sioux Falls, S. D.
Dr. E. W. Rimer.....	Assistant Division Surgeon.....	Breckenridge, Minn.
Dr. E. C. Cobb.....	Assistant Division Surgeon.....	Sioux City, Iowa
Dr. Edl Boeckmann.....	Chief Ophthalmic Surgeon.....	St. Paul, Minn.
Dr. C. N. Spratt.....	Ophthalmic Surgeon.....	Minneapolis, Minn.
Dr. A. D. Whiting.....	Ophthalmic Surgeon.....	St. Cloud, Minn.
Dr. J. E. Reeder.....	Ophthalmic Surgeon.....	Sioux City, Iowa
Dr. C. P. Rice.....	Ophthalmic Surgeon.....	Breckenridge, Minn.

LOCAL SURGEONS.

Dr. John P. Adams.....	Aberdeen, S. D.	Dr. Ward Akster.....	Marshall, Minn.
Dr. D. W. Little.....	Appleton, Minn.	Dr. F. D. Gray.....	Marshall, Minn.
Dr. N. K. Hopkins.....	Arlington, S. D.	Dr. H. D. Ogge.....	Maurice, Iowa
Dr. C. L. Scofield.....	Benson, Minn.	Dr. J. P. Wilkins.....	Mound, Minn.
Dr. Oscar Daignault.....	Benson, Minn.	Dr. Charles Cairns.....	Morris, Minn.
Dr. W. E. Wray.....	Campbell, Minn.	Dr. T. H. Mee.....	Oaseo, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.	Dr. C. B. Myre.....	Paynesville, Minn.
Dr. A. C. Peterson.....	Dassel, Minn.	Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. A. E. Phillips.....	Delano, Minn.	Dr. H. W. Goshes.....	St. Cloud, Minn.
Dr. A. G. Maacklein.....	Ellendale, N. D.	Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. F. C. DeVal.....	Garretson, S. D.	Dr. William Maris.....	Sioux Center, Ia.
Dr. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.	Dr. Arch F. O'Donoghue.....	Sioux City Ia.
Dr. A. G. Sanderson.....	Granite Falls, Minn.	Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. M. L. Ransom.....	Hancock, Minn.	Dr. N. F. Dolan.....	Tintah, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.	Dr. C. L. Roholt.....	Waverly, Minn.
Dr. John T. Leland.....	Herman, Minn.	Dr. H. J. Bartron.....	Watertown, S. D.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Dr. Harry T. Kenney.....	Watertown, S. D.
Dr. J. C. Shirley.....	Huron, S. D.	Dr. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. O. W. Scholpp.....	Hutchinson, Minn.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. E. G. Shams.....	Lidgerwood, N. D.	Dr. J. E. Trisweiler.....	Yankton, S. D.
Dr. Karl A. Danielson.....	Litchfield, Minn.		



