



WILLMAR DIVISION

TIME TABLE No. 35

EFFECTIVE 12:01 A. M.
CENTRAL TIME

THURSDAY, JANUARY 24, 1935

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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	Signs	Telegraph Code	FIRST CLASS				SECOND CLASS	
423	429	61	425	31	3	1	27					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 10:05pm	L 8:50am	L 8:45am		0	ST. PAUL	102.19 K	A	A 7:30am	A 10:30am	A 10:30pm		
					10:50pm	9:25am	9:18am		11	10.87	MINNEAPOLIS	91.62 K	S	7:05am	10:05am	10:05pm	A 4:00pm

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

L 9:00pm	L 7:15am	L 7:00am	L 3:45am		L 10:55pm	L 9:30am	L 9:22am		12.18	LYNDALE JCT.	00.01 PW		A 6:44am	A 9:55am	A 9:53pm		A 2:10pm	A 3:40pm
								YD 1394	A 13	13.92	88.27 P							
9:12	7:27	7:08	3:57		11:01	9:35	9:27		A 17	16.40	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	23.00	78.29 RDPW	WA	f 6:21	9:37	9:35		1:42	* 3:16
9:32	7:47	A 7:25am	4:17		11:13	9:46	9:38			24.50	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	27.00	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	31.37	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	49	38.36	68.88 DNW I	DA	f 5:50	9:16	9:14		1:05	
10:30	8:45		5:15		11:48	10:13	10:06	A 18	A 45	45.06	57.13 DP	MO	f 5:37	9:05	9:04		12:50	
10:37	9:01		5:31		11:53	10:16	10:09	Centra 70	32	47.84	54.35 DP	WY	f 5:31	9:01	9:00		12:44	
10:50	9:15		5:45		*12:03am	10:23	10:15	343	82	52.87	49.32 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	61	59.15	48.04 DP	CT	* 5:09	8:44	8:45		12:22	
11:20	9:44		6:14		*12:28	10:38	10:30	E 82	64	64.95	37.34 DPW	DS	f 4:58	8:35	8:37		12:07pm	
11:33	9:56		6:26		12:37	10:45	10:36	E 70	19	70.09	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	92	75.19	26.00 DNW	FD	* 4:39	* 8:16	8:21		11:37	
12:01am	10:21		6:51		f 1:02	11:03	10:52	E 75	83	83.87	18.22 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	88.99	13.20 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	26	96.38	8.84 DP	B	f 4:02	7:41	7:51		10:30	
12:38	10:58		7:27		L 10:55am	1:31				101.01	1.18 P					A 11:40am	10:05	
A 12:45am	A 11:05am		A 7:35am		A 11:00am	A 1:37am	A 11:30am	A 11:15am	Yard 1516	A102	102.19	RDN KXWC O	WD	L 3:50am	L 7:30am	L 7:40pm	L 11:35am	L 10:00am
2.45	3.50	25	3.50		.05	2.42	2.00	1.53					2.54	2.25	2.13	.05	4.10	29
24.90	23.45	29.78	23.45		14.15	33.34	45.00	47.79					31.03	37.24	40.60	14.15	21.60	23.67

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 regular 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, 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.

Between	Maximum Speed.	Passenger	Freight
Lyndale Jct. and Willmar.		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. 35 Effective January 24, 1935.	STATIONS	Distance from Breckenridge	SIGNS	Telegraph Calls	FIRST CLASS						SECOND CLASS	
429	425	423	(192) 183	185	51	1	27	3	Sidings	Other Tracks	Station Numbers						Distance from Willmar	4	28	2	52	(191) 184	186	
Daily	Daily	Daily	Daily Ev. Mon.	Daily Ex. Sun.	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.			Daily		
L 12.30Pm	L 9.00Am	L 1.30Am			L 2.40Am	L 11.30Am	L 11.15Am	L 1.50Am	Yard	1516	A102		DOUBLE TRACK	WILLMAR.....	112.67	R DN W C OKX	WD	A 3.45Am	A 7.20Am	A 7.40Pm	A 1.35Am			A 6.30Am
					A 2.45Am							0.41		SIOUX CITY LINE JCT.....	112.26	P				L 1.30Am				
12.50	9.20	1.45				11.39	11.27	* 2.00	W 79	19	A109	6.61		PENNOCK.....	106.06	DNPI	K	f 3.30	7.09	7.27			6.08	
1.05	9.35	1.58				11.49	11.35	* 2.12	E 79 W 79	47	A116	14.04		KERKHOVEN.....	98.63	D P	H	f 3.19	7.00	7.18			5.53	
1.15	9.45	2.06				11.55	11.40	* 2.20	79	32	A121	18.53		MURDOCK.....	94.14	D P	CK	f 3.10	6.55	7.13			5.43	
1.25	9.55	2.15				12.01Pm	11.45	* 2.28	138	29	A125	23.18		DE GRAPP.....	89.49	D P	DG	f 3.01	6.47	7.07			5.32	
1.40	10.10	3-4 2.28 2.50		L 1 12.20Pm	185 * 12.11	11.54	4-423 * 2.48	E 349 W 67	241	A133	30.59			BENSON.....	82.08	I DN W C X BN	3-423 * 2.48	* 6.35	* 186 * 6.58		A 2 6.40Pm		5.12	
				A 12.24Pm								31.38		WATERTOWN LINE JCT.....	81.29	P Y					L 6.30Pm			
1.50	10.20	3.05				12.19	12.01Pm	f 2.58	139	38	A138	36.27		CLONTARP.....	76.40	D P	CF	f 2.33	6.25	6.51			4.57	
2.02	10.32	3.17				12.27	12.07	3.08	79	11	A144	42.14		HYNES.....	70.53	P		2.25	6.16	6.44			4.42	
2.12	10.42	426 3.27				12.33	12.12	* 3.19	70	64	A149	46.49		HANCOCK.....	66.18	D P	NC	f 2.17	6.10	6.39			423 4.20	
												54.33		BROWNS VALLEY LINE JCT.....	58.34	P Y								
2.29	10.59	426 4.00				* 12.45	12.23	* 3.45	82	145	A157	55.34		MORRIS.....	57.33	DN W C X I	MR	* 2.05	* 5.58	* 6.28			3-423 3.45	
2.44	11.14	4.15				12.56	12.34	* 3.59	73	41	A166	63.55		DONNELLY.....	49.12	D P	DY	f 1.51	5.45	6.18			3.23	
2.54	11.24	4.26				1.04	12.40	f 4.07	79	19	A171	69.27		MOOSE ISLAND.....	43.40	P		1.41	5.38	6.11			3.11	
3.03	11.33	4.36				1.10	12.46	* 4.18	E 80 W 80	49	A176	74.02		HERMAN.....	38.65	DNP	HN	f 1.34	5.32	6.05			3.01	
3.15	11.45	4.46				1.17	12.53	f 4.28	132	30	A181	78.91		NORCROSS.....	33.76	D PW	RC	f 1.25	5.26	5.59			2.51	
3.26	11.56	4.57				1.26	1.01	f 4.38	79	19	A187	85.38		CHARLESVILLE.....	27.29	P		1.15	5.18	5.51			2.39	
3.35	12.05Pm	5.05										90.17		EVANSVILLE LINE JCT.....	22.50								2.29	
3.36	12.06	5.11				1.33	1.07	f 4.49	79	56	A193	90.41		TINTAH.....	22.26	D PW	QN	f 1.07	5.11	5.44			2.28	
												92.58		M. ST. P. & S. S. M. RY. CROS'G.....	20.09	I								
3.46	12.16	5.32		L 12.25Am		1.39	1.14	4.55				95.14		ABERDEEN LINE JCT.....	17.53	P Y		12.59	5.05	5.38		A 5.30Am	2.20	
3.51	12.21	5.37		* 12.35		1.42	1.17	* 4.59 5.16	W 97	118	A200	97.63		CAMPBELL.....	15.04	DN I	CB	f 12.55	3-184 5.02	5.35		3-28 5.25 4.55	2.15	
4.04	12.34	5.50		f 12.45		1.52	1.27	* 5.30	E 80	19	A207	104.79		DORAN.....	7.88	D P	DO	f 12.43	4.52	5.26		f 4.42	2.00	
												111.09		N. P. RY. CROS'G.....	1.58	P I								
A 4.25Pm	A 12.55Pm	A 6-10Am		A 1.00Am		A 2.03Pm	A 1.40Pm	A 5.45Am	Yard	1155	A214	112.67	DOUBLE TRACK	BRECKENRIDGE.....		R DN W C YOKX	BR	L 12.30Am	L 4.40Am	L 5.15Pm		L 4.30Am	L 1.40Am	
3.55 28.76	3.55 28.76	4.40 24.14		.35 30.13	.04 11.85	.05 4.92	2.33 44.18	2.28 46.62	3.55 28.86									3.15 34.66	2.40 42.25	2.25 46.62	.05 4.92	1.00 17.53	.10 4.74	4.50 23.31
Time Over Subdivision Average Speed Per Hour																								

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 regular trains at Willmar will cover their arrival at Pennock.

Register of regular 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 exception: 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 designated as "Seventh Street Crossover Morris."

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	Passenger	Freight
Willmar and Breckenridge.....	60 miles per hour.	40 miles per hour.
Morris and Hancock. Eastward Freight Track.....	25 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. 35			Distance from St. Cloud.	Telegraph Cells	SIGNS.	FIRST CLASS		
29	7	11	Sidings	Other Tracks			Effective January 24, 1935.						8	12	30
Daily	Daily	Daily Ex. Sunday			STATIONS						Daily	Daily Ex. Sunday	Daily		
L 9.50pm	L 5.05pm	L 8.40am			0	ST. PAUL	74.82	A	K	A 8.00am	A 3.05pm	A 9.55pm			
10.30pm	5.40pm	9.35am			11	10.57 MINNEAPOLIS	64.25	S	K	7.35am	2.40pm	9.30pm			
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.															
L 10.35pm	L 5.45pm	L 9.40am				12.18	1.61 LYNDALE JCT	62.64		W X	A 7.23am	A 2.30pm	A 9.15pm		
						12.94	0.76 M. W. R. R. CROSSING	61.88		I					
10.43	5.52	f 9.48	79	85	17	17.17	4.23 ROBBINSDALE	57.65	RD	D P	7.14	s 2.22	f 9.06		
						18.51	1.34 M. ST. P. & S. S. M. RY. CROS.	56.31		I					
10.53	6.01	f 9.58	59	34	24	23.65	5.14 OSSEO	51.17	SI	D P	7.04	2.12	s 8.54		
		f 10.05		6	28	27.98	4.33 MAPLE GROVE	46.84				f 2.05	f 8.45		
11.06	6.13	f 10.12	58	19	33	32.65	4.67 ROGERS	42.17	RO	D P	6.52	f 1.58	f 8.37		
11.16	6.21	f 10.22		40	39	38.92	6.27 ALBERTVILLE	35.90	8A	D P	6.42	f 1.48	f 8.26		
11.28	s 6.34	s 10.36	79	43	48	47.35	8.43 MONTICELLO	27.47	MO	D PW	f 6.31	f 1.34	s 8.12		
11.39	6.45	f 10.48		28	55	54.91	7.56 ENFIELD	19.91		P	6.21	1.22	f 7.59		
11.42	6.48	f 10.51		34	57	57.12	2.21 HASTY	17.70	HA	D P	6.18	f 1.19	f 7.55		
11.49	6.55	s 10.59	80	18	62	62.15	5.03 CLEARWATER	12.67	CW	D P	6.11	f 1.11	s 7.46		
11.59	7.05	f 11.10		26	70	69.35	7.20 ST. AUGUSTA	5.47		P	6.00	1.00	f 7.35		
A 12.10am	A 7.15pm	A 11.20am	Yard	1416	75	74.82	5.47 ST. CLOUD		DX	WC YO RKDN I X	L 5.50am	L 12.50pm	L 7.25pm		
1.35 39.55	1.30 41.76	1.40 37.58					Time Over Subdivision Average Speed Per Hour				1.33 40.41	1.40 37.58	1.50 34.16		

FOURTH SUBDIVISION— MORRIS AND BROWNS VALLEY.															
WESTWARD.			EASTWARD.												
SECOND CLASS		FIRST CLASS		Car Capacity		Station Numbers	Distance from Morris.	Time Table No. 35 Effective January 24, 1935.		Telegraph Calls	Distance from Browns Valley.	SIGNS	FIRST CLASS		SECOND CLASS
335	49	47	Sidings	Other Tracks.	STATIONS			48	50				336		
Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday											Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur., Sat.
L 5.30Am	L 1.00Pm	L 6.00Am			A 157		MORRIS	MR	47.37	R C WDNX	A 10.00Am	A 6.00Pm	A 3.50Pm		
5.40	1.05	6.05				1.01	BROWNS VALLEY LINE JCT.		46.36	X P Y	9.52	5.50	3.30		
* 6.05	* 1.25	* 6.20		28	D 6	8.22	ALBERTA	A	39.15	D	* 9.37	* 5.34	* 3.05		
47 * 6.33	* 1.43	* 6.33		44	D 12	14.27	CHOKIO	KO	33.10	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		
						26.76	C. M. ST. P. & P. RY. CROSSING		20.61						
* 8.15	* 2.25	* 7.02		50	D 25	27.21	GRACEVILLE	GB	20.16	D W	* 8.54	* 4.50	* 1.15		
48 * 8.43	* 2.45	* 7.15		24	D 21	33.09	BARRY	BX	14.28	D	* 8.43	* 4.34	* 12.40		
* 9.30	* 3.10	* 7.31		39	D 29	40.44	BEARDSLEY	BY	6.93	D	* 8.26	* 4.17	* 12.05Pm		
A 10.30Am	A 3.45Pm	A 7.45Am	29	45	D 45	47.37	BROWNS VALLEY	BV		R D X	L 8.10Am	L 4.00Pm	L 11.30Am		
5.00 9.04	2.45 17.22	1.45 27.06									1.50 25.83	2.00 23.68	4.20 10.93		
Time Over Subdivision Average Speed Per Hour															

WESTWARD.			FIFTH SUBDIVISION— HUTCHINSON JCT. AND HUTCHINSON										EASTWARD.		
SECOND CLASS			Capacity of Tracks.	Station Numbers.	Distance from Hutchinson Jct.	Time Table No. 35 Effective January 24, 1935.		Telegraph Calls.	Distance from Hutchinson.	SIGNS	SECOND CLASS				
	61					STATIONS	60								
	Daily Ex. Sunday										Daily Ex. Sunday				
	L 7.25Am				.....	HUTCHINSON JCT.....		43.74	I P	A 3.11Pm					
	s 7.35	12	B3	2.75	.....	CRYSTAL BAY.....	VI	40.99	D		s 3.01				
	s 7.40	8	B5	4.29	.....	MINNETONKA BEACH...		39.45			s 2.55				
			B5 1/2	5.16	.....	NAVARRE.....		38.58							
	s 7.45	27	B6	5.92	.....	SPRING PARK.....	PK	37.82	D		s 2.44				
			B7	6.91	.....	SETON.....		36.83							
	s 7.55	21	B8	7.82	.....	MOUND.....	ND	35.92	D		s 2.20				
	s 8.08	35	B13	12.39	.....	ST. BONIFACIUS.....	BA	31.35	DW		s 2.00				
	s 8.18	13	B17	16.57	.....	MAPLE.....		27.17			s 1.50				
	s 8.28	32	B21	20.20	.....	MAYER.....	KY	23.54	D		s 1.40				
	s 8.40	26	B24	24.01	.....	NEW GERMANY.....	NG	19.73	D		s 1.30				
	s 9.00	28	B28	27.66	.....	LESTER PRAIRIE.....	RA	16.08	D		s 1.10				
	s 9.30	26	B36	35.51	.....	SILVER LAKE.....		8.23			s 12.50				
	A 10.00Am	49	B44	43.74	.....	HUTCHINSON.....	HO		RDW	L 12.30Pm					
	2.35 16.93					Time Over District Average Speed Per Hour					2.41 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. 35	Telegraph Calls.	Distance from Willmar Jct.	SIGNS	FIRST CLASS	SECOND CLASS		
427	31	Sidings.	Other Tracks.			Effective January 24, 1935.				32	428		
Daily	Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	Daily				
L 6.00Am	L 8.52Am					 RICE JCT.		55.68	P I	A 1.23Pm	A 4.05Pm		
6.10	f 8.58		4		2.02	 WAITE PARK.		53.66		f 1.17	4.00		
6.35	s 9.13	82	32	I-10	9.62	 ROCKVILLE.	RK	46.06	D P	s 1.04	3.35		
6.50	s 9.23		28	I-15	14.42	 COLD SPRINGS.	CG	41.26	D PW	s 12.55	3.19		
7.05	s 9.34	49	35	I-20	18.91	 RICHMOND.	CH	36.77	D P	s 12.46	2.56		
7.25	s 9.47		35	I-26	25.12	 ROSCOE.	XN	30.56	D P	s 12.35	2.30		
7.45	s 9.58	51	36	I-31	30.54	 PAYNESVILLE.	SY	25.14	D PW	s 12.25	2.10		
					31.30	M. ST. P. & S. S. M. RY. CROS.		24.38	I				
8.05	f 10.11		34	I-37	35.99	 HAWICK.		19.69	P	f 12.14	1.50		
8.25	s 10.25	50	38	I-43	42.61	 NEW LONDON.	ND	13.07	D P	s 12.03Pm	1.20		
8.40	s 10.35	50	29	I-48	46.92	 SPICER.	CR	8.76	D P	s 11.55	12.53		
A 9.15Am	A 10.55Am				55.68	 WILLMAR JCT.			P	L 11.40Am	L 12.01Pm		
3.15 17.13	2.03 27.16					Time Over Subdivision Average Speed Per Hour				1.43 32.43	4.04 13.69		

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

Westward trains are superior to eastward trains of the same class.
No. 7 stop at Albertville and Clearwater Fridays to discharge passengers.
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.	Passenger	Freight
Between Lyndale Jct. and St. Cloud.	60 miles per hour.	40 miles per hour.	25 miles per hour.
Morris and Browns Valley.	30 miles per hour.	35 miles per hour.	30 miles per hour.
Hutchinson Line Junction and Hutchinson.	35 miles per hour.	40 miles per hour.	30 miles per hour.
Willmar Jct. and Rice Jct.	40 miles per hour.	30 miles per hour.	30 miles per hour.

WESTWARD

SEVENTH SUBDIVISION—WILLMAR AND IHLEN

EASTWARD 5

SECOND CLASS				FIRST CLASS		Car Capacity		Time Table No. 35		Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS		SECOND CLASS				
419				51		Siding	Other Tracks	Station Numbers	Distance from Willmar				52		420				
Daily				Daily						STATIONS		Daily		Daily					
L 2.00pm				L 2.40Am		A-102		WILLMAR		WD	112.29	RDN WCK OX	A 1.35Am		A 6.50Am				
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																			
L 2.05pm				L 2.45Am				0.41	SIOUX CITY LINE JCT....			111.88	X	P	A 1.30Am		A 6.40Am		
2.20				f 2.57		50	12	I-64	5.98	5.57 PRIAM.....			106.81			f 1.15		6.25	
2.35				s 3.08		50	82	I-70	12.00	6.02 RAYMOND.....		RA	100.29	D		s 1.04		6.10	
									19.09	7.09 M. W. Ry. CROSSING			93.20	I					
2.52				s 3.23		50	32	I-77	19.56	0.47 CLARA CITY.....		CA	92.73	D		s 12.49		5.50	
3.05				s 3.35		49	33	I-83	25.49	5.93 MAYNARD.....		NR	86.80	D		s 12.36		5.35	
3.14				f 3.41			15	I-87	29.22	3.73 ASBURY.....			83.07			f 12.26		5.26	
									33.20	3.98 C.M.ST.P.&P.RY. CROSSING			79.09	I					
									33.69	0.49 WATER TANK.....			78.60	W					
3.25				s 3.53		49	30	I-92	34.60	0.91 GRANITE FALLS.....		GX	77.69	D		s 12.15		5.11	
3.40				s 4.03		49	11	I-97	39.86	5.26 LORNE.....			72.43			f 12.01Am		4.58	
									43.91	4.05 M. & ST. L. RY. CROSSING			69.19	I					
3.50				s 4.12		58	35	I-102	44.22	0.31 HANLEY FALLS.....		HY	68.07	D		s 11.52		4.46	
4.05				s 4.26		50	47	I-109	50.40	6.18 COTTONWOOD.....		C	61.89	D		s 11.38		51 4.26	
4.20				s 4.39			35	I-110	57.71	7.31 GREEN VALLEY.....		GV	54.58	D		s 11.24		4.08	
4.45				s 4.54		49	74	I-121	63.07	5.36 MARSHALL.....		MD	49.22	DN C X		s 11.14		3.56	
									63.22	0.15 C. & N. W. RY. CROSSING			49.07						
									64.77	1.55 WATER TANK.....			47.52	W					
5.10				s 5.07		51	32	I-128	69.77	5.00 LYND.....		YD	42.82	D		s 10.59		3.31	
5.30				s 5.19		50	38	I-134	76.02	6.25 RUSSELL.....		RS	36.27	D		s 10.48		3.18	
5.55				s 5.35			38	I-142	83.89	7.37 FLORENCE.....		FO	28.40	D		s 10.32		3.02	
6.08				s 5.48		50	56	I-147	88.90	5.01 RUTHTON.....		RV	23.39	D W		s 10.22		2.50	
6.30				s 6.05			37	I-155	96.73	7.33 HOLLAND.....		HD	16.56	D		s 10.07		2.30	
									103.23	8.50 C. R. I. & P. RY. CROSSING			7.06						
									105.25	0.02 C. ST. P. M. & O. RY. CROSSING			7.04						
									105.31	0.06 C.M.ST.P.&P.RY. CROSSING			6.98						
7.05				s 6.27		30	65	I-164	105.54	0.23 PIPESTONE.....		NE	6.75	DN		s 9.51		2.10	
A 7.20pm				A 6.40Am		81	251	I-170	112.29	6.75 IHLEN.....		HN		RDN WC X	L 9.35pm		L 1.45Am		
5.15 21.31				3.55 28.56						Time Over Subdivision Average Speed Per Hour				3.55 28.56		4.55 22.90			

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.

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				Car Capacity		Time Table No. 35 Effective January 24, 1935.	STATIONS	Telegraph Calls	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	Sidings.	Other Tracks						C.B. & Q. 17 172	52	C.B. & Q. 163 170	162		420	580
Daily Ex. Sunday	Daily		Daily	Daily	Daily	Daily		Station Numbers.	Distance from Ihlen					Daily	Daily	Daily	Daily		Daily	Daily Ex. Sunday
	L 8.10 ^{pm}					L 6.55 ^{am}	81	281	1-170	IHLEN	HN	112.88	R DNXWC		A 9.35 ^{pm}				A 1.05 ^{am}	
	8.26					* 7.05	80	108	1-175	4.60 JASPER	JA	108.28	D		* 9.25				12.40	
	8.45					* 7.17	80	85	1-183	12.20 SHERMAN	FS	100.60	D		* 9.12				12.20	
L 1.30 ^{am}	9.05				L 51 7.55 ^{am}	* 8.00	32	223	1-186	15.62 GARRETSON	JC	97.26	R DNW X		162-419 * 9.05		A 52 8.42 ^{pm}		12.05 ^{am}	A 6.00 ^{pm}
A 1.33 ^{am}	9.25				A 7.56 ^{am}	8.02			16.00	YANKTON LINE JUNCTION.		96.79			8.27		L 8.40 ^{pm}		11.45	L 5.55 ^{pm}
	9.40					* 8.14	49	30	1A-7	21.83 BOOGE		91.05			f 8.15				11.25	
	9.50					f 8.23		15	1A-10	26.05 MANLEY		86.83			f 8.07				11.15	
									26.27	C. ST. P. M. & O. RY. CROSS'G		86.61	I							
	10.10					* 8.35	72	44	1A-17	32.95 HILLS	HS	79.93	D		* 7.54				10.58	
									33.33	I. C. RY. CROSSING		79.55	I							
420 10.40						* 8.47	27	45	1A-23	39.37 LESTER	R	73.51	D Y		* 7.42			419 10.40		
									39.58	C. R. I. & P. RY. CROSSING		73.30								
	11.00					* 8.58	19	34	1A-30	46.27 ALVORD	AB	66.61	D		* 7.30				10.20	
	11.35					* 9.10	50	57	1A-36	51.96 DOON	DO	60.92	D WC		* 7.19				10.05	
	11.59					* 9.26		29	1A-45	60.93 PERKINS		51.95			* 7.03				9.32	
	12.20 ^{am}					* 9.41	49	46	1A-52	68.48 SIOUX CENTER	UX	44.40	DN		* 6.51				9.12	
	12.40					* 9.54		27	1A-61	76.56 MAURICE		36.32			* 6.37				8.52	
	12.55					* 10.03	49	29	1A-66	81.68 STRUBLE	SB	31.20	D		* 6.27				8.40	
	1.10					f 10.14		15	1A-73	89.07 WEST LeMARS		23.81			f 6.14				8.24	
	1.22					* 10.23	46	40	1A-78	94.22 MERRILL	KN	18.66	D W		* 6.05				8.12	
									99.60	I. C. RY. CROSSING		13.19	I							
	1.37					* 10.36	51	28	1A-85	101.04 HINTON	HO	11.84	D		* 5.54				7.55	
									107.60	I. C. RY. CROSSING		5.28								
	A 2.10 ^{am}					10.50	Yard	833	110.02	26th STREET YARD	Q	2.86	RXNWC K		5.40			L 7.35 ^{pm}		
			L 5.59 ^{pm}	L 12.02 ^{pm}		10.54	Yard	928	112.21	WALL STREET		0.67	YO X	A 1.08 ^{pm}	5.35	A 6.43 ^{pm}				
			A 6.05 ^{pm}	A 12.05 ^{pm}		A 11.00 ^{am}			112.88	SIOUX CITY	SX		R DNK X	L 1.05 ^{pm}	5.30 ^{pm}	L 6.40 ^{pm}				
.03 9.40	6.00 18.33		.06 6.70	.03 13.40	.01 28.20	4.05 27.64				Time Over Subdivision Average Speed Per Hour				.03 13.40	4.05 27.64	.03 13.40	.02 14.10		5.30 20.00	.03 8.64

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		Station Numbers	Distance from Yankton Line Jct.	Time Table No. 35		Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS		THIRD CLASS		
535	581	579	53	161	Sidings	Other Tracks			Effective January 24, 1935.					54	162	536	582	580
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily					STATIONS					Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
		L 1.33Am		L 7.56Am					YANKTON LINE JCT....		80.78			A 8.40Pm				A 5.55Pm
		* 1.55		* 8.12		37	I-104	7.78	7.78 CORSON.....		73.00			* 8.25				* 5.30
								6.20	13.98 C. ST. P. M. & O. RY. CROS'G.		66.80	I						
								3.51	17.49 ....I. C. RY. CROSSING....		63.29							
L 4.05Pm		2.25	L 7.43Pm	8.32				0.18	17.67 ....SIOUX FALLS JCT.....		63.11			A 9.47Am	8.06	A 3.35Am		5.01
A 4.10Pm	L 10.45Am	A 2.30Am	A 7.45Pm	582 * 9.00	39	192	I-205	0.26	17.93 ....SIOUX FALLS.....	SU	62.85	RDNXW	L 9.45Am	* 8.05	L 3.30Am	A 161 9.00Am	L 5.00Pm	
								0.18	18.11 C. M. ST. P. & P. RY. CROS'G.		62.67							
								0.21	18.32 C. R. I. & P. RY. CROSSING		62.46							
	10.50			9.06				0.33	18.65 ....14TH ST. YARD.....		62.13			7.49		8.45		
f 11.30				* 9.27		35	I-215	10.31	28.06 ....TEA.....		61.82			* 7.28		f 8.10		
* 11.55				* 9.41		49	I-222	6.57	35.53 ....LENNOX.....	OX	45.25	D		* 7.14		* 7.45		
								0.21	35.74 C. M. ST. P. & P. RY. CROS'G.		45.04							
	* 12.25Pm			* 9.59		36	I-231	8.40	44.14 ....DAVIS.....	D	36.64	D		* 6.56		* 7.15		
								3.54	47.68 C. & N. W. RY. CROSSING		33.10	I						
	* 1.00			* 10.14		35	I-238	3.86	51.54 ....VIBORG.....	BQ	29.24	D W		* 6.41		* 6.50		
	* 1.40			* 10.29		43	I-245	7.39	58.93 ....IRENE.....	Z	21.85	D		* 6.26		* 6.30		
f 1.55				f 10.38		7	I-249	4.11	63.04 ....TALMO.....		17.74			f 6.17		f 6.10		
* 2.15				* 10.49		42	I-255	5.07	68.11 ....VOLIN.....	VO	12.67	D		* 6.06		* 6.00		
* 2.40				* 11.01		18	I-260	5.83	73.94 ....MISSION HILL.....		6.84			* 5.54		* 5.40		
								5.39	79.33 C. & N. W. RY. CROSSING		1.45							
								0.04	79.37 C. M. ST. P. & P. RY. CROS'G.		1.41							
								0.52	79.89 C. M. ST. P. & P. RY. CROS'G.		.80							
								0.30	80.19 C. & N. W. RY. CROSSING		.50							
	A 3.15Pm			A 11.15Am	36	109	I-267	0.59	80.78 ....YANKTON.....	YK		RDWCX		L 5.40Pm		L 5.20Am		
.05 3.12	4.30 13.97	.57 18.87	.02 7.80	3.19 24.35					Time Over Subdivision Average Speed per Hour					.02 7.80	3.00 26.92	.05 3.12	3.40 17.14	.55 19.56

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.

Between	Maximum Speed.	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.

WESTWARD										TENTH SUBDIVISION— WATERTOWN AND SIOUX FALLS										7 EASTWARD	
THIRD CLASS	FIRST CLASS	Car Capacity		Siding	Other Tracks	Station Numbers	Distance from Watertown	Time Table No. 35 Effective January 24, 1935.					Telegraph Calls	Distance from Sioux Falls	SIGNS	FIRST CLASS	THIRD CLASS				
535	53																	54	536		
Daily Ex. Sunday	Daily Ex. Sunday							STATIONS								Daily Ex. Sunday	Daily Ex. Sunday				
L 7.50Am	L 185-186 3.40Pm					C-92		WATERTOWN					WN 103.36		DNRXCW K	A 2.05Pm	A 10.50Am				
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.																					
L 7.55Am	L 3.45Pm						1.27	W. & S. F. JCT.						103.00	R	A 2.00Pm	A 10.45Am				
f 8.05	* 3.52			9	WS-4	4.31	3.04	FOLEY						99.05		f 1.52	f 10.35				
* 8.25	* 4.06			29	WS-11	10.83	6.52	THOMAS						92.53		* 1.36	* 10.10				
* 8.50	* 4.21			29	WS-18	18.00	7.26	HAYTI					H 85.27	D W	* 1.18	* 9.40					
⁵³⁵ * 9.15	* 4.32			27	WS-23	23.41	5.32	LAKE NORDEN					ND 79.95	D	* 1.06	⁵³⁵ * 9.15					
* 9.52	* 4.46			29	WS-30	30.03	6.52	BADGER					B 73.33	D	* 12.51	* 8.50					
f 10.13	f 4.57			6	WS-35	35.29	5.26	ROYHL						68.07		f 12.39	f 8.25				
						39.21	3.92	C. & N. W. RY. CROSSING						64.15							
* 11.15	5.07			28	WS-39	39.40	0.19	ARLINGTON					AR 63.96	D	* 12.31	* 8.10					
						40.37	0.97	C. & N. W. RY. CROSSING						62.90	I						
f 11.35	f 5.21			12	WS-45	45.06	4.58	AHNBERG						58.81	W	f 12.16	f 7.42				
⁵⁴ * 12.06Pm	* 5.31			26	WS-49	49.23	4.18	SINAI					S 54.13	D	⁵³⁵ * 12.06Pm	* 7.27					
* 12.20	* 5.44			48	WS-55	55.25	6.02	NUNDA					NU 48.11	D	* 11.52	* 6.57					
* 12.45	* 5.58			28	WS-61	61.01	5.76	RUTLAND, S. D.					RU 42.35	D	* 11.38	* 6.32					
						67.27	6.26	C. M. ST. P. & P. RY. CROSSING						36.09							
* 1.10	* 6.11			26	WS-67	67.25	0.01	WENTWORTH					WH 36.08	D	* 11.23	* 6.07					
* 1.40	* 6.29			37	WS-75	74.90	7.62	CHESTER					CH 28.46	D W	* 11.03	* 5.37					
f 1.55	* 6.39			7	WS-79	79.10	4.20	HUNTIMER						24.26		f 10.52	f 5.17				
						80.18	1.08	C. M. ST. P. & P. RY. CROSSING						23.18							
* 2.20	* 6.47			48	WS-82	82.51	2.33	COLTON					CN 20.85	D	* 10.43	* 5.05					
* 2.40	* 6.59			18	WS-88	88.33	5.82	LYONS						16.03		* 10.29	* 4.40				
				2	WS-91	90.50	2.26	TYLER						12.77		f 10.23					
* 3.10	* 7.15			14	WS-94	93.92	3.33	CROOKS						9.44		* 10.15	* 4.15				
				13	WS-98	97.71	3.79	QUINCY						5.65		f 10.03					
* 3.45	* 7.37			18	WS-102	101.75	4.04	LEVEL SIDING						1.61	XYC	f 9.51	* 3.40				
						101.87	0.12	C. M. ST. P. & P. RY. CROSSING						1.49							
A 4.05Pm	A 7.43Pm					103 11	1.24	SIOUX FALLS JCT.						.25		L 9.47Am	L 3.35Am				

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

THIRD CLASS	FIRST CLASS	Car Capacity	Siding	Other Tracks	Station Numbers	Distance from Sioux Falls	SIGNALS	FIRST CLASS	THIRD CLASS
4.10Pm	7.45Pm				I-205	103.38		RDNW	X
8.10 12.47	3.58 25.63								
Time Over Subdivision Average Speed per Hour									
								4.13 24.15	7.10 14.21

8 WESTWARD.

ELEVENTH SUBDIVISION—BENSON AND HURON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	STATIONS.	Time Table No. 35 Effective January 24, 1935.	SIGNALS	FIRST CLASS	THIRD CLASS
529	535	531	53	185						
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Sidings Other Trucks	Distance from Benson.	Distance from Huron.	Distance from Tintah.	Distance from Evansville.	Distance from Watertown.
Time Table No. 35 Effective January 24, 1935.										
STATIONS.										
L 12:20Pm										
A 133										
BENSON										
BN 161 83 RDN WCX										
A 6:40Pm										
TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.										
L 1:30Pm			L 12:24Pm			0.78	WATERTOWN LINE JCT.	161.05	X P Y	A 6:30Pm
1:55			12:38	34	C 9	7.88	DANVERS	DR 153.95	D	6:15
2:25			12:52	33	C 16	15.83	HOLLOWAY	HO 146.00	D	5:59
2:45			1:04	45	130	C 22	21.96	APPLETON	AU 139.87	5:47
4:20						0.77	C.M. ST. P. & P. RY. CROSSING	139.10	I	
			1:20	34	C 30	30.65	LOUISBURG	BQ 131.18	D	5:30
4:50			1:33	44	26	C 37	37.14	BELLINGHAM	BA 124.69	5:18
5:18			1:49	35	C 46	46.34	NASSAU	NS 115.49	D	5:00
6:05			2:00	30	C 52	51.83	ALBEE	D 110.00	D	4:49
6:35			2:14	36	C 58	57.98	LA BOLT	BO 103.85	D	4:37
7:05			2:31	15	C 66	65.86	STOCKHOLM	SK 96.27	D	4:23
7:49			2:48	43	31	C 73	72.82	SOUTH SHORE	VR 89.01	4:09
8:20			2:59	31	C 79	78.77	FORESTVILLE	83.06		3:57
8:45			3:12	35	C 86	86.09	RAUVILLE	75.74		3:42
9:15						5.40	M. & ST. L. RY. CROSSING	70.34		
						0.31	C. & N. W. RY. CROSSING	70.03		
A 10:00Pm	L 7:50Am	L 12:01Am	L 12:01Am	53-185	53-185	0.19	WATERTOWN	WN 89.84	RDNXWC	A 11:00Am
	A 7:55Am	12:05	A 3:45Pm	3:40	3:40	1.27	W. & S. P. JCT.	68.57	R	10:15Am
		12:30	3:58	37	C102	101.89	GROVER	GR 59.94	D	10:55
		12:55	4:11		C109	108.24	HAZEL	Z 53.59	D	10:35
						0.92	C.M. ST. P. & P. RY. CROSSING	46.87		10:10
		1:30	4:26	41	C116	115.49	VIENNA	VA 46.34	D	9:35
		2:00	4:44	35	C124	124.05	WILLOW LAKE	WK 37.75	D	8:50
		2:30	4:58	15	C130	130.43	MELHAM	31.41		8:15
		2:50	5:11	35	C136	136.19	BANCROFT	BF 25.64	D	7:40
		3:10	5:21	35	C141	140.94	OSCEOLA	SC 21.19	D W	7:10
		3:45	5:37	35	C149	149.36	YALE	YA 13.47	D	6:35
		4:00	5:46	35	C153	153.75	SHEPHERD	9.08		6:15
						0.63	C. & N. W. RY. CROSSING	0.63	I	
		A 4:30Am	A 6:10Pm	44	122	C162	161.83	HURON	HU	L 12:45Pm
8:20	.05	4:29	.05	5:46						L 5:45Am
10:73	15.24	15.57	15.24	27.92						5:45
										28.00
										15.24
										15.86
										13.30
										15.24

WESTWARD.

TWELFTH SUBDIVISION—
TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS		Car Capacity	STATIONS.	Time Table No. 35 Effective January 24, 1935.	SIGNALS	SECOND CLASS
339	340					
Tue. Only	Tue. Only	Sidings Other Trucks	Distance from Evansville.	Distance from Tintah.	Distance from Watertown.	Distance from Huron.
Time Table No. 35 Effective January 24, 1935.						
STATIONS.						
L 2:25Pm						
159						
EVANSVILLE						
0.22						
DAKOTA DIV. JCT.						
6.66						
ERDAHL						
4.50						
THORSBORG						
3.04						
M. ST. P. & S. S. M. RY. Cros.						
1.88						
ELBOW LAKE						
7.49						
HEREFORD						
8.48						
EVANSVILLE LINE JCT.						
0.25						
TINTAH						
Time Over Subdivision Average Speed Per Hour						
2.20						
13.95						

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.												EASTWARD.	
WESTWARD.		Car Capacity		STATIONS	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS 192	THIRD CLASS 596			
THIRD CLASS 595	FIRST CLASS 191	Sidings.	Other Tracks.										
Daily Ex. Saturday	Daily Ex. Sunday			Station Numbers.	Distance from Aberdeen Line Jct.				Daily Ex. Sunday	Daily Ex. Sunday			
L 5.45pm	L 5.30am				... ABERDEEN LINE JCT. ...		119.23	R P X Y	A 12.25Am	A 2.05Am			
f 6.05	f 5.45	36	E 45	7.84	7.84 KUTZER		111.39		f 12.10	f 1.40			
				11.29	3.45 C.M.ST.P.&P.RY.CROSSING		107.94						
* 6.15	* 5.52	15	E 48	11.36	0.07 FAIRMOUNT	FA	107.87	D	* 12.02Am	* 1.25			
f 6.25	f 5.55	22	E 50	13.02	1.06 DE VILLO		106.21		f 11.54	f 1.10			
f 6.45	f 6.04	10	E 55	17.93	4.91 SONORA		101.30		f 11.46	f 12.50			
* 7.20	* 6.21	50	E 62	25.47	7.54 HANKINSON	BI	93.76	D W	* 11.32	* 12.30Am			
				25.83	0.36 M. ST. P. & S. S. M. RY. Cros.		93.40						
				27.99	2.16 M. ST. P. & S. S. M. RY. Cros.		91.24						
f 7.45	f 6.35	31	E 70	32.67	4.68 STILES		86.56		f 11.17	f 11.55			
* 8.05	* 6.45	54	E 74	37.46	4.79 LIDGERWOOD	DK	81.77	DN	* 11.07	* 11.40			
* 8.25	* 6.58	32	E 80	43.60	6.14 GENESEO	GO	75.63	D	* 10.53	* 11.10			
* 8.45	* 7.08	34	E 86	48.76	5.16 CAYUGA	SA	70.47	D	* 10.43	* 10.55			
595-192 9.13 * 10.23	* 7.27	50	E 92	54.89	6.13 RUTLAND, N. D.	RU	64.34	R D W C X	595-596 * 10.23	192-595 * 10.33 * 9.40			
				55.16	0.27 FORBES LINE JCT.		64.07	Y					
* 10.50	* 7.46	36	F 9	64.24	9.08 HAVANA	WB	54.99	D	* 10.03	* 9.10			
* 11.15	* 7.59	35	F 16	70.82	6.58 KIDDER	RO	48.41	DN	* 9.50	* 8.50			
				74.35	3.53 C.M.ST.P.&P.RY.CROSSING		44.88						
* 11.35	* 8.13	32	F 23	77.94	3.59 BURCH	CU	41.29	D	* 9.35	* 8.30			
* 12.01Am	* 8.26	35	F 30	85.08	7.14 AMHERST	MN	34.15	D	* 9.21	* 8.10			
* 12.25	* 8.40	34	F 36	91.44	6.86 CLAREMONT	QC	27.79	D	* 9.06	* 7.50			
f 12.40	* 8.50	33	F 42	96.87	5.43 HUPFTON		22.36		* 8.56	f 7.30			
* 1.00	* 9.00	34	F 47	102.28	5.41 PUTNEY	NY	16.95	D	* 8.46	* 7.15			
f 1.15	f 9.09	7	F 51	106.18	3.90 TACOMA PARK		13.05		f 8.36	f 7.00			
f 1.30	f 9.17	34	F 55	109.93	3.75 PLANA		9.80		f 8.28	f 6.50			
				118.59	8.66 C.M.ST.P.&P.RY.CROSSING		0.64	I					
				118.61	0.02 C. & N. W. RY. CROSSING		0.62	I					
A 2.10Am	A 9.35Am	Yard	231	F 64	0.62 ABERDEEN	FN		R DNW CXV	L 8.10Pm	L 6.10Pm			
8.25 14.16	4.05 23.61				Time Over Subdivision Average Speed Per Hour				4.15 28.05	7.55 15.06			

WESTWARD.			FOURTEENTH SUBDIVISION— RUTLAND AND FORBES.						EASTWARD. 9		
SECOND CLASS	Car Capacity		Station Numbers.	Distance from Rutland.	Time Table No. 35	Telegraph Calls.	Distance from Forbes.	SIGNS	SECOND CLASS		
337	Sidings.	Other Tracks.			Effective January 24, 1935.				338		
Daily Ex. Sunday					STATIONS				Daily Ex. Sunday		
L 9.00Am	50	35	E 92		... RUTLAND, N. D.	RU	63.02	R D W C X	A 4.20Pm		
				0.27	... FORBES LINE JCT.		62.75	X Y			
* 9.25		9	E 98	6.87	... BELLE PLAINE		56.15		* 4.02		
* 9.40		35	E103	11.85	... BROOKLAND		51.17		* 3.50		
				13.05	C. M. ST. P. & P. RY. CROSSING		49.97				
* 10.00		84	E110	18.91	... STRAUBVILLE	SV	44.11	D	* 3.20		
* 10.15		33	E116	25.03	... CRESCENT HILL		37.99		* 3.00		
* 10.26		35	E121	29.38	... NEWTON		33.64		* 2.45		
				29.77	C. & N. W. RY. CROSSING		33.25				
				30.62	... WATER TANK		32.40	W			
* 10.33		8	E123	31.84	... PORT EMMA		31.65		* 2.35		
* 10.55		84	E126	35.01	... GUELPH	QU	28.01	D	* 2.25		
* 11.15		35	E134	42.10	... SILVER LEAP		20.92		* 2.05		
				49.43	C. M. ST. P. & P. RY. CROSSING		13.59				
* 11.40		55	E141	49.65	... ELLENDALE	ND	13.37	D	* 1.45		
A 12.20Pm	38	65	E155	63.02	... FORBES	FO		R D X Y	L 1.05Pm		
3.20 18.90					Time Over Subdivision Average Speed Per Hour				3.15 19.39		

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.....6.20 " " " 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 Pickling Spur.....	1.19 miles east of St. Cloud.....	West	68
Lukemeyer Spur.....	1.19 miles east of St. Cloud.....	West	14
Tileston Mill Spur.....	3.57 miles east of St. Cloud.....	East	288
Sixth Subdivision.			
Campbell-North Star.....	2.34 miles west of Rice Jct.....	East	19
Empire Quarry.....	2.47 miles west of Rice Jct.....	East	141
North Star Granite Corp. Spur.....	4.23 miles west of Rice Jct.....	West	41
Cold Spring Granite.....	5.01 miles west of Rice Jct.....	East	7
John Clark Co.....	.07 mile west of Rockville.....	West	13
Mill Spur.....	.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.....	.67 mile east of Spicer.....	East	22
State Farm Spur.....	1.04 miles east of Willmar Jct.....	West	54
Ninth Subdivision.			
Naomi.....	2.50 miles west of Lennox.....	East	7
Aggergaards.....	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

E. R. JOYCE, Chief Dispatcher.

JOHN R. MILLER, Train Master.

F. C. SPENCER, Train Master.

P. J. COLITON, Train Master.

J. M. BUDD, Train Master.

M. J. WELSH, Superintendent Terminals, Minneapolis.
J. A. KNIGHTS, Assistant Superintendent, Sioux City.

SPEED RESTRICTIONS

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

COMPANY SURGEONS.

Dr. Roscoe C. Webb.....	Chief Surgeon.....	Office phone Ma 7508, House, Co 4101, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne.....	Assistant Chief Surgeon.....	Office phone Ma 7508, House, Wa 2446, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. Ernest R. Anderson.....	Assistant to Chief Surgeon.....	Office phone Ma 7508, House, Lo 9836, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. R. G. Allison.....	Roentgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. M. B. Hanson.....	Assistant Roentgenologist.....	Medical Arts Building, Minneapolis, Minn.
Dr. F. 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. F. 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. Egil 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 F. Adams.....	Aberdeen, S. D.
Dr. D. W. Little.....	Appleton, Minn.
Dr. N. K. Hopkins.....	Arlington, S. D.
Dr. C. L. Scofield.....	Benson, Minn.
Dr. Oscar Daignault.....	Benson, Minn.
Dr. W. E. Wray.....	Campbell, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.
Dr. A. C. Peterson.....	Dassel, Minn.
Dr. A. E. Phillips.....	Delano, Minn.
Dr. A. G. Maercklein.....	Ellendale, N. D.
Dr. F. C. DeVall.....	Garretson, S. D.
Dr. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.
Dr. A. G. Sanderson.....	Granite Falls, Minn.
Dr. M. L. Ransom.....	Hancock, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.
Dr. John T. Leland.....	Herman, Minn.
Dr. Leonard Harriman.....	Howard Lake, Minn.
Dr. J. C. Shirley.....	Huron, S. D.
Dr. O. W. Scholpp.....	Hutchinson, Minn.
Dr. E. G. Sasse.....	Lidgerwood, N. D.
Dr. Karl A. Danielson.....	Litchfield, Minn.
Dr. Ward Akester.....	Marshall, Minn.
Dr. F. D. Gray.....	Marshall, Minn.
Dr. H. D. Oggel.....	Maurice, Iowa
Dr. J. P. Wilkins.....	Mound, Minn.
Dr. Charles Caine.....	Morris, Minn.
Dr. T. H. Mee.....	Osseo, Minn.
Dr. C. R. Myre.....	Paynesville, Minn.
Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. H. W. Goehrs.....	St. Cloud, Minn.
Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. William Maris.....	Sioux Center, Ia.
Dr. Arch F. O'Donoghue.....	Sioux City Ia.
Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. N. F. Doleman.....	Tintah, Minn.
Dr. C. L. Roholt.....	Waverly, Minn.
Dr. H. J. Bartron.....	Watertown, S. D.
Dr. Harry T. Kenney.....	Watertown, S. D.
Dr. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. C. C. Gross.....	Yankton, S. D.
Dr. J. E. Trierweiler.....	Yankton, S. D.



