

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 K. 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, 393 Lowry Bldg., St. Paul, Minn.
 Dr. E. H. Frost, Division Surgeon, Willmar, Minn.
 Drs. Goehrs and Rathbun, Assistant Division Surgeons, St. Cloud, Minn.
 Dr. C. F. Culver, Assistant Division Surgeon, Sioux Falls, S. D.
 Dr. E. W. Rimer, Asst. Division Surgeon, Breckenridge, Minn.
 Dr. E. C. Cobb, Assistant Division Surgeon, Sioux City, Iowa.
 Dr. Egil Boeckmann, Chief Ophthalmic Surg., 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. T. P. Ranney	Aberdeen, S. D.
Dr. William C. Kaufman	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. Arthur Thompson	Cokato, 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.
Drs. C. I. Oliver and I. L. Oliver	Graceville, Minn.
Dr. A. G. Sanderson	Granite Falls, Minn.
Dr. M. L. Ransom	Hancock, Minn.
Dr. E. J. Beithon	Hankinson, N. D.
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. O. J. Grundset	Montrose, Minn.
Dr. J. P. Wilkins	Mound, Minn.
Dr. Charles Caine	Morris, Minn.
Dr. John F. Cumming	Morris, Minn.
Dr. K. J. St. Cyr	Osseo, Minn.
Dr. C. R. Myre	Paynesville, Minn.
Dr. Alex H. Brown	Pipestone, Minn.
Dr. C. S. Sutton	St. Cloud, Minn.
Dr. W. T. Wenner	St. Cloud, Minn.
Dr. G. D. Brand	St. Paul, 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. Barton	Watertown, S. D.
Dr. Harry T. Kenney	Watertown, S. D.
Drs. A. F. & B. J. Branton	Willmar, Minn.
Dr. C. C. Gross	Yankton, S. D.
Dr. J. E. Trierweiler	Yankton, S. D.

O. J. LORINSER, Chief Dispatcher.

R. MEIKLEJOHN, Train Master.

T. A. JERROW, Train Master.

M. H. FLAHERTY, Train Master.

J. P. CAMERON, Train Master.

W. R. MINTON, Train Master.

F. C. SPENCER, Superintendent Terminals, Minneapolis.

SPEED RESTRICTIONS.

Engines backing up 20 miles per hour.



WILLMAR DIVISION TIME TABLE 49

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 25, 1939.

C. T. KENNEY, Superintendent.

C. McDONOUGH, General Manager.

J. B. SMITH, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS				Distance from St. Paul	Time Table No. 49		Telegraph Calls
	Sidings	Other Tracks	409	429	61	3	31	1	27		STATIONS		
			Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily				
0						L 9.35Pm		L 8.50Am	L 8.45Am		ST. PAUL	A	
11					L 7.45Am	10.15Pm		9.25Am	9.18Am	10.57	MINNEAPOLIS	S	
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
	Yard		L 8.30PM	L 10.20Am	L 8.00Am	L 10.20Pm		L 9.30Am	L 9.22Am	12.18	DOUBLE TRACK	1.61 LYNDALE JCT.	
A 13	Yard	1894								13.92		1.74 CEDAR LAKE.	
A 17			8.42	10.32	8.08	10.26		9.35	9.27	16.40		2.48 HOPKINS JCT.	
A 24	80	20	9.00	10.50	s 8.23	f 10.37		9.45	9.35	23.90		2.50 WAYZATA	WA
			9.02	10.52	A 8.25Am	10.38		9.46	9.36	24.59		0.69 HUTCHINSON JCT.	
A 27	79	14	9.08	10.58		s 10.43		9.49	9.39	27.00	DOUBLE TRACK	2.41 LONG LAKE.	ON
A 32	W 80	17	9.18	11.08		s 10.50		9.55	9.44	31.37		4.37 MAPLE PLAIN.	MA
A 39	E 80	49	9.35	11.25		s 11.02		10.04	9.51	38.36		6.99 DELANO	DA
A 45	Contin-	18	9.50	11.40		f 11.12		10.13	9.58	45.06		6.70 MONTROSE	MO
A 48	uous 70	32	9.55	11.46		f 11.17		10.16	10.01	47.84		7.50 WAVERLY	WY
A 53	343	52	10.05	11.59		s 11.27		10.23	10.06	52.87	DOUBLE TRACK	5.03 HOWARD LAKE.	RD
A 59	E 80	61	10.17	12.12Pm		s 11.39		10.31	10.13	59.15		6.28 COKATO	CT
A 65	E 82	64	10.40	12.25		s 11.50		10.38	10.19	64.95		5.80 DASSEL	DS
A 70	E 70	19	10.52	12.38		f 11.58		10.45	10.24	70.09		5.14 DARWIN	DN
A 76	E 108	92	11.05	12.50		s 12.08Am		10.53	10.31	76.19		6.10 LITCHFIELD.	FD
A 84	E 75	53	11.20	1.05		f 12.23		11.03	10.39	83.87	DOUBLE TRACK	7.68 GROVE CITY.	G
A 89	W 75	87	11.30	1.15		s 12.34		11.10	10.45	88.99		5.12 ATWATER.	WR
A 97	E 80	26	11.45	1.27		s 12.46		11.19	10.53	96.35		7.36 KANDIYOHI.	B
			11.55	1.37					10.58	101.01		4.66 WILLMAR JUNCTION.	
A102	Yard	1516	A 12.05Am	A 1.45Pm		A 1.00Am	A 10.45Am	A 11.30Am	A 11.00Am	102.19		1.18 WILLMAR.	WD
			3.35 25.11	3.25 26.34	.25 29.73	2.40 33.75	.05 14.16	2.00 45.00	1.38 55.10		Time Over Subdivision Average Speed Per Hour		

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 ticket 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.

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

The semi-automatic interlocking at Hutchinson Jct. operates automatically for train movements in both directions on both main lines, and for eastward trains from the Fifth Subdivision to the eastward main line. Westward train movements from the westward main line to the Fifth Subdivision require push button operation from Wayzata depot. Push buttons are located in an iron box attached to the west end of the station building. Control apparatus for other routes through this plant is installed in an iron box near

the center of the plant locked with standard switch lock, and instructions for operation are posted therein.

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 a westward siding. Eastward trains must not use this siding unless authorized by train order.

No. 1 stops at Wayzata to discharge passengers from Chicago and east and to pick up passengers destined Fargo and west and at Litchfield to pick up revenue passengers destined Williston and west.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 49

Effective June 25, 1939

STATIONS	Distance from Willmar	FIRST CLASS					SECOND CLASS				SIGNS
		28	4	32	2		410	60	430		
		Daily	Daily	Daily Ex. Sunday	Daily		Daily	Daily Ex. Sunday	Daily		
ST. PAUL	102.19	A 6.30Am	A 7.45Am		A 10.30Pm						K
MINNEAPOLIS	91.62	6.05Am	7.22Am		10.05Pm			A 4.45Pm			K
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.											
LYNDALE JCT.	90.01	A 5.48Am	A 7.05Am		A 9.53Pm		A 9.40Am	A 4.25Pm	A 9.15Pm		JW
CEDAR LAKE	88.27										P
HOPKINS JCT.	85.79	5.41	6.55		9.46		9.30	4.13	9.05		XPJ
WAYZATA	78.29	5.30	6.41		9.33		9.17	4.01	8.54		RDPW
HUTCHINSON JCT.	77.60	5.29	6.38		9.31		9.15	L 3.56Pm	8.52		PIJ
LONG LAKE	75.19	5.25	6.33		9.27		9.11		8.47		DP
MAPLE PLAIN	70.82	5.19	6.24		9.21		9.04		8.37		DP
DELANO	63.83	5.09	6.10		9.11		8.52		8.22		DNWI
MONTROSE	57.13	5.00	5.58		9.04		8.40		8.10		DP
WAVERLY	54.35	4.56	5.53		9.00		8.32		8.03		DP
HOWARD LAKE	49.32	4.49	5.44		8.53		8.20		7.52		DP
COKATO	43.04	4.41	5.33		8.45		8.09		7.40		DP
DASSEL	37.24	4.33	5.23		8.37		7.54		7.25		DPW
DARWIN	32.10	4.26	5.14		8.30		7.29		7.08		DP
LITCHFIELD	26.00	4.17	5.05		8.21		7.19		6.58		DNW
GROVE CITY	18.32	4.04	4.51		8.09		7.07		6.45		DP
ATWATER	13.20	3.57	4.43		8.02		6.55		6.35		DNIP
KANDIYOHI	5.84	3.46	4.32		7.51		6.30		6.20		DP
WILLMAR JUNCTION	1.18			A 12.20Pm			6.05		6.05		PJ
WILLMAR		L 3.35Am	L 4.20Am	L 12.15Pm	L 7.40Pm		L 6.00Am		L 6.00Pm		RDNK BXWC
Time Over Subdivision		2.13	2.45	.05	2.13		3.40	.29	3.15		
Average Speed Per Hour		40.60	32.73	14.16	40.60		24.57	26.67	27.69		

Special Rules—Continued.

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

No. 2 stops at Litchfield to discharge revenue passengers from Williston and points west and at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east using Empire Builder east of St. Paul.

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.

Supplement to Rule 509 (B).

When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, 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 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.

	Maximum Speed.	
Between	Passenger	Freight
Lyndale Jct. and Willmar	65 miles per hour.	50 miles per hour.

SECOND SUBDIVISION

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 is located 2.51 miles east of Benson depot electrically controlled from depot.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 49

Effective June 25, 1939

STATIONS	Distance from Breckenridge	FIRST CLASS							SECOND CLASS			SIGNS
		28	4	52	(191) 184	2	186		410	430		
		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Sun.		Daily	Daily		
WILLMAR 0.41	112.67	A 3.30Am	A 4.15Am	A 12.55Am		A 7.40Pm			A 6.00Am	A 3.30Pm		RDNWB CRX
SIoux CITY LINE JCT. 6.20	112.26			L 12.50Am								PJ
PENNOCK 7.43	108.06	3.21	f 4.02			7.27			5.35	3.08		DPI
KERKHOVEN 4.49	98.63	3.12	f 3.50			7.18			5.23	2.55		DP
MURDOCK 4.65	94.14	3.07	f 3.42			7.13			5.15	2.45		DP
DE GRAFF 7.41	89.49	3.01	f 3.33			7.07			5.05	2.35		DP DNI
BENSON 0.79	82.08	s 2.52	s 3.20			s 6.58	A 6.40Pm		4.50	2.20		WKX
WATERTOWN LINE JCT. 4.39	81.29						L 6.30Pm					PYJ
CLONTARF 5.87	76.40	2.44	f 3.08			6.49			4.37	2.08		DP
HYNES 4.35	70.53	2.37	3.00			6.43			4.27	1.57		P
HANCOCK 7.84	66.18	2.30	f 2.52			6.38			4.20	1.50		DP
Browns Valley Line Jct. 1.01	58.34											PY DNW CKXI
MORRIS 3.21	57.33	s 2.15	s 2.37			s 6.27			4.00	1.30		DP
DONNELLY 5.72	49.12	2.05	f 2.24			6.13			3.30	12.56		P
MOOSE ISLAND 4.75	43.40	1.58	2.16			6.07			3.12	12.42		DNP
HERMAN 4.89	38.65	1.52	s 2.10			6.02			2.55	12.31		DPW
NORCROSS 6.47	33.76	1.43	f 2.03			5.57			2.43	12.10Pm		P
CHARLESVILLE 4.79	27.29	1.34	1.54			5.50			2.31	11.58		J
EVANSVILLE LINE JCT. 0.24	22.50								2.21	11.49		DPW
TINTAH 2.17	22.26	1.27	f 1.47			5.44			2.20	11.48		I
M. St. P. & S. S. M. Ry. Cross. 2.56	20.09											PYJ
ABERDEEN LINE JCT. 2.49	17.53	1.20	1.39		A 4.30Am	5.38			2.10	11.40		DNI
CAMPBELL 7.16	15.04	1.17	f 1.36		s 4.20	5.35			2.05	11.35		DP
DORAN 6.30	7.88	1.07	f 1.26		f 3.42	5.26			1.50	11.20		PI
N. P. RY. CROSSING 1.58	1.58											RDNWCB YOKX
BRECKENRIDGE		L 12.55Am	L 1.15Am		L 3.30Am	L 5.15Pm			L 1.30Am	L 11.00Am		
Time Over Subdivision		2.35	3.00	.05	1.00	2.25	.10		4.30	4.30		
Average Speed Per Hour		43.61	37.55	4.92	17.53	46.62	4.74		25.03	25.03		

Special Rules—Continued.

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.

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."

Supplement to Rule 509 (B).

When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, 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 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	65 miles per hour.	50 miles per hour.
Morris and Hancock. Eastward		
Freight Track	30 miles per hour.	30 miles per hour.

6 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from St. Paul	Time Table No. 49 Effective June 25, 1939		Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS			SECOND CLASS
			437	405	29	7	11							8	12	30	438
	Sidings	Other Tracks	Daily	Daily	Daily	Daily	Daily Ex. Sunday							Daily	Daily Ex. Sunday	Daily	Daily
0					L 10.30Pm	L 7.45Pm	L 8.00Am		ST. PAUL	10.57	A	74.82	K	A 8.00Am	A 2.40Pm	A 9.05Pm	
11					11.10Pm	8.20Pm	8.30Am	10.57	MINNEAPOLIS		S	64.25	K	7.35Am	2.15Pm	8.40Pm	

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

	Yard		L 8.45Pm	L 7.30Am	L 11.15Pm	L 8.25Pm	L 8.35Am	12.18	LYNDALE JCT.	1.61	62.64	WXJ	A 7.23Am	A 2.05Pm	A 8.23Pm	A 3.00Am
								12.94	M. W. R. R. CROSSING	0.76	61.88	I				
17	79	35	9.00	7.50	11.23	8.32	† 8.43	17.17	ROBBINSDALE	4.23	57.65	DP	7.14	† 1.57	† 8.13	2.44
								18.51	M. ST. P. & S. S. M. RY. CROS.	1.34	56.31	I				
24	59	34	9.13	8.05	11.33	8.40	† 8.53	23.55	OSSEO	5.14	51.17	DP	7.04	† 1.47	† 8.04	2.32
28		6					† 8.59	27.98	MAPLE GROVE	4.33	46.84			† 1.40	† 7.56	
33	58	19	9.30	8.25	11.45	8.51	† 9.06	32.65	ROGERS	4.67	42.17	DP	6.52	† 1.34	† 7.50	2.17
39		40	9.43	8.40	11.54	8.57	† 9.15	38.92	ALBERTVILLE	0.27	35.90	DP	6.42	† 1.26	† 7.41	2.05
48	79	43	9.59	9.00	12.05 AM	9.08	† 9.28	47.35	MONTICELLO	8.43	27.47	DPW	† 6.31	† 1.14	† 7.30	1.50
55		28	10.12	9.15	12.16	9.18	† 9.39	54.91	ENFIELD	7.58	19.91	P	6.21	1.04	† 7.19	1.35
57		34	10.16	9.20	12.19	9.21	† 9.42	57.12	HASTY	2.21	17.70	DP	6.18	† 1.01	† 7.16	1.30
62	80	13	10.24	9.30	12.25	9.27	† 9.50	62.15	CLEARWATER	5.03	12.67	DP	6.11	† 12.54	† 7.08	1.18
70		26	10.37	9.45	12.35	9.36	† 10.00	69.35	ST. AUGUSTA	7.29	5.47	P	6.00	12.44	† 6.58	1.02
75	Yard	1416	A 10.50Pm	A 10.00Am	A 12.45 AM	A 9.45Pm	A 10.10Am	74.82	ST. CLOUD	5.47		WCYB RKDNIX	L 5.50Am	L 12.35Pm	L 6.50Pm	L 2.50Am
			2.05 30.07	2.30 25.05	1.30 41.76	1.20 46.98	1.35 39.56		Time Over Subdivision Average Speed Per Hour				1.33 40.41	1.30 41.76	1.33 40.41	2.10 28.91

Special Rules.

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

No. 7 stop at Albertville, Monticello and Clearwater Fridays to discharge passengers.

No. 8 stop at Albertville Fridays on signal to receive or discharge passengers.

No. 12 will be stopped at any station to receive passengers for Minneapolis, St. Paul and beyond.

Q-1 and S-1 Engines not exceed five (5) miles per hour over Bridge 50.3 at Clearwater.

Engines heavier than O-1 class not exceed twenty-five (25) miles per hour over sharp curve just west of Clearwater.

Maximum Speed.

Between	Passenger	Freight
Lyndale Jct. and St. Cloud	60 miles per hour.	45 miles per hour.

WESTWARD

FOURTH SUBDIVISION

EASTWARD 7

Station Number	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Morris	Time Table No. 49		Telegraph Calls	Distance from Browns Valley	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	335		49			Effective June 25, 1939					48		336	
			Mon. Wed. Fri.		Daily Ex. Sun.			STATIONS					Daily Ex. Sun.		Mon. Wed. Fri.	
A157			L 5.30Am	L 1.00Pm	L 6.00Am		1.01	MORRIS	MR	47.37	RCWDB NXKI	A 10.00Am	A 6.00Pm	A 1.00Pm		
			5.40	1.05	6.05		8.22	BROWNS VALLEY LINE JCT.		46.36	XPYJ	9.52	5.50	12.50		
D 6	28		s 6.05	s 1.25	s 6.20		14.27	ALBERTA	A	39.15	D	s 9.37	s 5.34	s 12.30		
D12	44		s 6.33	s 1.43	s 6.33		20.17	CHOKIO	KO	33.10	D	s 9.24	s 5.20	s 12.05 PM		
D18	21		s 6.55	s 2.01	s 6.46		28.76	JOHNSON	J	27.20	D	s 9.11	s 5.06	s 11.45		
							27.21	C. M. ST. P. & P. RY. CROSSING.		20.61						
D25	50		s 7.25	s 2.25	s 7.02		33.09	GRACEVILLE	GB	20.16	DW	s 8.54	s 4.50	s 11.20		
D31	34		s 7.45	s 2.45	s 7.15		40.44	BARRY	BX	14.28	D	s 8.43	s 4.34	s 11.00		
D39	39		s 8.26	s 3.10	s 7.31		47.37	BEARDSLEY	BY	6.93	D	s 8.26	s 4.17	s 10.30		
D45	57		A 9.00Am	A 3.45Pm	A 7.45Am			BROWNS VALLEY	BV		RDX	L 8.10Am	L 4.00Pm	L 10.00 AM		
			3.30 13.53	2.45 17.22	1.45 27.06			Time Over Subdivision Average Speed Per Hour				1.50 25.83	2.00 23.68	3.00 15.79		

WESTWARD

FIFTH SUBDIVISION

EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS				Distance from Hutchinson Jct.	Time Table No. 49		Telegraph Calls	Distance from Hutchinson	SIGNS	SECOND CLASS				
					61		Effective June 25, 1939					60				
					Daily Ex. Sunday		STATIONS					Daily Ex. Sunday				
B3	12				L 8.25Am	2.75	HUTCHINSON JCT.		43.74	IPJ	A 3.56Pm					
B4	8				s 8.35	4.29	CRYSTAL BAY	VI	40.99	D	s 3.46					
B5					s 8.40	5.16	MINNETONKA BEACH		39.45		s 3.40					
B6	27				s 8.45	5.92	NAVARRE		38.58							
							SPRING PARK	PK	37.82	D	s 3.20					
B7						6.91	SETON		36.83							
B8	21				s 8.55	7.82	MOUND	ND	35.92	D	s 3.10					
B13	35				s 9.08	12.39	ST. BONIFACIUS	BA	31.35	D	s 2.55					
B17	13				s 9.18	16.57	MAPLE		27.17		s 2.45					
B21	32				s 9.28	20.20	MAYER	KY	23.54	D	s 2.35					
B24	26				s 9.40	24.01	NEW GERMANY	NG	19.73	D	s 2.25					
B28	28				s 10.00	27.66	LESTER PRAIRIE	RA	16.08	D	s 2.10					
B36	26				s 10.30	35.51	SILVER LAKE		8.23		s 1.50					
B44	49				A 11.00Am	43.74	HUTCHINSON	HO		RDW	L 1.30Pm					
					2.35 16.93		Time Over Subdivision Average Speed Per Hour				2.26 17.97					

Special Rules, Fourth and Fifth 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.

Maximum Speed.

	Passenger	Freight
Between 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.

8 WESTWARD				SIXTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distances from Rice Jct.	Time Table No. 49		Telegraph Calls	Distance From Willmar Jct.	SIGNS	FIRST CLASS		SECOND CLASS		
	Siding	Other Tracks	427		31			Effective June 25, 1939.					32		428		
			Daily		Daily Ex. Sunday			Daily Ex. Sunday					Daily				
STATIONS																	
			L 5.00Am		L 8.52Am		RICE JCT.	55.68	XPIJ	A 2.03Pm		A 10.00Am					
			5.05		8.56	2.02	WAITE PARK.	53.66		1.57		9.55					
I-10	52	32	5.30		9.11	9.62	ROCKVILLE	46.06	DP	1.44		9.30					
I-15		28	5.45		9.20	14.42	COLD SPRINGS	41.26	DPW	1.35		9.20					
I-20	49	35	5.57		9.30	18.91	RICHMOND	36.77	DP	1.26		9.05					
							ROSCOE	XN	30.56	DP	1.15		8.50				
I-26		35	6.10		9.42	26.12	PAYNESVILLE	SY	25.14	DPW	1.05		8.40				
I-31	51	36	6.25		9.53	30.64	M. ST. P. & S. S. M. RY. CROS.		24.38	I							
							HAWICK		19.69	P	12.54		8.25				
I-37		34	6.40		10.05	35.99	NEW LONDON	ND	13.07	DP	12.43		8.10				
I-43	50	38	6.55		10.17	42.61											
							SPICER	CR	8.76	DP	12.35		7.55				
I-48	50	29	7.05		10.25	46.92	WILLMAR JCT.			XPJ	L 12.20Pm		L 7.30Am				
			A 7.30Am		A 10.40Am	55.68											
			2.30		1.48		Time Over Subdivision				1.43		2.30				
			22.27		30.92		Average Speed Per Hour				32.43		22.27				

Special Rules.

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

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 Nest Lake Bridge 67 near Spicer.

Maximum Speed.

Between	Passenger	Freight
Willmar Jct. and Rice Jct.	40 miles per hour.	35 miles per hour.

WESTWARD

SEVENTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Willmar	Time Table No. 49 Effective June 25, 1939			Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS		SECOND CLASS					
	Siding	Other Tracks	439		51			STATIONS						52		440					
			Daily		Daily									Daily		Daily					
A-102			L 2.00Pm		L 1.50Am			WILLMAR						WD	112.29	RDNWB CKX	A 12.55Am		A 4.30Am		
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																					
			L 2.05Pm		L 1.55Am	0.41		SIOUX CITY LINE JCT.							111.88	XPJ	A 12.50Am		A 4.23Am		
I-64	55	12	2.20		2.05	5.98		PRIAM							106.31		12.36		4.12		
I-70	50	32	2.35		2.17	12.00		RAYMOND						RA	100.29	D	12.25		4.00		
						19.09		M. W. RY. CROSSING							93.20	I					
I-77	50	32	2.52		2.33	19.56		CLARA CITY						CA	92.73	D	12.13		3.43		
I-83	49	33	3.05		2.46	25.49		MAYNARD						NR	86.80	D	12.01Am		3.30		
I-87		15	3.14		2.52	29.22		ASBURY							83.07		11.53		3.22		
						33.20		C. M. ST. P. & P. RY. CROSSING						CN	79.09	I					
I-92	49	30	3.25		3.07	33.69		WATER TANK							78.60	W					
						34.60		GRANITE FALLS						GX	77.69	D	11.43		3.07		
I-97	49	11	3.40		3.17	39.86		LORNE							72.43		11.31		2.52		
I-102	58	35	3.50		3.28	43.91		M. & ST. L. RY. CROSSING							69.19	I					
I-109	50	47	4.05		3.43	44.22		HANLEY FALLS						HY	68.07	D	11.22		2.43		
I-116		35	4.20		3.58	50.40		COTTONWOOD						C	61.89	D	11.08		2.30		
						57.71		GREEN VALLEY						GV	54.58	D	10.54		2.15		
I-121	49	74	4.45		4.25	63.07		MARSHALL						MD	49.22	WDN CX	10.44		2.01		
						63.22		C. & N. W. RY. CROSSING							49.07						
I-128	51	32	5.10		4.38	69.77		LYND						YD	42.52	D	10.29		1.25		
I-134	50	38	5.30		4.50	76.02		RUSSELL						RS	36.27	D	10.17		1.10		
I-142		38	5.55		5.04	83.89		FLORENCE						FO	28.40	D	10.04		12.55		
I-147	50	56	6.08		5.17	88.90		RUTHTON						RV	23.39	DW	9.52		12.45		
I-155		37	6.30		5.34	96.73		HOLLAND						HD	15.56	D	9.38		12.30		
						105.23		C. R. I. & P. RY. CROSSING							7.06						
						105.25		C. ST. P. M. & O. RY. CROSSING							7.04						
I-164	30	65	7.05		6.07	105.31		C. M. ST. P. & P. RY. CROSSING							6.98						
I-170	Yard	332	A 7.20Pm		A 6.20Am	105.54		PIPESTONE						NE	6.75	DNX RDNW CKXB	9.22		12.10Am		
						112.29		IHLEN						HN			L 9.05Pm		L 11.50Pm		
								Time Over Subdivision Average Speed Per Hour								3.45 29.94		4.33 24.68			

Special Rules.

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

Maximum Speed.

Between	Gas or Oil Electric Passenger	Steam Passenger	Freight
Willmar and Ihlen	50 miles per hour.	45 miles per hour.	40 miles per hour.

EIGHTH SUBDIVISION

Special Rules.

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

Within yard limits between Wall Street and Sioux City **ALL** trains run at restricted speed expecting to find main track occupied. Under this special rule eastward first class trains may proceed from Sioux City to Wall Street against overdue westward first class trains. Nos. 169 and 171 may proceed from Wall Street without clearance card form "A".

Register at Garretson for Ninth Subdivision trains only.

First class trains register by ticket at 26th Street Yard.

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.

EIGHTH SUBDIVISION

EASTWARD 11

Time Table No. 49

Effective June 25, 1939.

STATIONS	Distance from Sioux City	FIRST CLASS				SECOND CLASS			THIRD CLASS			SIGNS
		C.B.&Q. 17	52	C.B.&Q. 163	162	440			580			
		Daily	Daily	Daily	Daily	Daily			Daily			
IHLEN.....	112.88		A 9.05Pm			A 11.05Pm						RDNE XWCB
JASPER.....	108.28		s 8.55			10.52						D
SHERMAN.....	100.50		s 8.42			10.35						D
GARRETSON.....	97.26		s 8.35	A 8.12Pm		10.25			A 7.50Pm			RDNW KX
YANKTON LINE JUNCTION..	96.79		8.08	L 8.10Pm		10.10			L 7.45Pm			XJ
BOOGE.....	91.05		f 7.59			9.55						
C. ST. P. M. & O. RY. CROSS'G.	86.61											I
HILLS.....	79.93		s 7.40			9.23						D
I. C. RY. CROSSING.....	79.55											I
LESTER.....	73.51		s 7.29			9.05						D
C. R. I. & P. RY. CROSSING.	73.30											
ALVORD.....	66.61		s 7.17			8.50						D
DOON.....	60.92		s 7.07			8.35						DWC
PERKINS.....	51.95		s 6.51			8.05						
SIoux CENTER.....	44.40		s 6.38			7.50						DN
MAURICE.....	36.32		s 6.23			7.24						
STRUBLE.....	31.20		s 6.14			7.13						D
WEST LeMARS.....	28.81		f 6.01			6.56						
MERRILL.....	18.66		s 5.53			6.45						DW
I. C. RY. CROSSING.....	13.19											DNI
HINTON.....	11.84		s 5.42			6.30						D
I. C. RY. CROSSING.....	5.28											M RXNB WCK
26th STREET YARD.....	2.86		5.28			L 6.10Pm						YX
WALL STREET.....	0.67	A 1.08Pm	5.23	A 6.24Pm								RDNKB
SIoux CITY.....		L 1.05Pm	L 5.20Pm	L 6.20Pm								
Time Over Subdivision		.03	3.45	.04	.02	4.55			.05			
Average Speed Per Hour		13.40	30.10	10.05	14.10	22.95			5.64			

Special Rules—Continued.

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

Maximum Speed.

Between	Gas or Oil Electric Passenger	Steam Passenger	Freight
Ihlen and Hills	50 miles per hour.	45 miles per hour.	40 miles per hour.
Hills and Sioux City	50 miles per hour.	40 miles per hour.	30 miles per hour.

12 WESTWARD

NINTH SUBDIVISION

Station Numbers	Car Capacity		THIRD CLASS		SECOND CLASS		FIRST CLASS		Distance from Yankton Line Jct.	Time Table No. 49		Telegraph Calls	
	Siding	Other Tracks				(C. & N.W. No. 37.) 293				53	161		Effective June 25, 1939.
			Mon., Wed., Fri.	Daily		Daily Ex. Sun.	Daily Ex. Sun.	Daily		STATIONS			
I-194		37		L 12.03Am s 12.20					L 7.36Am s 7.52	7.78	YANKTON LINE JCT. 7.78 CORSON 6.20		
										13.98	C. ST. P. M. & O. RY. CROS'G. 3.51		
										17.49	I. C. RY. CROSSING 0.18		
				12.45				L 6.58Pm	8.12	17.67	SIoux FALLS JCT.		
I-205	39	186	L 3.00Am	A 12.50Am				A 7.00Pm	s 9.00	17.93	SIoux FALLS 0.18	SU	
										18.11	C. M. ST. P. & P. RY. CROS'G. 0.21		
			3.05						9.06	18.32	C. R. I. & P. RY. CROSSING 0.33		
I-215		35	f 3.30						s 9.27	18.65	14th STREET YARD 10.31		
										28.96	TEA		
I-222		49	s 3.50						s 9.41	35.53	6.57 LENNOX 0.21	OX	
										35.74	C. M. ST. P. & P. RY. CROS'G. 8.40		
I-231		36	s 4.10						s 9.59	44.14	DAVIS 3.54	D	
										47.68	C. & N. W. RY. CROSSING 2.86		
I-238		35	s 4.30						s 10.14	51.54	VIBORG	BG	
I-245		43	s 4.50						s 10.29	58.93	7.39 IRENE 4.11	Z	
I-249		7	f 5.05						f 10.38	63.04	5.07 TALMO 5.07		
I-255		42	s 5.20						s 10.49	68.11	VOLIN 0.33	VO	
			s 5.22			L 7.02Am			s 10.51	68.44	GREAT NORTHERN JCT. 5.50		
I-260		18	s 5.37			s 7.20			s 11.01	73.94	MISSION HILL		
			s 5.52			A 7.35Am			s 11.12	79.33	5.39 NORTH WESTERN JCT. 0.04		
										79.37	C. M. ST. P. & P. RY. CROS'G. 0.52		
										79.89	C. M. ST. P. & P. RY. CROS'G. 0.30		
										80.19	C. & N. W. RY. CROSSING 0.59		
I-267	Yard	172	A 6.00Am						A 11.15Am	80.78	YANKTON 0.59	YK	
			3.00 20.94	.47 22.89		.33 19.80		.02 7.80	3.39 22.13	Time Over Subdivision Average Speed Per Hour			

Special Rules.

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

Chicago and North Western Ry. eastward trains will receive Great Northern Ry. clearance card, form "A," before departing from North Western Jct. and Chicago and North Western Ry. westward trains receive Great Northern Ry. clearance card, form "A," before departing from Great Northern Jct.

All trains register and receive clearance card, form "A," at 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.

NINTH SUBDIVISION

EASTWARD 13

Time Table No. 49

Effective June 25, 1939.

STATIONS	Distance from Yankton	FIRST CLASS				SECOND CLASS				THIRD CLASS				SIGNS
		54	162			(C. & N.W. No. 38) 294				582	580			
		Daily Ex. Sun.	Daily			Daily Ex. Sun.				Mon., Wed., Fri.	Daily			
YANKTON LINE JCT.	80.78		A 8.10Pm								A 7.45Pm			XJ
7.78 CORSON	73.00		s 7.55								s 7.25			I
6.20 C. ST. P. M. & O. RY. CROS'G.	66.80													
3.51 I. C. RY. CROSSING	63.29													
0.18 SIOUX FALLS JCT.	63.11	A 9.32Am	7.36								7.01			J
0.26 SIOUX FALLS	62.85	L 9.30Am	s 7.35							A 10.30Am	L 7.00Pm			RDNXW KB
0.18 C. M. ST. P. & P. RY. CROS'G.	62.67													
0.21 C. R. I. & P. RY. CROSSING	62.46													
0.33 14th STREET YARD	62.13		7.15							10.20				X
10.31 TEA	51.82		s 6.54							f 10.00				
6.57 LENNOX	45.25		s 6.40							s 9.41				D
0.21 C. M. ST. P. & P. RY. CROS'G.	45.04													I
8.40 DAVIS	36.64		s 6.22							s 9.15				D
3.54 C. & N. W. RY. CROSSING	33.10													I
3.86 VIBORG	29.24		s 6.07							s 8.57				DW
7.39 IRENE	21.85		s 5.52							s 8.37				D
4.11 TALMO	17.74		f 5.43							f 8.25				
5.07 VOLIN	12.67		s 5.32							s 8.10				D
0.33 GREAT NORTHERN JCT.	12.34		s 5.29			A 10.28Am				s 8.05				RJ
5.50 MISSION HILL	6.84		s 5.18			s 10.15				s 7.50				
5.39 NORTH WESTERN JCT.	1.45		s 5.05			L 10.03Am				s 7.35				RJ
0.04 C. M. ST. P. & P. RY. CROS'G.	1.41													M
0.52 C. M. ST. P. & P. RY. CROS'G.	.89													M
0.30 C. & N. W. RY. CROSSING	.59													M
0.59 YANKTON			L 5.00Pm							L 7.30Am				RDWCX KB
Time Over Subdivision		.02	8.10			.25				3.00	.45			
Average Speed Per Hour		7.80	25.50			26.13				20.94	23.81			

Special Rules—Continued.

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

Between	Maximum Speed.		
	Gas or Oil Electric Passenger	Steam Passenger	Freight
Garretson and Sioux Falls.....	40 miles per hour.	35 miles per hour.	30 miles per hour.
Sioux Falls and Yankton.....	40 miles per hour.	30 miles per hour.	30 miles per hour.

14 WESTWARD

TENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from Watertown	Time Table No. 49 Effective June 25, 1939.		Telegraph Calls	Distance from Sioux Falls	SIGNS	FIRST CLASS		SECOND CLASS	
	Siding	Other Tracks	(C.M. St. P. & P. Ry.) Time Freight	(C.M. St. P. & P. Ry. No. 364)		(C.M. St. P. & P. Ry. No. 315)		(C.M. St. P. & P. Ry. No. 315)								(C.M. St. P. & P. Ry. No. 373)		
			271	269	265	95	53	54							96	266	268	
			Sunday Only	Daily Ex. Sunday	Tues. Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Mon., Wed., Fri.	Daily	
C-92	Yard	261			L 7.00Am		L 3.35Pm			WN	103.37	BDNR XCWK	A 1.20Pm		A 10.50Am			

TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.

WS-4	9				L 7.05Am		L 3.40Pm	1.27	..W. & S. F. JUNCTION..	102.10	RJ	A 1.15Pm		A 10.45Am	
WS-11	29				f 7.13		s 3.46	4.31	FOLEY.....	99.06		f 1.07		f 10.35	
WS-18	29				s 7.30		s 3.58	10.83	THOMAS.....	92.54		s 12.54		s 10.10	
WS-23	27				s 7.50		s 4.10	18.09	HAYTI.....	85.28	DW	s 12.41		s 9.40	
					s 8.15		s 4.21	23.41	LAKE NORDEN.....	79.98	D	s 12.30		s 9.15	
WS-30	29				s 8.35		s 4.34	30.03	BADGER.....	73.34	D	s 12.16Pm		s 8.50	
								39.21	C. & N. W. RY. CROSSING.....	64.16	M				
WS-39	28				s 9.20		s 4.50	39.40	ARLINGTON.....	63.97	D	s 11.56		s 8.10	
								40.37	C. & N. W. RY. CROSSING.....	63.00	I				
WS-45	12				f 9.35		f 5.00	45.05	AHNBERG.....	58.32	W	f 11.44		f 7.42	
WS-49	26				s 10.00		s 5.09	49.23	SINAI.....	54.14	D	s 11.34		s 7.27	
WS-55	48				s 10.20		s 5.20	55.25	NUNDA.....	48.12	D	s 11.21		s 6.57	
WS-61	28				s 10.35		s 5.32	61.01	RUTLAND, S. D.....	42.36	D	s 11.09		s 6.32	
								67.27	C. M. ST. P. & P. RY. CROS.....	36.10					
WS-67	26				s 10.57		s 5.44	67.28	WENTWORTH.....	36.09	BDRX	s 10.57		s 6.07	
					L 2.50Pm	L 3.15Pm	L 8.34Pm	67.38	WENTWORTH JUNCTION.....	35.99	XJ	s 10.55	A 10.40Am	s 5.53	A 4.25Am
WS-75	37	3.13	3.35		s 11.25		s 8.48	74.90	CHESTER.....	28.47	DW	s 10.40	s 10.26	s 5.37	4.07
WS-79	18	3.26	3.45		f 11.38		f 8.56	79.10	HUNTIMER.....	24.27		f 10.31	f 10.17	f 5.17	3.55
WS-82	45	3.37	4.00		s 11.55		s 9.03	82.51	COLTON.....	20.86	BDRX	s 10.24	s 10.09	s 5.05	3.40
								83.01	COLTON JUNCTION.....	20.36	XJ	s 10.22	L 10.06Am	s 4.52	L 3.30Am
WS-88	15				s 12.15		s 6.26	88.33	LYONS.....	15.04		s 10.09		s 4.40	
WS-94	14				s 12.35		s 6.38	93.92	CROOKS.....	9.45		s 9.55		s 4.15	
WS-98	13						f 6.45	97.71	QUINCY.....	5.66		f 9.46			
WS-102	15				s 1.10		s 6.53	101.75	LEVEL SIDING.....	1.62	XC	f 9.37		s 3.40	
								101.87	C. M. ST. P. & P. RY. CROS.....	1.50					
					A 1.30Pm		A 6.58Pm	103.11	SIOUX FALLS JUNCTION.....	.26	J	L 9.32Am		L 3.35Am	

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

I-205	39	186			A 1.35Pm		A 7.00Pm	103.37	SIOUX FALLS.....	SU		DNRB XWK	L 9.30Am		L 3.30Am	
					.50	.50	6.25	.31	Time Over Subdivision				3.48	.34	7.10	.55
					18.75	18.75	15.87	30.25	Average Speed Per Hour				27.40	27.58	14.21	17.22

Special Rules.

Westward trains are superior to Eastward trains of the same class, except Nos. 96 and 268 are superior to all Westward trains Colton Junction to Colton Depot.

Within yard limits at Colton and Wentworth ALL trains run at restricted speed expecting to find main track occupied.

Nos. 96 and 268 may proceed from Colton Junction to Colton without clearance card Form "A" but must receive clearance card Form "A" before departing from Colton. Nos. 95, 269 and 271 receive clearance card Form "A" before departing from Wentworth.

Do not exceed ten (10) miles per hour over Bridge 0.2 Big Sioux River, Sioux Falls.

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.		Steam		Freight	
Gas or Oil-Electric		Passenger		Passenger	
Between		Passenger		Passenger	
Sioux Falls and Watertown.....		40 miles per hour.		85 miles per hour.	

EASTWARD 15

	Maximum Speed	Passenger	Freight
Between Benson and Watertown	40 miles per hour.	30 miles per hour.	
Watertown and Huron	35 miles per hour.	30 miles per hour.	

16 WESTWARD				TWELFTH SUBDIVISION										EASTWARD			
Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Aberdeen Line Jct.	Time Table No. 49		Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS		THIRD CLASS		
	Sidings	Other Tracks		595		191		Effective June 25, 1939					192		596		
				Daily Ex. Sun.		Daily Ex. Sun.		STATIONS					Daily Ex. Sun.		Daily Ex. Sun.		
E45		36	L 6.00Am		L 4.30Am	7.84	ABERDEEN LINE JCT.		119.23	JRPXY	A 11.55Pm		A 12.01Pm				
			f 6.20		f 4.45	11.29	KUTZER		111.39		f 11.40		f 11.40				
E48		15	s 6.30		s 4.54	11.36	C. M. ST. P. & P. RY. CROSSING		107.94								
E50		22	f 6.35		f 4.58	13.02	FAIRMOUNT	FA	107.87	D	s 11.32		s 11.30				
							DE VILLO		106.21		f 11.24		f 11.25				
E55		10	f 6.50		f 5.07	17.93	SONORA		101.30		f 11.16		f 11.15				
E62	50	53	s 7.10		s 5.22	25.47	HANKINSON	BI	93.78	DW	s 11.02		s 10.55				
						25.83	M. ST. P. & S. S. M. RY. CROSSING		93.40								
						27.99	M. ST. P. & S. S. M. RY. CROSSING		91.24								
E70		31	f 7.25		f 5.35	32.67	STILES		86.56		f 10.45		f 10.30				
E74		54	s 7.45		s 5.47	37.46	LIDGERWOOD	DK	81.77	D	s 10.35		s 10.15				
E80		32	s 8.00		s 6.00	43.60	GENESE	GO	75.63	D	s 10.21		s 9.50				
E86		34	s 8.20		s 6.10	48.76	CAYUGA	SA	70.47	D	s 10.10		s 9.35				
E92	50	35	s 9.15		s 6.25	54.89	RUTLAND, N. D.	RU	64.34	RDW CXKB	s 9.58		s 9.15				
						55.16	FORBES LINE JCT.		64.07	YJ							
F9		36	s 9.45		s 6.45	64.24	HAVANA	WB	54.99	D	s 9.40		s 8.25				
F16		35	s 10.10		s 6.58	70.82	KIDDER	RO	48.41	D	s 9.29		s 8.00				
						74.85	C. M. ST. P. & P. RY. CROSSING		44.88								
F23		32	s 10.30		s 7.09	77.94	BURCH		41.29		s 9.17		s 7.40				
F30		35	s 10.55		s 7.23	85.08	AMHERST	MN	34.15	D	s 9.05		s 7.23				
F36		34	s 11.20		s 7.35	91.44	CLAREMONT	QC	27.79	D	s 8.53		s 6.50				
F42		33	f 11.35		f 7.44	96.87	HUFFTON		22.36		s 8.43		f 6.30				
F47		34	s 11.55		s 7.54	102.28	PUTNEY	NY	16.95	D	s 8.33		s 6.15				
F51		7	f 12.10Pm		f 8.01	106.18	TACOMA PARK		13.05		s 8.25		f 6.00				
F55		34	f 12.25		f 8.08	109.93	PLANA		9.30		f 8.18		f 5.45				
						118.59	C. M. ST. P. & P. RY. CROSSING		0.64	I							
						118.61	C. & N. W. RY. CROSSING		0.62	I							
F64	Yard	231	A 1.00Pm		A 8.30Am	119.23	ABERDEEN	FN		RDNW CXYK	L 8.00Pm		L 5.00Am				
			7.00 17.03		4.00 29.80		Time Over Subdivision				3.55 30.44		7.01 16.99				
							Average Speed Per Hour										

Special Rules.

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.	30 miles per hour.

WESTWARD

THIRTEENTH SUBDIVISION

EASTWARD 17

Station Numbers	Car Capacity		SECOND CLASS				Distance from Evansville	Time Table No. 49		Telegraph Calls	Distance from Tintah	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			339	Effective June 25, 1939.		340								
						Tue. Only									STATIONS	
159					L 1.45Pm	0.22	EVANSVILLE	NS	32.52	RDN WC	A 12.45Pm					
E 7	37				s 2.10	6.88	DAKOTA DIV. JCT.		32.30	J						
E 11	10				s 2.25	11.38	ERDAHL	DA	25.64	D	s 12.20					
						14.42	THORSBORG		21.14		s 12.01Pm					
							M. ST. P. & S. S. M. RY. CROSSING		18.10	I						
E 16	38				s 2.45	16.30	ELBOW LAKE	KA	16.22	D	s 11.50					
E 24	34				s 3.05	23.79	HEREFORD		8.73		s 11.25					
					3.28	32.27	EVANSVILLE LINE JCT.		0.25	J	11.02					
A193	79	57			A 3.30Pm	32.52	TINTAH	QN		RDPW	L 11.00Am					
					1.45		Time Over Subdivision				1.45					
					18.58		Average Speed Per Hour				18.58					

Special Rules.

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

Crews of Great Northern trains will throw their own signals at 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 Tintah and Evansville. 35 miles per hour.
Passenger
Freight 30 miles per hour.

WESTWARD

FOURTEENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Rutland	Time Table No. 49		Telegraph Calls	Distance from Forbes	SIGNS	SECOND CLASS			
	Sidings.	Other Tracks.			337	Effective June 25, 1939.		STATIONS	338							
																Daily Ex. Sunday
E92	50	35			L 7.40Am	0.27	RUTLAND, N. D.	RU	63.02	RDW CXKB	A 2.20Pm					
E98		9			s 8.00	6.87	FORBES LINE JCT.		62.75	XYJ						
E103		35			s 8.15	11.85	BELLE PLAINE		56.15		s 2.03					
E110		34			s 8.35	18.91	BROOKLAND		51.17		s 1.50					
							STRAUBVILLE		44.11		s 1.30					
E116		33			s 8.50	25.03	CRESCENT HILL		37.99		s 1.10					
E121		35			s 9.01	29.38	NEWTON		33.64		s 12.57					
						29.77	C. & N. W. RY. CROSSING		33.25							
						30.62	WATER TANK		32.40	W						
E123		8			s 9.07	31.34	PORT EMMA		31.63		s 12.50					
E126		34			s 9.15	35.01	GUELPH	GU	28.01	D	s 12.40					
E134		35			s 9.35	42.10	SILVER LEAF		20.92		s 12.15Pm					
						49.43	C. M. ST. P. & P. RY. CROSSING		13.59							
E141		55			s 10.05	49.65	ELLEDALE	ND	13.37	D	s 11.55					
E155	Yard	103			A 10.45Am	63.02	FORBES	FO		RDXV	L 11.00Am					
					3.05		Time Over Subdivision				3.20					
					20.43		Average Speed Per Hour				18.90					

Special Rules.

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

Maximum Speed.
Between Rutland and Forbes 30 miles per hour.
Passenger
Freight 25 miles per hour.