

EXAMINING SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon, Office phone Ma 7508, House, Co 4101, 1849 Medical Arts Bldg., Minneapolis, Minn.
 Dr. Ernest R. Anderson, Asst. Chief Surgeon, Office phone Ma 7508, House Lo 9836, 1849 Medical Arts Bldg., Mpls., Minn.
 Dr. F. J. Savage, Division Surgeon, Office phone Ga 3623, House El 5001, Lowry Bldg., St. Paul, Minnesota.
 Dr. E. H. Frost, Division Surgeon, Willmar, Minn.
 Dr. H. W. Goehrs, Asst. Div. Surgeon, St. Cloud, Minn.
 Dr. S. A. Donahoe, Asst. Div. Surgeon, Sioux Falls, S. D.
 Dr. Louis T. O'Brien, Asst. Div. Surgeon, Breckenridge, Minn.
 Dr. Clarence V. Bateman, Asst. Div. Surgeon, Wahpeton, N. D.
 Dr. E. C. Cobb, Asst. Div. Surgeon, Sioux City, Iowa.
 Dr. O. S. Randall, Asst. Div. Surgeon, Watertown, S. D.
 Dr. F. J. Hodapp, Asst. Div. Surgeon, Willmar, Minn.

OPHTHALMIC SURGEONS

(Eye Doctors)

Dr. Egil BoeckmannSt. Paul, Minn.
 Dr. Frank E. BurchSt. Paul, Minn.
 Dr. Edward P. BurchSt. Paul, Minn.
 Dr. C. N. SprattMinneapolis, Minn.

LOCAL SURGEONS

Dr. J. E. BrunerAberdeen, S. D.
 Dr. T. P. RanneyAberdeen, S. D.
 Dr. William C. KaufmanAppleton, Minn.
 Dr. Oscar DaignaultBenson, Minn.
 Dr. R. P. GriffinBenson, Minn.
 Dr. Louis T. O'BrienBreckenridge, Minn.
 Dr. W. E. WrayCampbell, Minn.
 Dr. L. E. JordanChester, S. D.
 Dr. Arthur ThompsonCokato, Minn.
 Dr. A. C. PetersonDassel, Minn.
 Dr. A. G. MaerckleinEllendale, N. D.
 Dr. F. C. DeVallGarretson, S. D.
 Dr. I. L. OliverGraceville, Minn.
 Dr. M. S. NelsonGranite Falls, Minn.
 Dr. M. L. RansomHancock, Minn.
 Dr. William D. LyleHavana, N. D.
 Dr. Leonard HarrimanHoward Lake, Minn.
 Dr. W. H. SaxtonHuron, S. D.
 Dr. O. W. ScholppHutchinson, Minn.
 Dr. V. S. IrvineLidgerwood, N. D.
 Dr. Karl A. DanielsonLitchfield, Minn.
 Dr. B. C. FordMarshall, Minn.
 Dr. F. D. GrayMarshall, Minn.
 Dr. W. W. YeagerMarshall, Minn.
 Dr. H. D. OggelMaurice, Iowa
 Dr. O. J. GrundsetMontrose, Minn.
 Dr. J. P. WilkinsMound, Minn.
 Dr. Fred W. BehmlerMorris, Minn.
 Dr. Rudolph J. RippleNew London, Minn.
 Dr. C. R. MyrePaynesville, Minn.
 Dr. T. J. BloedelOsseo, Minn.
 Dr. Albert I. BalmerPipestone, Minn.
 Dr. H. W. GoehrsSt. Cloud, Minn.
 Dr. G. H. GoehrsSt. Cloud, Minn.
 Dr. F. J. SavageSt. Paul, Minn.
 Dr. G. D. BrandSt. Paul, Minn.
 Dr. W. D. BrodieSt. Paul, Minn.
 Dr. William MarisSioux Center, Iowa
 Dr. E. C. CobbSioux City, Iowa
 Dr. Arch F. O'DonoghueSioux City, Iowa
 Dr. S. A. DonahoeSioux Falls, S. D.
 Dr. C. L. RoholtWaverly, Minn.
 Dr. H. J. BartronWatertown, S. D.
 Dr. O. S. RandallWatertown, S. D.
 Dr. Harry T. KenneyWatertown, S. D.
 Dr. E. H. FrostWillmar, Minn.
 Dr. B. J. BrantonWillmar, Minn.
 Dr. R. J. HodappWillmar, Minn.
 Dr. Clarence V. BatemanWahpeton, N. D.
 Dr. V. I. LaceyYankton, S. D.

O. J. LORINSER, Chief Dispatcher.

E. S. PINKERTON, Trainmaster.

F. W. LANE, Trainmaster.

J. G. TOOMEY, Trainmaster.

P. D. FRASER, Trainmaster.

J. H. BOYD, Trainmaster.

A. C. OOTHOUTD, Trainmaster.

W. P. COLITON, Ass't Trainmaster.

F. C. SPENCER, Superintendent Terminals, Minneapolis.

Scanned from the Dean Ogle Collection.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 66

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 20, 1948.

Be positive you have with you while on duty, CURRENT
TIME TABLE and SPECIAL INSTRUCTIONS relating
thereto.

J. P. CAMERON, Superintendent.

M. J. WELSH, General Manager.

J. H. SMITH, General Superintendent Transportation.

FIRST SUBDIVISION

Westward trains are superior to eastward trains of the same class, except as follows:
No. 1 is superior to all trains;
No. 2 is superior to all trains, except No. 1.

No. 1 and No. 2 register by ticket at Willmar.

FIRST SUBDIVISION

EASTWARD 3

| Time Table No. 66 | | FIRST CLASS | | | | | | | | | | SECOND CLASS | | | | | SIGNS |
|--|-------------------------|-----------------------|----------|-------------|-----------|----------|----------|------------------|------------------|----------|-----------|--------------|--|--|--|--|-------|
| Effective June 20, 1948 | | | | | | | | | | | | | | | | | |
| STATIONS | Distance from Willmar | 28 | 10 | 2 | 4 | | 410 | 32 | 60 | 416 | 430 | | | | | | |
| | | | | Streamliner | | | | | | | | | | | | | |
| | | Daily | Daily | Daily | Daily | | Daily | Daily Ex. Sunday | Daily Ex. Sunday | Daily | Daily | | | | | | |
| ST. PAUL | 102.19 | A 4.35Am | A 7.40Am | A 7.00Am | A 10.30Pm | | | | | | | K | | | | | |
| MINNEAPOLIS | 91.82 | 4.10Am | 7.15Am | 6.35Am | 10.05Pm | | | | A 4.45Pm | | | K | | | | | |
| TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE. | | | | | | | | | | | | | | | | | |
| DOUBLE TRACK | AUTOMATIC BLOCK SIGNALS | LYNDALE JCT. | 90.01 | A 3.50Am | A 6.55Am | A 6.21Am | A 9.43Pm | A 9.40Am | A 4.25Pm | A 7.00Pm | A 2.35Am | DNJW PX | | | | | |
| | | HOPKINS JCT. | 85.79 | 3.40 | 6.45 | | 9.33 | 9.30 | 4.13 | 6.52 | 2.24 | XPJ | | | | | |
| | | WAYZATA | 78.29 | 3.29 | 6.30 | 6.06 | 9.20 | 9.17 | 4.01 | 6.41 | 2.14 | RDPW | | | | | |
| | | HUTCHINSON JCT. | 77.83 | 3.28 | 6.27 | | 9.18 | 9.16 | L 3.56Pm | 6.40 | 2.13 | PJ | | | | | |
| | | LONG LAKE | 75.19 | 3.25 | 6.23 | 6.02 | 9.14 | 9.11 | | 6.35 | 2.08 | DP | | | | | |
| | | MAPLE PLAIN | 70.82 | 3.18 | 6.13 | 5.57 | 9.06 | 9.04 | | 6.25 | 1.58 | DP | | | | | |
| | | DELANO | 68.88 | 3.07 | 5.58 | 5.50 | 8.53 | 8.52 | | 6.10 | 1.43 | DNWI P | | | | | |
| | | MONTROSE | 57.13 | 2.57 | 5.43 | 5.43 | 8.43 | 8.40 | | 5.57 | 1.30 | DP | | | | | |
| | | WAVERLY | 54.35 | 2.52 | 5.26 | 5.40 | 8.40 | 8.34 | | 5.52 | 1.25 | DP | | | | | |
| | | HOWARD LAKE | 49.82 | 2.44 | 5.18 | 5.35 | 8.35 | 8.24 | | 5.42 | 1.15 | DNP | | | | | |
| DOUBLE TRACK | AUTOMATIC BLOCK SIGNALS | COKATO | 48.04 | 2.35 | 5.08 | 5.29 | 8.29 | 8.09 | | 5.30 | 1.05 | DP | | | | | |
| | | DASSEL | 37.24 | 2.26 | 4.58 | 5.24 | 8.24 | 7.54 | | 5.20 | 1.25 | DNPW | | | | | |
| | | DARWIN | 32.10 | 2.19 | 4.48 | 5.19 | 8.19 | 7.29 | | 5.08 | 1.24 | DP | | | | | |
| | | LITCHFIELD | 26.00 | 2.10 | 4.38 | 5.13 | 8.12 | 7.19 | | 4.58 | 1.23 | DNWP | | | | | |
| | | GROVE CITY | 18.32 | 1.55 | 4.20 | 5.06 | 8.01 | 7.07 | | 4.45 | 12.05Am | DP | | | | | |
| | | ATWATER | 18.20 | 1.48 | 4.12 | 5.00 | 7.56 | 6.55 | | 4.35 | 11.40 | DNIP | | | | | |
| | | KANDIYOHI | 5.84 | 1.39 | 4.02 | 4.54 | 7.48 | 6.30 | | 4.20 | 11.20 | DP | | | | | |
| | | WILLMAR JCT. | 1.18 | | | | | 6.05 | A 12.05Pm | 4.05 | 11.05 | PJX | | | | | |
| | | WILLMAR | | L 1.30Am | L 3.50Am | L 4.46Am | L 7.40Pm | L 6.00Am | L 12.01Pm | L 4.00Pm | L 11.00Pm | ORDNK BXWC | | | | | |
| | | Time Over Subdivision | | 2.20 | 3.05 | 1.35 | 2.03 | 3.40 | .04 | .29 | 3.00 | 3.85 | | | | | |
| Average Speed Per Hour | | 38.61 | 29.19 | 58.85 | 43.90 | 24.67 | 17.70 | 25.67 | 30.00 | 25.89 | | | | | | | |

Westward trains are superior to eastward trains of the same class, except as follows:
 No. 1 is superior to all trains;
 No. 2 is superior to all trains, except No. 1.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

No. 4 stops at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item 1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

4 WESTWARD

SECOND SUBDIVISION

| Station Numbers | Car Capacity | | SECOND CLASS | | | FIRST CLASS | | | | | | Distance from Willmar | Time Table No. 66 | | Telegraph Calls |
|-----------------|--------------|--------------|--------------|-----------|----------|---------------------|------------------|-----------|-----------|----------|-----------|-----------------------|-------------------------|---------------------------------|-----------------|
| | Siding | Other Tracks | 403 | 401 | 409 | (192) 183 | 1 Streamliner | 27 | 3 | 51 | 9 | | Effective June 20, 1948 | | |
| | | | Daily | Daily | Daily | Daily Ex. Sunday | Daily | Daily | Daily | Daily | Daily | | STATIONS | | |
| A102 | Yard | 1580 | L 5.00Pm | L 11.45Am | L 1.10Am | | 0.05Pm | L 11.45Am | L 11.30Am | L 1.30Am | L 12.45Am | | 0.41 | WILLMAR | WD |
| A109 | W 79 | 19 | 5.20 | 12.02Pm | 1.30 | | 10.14 | 11.53 | 11.39 | A 1.35Am | 12.56 | 0.61 | 0.41 | SIoux CITY LINE JCT. | K |
| A116 | W 79 | 47 | 5.32 | 12.14 | 1.42 | | 10.21 | 12.01Pm | 11.49 | | 1.07 | 14.04 | 0.61 | PENNOCK | |
| A121 | 154 | 32 | 5.40 | 12.21 | 1.50 | | 10.25 | 12.05 | 11.55 | | 1.15 | 18.53 | 7.43 | KERKHOVEN | KH |
| A125 | 188 | 39 | 5.48 | 12.28 | 2.00 | | 10.29 | 12.09 | 12.01Pm | | 1.23 | 23.18 | 4.49 | MURDOCK | CK |
| A133 | W140 | 278 | 6.00 | 12.40 | 2.15 | | 10.37 | 12.17 | 12.11 | | 1.42 | 30.59 | 4.65 | DE GRAFF | DG |
| A138 | 139 | 38 | 6.10 | 12.50 | 2.35 | | 10.43 | 12.23 | 12.23 | | 1.51 | 31.88 | 7.41 | BENSON | BN |
| A144 | 86 | | 6.20 | 1.00 | 2.45 | | 10.48 | 12.28 | 12.29 | | 1.59 | 36.27 | 0.79 | WATERTOWN LINE JCT. | |
| A149 | 77 | 49 | 6.40 | 1.09 | 2.55 | | 10.52 | 12.33 | 12.35 | | 2.07 | 38.27 | 4.89 | CLONTARF | CF |
| A157 | 82 | 151 | 7.00 | 1.25 | 3.55 | | 11.01 | 12.43 | 12.48 | | 2.38 | 42.14 | 5.87 | HYNES | |
| A166 | 135 | 41 | 7.15 | 1.40 | 4.08 | | 11.09 | 12.52 | 12.59 | | 2.52 | 46.49 | 4.89 | CLONTARF | |
| A176 | W 85 | 49 | 7.30 | 1.55 | 4.23 | | 11.18 | 1.03 | 1.10 | | 3.08 | 48.49 | 5.87 | HYNES | |
| A181 | 182 | 30 | 7.38 | 2.02 | 4.30 | | 11.22 | 1.08 | 1.16 | | 3.31 | 54.38 | 4.89 | NORCROSS | RC |
| A187 | 79 | 19 | 7.46 | 2.11 | 4.40 | | 11.27 | 1.14 | 1.24 | | 3.40 | 58.84 | 6.47 | CHARLESVILLE | |
| A198 | 180 | 56 | 7.55 | 2.18 | 4.48 | | 11.31 | 1.19 | 1.30 | | 3.48 | 68.55 | 5.03 | TINTAH | QN |
| | | | 8.03 | 2.26 | 4.55 | | L 10.35Pm | 1.24 | 1.35 | | 3.55 | 74.02 | 2.17 | M. St. P. & S. S. M. Ry. Cross. | |
| A200 | W119 | 108 | 8.07 | 2.30 | 5.01 | | 10.40 | 1.38 | 1.38 | | 4.00 | 78.91 | 2.56 | ABERDEEN LINE JCT. | |
| A207 | E 80 | 19 | 8.20 | 2.42 | 5.13 | | 10.52 | 1.45 | 1.46 | | 4.12 | 85.88 | 2.56 | | |
| A214 | Yard | 1155 | A 8.40Pm | A 3.00Pm | A 5.30Am | | A 11.05Pm | A 11.57Pm | A 1.50Pm | A 2.03Pm | A 4.30Am | 92.58 | 2.49 | CAMPBELL | CB |
| | | | 8.40 | 3.00 | 5.30 | | 11.05 | 11.57 | 1.50 | 2.03 | 4.30 | 95.14 | 7.16 | DORAN | OD |
| | | | 30.72 | 34.66 | 26.00 | | 35.06 | 60.86 | 54.08 | 44.18 | 4.92 | 97.63 | 6.30 | N. P. RY. CROSSING | |
| | | | | | | | | | | | | 111.09 | 1.58 | BRECKENRIDGE | BR |
| | | | | | | | | | | | | 112.67 | | | |
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Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains, except No. 1.

Nos. 4, 10 and 28 are superior to No. 183 Campbell to Aberdeen Line Jet.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item 1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 66

Effective June 20, 1948

| STATIONS | Distance from Breckenridge | FIRST CLASS | | | | | | | SECOND CLASS | | | SIGNS |
|-----------------------------------|-------------------------------|-------------|-----------|----------|----------------------|---------------------|----------|--|--------------|-----------|-----------|------------------------|
| | | 52 | 28 | 10 | 2 | (191) 184 | 4 | | 410 | 416 | 430 | |
| | | Daily | Daily | Daily | Streamliner Daily | Daily Ex. Sunday | Daily | | Daily | Daily | Daily | |
| DOUBLE TRACK | | | | | | | | | | | | |
| WILLMAR..... | 112.67 | A 12.10Am | A 1.05Am | A 3.40Am | A 4.46Am | | A 7.33Pm | | A 5.45Am | A 2.10Pm | A 10.20Pm | RDNR OCKX |
| SIOUX CITY LINE JCT..... | 112.26 | L 12.05Am | | | | | | | | | | PJX |
| PENNOCK..... | 106.06 | | 12.50 | t 3.28 | 4.38 | | 7.23 | | 5.15 | 1.42 | 9.50 | DNIP |
| KERKHOVEN..... | 98.63 | | 12.40 | t 3.18 | 4.31 | | 7.15 | | 5.03 | 1.30 | 9.37 | DP |
| MURDOCK..... | 94.14 | | 12.35 | t 3.10 | 4.27 | | 7.11 | | 4.55 | 1.20 | 9.27 | DP |
| DE GRAFF..... | 89.49 | | 12.30 | t 3.02 | 4.23 | | 7.07 | | 4.45 | 1.10 | 9.17 | DP DNIP |
| BENSON..... | 82.08 | | s 12.20 | s 2.50 | 4.16 | | s 6.58 | | 4.30 | 12.58 | 9.05 | WEX |
| WATERTOWN LINE JCT..... | 81.29 | | | | | | | | | | | PYJ |
| CLONTARF..... | 76.40 | | 12.06 | t 2.35 | 4.10 | | 6.49 | | 4.20 | 12.50 | 8.55 | DP |
| HYNES..... | 70.53 | | 12.01Am | 2.28 | 4.05 | | 6.44 | | 4.12 | 12.42 | 8.47 | P |
| AUTOMATIC BLOCK SIGNALS | | | | | | | | | | | | |
| HANCOCK..... | 66.18 | | 11.56 | t 2.22 | 4.01 | | 6.40 | | 4.05 | 12.35 | 8.40 | DNIP |
| Browns Valley Line Jct..... | 58.34 | | | | | | | | | | | PYJ DNW CKXIP |
| MORRIS..... | 57.33 | | s 11.45 | s 2.10 | 3.52 | | s 6.30 | | 4.09 3.30 | 12.05Pm | 8.15 | DP |
| DONNELLY..... | 49.12 | | 11.30 | t 1.48 | 3.44 | | 6.19 | | 2.52 | 11.42 | 7.50 | DNIP |
| HERMAN..... | 38.65 | | 11.18 | s 1.35 | 3.35 | | 6.09 | | 2.18 | 11.22 | 7.30 | DNP |
| NORCROSS..... | 33.76 | | 10.56 | s 1.26 | 3.31 | | 6.05 | | 2.10 | 11.10 | 7.15 | DNPW |
| CHARLESVILLE..... | 27.29 | | 10.47 | 1.16 | 3.25 | | 5.59 | | 1.58 | 10.58 | 7.00 | P |
| TINTAH..... | 22.26 | | 10.41 | t 1.09 | 3.21 | | 5.54 | | 1.48 | 10.48 | 6.50 | DP |
| M. St. P. & S. S. M. Ry. Cross. | 20.09 | | | | | | | | | | | I |
| ABERDEEN LINE JCT..... | 17.53 | | 10.35 | 1.03 | | A 5.20Am | 5.49 | | 1.40 | 10.40 | 6.40 | PYJ |
| DOUBLE TRACK | | | | | | | | | | | | |
| CAMPBELL..... | 15.04 | | 10.33 | t 1.00 | 3.15 | s 5.11 | 5.47 | | 1.35 | 10.35 | 6.35 | DNIP |
| DORAN..... | 7.88 | | 10.25 | t 12.51 | 3.08 | s 5.00 | 5.40 | | 1.20 | 10.20 | 6.20 | DP |
| N. P. RY. CROSSING..... | 1.58 | | | | | | | | | | | PIX RDNRWCB YOKX |
| BRECKENRIDGE..... | | L 10.15Pm | L 12.40Am | L 3.00Am | L 4.45Am | L 5.30Pm | | | L 1.00Am | L 10.00Am | L 6.00Pm | |
| Time Over Subdivision | | .05 | 2.50 | 3.00 | 1.46 | .35 | 2.03 | | 4.45 | 4.10 | 4.20 | |
| Average Speed Per Hour | | 4.92 | 39.76 | 37.55 | 63.77 | 30.13 | 54.99 | | 23.72 | 27.04 | 26.00 | |

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains, except No. 1.

Nos. 4, 10 and 28 are superior to No. 183 Campbell to Aberdeen Line Jct.

CLEARING OF STREAMLINERS

The time of No. 1 must be cleared by westward first class trains not less than 5 minutes before No. 1 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 is due to leave the last station where time is shown.

The time of No. 1 must be cleared by eastward first class trains, except No. 2, not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

Within Yard Limits, inferior trains and engines must clear the main track not less than 10 minutes before No. 1 and No. 2 are due to leave the last station where time is shown.

The time of No. 2 must be cleared by eastward first class trains not less than 5 minutes before No. 2 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 is due to leave the last station where time is shown.

The time of No. 2 must be cleared by westward first class trains, except No. 1, not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

See Item-1, All Subdivisions, Special Instructions No. 3, page 10, for instructions governing operation of Streamliners.

No. 1 and No. 2 register by ticket at Willmar.

6 WESTWARD

THIRD SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | Distance from St. Paul | Time Table No. 66 | | | Telegraph Calls | Distance from St. Cloud | SIGNS | FIRST CLASS | | | SECOND CLASS |
|-----------------|--------------|--------------|--------------|-------|-------------|----------|----------|------------------------|-------------------------|---|-------|-----------------|-------------------------|----------|-------------|-------|-------|--------------|
| | Sidings | Other Tracks | 437 | 405 | 29 | 7 | 11 | | Effective June 20, 1948 | | | | | | 8 | 12 | 30 | 438 |
| | | | Daily | Daily | Daily | Daily | Daily | | STATIONS | | | | | | Daily | Daily | Daily | Daily |
| 0 | | | | | L 9.50Pm | L 8.02Pm | L 8.30Am | | ST. PAUL | A | 74.82 | K | A 8.00Am | A 3.15Pm | A 9.05Pm | | | |
| 11 | | | | | 10.25Pm | 8.32Pm | 8.58Am | 10.57 | MINNEAPOLIS | S | 64.25 | K | 7.35Am | 2.50Pm | 8.40Pm | | | |

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

| Yard | L | 8.50Pm | L | 7.30Am | L | 10.30Pm | L | 8.37Pm | L | 9.03Am | 12.18 | LYNDALE JCT. | 1.61 | UD | 62.84 | P | RDNWXJ | A | 405 | A | 7.20Am | A | 2.40Pm | A | 8.25Pm | A | 2.15Am |
|------|------|--------|---------------|---------------|---------------|---------------|---------------|--------|-------|---|-------|--------------|------|----|-------|----------------|--------|---|---------------|---------------|---------------|---------------|--------|---|--------|---|--------|
| 17 | 79 | 85 | 9.05 | 7.45 | 10.42 | 8.44 | 9.13 | 17.17 | 12.94 | M. W. R. R. CROSSING. | 0.76 | ROBBINS DALE | 4.23 | RB | 57.65 | DP | | | 7.09 | 2.30 | 8.15 | 2.00 | | | | | |
| 24 | 87 | 65 | 9.17 | 8.00 | 10.51 | 8.51 | 9.25 | 23.65 | 18.51 | M. ST. P. & S. M. RY. CROS. | 1.34 | OSSEO | 5.14 | SI | 51.17 | DP | | | 7.01 | 2.22 | 8.02 | 1.47 | | | | | |
| 28 | | 12 | | | | | 9.30 | 27.98 | 27.98 | MAPLE GROVE | 4.33 | | | | | | | | | | | | | | | | |
| 33 | 58 | 19 | 9.30 | 8.15 | 11.02 | 9.01 | 9.36 | 32.65 | 32.65 | ROGERS | 4.67 | | | RO | 42.17 | DP | | | 6.51 | 2.07 | 7.42 | 1.32 | | | | | |
| 39 | 93 | 25 | 9.43 | 8.30 | 11.10 | 9.08 | 9.44 | 38.92 | 38.92 | ALBERTVILLE | 6.27 | | | SA | 35.90 | DP | | | 6.43 | 1.59 | 7.31 | 1.20 | | | | | |
| 48 | 79 | 43 | 9.59 | 8.54 | 11.20 | 9.18 | 9.55 | 47.35 | 47.35 | MONTICELLO | 8.43 | | | MC | 27.47 | DNPW | | | 6.33 | 1.49 | 7.21 | 1.05 | | | | | |
| 55 | 25 | | 10.12 | 9.15 | 11.28 | 9.26 | 10.05 | 54.91 | 54.91 | ENFIELD | 7.56 | | | | 19.91 | P | | | 6.24 | 1.40 | 7.11 | 12.47 | | | | | |
| 57 | | 84 | 10.16 | 9.20 | 11.32 | 9.29 | 10.08 | 57.12 | 57.12 | HASTY | 2.21 | | | HA | 17.70 | DP | | | 6.21 | 1.36 | 7.05 | 12.42 | | | | | |
| 62 | 80 | 13 | 10.24 | 9.30 | 11.40 | 9.35 | 10.16 | 62.15 | 62.15 | CLEARWATER | 5.03 | | | CW | 12.67 | DP | | | 6.15 | 1.30 | 6.56 | 12.30 | | | | | |
| 75 | Yard | 1724 | A 10.50Pm | A 10.00Am | A 12.01Am | A 9.50Pm | A 10.35Am | 74.82 | 74.82 | ST. CLOUD | 12.67 | | | DX | | WCYB RKDNIX | | | L 6.00Am | L 1.15Pm | L 6.40Pm | L 12.01Am | | | | | |
| | | | 2.00 31.32 | 2.80 25.05 | 1.81 41.80 | 1.13 51.48 | 1.32 40.85 | | | Time Over Subdivision Average Speed Per Hour | | | | | | | | | 1.20 46.98 | 1.25 44.21 | 1.45 35.79 | 2.14 28.04 | | | | | |

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

WESTWARD

FOURTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | THIRD CLASS | | FIRST CLASS | | Distance from Morris | Time Table No. 66 | | Telegraph Calls | Distance from Browns Valley | SIGNS | FIRST CLASS | | THIRD CLASS | | | | |
|-----------------|--------------|--------------|----------------------|--|------------------|--|----------------------|-------------------------|----|-----------------|-----------------------------|----------|------------------|----------|----------------------|--|--|--|--|
| | Sidings | Other Tracks | 335 | | 49 | | | Effective June 20, 1948 | | | | | 50 | | 336 | | | | |
| | | | Mon. Wed. Thur. Sat. | | Daily Ex. Sunday | | | STATIONS | | | | | Daily Ex. Sunday | | Mon. Wed. Thur. Sat. | | | | |
| A187 | | | L 5.30Am | | L 1.00Pm | | | MORRIS | MR | 47.37 | RCWDB NKKI | A 5.00Pm | | A 1.00Pm | | | | | |

TRAINS BETWEEN BROWNS VALLEY LINE JCT. AND MORRIS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

| | | | | | | | | | |
|-----|----|---------------|---------------|-------|---|-------|------|----------|---------------|
| D 6 | 28 | L 5.40Am | L 1.05Pm | 1.01 | BROWNS VALLEY LINE JCT. | 46.86 | XPTJ | A 4.55Pm | A 12.50Pm |
| D13 | 57 | 6.05 | 1.22 | 8.22 | ALBERTA | 39.15 | D | 4.40 | 12.30 |
| D18 | 21 | 6.35 | 1.36 | 14.27 | CHOKIO | 33.10 | D | 4.28 | 12.05Pm |
| | | 6.55 | 1.47 | 20.17 | JOHNSON | 27.20 | D | 4.15 | 11.45 |
| D25 | 50 | 7.25 | 2.01 | 26.76 | C. M. ST. P. & P. RY. CROSSING. | 20.61 | | | |
| D31 | 56 | 7.45 | 2.12 | 27.31 | GRACEVILLE | 20.16 | D | 4.01 | 11.20 |
| D39 | 39 | 8.25 | 2.26 | 33.09 | BARRY | 14.28 | D | 3.45 | 11.00 |
| D45 | 57 | 9.00Am | 2.45Pm | 47.37 | BEARDSLEY | 6.93 | D | 3.30 | 10.30 |
| | | 8.30 13.53 | 1.45 27.06 | | BROWNS VALLEY | | BV | RDX | L 3.10Pm |
| | | | | | Time Over Subdivision Average Speed Per Hour | | | | 1.50 25.83 |
| | | | | | | | | | 3.00 15.79 |

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

WESTWARD

FIFTH SUBDIVISION

EASTWARD 7

| Station Numbers | Capacity of Tracks | SECOND CLASS | | | | Distance from Hutchinson Jct. | Time Table No. 66 | | | | Telegraph Calls | Distance from Hutchinson | SIGNS | SECOND CLASS | | | |
|-----------------|--------------------|------------------|---|---------------|--|-------------------------------|---|----|-------|-----|-----------------|--------------------------|-------|------------------|---------------|--|--|
| | | 61 | | | | | Effective June 20, 1948 | | | | | | | 60 | | | |
| | | Daily Ex. Sunday | | | | | STATIONS | | | | | | | Daily Ex. Sunday | | | |
| | | | L | 8.25Am | | | HUTCHINSON JCT. | | 43.97 | PJ | | | | A | 3.56Pm | | |
| B2 | | | | | | 1.75 | 1.75 ORONO | | 42.22 | | | | | | | | |
| B3 | 12 | | s | 8.35 | | 2.98 | 1.33 CRYSTAL BAY | VI | 40.99 | D | | | | s | 3.46 | | |
| B4 | | | | | | 3.90 | 0.92 ARCOLA | | 40.07 | | | | | | | | |
| B5 | | | s | 8.40 | | 4.52 | 0.82 MINNETONKA BEACH | | 39.45 | | | | | s | 3.40 | | |
| B5½ | | | | | | 5.39 | 0.87 NAVARRE | | 38.58 | | | | | | | | |
| B6 | 67 | | s | 8.45 | | 6.15 | 0.76 SPRING PARK | PK | 37.82 | D | | | | s | 3.20 | | |
| B7 | | | | | | 7.14 | 0.99 SETON | | 36.83 | | | | | | | | |
| B8 | 21 | | s | 8.55 | | 8.05 | 0.91 MOUND | MU | 35.92 | D | | | | s | 3.10 | | |
| B13 | 35 | | s | 9.08 | | 12.62 | 4.57 ST. BONIFACIUS | NI | 31.35 | D | | | | s | 2.55 | | |
| B17 | 13 | | s | 9.18 | | 16.80 | 4.15 MAPLE | | 27.17 | | | | | s | 2.45 | | |
| B21 | 32 | | s | 9.28 | | 20.43 | 3.63 MAYER | KY | 23.54 | D | | | | s | 2.35 | | |
| B24 | 26 | | s | 9.40 | | 24.24 | 3.81 NEW GERMANY | NG | 19.73 | D | | | | s | 2.25 | | |
| B28 | 28 | | s | 10.00 | | 27.89 | 3.65 LESTER PRAIRIE | PR | 16.08 | D | | | | s | 2.10 | | |
| B36 | 26 | | s | 10.30 | | 35.74 | 7.85 SILVER LAKE | | 8.23 | | | | | s | 1.50 | | |
| B44 | 49 | | A | 11.00Am | | 43.97 | 8.23 HUTCHINSON | HO | | RDW | | | | L | 1.30Pm | | |
| | | | | 2.35 16.93 | | | Time Over Subdivision Average Speed Per Hour | | | | | | | | 2.26 17.97 | | |

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

WESTWARD

SIXTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | | | | Distance from St. Cloud | Time Table No. 66 | | Telegraph Calls | Distance From Willmar Jct. | SIGNS | FIRST CLASS | | | | SECOND CLASS | | | | | | | | |
|-----------------|--------------|--------------|--------------|---------------------|-------------|--------------|-------|------------------|-------------------------|-------------------------|-------------------|--------------|-----------------|----------------------------|---|-------------|------------------|-------------|-------|-----------------------|---------|---------------|-------|--------------|-------|--------------|--------------------|---------------|
| | Sidings | Other Tracks | 427 | | 7 | 11 | 31 | 29 | Effective June 20, 1948 | | 8 | 32 | | | | 12 | 30 | 428 | | | | | | | | | | |
| | | | Daily | | Daily | Daily | Daily | Daily Ex. Sunday | Daily | | | | | | | Daily | Daily Ex. Sunday | Daily | Daily | Daily | | | | | | | | |
| 75 | Yard | 1626 | L | ⁸ 6.00Am | L | 9.55Pm | L | 10.40Am | L | 8.50Am | L | 12.15Am | ..... | ..... | ST. CLOUD..... | DX | 56.38 | BCDNK RWXYZ | A | ⁴²⁷ 5.55Am | A | 1.55Pm | A | 1.10Pm | A | 6.30Pm | A | 11.00Am |
| ..... | ..... | ..... | ..... | 6.05 | A | 9.57Pm | A | 10.42Am | ..... | 8.52 | A | 12.17Am | 0.70 | ..... | RICE JCT..... | ..... | 55.68 | IJPX | L | 5.52Am | ..... | 1.53 | L | 1.07Pm | L | 6.27Pm | ..... | 10.55 |
| ..... | ..... | 4 | ..... | 6.10 | ..... | ..... | ..... | ..... | f | 8.56 | ..... | ..... | 2.72 | ..... | WAITE PARK..... | ..... | 53.66 | ..... | ..... | f | 1.47 | ..... | ..... | ..... | ..... | ..... | ..... | 10.50 |
| I-10 | 52 | 32 | ..... | 6.30 | ..... | ..... | ..... | ..... | s | 9.11 | ..... | ..... | 10.32 | ..... | ROCKVILLE..... | RK | 46.06 | DP | ..... | s | 1.33 | ..... | ..... | ..... | ..... | ..... | ..... | 10.37 |
| I-15 | 110 | 28 | ..... | 6.40 | ..... | ..... | ..... | ..... | s | 9.20 | ..... | ..... | 15.12 | ..... | COLD SPRING..... | CG | 41.26 | DP | ..... | s | 1.24 | ..... | ..... | ..... | ..... | ..... | ..... | 10.28 |
| I-20 | 49 | 35 | ..... | 6.50 | ..... | ..... | ..... | ..... | s | 9.30 | ..... | ..... | 19.61 | ..... | RICHMOND..... | RI | 36.77 | DP | ..... | s | 1.15 | ..... | ..... | ..... | ..... | ..... | ..... | 10.18 |
| I-26 | ..... | 35 | ..... | 7.02 | ..... | ..... | ..... | ..... | s | 9.42 | ..... | ..... | 25.82 | ..... | ^{6.21} ROSCOE..... | XN | 30.56 | DP | ..... | s | 1.03 | ..... | ..... | ..... | ..... | ..... | ..... | 10.05 |
| I-31 | 51 | 36 | ..... | 7.20 | ..... | ..... | ..... | ..... | s | ^{4.28} 9.53 | ..... | ..... | 31.24 | ..... | PAYNESVILLE..... | SY | 25.14 | DPW | ..... | s | 1.253 | ..... | ..... | ..... | ..... | ..... | ³¹ 9.53 | |
| ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 32.00 | ..... | ^{0.76} M. ST. P. & S. S. M. RY. CROSSING | ..... | 24.38 | I | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |
| I-37 | ..... | 34 | ..... | 7.35 | ..... | ..... | ..... | ..... | f | 10.05 | ..... | ..... | 36.69 | ..... | ^{4.69} HAWICK..... | ..... | 19.69 | P | ..... | f | 1.242 | ..... | ..... | ..... | ..... | ..... | ..... | 9.25 |
| I-43 | 50 | 38 | ..... | 7.50 | ..... | ..... | ..... | ..... | s | 10.17 | ..... | ..... | 43.31 | ..... | NEW LONDON..... | ND | 13.07 | DP | ..... | s | 1.231 | ..... | ..... | ..... | ..... | ..... | ..... | 9.10 |
| I-48 | 50 | 29 | ..... | 8.00 | ..... | ..... | ..... | ..... | s | 10.25 | ..... | ..... | 47.62 | ..... | ^{4.31} SPICER..... | CR | 8.76 | DP | ..... | s | 1.223 | ..... | ..... | ..... | ..... | ..... | ..... | 9.00 |
| ..... | ..... | ..... | A | 8.20Am | ..... | ..... | ..... | ..... | A | 10.40Am | ..... | ..... | 56.38 | ..... | ^{8.76} WILLMAR JCT..... | ..... | ..... | XPJ | ..... | L | 12.05Pm | ..... | ..... | ..... | ..... | L | 8.35Am | |
| ..... | ..... | ..... | ..... | 2.20 24.16 | ..... | .02 21.00 | ..... | .02 21.00 | ..... | 1.50 30.75 | ..... | .02 21.00 | ..... | ..... | Time Over Subdivision Average Speed Per Hour | ..... | ..... | ..... | ..... | .08 14.00 | ..... | 1.50 30.75 | ..... | .08 14.00 | ..... | .08 14.00 | ..... | 2.25 23.33 |

Westward trains are superior to eastward trains of the same class, except Nos. 8, 12, 30 and 32 are superior to Nos. 7, 11, 29 and 31 between Rice Jct. and St. Cloud.

8 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | Distance from Willmar | Time Table No. 66 Effective June 20, 1948 | | Telegraph Calls | Distance from Ihlen | SIGNS | FIRST CLASS | | SECOND CLASS | |
|--|-----------------|-----------------|---------------|--|---------------|--------|---|--|--------|-----------------|------------------------|---------------|-------------|---------------|--------------|--|
| | Siding | Other Tracks | 419 | | 51 | | | 52 | 420 | | | | | | | |
| | | | Daily | | Daily | | | | | | | | Daily | | | |
| A-102 | | | L 2.00Pm | | L 1.30Am | | WILLMAR | WD | 112.29 | RDNWB CKX | A 12.10Am | | A 2.55Am | | | |
| TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES | | | | | | | | | | | | | | | | |
| | | | L 2.05Pm | | L 1.35Am | 0.41 | SIOUX CITY LINE JCT. | | 111.88 | XPJ | A 12.05Am | | A 2.47Am | | | |
| I-64 | 55 | 12 | 2.20 | | f 1.45 | 5.98 | PRIAM | | 106.81 | P | f 11.55 | | 2.35 | | | |
| I-70 | 50 | 32 | 2.30 | | s 1.57 | 12.00 | RAYMOND | RA | 100.29 | DP | s 11.48 | | 2.23 | | | |
| | | | | | | 19.09 | M. W. RY. CROSSING | | 98.20 | I | | | | | | |
| I-77 | 50 | 32 | 2.42 | | s 2.13 | 19.56 | CLARA CITY | CA | 92.73 | DP | s 11.35 | | 2.13 | | | |
| | | | | | | | | | | | | | | | | |
| I-83 | 61 | 38 | 2.51 | | s 2.26 | 25.49 | MAYNARD | MY | 86.80 | DP | s 11.20 | | 1.58 | | | |
| I-87 | | 18 | 2.57 | | f 2.32 | 29.22 | ASBURY | | 83.07 | P | f 11.13 | | 1.50 | | | |
| | | | | | | 33.20 | C. M. ST. P. & P. RY. CROSSING | | 79.09 | I | | | | | | |
| I-92 | 49 | 30 | 3.05 | | s 2.47 | 34.60 | GRANITE FALLS | GX | 77.69 | DNP | s 11.05 | | 1.40 | | | |
| I-97 | 49 | 11 | 3.17 | | f 2.57 | 39.86 | LORNE | | 72.43 | P | f 10.52 | | 1.30 | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | 43.91 | M. & ST. L. RY. CROSSING | | 69.19 | I | | | | | | |
| I-102 | 58 | 35 | 3.25 | | s 3.08 | 44.22 | HANLEY FALLS | HY | 68.07 | DP | s 10.45 | | 1.20 | | | |
| I-109 | 50 | 47 | 3.35 | | s 3.23 | 50.40 | COTTONWOOD | C | 61.89 | DP | s 10.32 | | 1.10 | | | |
| I-116 | | 35 | 3.47 | | s 3.38 | 57.71 | GREEN VALLEY | GV | 54.58 | DP | s 10.20 | | 12.59 | | | |
| I-121 | 104 | 154 | 3.57 | | s 3.46 | 63.07 | MARSHALL | MD | 49.22 | WDN CXP | s 10.10 | | 12.50 | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | 63.22 | C. & N. W. RY. CROSSING | | 49.07 | | | | | | | |
| I-128 | 81 | 32 | 4.15 | | s 4.18 | 69.77 | LYND | YD | 42.52 | DP | s 9.50 | | 12.30 | | | |
| I-134 | 50 | 38 | 4.30 | | s 4.30 | 76.02 | RUSSELL | RS | 36.27 | DP | s 9.38 | | 12.20 | | | |
| I-142 | | 38 | 4.45 | | s 4.44 | 83.89 | FLORENCE | F | 28.40 | DP | s 9.25 | | 12.07Am | | | |
| I-147 | 100 | 56 | 4.55 | | s 4.57 | 88.90 | RUTHTON | RV | 23.39 | DWP | s 9.13 | | 11.58 | | | |
| | | | | | | | | | | | | | | | | |
| I-155 | | 37 | 5.10 | | s 5.14 | 96.73 | HOLLAND | HD | 15.56 | DP | s 8.59 | | 11.42 | | | |
| | | | | | | 105.23 | C. R. I. & P. RY. CROSSING | | 7.06 | | | | | | | |
| | | | | | | 105.25 | C. ST. P. M. & O. RY. CROSSING | | 7.04 | | | | | | | |
| | | | | | | 105.31 | C. M. ST. P. & P. RY. CROSSING | | 6.98 | | | | | | | |
| I-164 | 30 | 65 | 5.25 | | s 5.47 | 105.54 | PIPESTONE | NE | 6.75 | DNP | s 8.45 | | 11.25 | | | |
| | | | | | | | | | | | | | | | | |
| I-170 | Yard | 382 | A 5.35Pm | | A 6.00Am | 112.29 | IHLIN | HN | | RDNW CKXBP | L 8.30Pm | | L 11.05Pm | | | |
| | | | 3.80 31.44 | | 4.25 25.33 | | Time Over Subdivision Average Speed Per Hour | | | | | 3.85 31.22 | | 3.42 30.23 | | |

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

WESTWARD

EIGHTH SUBDIVISION

EASTWARD 9

| Station Numbers | Car Capacity | | SECOND CLASS | FIRST CLASS | | | Distance from Ihlen | Time Table No. 66 Effective June 20, 1948 STATIONS | | Distance from Sioux City | FIRST CLASS | | | SECOND CLASS | SIGNS |
|-----------------|--------------|--------------|---------------|-------------|----------------------|-------------|---------------------|--|----|--------------------------|----------------------|--------------|--|---------------|-------------------|
| | | | | | | | | | | | | | | | |
| | Sidings | Other Tracks | 419 | | C. B. & Q. 16 171 | 51 | | | | | C. B. & Q. 17 172 | 52 | | 420 | |
| | | | Daily | | Daily | Daily | | | | | Daily | Daily | | Daily | |
| I-170 | Yard | 332 | L 6.20Pm | | | L 6.15Am | | IHLEN | HN | 112.88 | | A 8.30Pm | | A 10.15Pm | RDNK XWCBP |
| I-178 | 50 | 108 | 6.30 | | | s 6.25 | 4.60 | JASPER | JA | 108.28 | | s 8.20 | | 10.05 | DP |
| I-188 | 50 | 35 | 6.42 | | | s 6.37 | 12.29 | SHERMAN | FS | 100.59 | | s 8.07 | | 9.50 | DP |
| I-186 | 32 | 228 | 7.25 | | | s 7.15 | 15.62 | GARRETSON | JC | 97.26 | | s 8.00 | | 9.40 | DNWP KX |
| IA-7 | 49 | 30 | 7.50 | | | t 7.26 | 21.83 | BOOGE | | 91.05 | | t 7.12 | | 9.10 | P |
| | | | | | | | 26.27 | C. ST. P. M. & O. RY. CROS'G. | | 86.61 | | | | | I |
| IA-17 | 100 | 31 | 8.20 | | | s 7.43 | 32.95 | HILLS | HS | 79.93 | | s 6.57 | | 8.45 | DP |
| | | | | | | | 33.33 | I. C. RY. CROSSING | | 70.55 | | | | | I |
| IA-28 | 100 | 37 | 8.32 | | | s 7.55 | 39.37 | LESTER | R | 73.51 | | s 6.46 | | 8.32 | DP |
| | | | | | | | 39.58 | C. R. I. & P. RY. CROSSING | | 73.30 | | | | | I |
| IA-30 | 108 | 34 | 8.44 | | | s 8.08 | 46.27 | ALVORD | AD | 66.61 | | s 6.35 | | 8.20 | DP |
| IA-86 | 50 | 57 | 8.53 | | | s 8.17 | 51.96 | DOON | DO | 60.92 | | s 6.26 | | 8.05 | DWCP |
| IA-45 | | 19 | 9.06 | | | s 8.31 | 60.93 | PERKINS | | 51.95 | | s 6.12 | | 7.52 | P |
| IA-52 | 100 | 46 | 9.18 | | | s 8.45 | 68.48 | SIoux CENTER | UX | 44.40 | | s 6.01 | | 7.40 | DNP |
| IA-61 | | 17 | 9.30 | | | s 8.57 | 76.56 | MAURICE | | 36.32 | | s 5.46 | | 7.20 | P |
| IA-66 | 49 | 29 | 9.38 | | | s 9.07 | 81.68 | STRUBLE | SB | 31.20 | | s 5.38 | | 7.10 | DP |
| IA-78 | | 15 | 9.49 | | | t 9.18 | 89.07 | WEST LeMARS | | 23.81 | | t 5.26 | | 6.55 | P |
| IA-78 | 46 | 40 | 9.57 | | | s 9.27 | 94.22 | MERRILL | M | 18.66 | | s 5.19 | | 6.45 | DP |
| | | | | | | | 99.69 | WREN TOWER | GS | 13.19 | | | | | DNIP |
| IA-85 | 51 | 28 | 10.08 | | | s 9.38 | 101.04 | HINTON | HI | 11.84 | | s 5.09 | | 6.30 | DP |
| | | | | | | | 107.60 | I. C. RY. CROSSING | | 5.28 | | | | | M RXNB WCKP |
| | Yard | 842 | A 10.30Pm | | | 9.50 | 110.02 | 26th STREET YARD | X | 2.86 | | 4.57 | | L 6.10Pm | YX |
| | Yard | 984 | | | | L 12.30Pm | 112.21 | WALL STREET | | 0.67 | A 1.03Pm | 4.53 | | | |
| IA-97 | | | | | | A 12.35Pm | 113.88 | SIoux CITY | SX | | L 1.00Pm | L 4.50Pm | | | RDNKXBP |
| | | | 4.10 26.40 | | | .05 8.05 | 3.45 30.10 | Time Over Subdivision Average Speed Per Hour | | | | .03 13.40 | | 3.40 30.78 | 4.05 27.64 |

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

10 WESTWARD

NINTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | Distance from Garretson | Time Table No. 66 | | Telegraph Calls | Distance from Yankton | FIRST CLASS | | SECOND CLASS | | SIGNS | | | | | | |
|--------------------|-----------------|-----------------|------------------------|--------------|---------------------|---------------|----------------------------|--|----|-----------------|--------------------------|---------------------|---------------|-----------------------|--------------|--------------|--|--|--|--|--|--|
| | Sidings | Other Tracks | (C. & N.W. No. 37.) | | | | | Effective June 20, 1948 | | | | 54 | 162 | (C. & N.W. No. 38) | | | | | | | | |
| | | | 293 | 579 | 53 | 161 | | STATIONS | | | | | | 294 | 580 | | | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | |
| | | | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily | | | | | | Daily Ex. Sunday | Daily | Daily Ex. Sunday | Daily | | | | | | | |
| I-186 | 32 | 223 | | L 11.01Pm | | L 7.15Am | |GARRETSON..... | JC | 81.25 | | A 7.25Pm | | A 7.50Pm | | KDNW RXP | | | | | | |
| I-194 | | 37 | | s 11.20 | | s 7.32 | 8.25 |CORSON..... | | 73.00 | | s 7.08 | | s 7.25 | | P | | | | | | |
| | | | | | | | 14.45 | C. ST. P. M. & O. RY. CROS'G. | | 66.80 | | | | | | I | | | | | | |
| | | | | | | | 17.96 | I. C. RY. CROSSING | | 63.29 | | | | | | X | | | | | | |
| | | | | 11.45 | L 6.44Pm | 7.52 | 18.14 |SIOUX FALLS JCT..... | | 63.11 | A 9.32Am | 6.51 | | 7.01 | | JP | | | | | | |
| I-206 | 39 | 227 | | A 11.50Pm | A 6.46Pm | s 8.40 | 18.40 |SIOUX FALLS..... | SU | 62.85 | L 9.30Am | s 6.50 | | L 7.00Pm | | RDNXW KBP | | | | | | |
| | | | | | | | 18.58 | C. M. ST. P. & P. RY. CROS'G. | | 62.67 | | | | | | | | | | | | |
| | | | | | | 8.45 | 18.79 | C. R. I. & P. RY. CROSSING. | | 62.46 | | | | | | | | | | | | |
| I-216 | | 23 | | | | s 8.59 | 19.12 |14th STREET YARD..... | | 62.13 | | 6.20 | | | | X | | | | | | |
| | | | | | | | 20.43 |TEA..... | | 51.82 | | s 6.06 | | | | | | | | | | |
| I-222 | | 50 | | | | s 9.10 | 36.00 |LENOX..... | OX | 45.25 | | s 5.52 | | | | D | | | | | | |
| | | | | | | | 36.21 | C. M. ST. P. & P. RY. CROS'G. | | 45.04 | | | | | | I | | | | | | |
| I-231 | | 36 | | | | s 9.25 | 44.61 |DAVIS..... | D | 36.64 | | s 5.39 | | | | DW | | | | | | |
| | | | | | | | 48.15 | C. & N. W. RY. CROSSING. | | 33.10 | | | | | | I | | | | | | |
| I-238 | | 35 | | | | s 9.40 | 52.01 |VIBORG..... | VB | 29.24 | | s 5.27 | | | | D | | | | | | |
| I-246 | | 43 | | | | 9.55 | 59.40 |IRENE..... | RN | 21.85 | | s 5.14 | | | | D | | | | | | |
| I-249 | | 7 | | | | 10.02 | 63.51 |TALMO..... | | 17.74 | | 5.05 | | | | | | | | | | |
| I-255 | | 22 | | | | 10.12 | 68.58 |VOLIN..... | VO | 12.67 | | s 4.56 | | | | D | | | | | | |
| | | | L 7.02Am | | | 10.14 | 68.91 |G. N. JCT..... | | 12.34 | | 4.54 | A 9.28Am | | | RJ | | | | | | |
| I-260 | | 18 | s 7.20 | | | 10.24 | 74.41 |MISSION HILL..... | | 6.84 | | s 4.44 | s 9.15 | | | | | | | | | |
| | | | A 7.35Am | | | 10.34 | 79.80 |C. & N. W. JCT..... | | 1.45 | | 4.35 | L 9.03Am | | | RJ | | | | | | |
| | | | | | | | 79.84 | C. M. ST. P. & P. RY. CROS'G. | | 1.41 | | | | | | M | | | | | | |
| | | | | | | | 80.36 | C. M. ST. P. & P. RY. CROS'G. | | .89 | | | | | | M | | | | | | |
| | | | | | | | 80.66 | C. & N. W. RY. CROSSING. | | .59 | | | | | | M | | | | | | |
| I-267 | Yard | 172 | | | | A 10.40Am | 81.25 |YANKTON..... | YK | | | L 4.30Pm | | | | RDWCX KB | | | | | | |
| | | | .33 19.80 | .49 22.53 | .02 7.80 | 3.25 23.78 | | Time Over Subdivision. Average Speed Per Hour | | | | .02 7.80 | 2.55 27.85 | .25 26.13 | .50 22.08 | | | | | | | |

Westward trains are superior to eastward trains of the same class, except No. 580 is superior to No. 579 Sioux Falls to Garretson.

WESTWARD

TENTH SUBDIVISION

EASTWARD 11

| Station Numbers | Car Capacity | | SECOND CLASS | | FIRST CLASS | | Distance from Watertown | Time Table No. 66 | | Telegraph Calls | Distance from Sioux Falls | SIGNS | FIRST CLASS | | SECOND CLASS | |
|--------------------|-----------------|-----------------|--------------|---------------------------|-------------|---------------------|----------------------------|-------------------|----|-----------------|------------------------------|----------|-------------|---------------------|--------------|-----------------------|
| | Siding | Other Tracks | 265 | Tues., Thur., Saturday | 53 | Daily Ex. Sunday | | STATIONS | | | | | 54 | Daily Ex. Sunday | 266 | Mon., Wed., Friday |
| | | | | | | | | | | | | | | | | |
| C-92 | Yard | 275 | L 7.00Am | | L 3.35Pm | | WATERTOWN | | WN | 103.37 | BDNR XCWK | A 1.20Pm | | A 1.00Pm | | |

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. JCT..... | 102.10 | RJX | A 1.15Pm | | A 12.55Pm |
| WS-11 | 29 | | f 7.13 | | f 3.46 | 4.31 |FOLEY..... | 99.06 | | f 1.07 | | f 12.45 |
| WS-18 | 29 | | s 7.30 | | s 3.56 | 10.83 |THOMAS..... | 92.64 | | s 12.54 | | s 12.25 |
| WS-23 | 27 | | s 7.50 | | s 4.07 | 18.09 |HAYTI..... | H 85.28 | DW | s 12.41 | | s 12.05Pm |
| WS-30 | 29 | | s 8.15 | | s 4.18 | 23.41 |LAKE NORDEN..... | NR 79.96 | D | s 12.30 | | s 11.45 |
| WS-39 | 28 | | s 8.35 | | s 4.30 | 30.03 |BADGER..... | B 73.34 | D | s 12.16Pm | | s 11.20 |
| WS-39 | 28 | | s 9.20 | | s 4.46 | 39.21 |C. & N. W. RY. CROSSING..... | 64.16 | M | | | |
| | | | | | | 39.40 |ARLINGTON..... | AR 63.97 | D | s 11.56 | | s 10.45 |
| | | | | | | 40.37 |C. & N. W. RY. CROSSING..... | 63.00 | I | | | |
| WS-45 | 12 | | f 9.35 | | f 4.56 | 45.06 |AHNBERG..... | 58.32 | W | f 11.44 | | f 10.20 |
| WS-49 | 26 | | s 10.00 | | s 5.05 | 49.23 |SINAI..... | SN 54.14 | D | s 11.34 | | s 10.00 |
| WS-55 | 48 | | s 10.20 | | s 5.15 | 55.25 |NUNDA..... | NU 48.12 | D | s 11.21 | | s 9.25 |
| WS-61 | 28 | | s 10.35 | | s 5.26 | 61.01 |RUTLAND, S. D..... | RU 42.36 | D | s 11.09 | | s 9.00 |
| | | | | | | 67.27 |C. M. ST. P. & P. RY. CROS..... | 36.10 | | | | |
| WS-67 | 26 | | s 10.57 | | s 5.37 | 67.28 |WENTWORTH..... | WH 36.09 | D | s 10.57 | | s 8.35 |
| WS-75 | 37 | | s 11.25 | | s 5.52 | 74.90 |CHESTER..... | CH 28.47 | DW | s 10.40 | | s 8.05 |
| WS-82 | 45 | | s 11.55 | | s 6.04 | 82.51 |COLTON..... | CO 20.86 | D | s 10.24 | | s 7.30 |
| WS-88 | 15 | | s 12.15Pm | | s 6.15 | 88.33 |LYONS..... | 15.04 | | s 10.09 | | s 7.05 |
| WS-94 | 14 | | s 12.35 | | s 6.25 | 93.92 |CROOKS..... | 9.45 | | s 9.55 | | s 6.40 |
| WS-98 | 8 | | | | f 6.32 | 97.71 |QUINCY..... | 5.66 | | f 9.46 | | |
| WS-102 | 39 | | s 1.10 | | f 6.40 | 101.75 |LEVEL SIDING..... | 1.62 | XC | f 9.37 | | s 6.10 |
| | | | | | | 101.87 |C. M. ST. P. & P. RY. CROS..... | 1.50 | | | | |
| | | | A 1.15Pm | | A 6.44Pm | 103.11 |SIOUX FALLS JCT..... | .26 | JP | L 9.32Am | | L 6.05Am |

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

| | | | | | | | | | | | | | |
|-------|----|-----|---------------|--|---------------|--------|---|----|--|-------------|---------------|--|---------------|
| I-205 | 39 | 186 | A 1.20Pm | | A 6.46Pm | 103.37 |SIOUX FALLS..... | SU | | DNRB XWK | L 9.30Am | | L 6.00Am |
| | | | 6.10 16.51 | | 3.04 33.62 | | Time Over Subdivision Average Speed Per Hour | | | | 3.43 27.40 | | 6.50 15.08 |

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

12 WESTWARD

ELEVENTH SUBDIVISION

EASTWARD

| Station Numbers | Car Capacity | | THIRD CLASS | | FIRST CLASS | | Distance from Benson | Time Table No. 66 | | Telegraph Calls | Distance from Huron | SIGNS | FIRST CLASS | | THIRD CLASS | | | | |
|---|-----------------|-----------------|---------------------|---------------------|---------------------|------------------------|-------------------------|---|----|-----------------|------------------------|---------------|------------------------|---------------------|---------------------|---------------------|--|--|--|
| | Sidings | Other Tracks | 529 | 531 | 53 | 185 | | STATIONS | | | | | 186 | 54 | 530 | 532 | | | |
| | | | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | | | | | | | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | Daily Ex. Sunday | | | |
| | | | | | | | | | | | | | | | | | | | |
| A188 | | | | | | L 12.20Pm | | BENSON | BN | 161.83 | RDNW BXKI | A 6.30Pm | | | | | | | |
| TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES. | | | | | | | | | | | | | | | | | | | |
| | | | L 8.30Am | | | L 12.24Pm | 0.78 | WATERTOWN LINE JCT. | | | 161.05 | JXPY | A 6.23Pm | | A 8.40Pm | | | | |
| C 9 | | 84 | s 9.00 | | | s 12.38 | 7.88 | DANVERS | DR | 153.95 | D | s 6.08 | | s 8.25 | | | | | |
| C 16 | | 88 | s 9.30 | | | s 12.52 | 15.88 | HOLLOWAY | OW | 146.00 | D | s 5.53 | | s 8.05 | | | | | |
| C 22 | 45 | 146 | s 12.01Pm | | | s 1.05 | 21.96 | APPLETON | AU | 139.87 | DNWX | s 5.40 | | s 7.50 | | | | | |
| | | | | | | | 22.73 | C. M. ST. P. & P. RY. CROSSING | | | 139.10 | I | | | | | | | |
| C 30 | | 84 | s 12.50 | | | s 1.20 | 30.65 | LOUISBURG | BG | 131.18 | D | s 5.22 | | s 7.05 | | | | | |
| C 37 | 44 | 26 | s 1.40 | | | s 1.33 | 37.14 | BELLINGHAM | BA | 124.69 | D | s 5.10 | | s 6.50 | | | | | |
| C 46 | | 85 | s 2.30 | | | s 1.49 | 46.34 | NASSAU | NA | 115.49 | D | s 4.56 | | s 6.30 | | | | | |
| C 52 | 45 | 26 | s 3.00 | | | s 2.00 | 51.83 | ALBEE | BE | 110.00 | D | s 4.46 | | s 6.15 | | | | | |
| C 58 | | 86 | s 3.45 | | | s 2.14 | 57.98 | LA BOLT | BO | 103.85 | D | s 4.35 | | s 5.55 | | | | | |
| C 66 | | 15 | s 4.30 | | | f 2.31 | 65.56 | STOCKHOLM | SK | 96.27 | D | s 4.23 | | s 5.35 | | | | | |
| C 78 | 48 | 81 | s 5.15 | | | s 2.47 | 72.82 | SOUTH SHORE | VR | 89.01 | DW | s 4.10 | | s 5.15 | | | | | |
| C 79 | | 10 | f 5.30 | | | f 2.59 | 78.77 | FORESTVILLE | | 88.06 | | f 3.58 | | f 4.50 | | | | | |
| C 86 | | 85 | f 5.50 | | | f 3.12 | 86.09 | RAUVILLE | | 75.74 | | f 3.42 | | f 4.30 | | | | | |
| | | | | | | | 91.49 | M. & ST. L. RY. CROSSING | | | 70.34 | | | | | | | | |
| C 92 | Yard | 275 | A 6.15Pm | L 3.30Am | L 3.35Pm | 53-186 3.25 3.40 | 91.80 | C. & N. W. RY. CROSSING | | | 70.03 | RDNW BWCK | 53-186 3.30 2.55 | A 1.20Pm | L 4.15Pm | A 12.30Pm | | | |
| | | | | 3.35 | A 3.40Pm | 3.45 | 91.99 | WATERTOWN | WN | 69.84 | | | | | | | | | |
| | | | | | | | 93.26 | W. & S. F. JCT. | | | 68.57 | RJX | L 1.15Pm | | 12.25 | | | | |
| C102 | | 34 | s 3.55 | | | s 4.01 | 101.89 | GROVER | GR | 59.94 | D | s 2.32 | | s 12.01Pm | | | | | |
| C109 | | 37 | s 4.15 | | | s 4.13 | 108.24 | HAZEL | Z | 53.59 | D | s 2.20 | | s 11.40 | | | | | |
| | | | | | | | 115.16 | C. M. ST. P. & P. RY. CROSSING | | | 46.67 | | | | | | | | |
| C116 | | 41 | s 4.40 | | | s 4.26 | 115.49 | VIENNA | VA | 46.34 | D | s 2.05 | | s 11.15 | | | | | |
| C124 | | 35 | s 5.05 | | | s 4.44 | 124.05 | WILLOW LAKE | WK | 37.78 | D | s 1.48 | | s 10.50 | | | | | |
| C130 | | 15 | f 5.20 | | | f 4.58 | 130.42 | MELHAM | | 31.41 | | f 1.34 | | s 10.35 | | | | | |
| C136 | | 35 | s 5.35 | | | s 5.11 | 136.19 | BANCROFT | BF | 25.64 | D | s 1.23 | | s 10.20 | | | | | |
| C141 | | 35 | s 5.50 | | | s 5.21 | 140.64 | OSCEOLA | SC | 21.19 | DW | s 1.13 | | s 10.05 | | | | | |
| C149 | | 35 | s 6.10 | | | s 5.37 | 148.36 | YALE | YA | 13.47 | D | s 12.57 | | s 9.45 | | | | | |
| C153 | | 13 | f 6.25 | | | f 5.46 | 152.75 | SHEFFIELD | | 9.08 | | f 12.48 | | f 9.30 | | | | | |
| | | | | | | | 161.20 | C. & N. W. RY. CROSSING | | | 0.63 | I | | | | | | | |
| C162 | Yard | 178 | A 7.00Am | | A 6.10Pm | 161.83 | | HURON | HU | | RDN CXWB | L 12.30Pm | | L 9.00Am | | | | | |
| | | | 9.45 9.44 | 3.30 19.95 | .05 15.24 | 5.46 27.92 | | Time Over Subdivision Average Speed Per Hour | | | | 5.53 27.37 | .05 15.24 | 4.25 20.82 | 3.80 19.95 | | | | |

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

WESTWARD

TWELFTH SUBDIVISION

EASTWARD 13

| Station Numbers | Car Capacity | | THIRD CLASS | | FIRST CLASS | | Distance from Aberdeen Line Jct. | Time Table No. 66 | | Telegraph Calls | Distance from Aberdeen. | SIGNS | FIRST CLASS | | THIRD CLASS | |
|--------------------|-----------------|-----------------|-------------|---------------------|-------------|---------------------|--|---|---------------------|-----------------|----------------------------|---------------|-------------|---------------------|-------------|--|
| | Sidings | Other Tracks | | 595 | | 191 | | STATIONS | 192 | | | | | 596 | | |
| | | | | Daily Ex. Sunday | | Daily Ex. Sunday | | | Daily Ex. Sunday | | | | | Daily Ex. Sunday | | |
| | | | | L 8.00Am | | L 5.20Am | | ABERDEEN LINE JCT. | 119.23 | JRPXY | A 10.30Pm | | A 1.05Pm | | | |
| E45 | | 36 | | † 8.20 | | † 5.35 | 7.84 | KUTZER..... | 111.39 | | † 10.13 | | † 12.45 | | | |
| | | | | | | | 11.29 | C. M. ST. P. & P. RY. CROSSING | 107.94 | | | | | | | |
| E48 | | 15 | | s 8.30 | | s 5.44 | 11.36 | FAIRMOUNT..... | 107.87 | FA | s 10.05 | | s 12.35 | | | |
| E50 | | 22 | | † 8.35 | | † 5.48 | 13.02 | DE VILLO..... | 106.21 | | † 9.58 | | † 12.25 | | | |
| | | | | | | | | | | | | | | | | |
| E55 | | 10 | | † 8.50 | | † 5.57 | 17.93 | SONORA..... | 101.30 | | † 9.50 | | † 12.10Pm | | | |
| E62 | 50 | 53 | | s 9.10 | | s 6.12 | 25.47 | HANKINSON..... | 93.76 | BI | s 9.36 | | s 11.50 | | | |
| | | | | | | | 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 | | 23 | | † 9.25 | | † 6.25 | 32.67 | STILES..... | 86.56 | | † 9.18 | | † 11.25 | | | |
| | | | | | | | | | | | | | | | | |
| E74 | | 54 | | s 9.45 | | s 6.37 | 37.46 | LIDGERWOOD..... | 81.77 | DK | s 9.08 | | s 11.10 | | | |
| E80 | | 32 | | s 10.00 | | s 6.50 | 43.60 | GENESEO..... | 75.63 | GO | s 8.53 | | s 10.40 | | | |
| E86 | | 34 | | s 10.20 | | s 7.00 | 48.76 | CAYUGA..... | 70.47 | CU | s 8.42 | | s 10.20 | | | |
| E92 | 50 | 35 | | s 11.15 | | s 7.15 | 54.89 | RUTLAND, N. D..... | 64.34 | RJ | s 8.30 | | s 9.55 | | | |
| | | | | | | | 55.16 | FORBES LINE JCT..... | 64.07 | | | | | | | |
| | | | | | | | | | | | | | | | | |
| F9 | | 36 | | s 11.45 | | s 7.35 | 64.24 | HAVANA..... | 54.99 | WB | s 8.12 | | s 9.15 | | | |
| F16 | | 35 | | s 12.10Pm | | s 7.47 | 70.82 | KIDDER..... | 48.41 | KS | s 8.00 | | s 8.50 | | | |
| | | | | | | | 74.35 | C. M. ST. P. & P. RY. CROSSING | 44.88 | | | | | | | |
| F24 | | 9 | | s 12.30 | | s 8.00 | 79.44 | WEST BRITTON..... | 39.79 | | s 7.45 | | s 8.25 | | | |
| F30 | | 35 | | s 12.55 | | s 8.10 | 85.08 | AMHERST..... | 34.15 | MN | s 7.35 | | s 8.10 | | | |
| | | | | | | | | | | | | | | | | |
| F36 | | 34 | | s 1.20 | | s 8.22 | 91.44 | CLAREMONT..... | 27.79 | QC | s 7.23 | | s 7.45 | | | |
| F42 | | 33 | | † 1.35 | | † 8.31 | 96.87 | HUFFTON..... | 22.36 | | s 7.13 | | † 7.25 | | | |
| F47 | | 34 | | s 1.55 | | s 8.40 | 102.28 | PUTNEY..... | 16.95 | NY | s 7.03 | | s 7.10 | | | |
| F51 | | 7 | | † 2.10 | | † 8.46 | 106.18 | TACOMA PARK..... | 13.05 | | s 6.55 | | † 6.55 | | | |
| F55 | | 23 | | † 2.25 | | † 8.52 | 109.93 | PLANA..... | 9.30 | | † 6.48 | | † 6.40 | | | |
| | | | | | | | | | | | | | | | | |
| | | | | | | | 118.59 | C. M. ST. P. & P. RY. CROSSING | 0.64 | | I | | | | | |
| | | | | | | | 118.61 | C. & N. W. RY. CROSSING | 0.62 | | I | | | | | |
| F64 | Yard | 224 | | A 3.00Pm | | A 9.15Am | 119.23 | ABERDEEN..... | | FN | RDNW CXK | L 6.30Pm | | L 6.00Am | | |
| | | | | 7.00 17.03 | | 8.55 30.44 | | Time Over Subdivision Average Speed Per Hour | | | | 4.00 29.80 | | 7.05 16.83 | | |

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

14 WESTWARD

THIRTEENTH SUBDIVISION

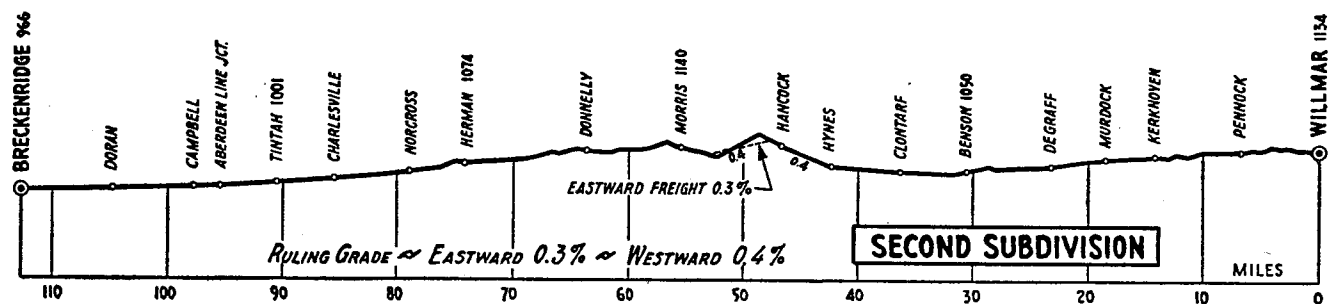
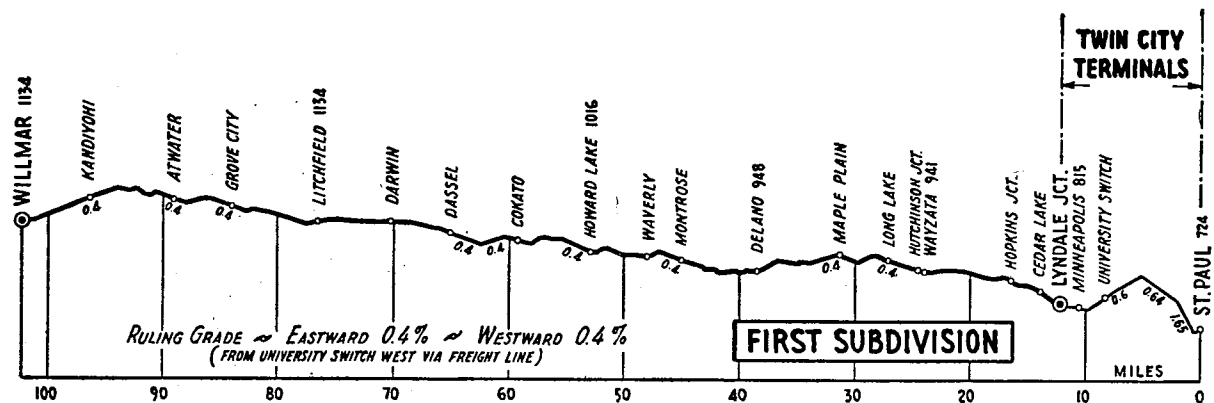
EASTWARD

| Station Numbers | Car Capacity | | SECOND CLASS | | | | Distance from Rutland | Time Table No. 66 | | Telegraph Calls | Distance from Forbes | SIGNS | SECOND CLASS | | | |
|-----------------|--------------|--------------|--------------|--|--|------------------|-----------------------|---|----|-----------------|----------------------|---------------|------------------|--|--|--|
| | Sidings | Other Tracks | | | | 337 | | Effective June 20, 1948 | | | | | 338 | | | |
| | | | | | | Daily Ex. Sunday | | STATIONS | | | | | Daily Ex. Sunday | | | |
| E92 | 50 | 35 | | | | L 7.40Am | |RUTLAND, N. D. | RJ | 68.02 | RDW CXKB | A 1.25Pm | | | | |
| | | | | | | | 0.27 |FORBES LINE JCT. | | 62.75 | XYJ | | | | | |
| E110 | | 34 | | | | s 8.30 | 18.91 |STRAUBVILLE | | 44.11 | | s 12.35Pm | | | | |
| | | | | | | | 29.77 |C. & N. W. RY. CROSSING | | 33.25 | | | | | | |
| E126 | | 34 | | | | s 9.08 | 35.01 |QUELPH | GU | 28.01 | D | s 11.55 | | | | |
| E184 | | 35 | | | | f 9.23 | 42.10 |SILVER LEAF | | 20.92 | | f 11.35 | | | | |
| | | | | | | | 49.43 |C. M. ST. P. & P. RY. CROSSING | | 13.59 | | | | | | |
| E141 | | 55 | | | | s 9.50 | 49.65 |ELLEDALE | N | 13.37 | D | s 11.15 | | | | |
| E155 | Yard | 108 | | | | A 10.25Am | 63.02 |FORBES | FO | | RDXY | L 10.40Am | | | | |
| | | | | | | 2.45 22.91 | | Time Over Subdivision Average Speed Per Hour | | | | 2.45 22.91 | | | | |

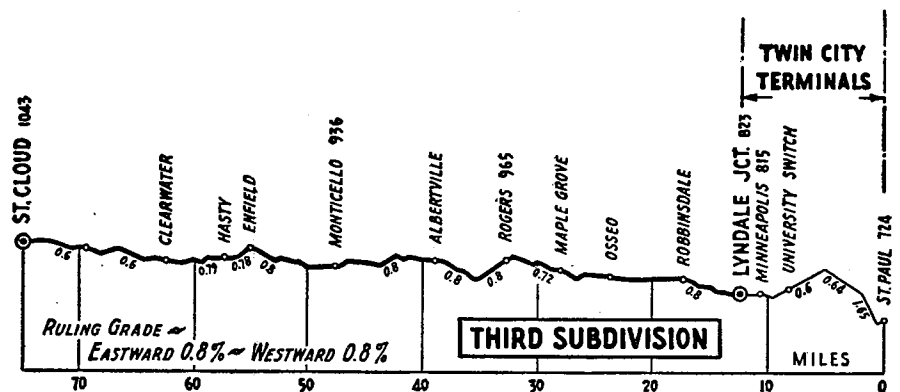
Westward trains are superior to eastward trains of the same class.

BUSINESS TRACKS

| NAME | LOCATION | Capacity Cars | Switch Opening |
|---|-------------------------------|---------------|----------------|
| Third Subdivision | | | |
| Tileston Mill Spur | 3.57 miles east of St. Cloud | 288 | East |
| Sixth Subdivision | | | |
| Empire Quarry Spur | 2.47 miles west of Rice Jct. | 141 | East |
| North Star Granite Corp. Spur | 4.23 miles west of Rice Jct. | 41 | West |
| Cold Spring Granite Spur | 5.01 miles west of Rice Jct. | 7 | East |
| Gravgaard Spur | 1.75 miles west of Hawick | 7 | E & W |
| New London Sand & Gravel Co. | 3.02 miles west of Hawick | 34 | E & W |
| New London Gravel Pit | 1.65 miles east of New London | 151 | E & W |
| Green Lake Ice Spur | .67 mile east of Spicer | 22 | East |
| Eighth Subdivision | | | |
| Transfer Track with C. St. P. M. & O. Ry. | 4.44 miles west of Booge | 14 | East |
| Valley Rendering Co. Spur | 5.50 miles west of Hinton | 6 | East |
| Ninth Subdivision | | | |
| Lawrence Siding | 5.51 miles west of Corson | 45 | E & W |
| Naomi Spur | 2.50 miles west of Lennox | 7 | East |



Elevation.... 175



Page 16 (outside rear cover) is blank.