

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## HASTINGS & DAKOTA DIVISION

NY & LOGG  
MKT. SOC.

# TIME TABLE No. 1

To be used in conjunction with Special Rules No. 1.

Taking effect at 12:01 A.M.  
Central Standard Time

G. B. GOSNELL  
Superintendent  
Indiana

### Sunday, April 30, 1939

For the government and information  
of employes only

**J. E. HILLS,**  
Assistant Superintendent.

**H. M. GILLICK,**  
Superintendent.

**J. L. BROWN,**  
General Superintendent of Transportation.

**N. A. RYAN,**  
Assistant General Manager.

**O. N. HARSTAD,**  
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

FIRST SUBDIVISION—WESTWARD

TIME TABLE NO. 1 April 30, 1939 STATIONS	Distance from Minneapolis.	Telegraph calls	Capacity in cars.		FIRST CLASS		SECOND CLASS		THIRD CLASS		EASTWARD TRAINS	
			Siding	Other tracks	15	5	263	63	91		6	92
					Passenger	Passenger	Time Freight	Time Freight	Way Freight		Passenger	Way Freight
					Daily	Daily	Daily	Daily	Daily Except Sun.		Daily	Daily Except Sun.
<b>MINNEAPOLIS</b>		C			L 9.25 AM	L 10.00 PM						
<b>SOUTH MINNEAPOLIS</b>	1.0	ON		Yard	<sup>263</sup> 9.33	10.08	L 10.00 AM	L 11.15 PM	L 7.00 AM			
<b>SOUTH WYE SWITCH</b>					9.39							
<b>HUMBOLDT AVENUE</b>	2.8											
<b>BASS LAKE</b>	4.7											
<b>ST. LOUIS PARK</b>	6.5			Yard			10.15	11.30	7.15			
<b>ST. LOUIS PARK</b>	8.0	SU			9.48	10.18			f 7.20			
<b>HOPKINS</b>	2.5								s 7.40			
<b>HOPKINS</b>	10.5	KN	W43	48	9.51	f 10.22			s 7.40			
(WEST END OF TWO MAIN TRACKS) (M & ST. L. CROSSING) <b>TOWER E 14</b>	3.2											
<b>TOWER E 14</b>	4.5	13.7	WE	80	31	9.55	<sup>72</sup> 10.27	<sup>78</sup> 10.35	<sup>76</sup> 11.50	7.47		
<b>CHANHASSEN</b>	2.8	18.2			13		f 10.32			f 8.00		
<b>HAZELTINE</b>	2.8	21.0			130	<sup>78</sup> 10.04	10.35	10.50	12.05 AM	8.06		
<b>HAZELTINE</b>	5.9											
<b>AUGUSTA</b>	5.9	26.9			130	17	10.10	f 10.41	11.00	<sup>264</sup> 12.15	f 8.20	
<b>AUGUSTA</b>	5.2											
<b>COLOGNE</b>	3.4	32.1	NY	130	292		10.16	f 10.47	11.10	12.30	s 8.50	
<b>BONGARDS</b>	3.5	35.5				11					f 9.05	
<b>TOWER E 39</b> (M & ST. L. CROSSING)	0.5											
<b>TOWER E 39</b>	3.5	39.0	OW									
<b>NORWOOD</b>	5.5	39.5	UN	125	42	10.24	<sup>76</sup> f 10.56	11.20	12.50	s 9.10		
<b>PLATO</b>	5.6	45.0	BA	23	22	10.29	f 11.02		1.05	s 9.22		
<b>GLENCOE</b>	5.8	50.6	GN	292	210	s 10.40	s 11.17	11.35	1.30	s 9.45		
<b>SUMTER</b>	4.5	56.4		125	15	10.47	f 11.25	<sup>92</sup> 11.43	1.45	f 10.00		
<b>BROWNTON</b>	6.7	60.9	WN	148	41	10.52	f 11.30	11.50	1.55	s 10.15		
<b>STEWART</b>	8.4	67.6	SY	130	43	10.59	f 11.37	11.59	2.10	s 10.35		
<b>BUFFALO LAKE</b>	4.9	74.0	BO	90	49	<sup>91-92</sup> 11.06	f 11.44	12.07 PM	2.25	<sup>15</sup> s 11.59 <sup>92</sup> 11.12		
<b>HECTOR</b> (EAST END OF TWO MAIN TRACKS)	9.0	78.9	HO	82	80	11.11	f 11.50	12.15	2.40	s 11.30		
(WEST END OF TWO MAIN TRACKS) <b>BIRD ISLAND</b>	4.7	87.9	DS	130	137	11.21	f 12.01 AM	12.45	<sup>6</sup> 3.28	s 12.01 PM		
<b>OLIVIA</b>	5.4	92.6	VI	85	53	11.26	s 12.15	12.55	3.39	s 12.20		
<b>DANUBE</b>	5.7	98.0	DU	130	34	11.32	f 12.22	1.05	3.50	s 12.35		
<b>RENVILLE</b>	6.9	103.7	XN	130	39	11.38	f 12.28	<sup>91</sup> 1.15	4.00	<sup>263</sup> s 1.00 <sup>263</sup> 1.25		
<b>SACRED HEART</b>	5.4	110.6	SA	130	41	11.45	f 12.36	1.25	4.15	s 1.45		
(EAST END OF TWO MAIN TRACKS) <b>MINNESOTA FALLS</b>	3.8	116.0	CK		17	11.51	12.43	1.35	4.27	f 1.55	A 2.27 AM	A f 7.05 AM
<b>GRANITE FALLS</b>	2.0	119.8	G	29	44	11.56	s 1.04	1.45	4.40	s 2.25	s 2.17	s 6.50
(WEST END OF TWO MAIN TRACKS) <b>TOWER E 122</b> (G. N. CROSSING)	6.1	121.8	CN			11.59	1.08	1.50	4.50	<sup>72</sup> 2.40	L 2.06 AM	L 6.40 AM
<b>WEGDAHL</b> (EAST END OF TWO MAIN TRACKS)	5.2	127.9	MR	23		12.06 PM	f 1.15	<sup>72</sup> 2.00	5.05	f 2.50		
<b>MONTEVIDEO</b>	133.1	MA		Yard		As 12.16 PM	As 1.30 AM	As 2.45 PM	As 5.45 AM	As 3.00 PM		

Via Westward Track Tower E 122 to Minnesota Falls with no right except as conferred by train order.

Via Westward Track Tower E 122 to Minnesota Falls with no right except as conferred by train order.

Passenger trains must not exceed maximum speed of 70 miles per hour; other trains 50 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Two main tracks are in use between Minneapolis and Tower E 14, between Hector and Bird Island, between Minnesota Falls and Tower E 122 and between Wegdahl and Montevideo.

Between Minnesota Falls and Tower E 122 and between Wegdahl and Montevideo, trains must keep to the LEFT.

The normal position of the switches at end of two main tracks at Hector and Bird Island is for the eastward track. At Hector, when the agent is on duty, he will handle the switch for westward trains. At Bird Island a member of the station force will handle the switch for Nos. 6, 15 and 263.

At Tower E 122, trains using westward track must not exceed speed of 30 miles per hour over G. N. Crossing. This supersedes that part of Rule X 821 reading 40 M.P.H. for westward passenger and freight trains at that point.

Automatic Block System is in use between South Minneapolis and Glencoe. Manual Block System is in use between Glencoe and Montevideo. Train Order Signals are also used as Block Signals. Rule G-317 applies at Bird Island and Glencoe. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear."

No. 15 will stop at Olivia to discharge passengers from Minneapolis and points east and at other stations to discharge passengers enroute on No. 16 or arriving Minneapolis on No. 1 same date and will stop at Olivia on Signal to receive passengers for Miles City or beyond.

No. 5 will hold at Granite Falls for U. S. Mail from G. N. No. 62, if that train arrives at G. N. station before No. 5 is due to leave.

No. 91 will carry passengers.

# FIRST SUBDIVISION—EASTWARD

STATIONS	Distance from Montevideo.	See Rule 6-A	Office open week days	FIRST CLASS		SECOND CLASS				THIRD CLASS
				6	16	78	72	76	264	92
				Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight	Way Freight
				Daily	Daily	Sunday only	Mon. and Thurs. only	Mon. and Thurs. only	Daily	Daily Except Sun.
MINNEAPOLIS 1.9	133.1	BEKPR	Continuous	As 6.25 AM	As 10.10 PM					
SOUTH MINNEAPOLIS	131.2	BCHJKPR TVWXYZ	Continuous	6.10	9.55	As 11.30 AM	As 11.45 PM	As 1.00 AM	As 2.00 AM	As 3.30 PM
SOUTH WYE SWITCH 2.8			No Office		9.53					
HUMBOLDT AVENUE 1.8	128.4		No Office	f 6.01						
BASS LAKE 1.5	126.6	P	No Office			11.00	10.45	12.10 AM	1.00	3.18
ST. LOUIS PARK 2.5	125.1	HPW	7.00 AM to 4.00 PM	s 5.54	9.41					3.15
HOPKINS 3.2	122.6	PV	7.30 AM to 5.00 PM	s 5.49	9.38					s 3.10
(WEST END OF TWO MAIN TRACKS) (M. & ST. L. CROSSING) TOWER E 14 4.5	119.4	IP	Continuous	5.43	9.34	10.25 <sup>263</sup>	10.15 <sup>5</sup>	11.50 <sup>63</sup>	12.40	2.40
CHANHASSEN 2.8	114.9	P	No Office	s 5.37						f 2.25
HAZELTINE 5.0	112.1	P	No Office	5.31	9.26	10.04 <sup>15</sup>	10.00	11.37	12.25	2.15
AUGUSTA 5.2	106.2	P	No Office	f 5.25	9.20	9.45	9.45	11.25	12.15 <sup>63</sup>	f 2.00
COLOGNE 3.4	101.0	BCHJPWXY	5.00 AM to 2.00 PM	s 5.17	9.15 <sup>72</sup>	9.35	9.30 <sup>16</sup> 8.05	11.15	12.01 AM	s 1.45
BONGARDS 3.5	97.6		No Office	s 5.10			8.55			f 1.05
TOWER E 39 (M. & ST. L. CROSSING) 0.5	94.1	IP	Continuous							
NORWOOD 5.5	93.6	P	5.00 AM to 2.00 PM	s 5.03	9.07	9.20	8.45	10.56 <sup>5</sup>	11.45	s 12.45
PLATO 5.6	88.1	P	4.45 AM to 1.45 PM	s 4.50	9.01	9.10	8.15	10.40	11.30	s 12.25
GLENCOE 5.8	82.5	BHJPWX	Continuous	s 4.40	s 8.53	9.00	7.55	10.30	11.17 <sup>6</sup>	s 12.10 PM
SUMNER 4.5	76.7	P	No Office	f 4.27	8.43	8.49	7.10	10.10	10.30	f 11.43 <sup>263</sup>
BROWNTON 6.7	72.2	P	8.00 AM to 5.00 PM	s 4.20	8.38	8.40	7.00	10.00	10.20	s 11.30
STEWART 6.4	65.5	P	8.00 AM to 5.00 PM	s 4.07	8.31	8.27	6.40	9.45	10.05	s 11.20
BUFFALO LAKE HECTOR (EAST END OF TWO MAIN TRACKS) 9.0	59.1	P	8.00 AM to 5.00 PM	s 3.54	8.24	8.14	6.15	9.30	9.55	s 11.06 <sup>15</sup> s 10.30 <sup>91</sup>
(WEST END OF TWO MAIN TRACKS) BIRD ISLAND 4.7	54.2	P	8.00 AM to 5.00 PM	s 3.43	8.19	8.05	6.00	9.20	9.45	s 10.15
OLIVIA 5.4	45.2	CHPWXY	Continuous	s 3.28 <sup>63</sup>	8.09	7.45	5.15	9.00	9.25	s 9.45
DANUBE 5.7	40.5	P	8.00 AM to 5.00 PM	s 3.12	f 8.04 <sup>76</sup>	7.25	4.20	8.10 <sup>16</sup> 7.50	8.55	s 8.50
RENVILLE 6.9	35.1	P	8.00 AM to 5.00 PM	s 2.58	7.57	7.15	4.05	7.40	8.45	s 8.25
SACRED HEART (EAST END OF TWO MAIN TRACKS) MINNESOTA FALLS 3.8	29.4	P	8.00 AM to 5.00 PM	s 2.48	7.51	7.05	3.45	7.30	8.35	s 8.10
NORTH GRANITE FALLS (WEST END OF TWO MAIN TRACKS) TOWER E 122 (G. N. CROSSING) 6.1	22.5	P	8.00 AM to 5.00 PM	s 2.37	7.44	6.50	3.25	7.20	8.20	s 7.40
WEGDAHL (EAST END OF TWO MAIN TRACKS) MONTEVIDEO 5.2	17.1	HPWX	6.15 PM to 3.15 AM	2.27	7.38	6.40	3.00	7.10	8.10	f 7.05
	13.3	Granite Falls P	Granite Falls 8.00 AM to 5.00 PM	Via Westward Track						Via Westward Track
	11.3	IP	Continuous	2.06	7.30	6.25	2.40 <sup>91</sup>	6.55	7.55	6.40
	5.2	P	8.00 AM to 5.00 PM	s 1.58	7.23	6.15	2.30 <sup>263</sup>	6.45	7.40	s 6.30
		BCHKPR TWXZ	Continuous	L 1.50 AM <sup>5</sup>	L 7.15 PM <sup>264</sup>	L 6.00 AM	L 2.15 PM	L 6.30 PM	L 7.25 PM <sup>16</sup>	L 6.15 AM

Passenger trains must not exceed maximum speed of 70 miles per hour; other trains 50 miles per hour.

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 6 and 92 will obtain train order to use westward track Tower E 122 to Minnesota Falls.

No. 92 will carry passengers.

Between Minneapolis and St. Louis Park, inclusive, the Superintendent and Trainmaster of the Twin City Terminals Division have jurisdiction.

## SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Montevideo	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS		EASTWARD TRAINS	
			Siding	Other tracks	5	15	63	263	93		6	94
					Passenger	Passenger	Time Freight	Time Freight	Mixed		Passenger	Mixed
					Daily	Daily	Daily	Daily	Daily Except Sun.		Daily	Daily Except Sun.
<b>MONTEVIDEO</b> 0.7		MA		Yard	L 1.40 <sup>6</sup> AM	L 12.21 PM	L 6.10 AM	L 3.00 PM	L 6.30 AM		As 1.40 <sup>5</sup> AM	As 4.30 PM
<b>STOCK YARDS</b> 5.5	0.7											
<b>WATSON</b> 8.9	6.2	W	50	37	s 1.52	12.31	6.30	3.15	s 6.50		s 1.26	s 3.55
<b>MILAN</b> 8.2	15.1	RA	29		s 2.05	12.40	6.50	3.30	s 7.10		L 1.12 AM	L 3.35 PM
<b>APPLETON</b> (WEST END OF TWO MAIN TRACKS) (G. N. CROSSING) 7.1	23.3	CA	90	199	s 2.19	12.49	7.10	3.45 <sup>78-94</sup>	s 7.30			
<b>CORRELL</b> 8.5	30.4	CR	130	30	s 2.30 <sup>78</sup>	12.58	7.25	4.00 <sup>264</sup>	s 7.45			
<b>ODESSA</b> 6.5	38.9	DE	125	39	s 2.40	1.07	7.42	4.15	s 8.02			
<b>ORTONVILLE</b> 1.2	45.4	RT	125	204	s 2.47	s 1.14	8.00	4.30	s 8.25			
<b>BIG STONE CITY</b> 4.7	46.6	SJ	220		s 3.06	1.18	8.05	4.35	s 8.30			
<b>NUBIA</b> 5.1	51.3		127		3.12	1.24 <sup>94</sup>	8.15	4.45	8.45			
<b>MILBANK</b> (EAST END OF TWO MAIN TRACKS) 7.2	56.4	B	E 90 W 54	Yard	s 3.32	s 1.38 <sup>76</sup>	9.00	5.30 <sup>16</sup>	s 9.50			
<b>TWIN BROOKS</b> 7.7	63.6	BK	W 69	22	s 3.44	1.48			s 10.10			
<b>MARVIN</b> 7.2	71.3		W 83	39	s 4.01	2.00			s 10.30			
<b>SUMMIT</b> (WEST END OF TWO MAIN TRACKS) 8.0	78.5	H	W 98	111	s 4.18	2.11 <sup>264</sup>	10.25	6.30	s 11.05 <sup>94</sup>			
<b>ORTLEY</b> 5.4	86.5	RY	130	23	s 4.29	2.20	10.43 <sup>94</sup>	6.45	s 11.25			
<b>WAUBAY</b> 4.7	91.9	WA	130	142	s 4.41	2.26	10.55	6.55	s 12.01 <sup>76</sup> PM			
<b>TRACY</b> 5.9	96.6		130		4.46	2.31	11.05	7.05	12.20 <sup>264</sup>			
<b>WEBSTER</b> 6.4	102.5	WS	194	184	s 4.59	f 2.39	11.20	7.20	s 1.05			
<b>HOLMQUIST</b> 4.9	108.9	HM	130	17	s 5.09	2.46	11.30	7.30	s 1.25			
<b>BRISTOL</b> (EAST END OF TWO MAIN TRACKS) 9.7	113.8	BR	E 80 W 80	184	s 5.28	s 2.56	11.40	8.00	s 2.35			
<b>ANDOVER</b> (C. & N. W. CROSSING) 0.8	123.5	ND	E 78 W 90	147	s 5.44	3.09 <sup>93</sup>	12.30 PM	8.20	s 2.55 <sup>15</sup> 3.25 <sup>264</sup>			
<b>GROTON</b> (WEST END OF TWO MAIN TRACKS) 5.7	133.3	RO	52	45	s 6.00	3.21	1.00	8.40 <sup>78</sup>	s 4.10 <sup>16</sup>			
<b>JAMES</b> (EAST END OF TWO MAIN TRACKS) 5.4	139.0		37		f 6.08	3.27	1.15	8.50	f 4.25			
<b>BATH</b> (G. N. & C. & N. W. CROSSING) 7.2	144.4	Q	27		f 6.15 <sup>94</sup>	3.33	1.30	9.00 <sup>6</sup>	s 4.40			
<b>ABERDEEN</b> (WEST END OF TWO MAIN TRACKS) 0.8	152.4	RN			As 6.35 AM L 7.05	As 3.50 <sup>16</sup> L 4.00 PM			s 5.10			
<b>ABERDEEN YARD</b> 0.5	152.9	AY		Yard	7.08 AM	4.01 PM	As 2.30 PM	As 10.15 PM	As 5.20 PM			

Via Westward Track Milan to Montevideo with  
no right except as conferred by train order.Via Westward Track Milan to Montevideo with  
no right except as conferred by train order.

Passenger trains must not exceed maximum speed of 70 miles per hour; other trains 50 miles per hour.

## EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Two main tracks are in use between Montevideo and Appleton, between Milbank and Summit, between Bristol and Groton and between Bath and Aberdeen.

Between Montevideo and Appleton trains must keep to the LEFT.

The normal position of the switch at the end of two main tracks at Appleton is for the eastward track; a member of the station force will handle the switch for Nos. 5, 15 and 263.

In Rules X-S-83, X-819 and X-825 of Special Rules No. 1, where Switch E-189 is mentioned, it refers to Milbank; Switch E-213 refers to Summit; Switch E-246 refers to Bristol and Switch E-268 refers to Groton.

On the westward main track, freight trains must reduce speed to 35 miles per hour on curves from 4 1/2 miles west of Bristol to mile board east of Andover.

Manual Block System is in use between Montevideo and Ortonville. Train Order Signals are also used as Block Signals. Rule G-317 applies at Appleton and Ortonville. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear."

Automatic Block System is in use between Ortonville and Aberdeen. The Automatic Signal System track circuit on westward track ends at G. N. and C. & N. W. crossing east of Aberdeen.

No. 15 will stop at Appleton to discharge passengers from Minneapolis or beyond.

## SECOND SUBDIVISION—EASTWARD

5

STATIONS	Distance from Aberdeen Yard	SEE RULE 6-A	Office open week days	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				16	6	76	264	78	94	
				Passenger	Passenger	Freight	Time Freight	Time Freight	Mixed	
				Daily	Daily	Mon. and Thurs. only	Daily	Saturday only	Daily Except Sun.	
<b>MONTEVIDEO</b> 8.0	157.2	BCHKP RTWXX	Continuous	As 7.10 PM	As 1.40 AM <sup>5</sup>	As 5.00 PM	As 6.00 PM	As 5.00 AM	As 4.30 PM	
<b>NORTH WATSON</b> 9.4	151.2	P	Watson 8.00 AM to 5.00 PM		Via Westward Track				Via Westward Track	
<b>MILAN</b> 8.2	141.8	PJ	7.00 AM to 4.00 PM	6.48	\$ 1.12	4.05		3.25	\$ 3.35	
<b>APPLETON</b> (WEST END OF TWO MAIN TRACKS) (G. N. CROSSING) 7.1	133.6	HMPV WXY	Continuous	6.39	\$12.59	<sup>263</sup> 3.45	4.25	3.00	\$ <sup>263</sup> 3.15	
<b>CORRELL</b> 8.5	126.5	P	8.00 AM to 5.00 PM	6.30	\$12.44	3.20	<sup>263</sup> 4.00	<sup>5</sup> 2.30	\$ 2.45	
<b>ODESSA</b> 8.5	118.0	P	8.00 AM to 5.00 PM	6.21	\$12.32	3.00	3.40	2.05	\$ 2.30	
<b>ORTONVILLE</b> 1.2	111.5	BCHJP WXY	Continuous	\$ 6.12	\$12.23	2.45	3.20	1.50	\$ 2.15	
<b>BIG STONE CITY</b> 4.7	110.3	P	8.00 AM to 5.00 PM	6.08	\$12.08	2.35	3.15	1.35	\$ 1.35	
<b>NUBIA</b> 5.1	105.6	P	No Office	6.03	12.02 AM	2.25	3.05	1.25	\$ <sup>15</sup> 1.24	
<b>MILBANK</b> (EAST END OF TWO MAIN TRACKS) 7.2	100.5	BCHJPR WXY	Continuous	\$ <sup>263</sup> 5.56	\$11.56	<sup>15</sup> 2.15	2.50	1.15	\$12.50 PM	
<b>TWIN BROOKS</b> 7.7	93.3	PX	8.00 AM to 5.00 PM	5.39	\$11.36	1.45	2.20	12.35	\$11.40	
<b>MARVIN</b> 7.2	85.6	P	No Office	5.30	\$11.26	1.20	1.45	12.10 AM	\$11.23	
<b>SUMMIT</b> (WEST END OF TWO MAIN TRACKS) 8.0	78.4	HPWXY	8.00 AM to 11.59 PM	5.22	\$11.16	12.45	<sup>15</sup> 1.15	<sup>63</sup> 11.07	\$ <sup>93</sup> 11.05	
<b>ORTLEY</b> 5.4	70.4	P	8.00 AM to 5.00 PM	5.12	\$11.01	12.13	12.50	10.48	\$10.43	
<b>WAUBAY</b> 4.7	65.0	PW	7.00 AM to 4.00 PM	5.06	\$10.52	<sup>93</sup> 12.01 PM	12.35	10.35	\$10.20	
<b>TRACY</b> 5.9	60.3	P	No Office	5.00	10.42	11.40	<sup>98</sup> 12.20	10.20	9.55	
<b>WEBSTER</b> 6.4	54.4	P	8.00 AM to 8.00 PM	f 4.54	\$10.35	<sup>63</sup> 11.20	12.10 PM	10.05	\$ 9.45	
<b>HOLMQUIST</b> 4.9	48.0	P	8.00 AM to 5.00 PM	4.45	\$10.22	11.10	11.55	9.50	\$ 8.55	
<b>BRISTOL</b> (EAST END OF TWO MAIN TRACKS) 13.7	43.1	CHJP WXY	Continuous	\$ 4.37	\$10.13	10.55	<sup>63</sup> 11.40	9.40	\$ 8.45	
<b>ANDOVER</b> 9.6	29.4	BHJPWY	7.45 AM to 4.45 PM	4.16	\$ 9.45	10.05	11.05	9.10	\$ 7.25	
<b>GROTON</b> (WEST END OF TWO MAIN TRACKS) 5.7	19.6	MPVW	7.15 AM to 4.15 PM	<sup>93</sup> 4.03	\$ 9.29	9.20	10.40	<sup>263</sup> 8.40	\$ 6.55	
<b>JAMES</b> 5.4	13.9	P	No Office	3.55	f 9.17	9.05	10.30	8.30	f 6.25	
<b>BATH</b> (EAST END OF TWO MAIN TRACKS) 7.2	8.5	P	8.00 AM to 5.00 PM	3.49	f <sup>263</sup> 9.11	8.50	10.20	8.20	\$ <sup>5</sup> 6.15	
<b>ABERDEEN</b> (WEST END OF TWO MAIN TRACKS) 0.8	1.3	M	No Office							
<b>ABERDEEN YARD</b> 0.5	0.5	BEKPR VWX BCHJKPR TVWXYZ	Continuous 8.00 AM to 5.00 PM	L <sup>3.38</sup> A <sup>3.28</sup> 15	L <sup>9.00</sup> A <sup>8.25</sup> PM				\$ 6.00 AM	

Passenger trains must not exceed maximum speed of 70 miles per hour; other trains 50 miles per hour.

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Nos. 6 and 94 will obtain train order to use westward track Milan to Montevideo.

No. 16 will stop at Appleton on signal to receive passengers for Minneapolis or beyond.

From Summit to Twin Brooks, eastward freight trains must not exceed 35 miles per hour. This supersedes that part of Rule X-820 of Special Rules No. 1 reading 26 M. P. H.

## THIRD SUBDIVISION—WESTWARD

TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Aberdeen	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS	
			Sidings	Other tracks	5	15	263	97		
					Passenger	Passenger	Time Freight	Way Freight		
					Daily Except Sun.	Daily	Daily	Mon., Wed. and Fri. only		
<b>ABERDEEN</b> 0.4		DI			L 7.05 AM	L 4.00 PM				
<b>ABERDEEN YARD</b> 7.4	0.4	AY		Yard	7.06	4.01	L 12.30 AM		L 8.30 AM	
<b>FIFE</b> 5.3	7.8		110	12	7.16	4.11	12.55		f 8.45	
<b>MINA</b> 8.1	13.1	MI	91	27	s 7.24	4.17	1.05		s 9.05	
<b>CRAVEN</b> 5.2	21.2		91	16	f 7.34	4.26	1.20		f 9.25	
<b>IPSWICH</b> 8.1	26.5	P	91	35	s 7.46	4.32 <sup>98</sup>	1.30		s 10.10	
<b>BEEBE</b> 6.5	34.6		85	16	s 7.57	4.41	1.50		s 10.30	
<b>ORIENT LINE JUNCTION</b> 0.5	41.1				8.05	4.48				
<b>ROSCOE</b> 8.6	41.6	RC	91	183	s 8.13	4.49	2.25		s 11.15	
<b>GRETNA</b> 6.7	50.2		110	18	f 8.25	5.02	2.50		f 11.30	
<b>BOWDLE</b> 3.5	56.9	BW	91	45	s 8.39	5.10	3.10		s 12.10 PM	
<b>BOWDLE GRAVEL PIT</b> 4.1	60.4			48						
<b>ALAMO</b> 5.2	64.5		92		8.49	5.17	3.30 <sup>284</sup>		f 12.25	
<b>JAVA JUNCTION</b> 7.3	69.8		85		8.57 9.08	5.24	3.55		12.40 1.10	
<b>JAVA</b> 7.3		JA		35	s 9.02				s 1.05	
<b>SELBY</b> 8.0	77.1	SA	92	27	s 9.23	5.33	4.15		s 1.53 <sup>16</sup>	
<b>SITKA</b> 4.3	85.1		92	18	f 9.35	5.44 <sup>0</sup>	4.40		f 2.20	
<b>GLENHAM</b> 8.8	89.4	G	89	30	s 9.44	5.50	5.00		s 2.35	
<b>MOBRIDGE</b>	93.2	MB		Yard	As 10.00 AM	As 6.05 PM	As 6.00 AM		As 3.00 PM	

Passenger trains must not exceed a maximum speed of 70 miles per hour; other trains 50 miles per hour; except that passenger trains must not exceed 55 miles per hour and other trains 35 miles per hour between 4 miles west of Selby and Glenham.

## EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Manual Block System is in use between Aberdeen Yard and Mobridge. Train Order Signals are also used as Block Signals. Rule G-317 applies at Roscoe, Bowdle and Selby. Rule 307 does not apply to a train that enters the block with a Clearance Form A showing block "clear."  
Clock at Mobridge marked CENTRAL TIME must be observed.

At Bowdle and Selby, No. 15 will reduce speed to 40 miles per hour to exchange U. S. mail.

No. 15 will stop at Selby to discharge passengers from Minneapolis or beyond.

No. 97 will carry passengers.

## WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Orient	TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Roscoe	SEE RULE 8-A	Office open week days	SECOND CLASS	
971	Mixed	Sidings	Other tracks							972	Mixed
L 4.40 PM <sup>972</sup>		Yard		RY					9.00 AM to 6.00 PM	As 4.25 PM <sup>971</sup>	
s 5.10	33	15		FN	9.3	(C. & N. W. CROSSING) <b>FAULKTON</b>	41.3	RY	10.00 AM to 7.00 PM	s 4.00	
f 5.32	32				18.3	<b>MILLARD</b>	32.0	HWV	No Office	f 3.18	
s 5.40		9			20.9	(M. & ST. L. CROSSING) <b>NORBECK</b>	23.0		No Office	s 3.10	
s 6.10	27				29.0	<b>LOYALTON</b>	20.4		No Office	s 2.45	
					40.5	<b>ORIENT LINE JUNCTION</b>	12.3		No Office		
As 6.45 PM		Yard		RC	41.3	<b>ROSCOE</b>	0.8	BCJPRWXY	Continuous	L 2.10 PM	

Trains must not exceed maximum speed of 25 miles per hour.

## EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

## THIRD SUBDIVISION—EASTWARD

7

STATIONS	Distance from MorrIDGE	SEE RULE 6-A	Office open week days	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				16	6	264		98	
				Passenger Daily	Passenger Daily Except Sun.	Time Freight Daily		Way Freight Tues. Thurs. and Sat. only	
<b>ABERDEEN</b> 0.4	98.2	BEKPRVWX	Continuous	As 3.28 PM	As 8.25 PM				
<b>ABERDEEN YARD</b> 7.4	97.8	BCHJKP RTVWXYZ	8.00AM to 5.00PM	3.24	8.18	As 6.15 AM		As 5.45 PM	
<b>FIFE</b> 5.3	90.4		No Office	3.16	f 8.09	5.50		f 5.15	
<b>MINA</b> 8.1	85.1	P	7.00AM to 4.00PM	3.10	s 8.01	5.40		s 5.05	
<b>CRAVEN</b> 5.3	77.0	HPW	No Office	3.01	f 7.50	5.25		f 4.50	
<b>IPSWICH</b> 8.1	71.7	P	7.00AM to 4.00PM	2.55	s 7.41	5.15		s 4.32 <sup>15</sup>	
<b>BEEBE</b> 0.5	63.6		No Office	2.46	s 7.28	5.00		s 3.45	
<b>ORIENT LINE JUNCTION</b> 0.5	57.1	J	No Office						
<b>ROSCOE</b> 8.6	56.6	CHJPWXY	Continuous	2.37 <sup>98</sup>	s 7.18	4.45		s 3.30 <sup>18</sup> 2.05	
<b>GREYNA</b> 8.7	48.0	P	No Office	2.25	f 6.57	4.15		f 1.50	
<b>BOWDLE</b> 3.5	41.3	HPWX	7.30AM to 4.30PM	2.18	s 6.48	3.50		s 1.35	
<b>BOWDLE GRAVEL PIT</b> 4.1	37.8	PXY	No Office						
<b>ALAMO</b> 5.3	33.7	PX	No Office	2.09	6.35	3.30 <sup>263</sup>		f 1.00	
<b>JAVA JUNCTION</b>	28.4	PX	No Office	2.02	6.27 6.15	3.15		12.45 12.16	
<b>JAVA</b> 7.3		P	8.00AM to 5.00PM		s 6.22			s 12.40	
<b>SELBY</b> 8.0	21.1	PWX	8.00AM to 5.00PM	1.53 <sup>97</sup>	s 6.02	2.55		s 12.01 PM	
<b>SITKA</b> 4.3	13.1	P	No Office	1.43	f 5.44 <sup>15</sup>	2.35		f 11.22	
<b>GLENHAM</b> 8.8	8.8	P	8.00AM to 5.00PM	1.37	s 5.31	2.25		s 11.10	
<b>MORRIDGE</b>		BCEKPRTWXZ	Continuous	L 1.25 PM	L 5.15 PM	L 2.00 AM		L 10.45 AM	

Passenger trains must not exceed a maximum speed of 70 miles per hour; other trains 50 miles per hour; except that passenger trains must not exceed 65 miles per hour and other trains 35 miles per hour between 4 miles west of Selby and Glenham.

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

At Bowdle and Selby, No. 16 will reduce speed to 40 miles per hour to exchange U. S. mail.

No. 16 will stop at Selby on signal to receive passengers for Minneapolis or beyond.

No. 98 will carry passengers.

## WESTWARD—TWELFTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Roscoe	TIME TABLE No. 1 April 30, 1939		Distance from Linton	SEE RULE 6-A	Office open week days	THIRD CLASS	
805	806	Siding	Other tracks			STATIONS	805				806	
Mixed	Mixed					Mixed					Daily Except Sun.	
Daily Except Sun.	Daily Except Sun.					Daily Except Sun.					Daily Except Sun.	
L 8.20 AM			Yard	RC			<b>ROSCOE</b> 11.1	75.3	BCJPRWXY	Continuous	As 1.40 PM	
s 8.55	50	13		HM	11.1		<b>HOSMER</b> 7.2	64.2		8.00AM to 5.00PM	s 1.10	
s 9.30	31			H	18.3		<b>HILLSVIEW</b> 8.0	57.0	HW	8.00AM to 5.00PM	s 12.40	
s 10.35	39	40		K	26.3		<b>EUREKA</b> 10.8	49.0		8.00AM to 5.00PM	s 12.05 PM	
s 11.04 <sup>806</sup>	26			W	37.1		<b>GREENWAY</b> 1.5	38.2	W	8.00AM to 5.00PM	s 11.04 <sup>805</sup>	
s 11.25		8			38.6		(800 LINE CROSSING) <b>MADRA</b> 6.5	36.7	V	No Office	s 10.45	
s 11.50	39			Z	45.1		<b>ZEELAND</b> 9.0	30.2		8.00AM to 5.00PM	s 10.26	
s 12.40 PM	27	8		AU	54.1		<b>HAGUE</b> 11.2	21.2	C	8.00AM to 5.00PM	s 9.35	
s 1.30	28	6		B	65.3		<b>STRASBURG</b> 10.0	10.0		8.00AM to 5.00PM	s 8.45	
As 2.35 PM			Yard	ON	75.3		<b>LINTON</b>		RVWXY	7.45AM to 4.45PM	L 8.00 AM	

Trains must not exceed maximum speed of 25 miles per hour.

### EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

## NINTH SUBDIVISION—WESTWARD

TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Mitchell	Telegraph calls	Capacity in cars		FIRST CLASS			THIRD CLASS		
			Sidings	Other tracks	115	123	61	Time Freight		
					Passenger	Passenger				
					Daily	Daily				
<b>MITCHELL</b> 7.5		S		Yard	L 12.25 <sup>108</sup> PM	L 7.40 <sup>116</sup> PM	L 4.20PM			
<b>LOOMIS</b> 7.5	7.5	MS	26		12.36	s 7.51	4.38			
<b>LETCHER</b> 6.8	15.0	R	56	63	12.44	s 8.02	4.58			
<b>CUTHBERT</b> 6.4	21.8		45		12.52	s 8.12	5.15			
<b>WOONSOCKET</b> 9.7	28.2	KN	65	104	s 1.03	s 8.29	5.45			
<b>ALPENA</b> 8.2	37.9	A	38		1.14 <sup>64</sup>	s 8.44	6.02			
<b>VIRGIL</b> 8.5	46.1	GI	79	28	1.23	s 8.59	6.26 <sup>116</sup>			
<b>WOLSEY</b> (C. & N. W. CROSSING) 12.4	54.6	WO	37	35	s 1.35	s 9.19	6.50			
<b>BONILLA</b> 4.7	67.0	BN	79	32	1.51	s 9.39	7.28			
<b>SPOTTSWOOD</b> 6.0	71.7		21		1.57	f 9.47	7.38			
<b>TULARE</b> 7.9	77.7	RI	56	33	2.05	s 9.58	8.05			
(C. & N. W. CROSSING) 2.2	85.6									
(C. & N. W. CROSSING) <b>REDFIELD</b> 8.2	87.8	FD	57	25	s 2.17	s 10.10	8.50			
<b>ASHTON</b> 5.2	96.0	RS	35	32	2.31	s 10.35 <sup>62</sup>	9.10			
<b>GALLUP</b> 5.8	101.2		21		2.38	f 10.44	9.20			
<b>MELLETTTE</b> (M. & ST. L. CROSSING) 5.9	107.0	NE	30	35	2.46	s 10.57	9.40 <sup>62</sup>			
<b>DUXBURY</b> 5.8	112.9		23		2.53	f 11.08	9.55			
<b>WARNER</b> 6.9	118.7	RD	56	36	3.00	s 11.19	10.15			
(C. & N. W. CROSSING) 2.0	125.6									
(M. & ST. L. CROSSING) 1.0	127.6				3.11					
<b>ABERDEEN</b>	128.6	DI		Yard	As 3.18PM	As 11.40PM	As 11.00PM			

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains 40 miles per hour.  
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

## WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Farmington	TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Cologne	SEE RULE 6-A	Office open week days	THIRD CLASS	
205	Mixed Daily Except Sun.	Sidings	Other tracks							206	Mixed Daily Except Sun.
L 10.15 AM		Yard	F		(C. M. ST. P. & F. CROSSING) <b>FARMINGTON</b> 4.8	38.0	CHMJPRVWXY	Continuous	As 3.45 PM		
s 10.35	37	32	FN	4.8	<b>LAKEVILLE</b> (M. N. & S. CROSSING) 7.5	33.2	IP	8.00AM to 5.00PM	s 3.30		
f 10.55		3		12.3	<b>CREDIT RIVER</b> 3.3	25.7		No Office	f 3.00		
s 11.05	24	10	K	15.6	<b>PRIOR LAKE</b> 1.2	22.4	P	8.00AM to 5.00PM	s 2.50		
f 11.10				16.8	<b>GRAINWOOD</b> 7.2	21.2		No Office	f 2.42		
s 11.35	31	48	SK	24.0	(C. ST. P. M. & O. CROSSING) <b>SHAKOPEE</b> 3.9	14.0	MPV	8.00AM to 5.00PM	s 2.25		
s 11.50	23	31	MS	27.9	<b>CHASKA</b> (M. & ST. L. CROSSING) 2.1	10.1	PVX	8.00AM to 5.00PM	s 2.05		
f 11.55		11		30.0	<b>CARVER</b> 3.4	8.0		No Office	f 1.48		
f 12.05 PM	30			33.4	<b>DAHLGREN</b> 1.6	4.6		No Office	f 1.40		
As 12.45 PM		Yard	NY	38.0	<b>COLOGNE</b>		BCHJPRWXY	8.00AM to 2.00PM	L 1.30 PM		

Trains must not exceed maximum speed of 30 miles per hour.  
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.



## NINTH SUBDIVISION—EASTWARD

9

STATIONS	Distance from Aberdeen	SEE RULE 6-A	Office open week days	FIRST CLASS			THIRD CLASS		
				108	116		64	62	
				Passenger Daily	Passenger Daily		Way Freight Daily Except Sun.	Time Freight Saturday only	
<b>MITCHELL</b> 7.5	128.6	BCEJKRTWX	Continuous	As <sup>115</sup> 12.25 PM	As <sup>123</sup> 7.40 PM		As 3.45 PM	As 5.00 AM	
<b>LOOMIS</b> 7.5	121.1		8.00AM to 5.00PM	\$12.08 PM	7.28		3.15	4.20	
<b>LETCHER</b> 6.8	113.6		8.00AM to 5.00PM	\$11.55	7.16		2.55	4.00	
<b>CUTHBERT</b> 6.4	106.8		No Office	f 11.40	7.06		2.30	3.35	
<b>WOONSOCKET</b> 9.7	100.4	HJWXY	8.00AM to 5.00PM	\$11.25	\$ 6.53		2.05	3.10	
<b>ALPENA</b> 8.2	90.7		8.00AM to 5.00PM	\$11.03	6.37		<sup>115</sup> 1.14	2.05	
<b>VIRGIL</b> 8.5	82.5		8.00AM to 5.00PM	\$10.43	<sup>61</sup> 6.26		12.30 PM	1.40	
<b>WOLSEY</b> (C. & N. W. CROSSING) 12.4	74.0		8.00AM to 5.00PM	\$10.27	\$ 6.14		11.50	1.20	
<b>BONILLA</b> 4.7	61.6	CHMVWX	8.00AM to 5.00PM	\$ 9.57	5.54		10.55	12.40	
<b>SPOTTSWOOD</b> 6.0	56.9		No Office	f 9.44	5.45		10.25	12.10 AM	
<b>TULARE</b> 7.9	50.9		8.00AM to 5.00PM	\$ 9.33	5.38		10.10	11.55	
(C. & N. W. CROSSING) 2.2	43.0	M	No Office						
(C. & N. W. CROSSING) <b>REDFIELD</b> 8.2	40.8	MV	8.00AM to 11.00PM	\$ <sup>64</sup> 9.15	\$ 5.24		<sup>108</sup> 9.33 <b>8.40</b>	11.25	
<b>ASHTON</b> 5.2	32.6	HWX	8.00AM to 5.00PM	\$ 8.59	5.10		8.25	<sup>123</sup> 10.35	
<b>GALLUP</b> 5.8	27.4		No Office	f 8.47	5.02		7.55	9.52	
<b>MELLETT</b> (M. & ST. L. CROSSING) 5.9	21.6	M	8.00AM to 5.00PM	\$ 8.38	\$ 4.52		7.40	<sup>61</sup> 9.40	
<b>DUXBURY</b> 5.8	15.7		No Office	f 8.28	4.42		7.14	9.25	
<b>WARNER</b> 6.9	9.9		8.00AM to 5.00PM	\$ 8.18	4.34		7.01	9.10	
(C. & N. W. CROSSING) 2.0	3.0	M	No Office						
(M. & ST. L. CROSSING) 1.0	1.0	M	No Office						
<b>ABERDEEN</b>		BCEHJK RTVWXYZ	Continuous	L 8.00 AM	L 4.20 PM		L 6.30 AM	L 8.45 PM	

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains 40 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

## WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Glencoe	TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Hutchinson	SEE RULE 6-A	Office open week days	THIRD CLASS	
315	305	Sidings	Other tracks							304	392
Mixed Daily Except Sun.	Mixed Daily Except Sun.									Mixed Daily Except Sun.	Mixed Daily Except Sun.
L 10.45 AM	L 6.45 AM		Yard	GO		<b>GLENCOE</b> 7.4	13.8	BHJPRTWX	Continuous	As 9.00 AM	As 1.10 PM
\$11.05	\$ 7.05	16		BY	7.4	<b>BISCAY</b> 6.4	6.4		7.00AM to 4.00PM	\$ 8.36	\$12.46
As 11.25 AM	As 7.25 AM		Yard	HN	13.8	<b>HUTCHINSON</b>		CRT	7.15AM to 4.15PM	L 8.20 AM	L 12.30 PM

Trains must not exceed maximum speed of 25 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

**WESTWARD—SIXTH SUBDIVISION—EASTWARD**

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Ortonville	TIME TABLE		Distance from Fargo	SEE RULE	Office open week days	THIRD CLASS	
	<b>463</b>	Sidings	Other tracks			No. 1					STATIONS	6-A
	Mixed			April 30, 1939						Daily Except Sun.		
	Daily Except Sun.											
L	8:30 AM		Yard	RT		<b>ORTONVILLE</b> 2.5	118.2	BCHJPRWXY	Continuous	As	3:00 PM	
			16		2.5	<b>DOUBLING TRACK</b> 10.9	115.7		No Office			
s	9:10	43		V	13.4	<b>CLINTON</b> 7.8	104.8		8:00AM to 5:00PM	s	2:00	
s	9:40	33	17	GR	21.2	<b>GRACEVILLE</b> (G. N. CROSSING) 5.3	97.0	HVW	8:00AM to 5:00PM	s	1:10	
f	9:52		8		26.5	<b>COLLIS</b> 5.0	91.7		No Office	f	12:41	
s	10:05	37		DU	31.5	<b>DUMONT</b> 7.1	86.7		8:00AM to 5:00PM	s	12:30	
s	11:00	56	29	WH	38.6	<b>WHEATON</b> 9.1	79.6	W	8:00AM to 5:00PM	s	12:05 PM	
s	11:20	464 33	33	WR	47.7	<b>WHITE ROCK</b> 4.3	70.5		8:00AM to 5:00PM	s	11:20	463
f	11:42		16		52.0	<b>BLACKMER</b> 5.5	66.2		No Office	f	11:05	
s	1:00 PM	43	15	MT	57.5	<b>FAIRMOUNT</b> 0.3	60.7	C	8:00AM to 5:00PM	s	10:50	
					57.8	(SOO LINE CROSSING) 0.5	60.4	V	No Office			
					58.3	(G. N. CROSSING) 5.6	59.9		No Office			
f	1:20	48			63.9	<b>TYLER</b> 7.5	54.3		No Office	f	9:59	
					71.4	(N. P. CROSSING) 0.4	46.8	V	No Office			
					71.8	(G. N. CROSSING) 0.3	46.4	IV	No Office			
s	2:10	33	27	AP	72.1	<b>WAHPETON</b> 1.4	46.1	HW	8:00AM to 5:00PM	s	9:30	
			102		73.5	<b>OTTERTAIL SPUR</b> 2.4	44.7		No Office			
					75.9	(G. N. CROSSING) 3.4	42.3	M	No Office			
f	2:27		37		79.3	<b>WOODHULL</b> 6.9	38.9		No Office	f	8:48	
s	2:50	38		AO	86.2	<b>ABERCROMBIE</b> 3.9	32.0		8:00AM to 5:00PM	s	8:30	
f	3:02		8		90.1	<b>ENLOE</b> 5.8	28.1		No Office	f	8:18	
s	3:15	27		CN	95.9	<b>CHRISTINE</b> 2.8	22.3		8:00AM to 5:00PM	s	8:05	
f	3:22		0		98.7	<b>LITHIA</b> 3.8	19.5		No Office	f	7:50	
s	3:32	29		HS	102.5	<b>HICKSON</b> 5.4	15.7		7:30AM to 4:30PM	s	7:40	
s	3:46	26		WI	107.9	<b>WILD RICE</b> 3.8	10.3		7:00AM to 2:00PM	s	7:25	
f	3:55		18		111.7	<b>SAUNDERS</b> 5.2	6.5		No Office	f	7:15	
					116.9	(N. P. CROSSING) 0.2	1.3		No Office			
					117.1	(N. P. CROSSING) 1.1	1.1	MV	No Office			
As	4:15 PM		Yard	FO	118.2	<b>FARGO</b>		CRTW	8:00AM to 5:00PM	L	7:00 AM	

Trains handling passenger equipment only must not exceed maximum speed of 30 miles per hour; other trains 25 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

## WESTWARD—SEVENTH SUBDIVISION—EASTWARD

**11**

SECOND CLASS		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Milbank.	TIME TABLE No. 1 April 30, 1939 STATIONS			Distance from Sisseton.	SEE RULE 6-A	Office open week days	THIRD CLASS	
505	Mixed	Daily Except Sun.	816					Mixed	Daily Except Sun.						
L 10.00 AM			Yard	B			MILBANK 10.1	37.1	BCHJPRWXY	Continuous	As 3.45 PM				
s 10.30	31			CO	10.1		CORONA 8.9	27.0		8.00AM to 5.00PM	s 2.55				
s 11.05	43			MO	17.0		WILMOT 10.4	20.1		8.00AM to 5.00PM	s 2.30				
s 11.35	27			PV	27.4		PEEVER 9.7	9.7		8.00AM to 5.00PM	s 2.00				
As 12.15 PM			Yard	SI	37.1		SISSETON		RT	8.00AM to 5.00PM	L 1.30 PM				

Trains must not exceed maximum speed of 25 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

## WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Andover.	TIME TABLE No. 1 April 30, 1939 STATIONS			Distance from Brampton	SEE RULE 6-A	Office open week days	THIRD CLASS	
605	Mixed	Daily Except Sun.	606					Mixed	Daily Except Sun.						
L 8.30 AM			Yard	ND			ANDOVER 7.3	42.9	BCHJPRWY	7.45AM to 4.45PM	As 3.00 PM				
s 9.00	40			PR	7.3		PIERPONT 7.6	35.6		8.00AM to 5.00PM	s 2.40				
s 9.35	53			FA	14.9		LANGFORD 7.2	28.0		8.00AM to 5.00PM	s 2.05				
s 9.57	29				22.1		SPAIN 6.3	20.8		No Office	s 1.25				
s 10.50	59	34		BI	28.4		BRITTON 4.0	14.5	CHWY	8.00AM to 5.00PM	s 1.10 PM				
					32.4		(G. N. CROSSING) 6.0	10.5		No Office					
s 11.20	24				38.4		NEWARK 4.5	4.5		No Office	s 11.59				
As 11.35 AM			Yard	BM	42.9		BRAMPTON		RY	8.00AM to 5.00PM	L 11.45 AM				

Trains must not exceed maximum speed of 25 miles per hour.

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

### SUNDAY HOURS AT STATIONS.

Minneapolis . . . . .	Continuous	Milbank . . . . .	Continuous
South Minneapolis . . . . .	Continuous	Bristol . . . . .	Continuous
Tower E 14 . . . . .	Continuous	Aberdeen . . . . .	Continuous
Tower E 39 . . . . .	Continuous	Aberdeen Yard . . . . .	8:00am to 5:00pm
Glencoe . . . . .	Continuous	Mobridge . . . . .	Continuous
Bird Island . . . . .	Continuous	Mitchell . . . . .	Continuous
Tower E 122 . . . . .	Continuous	Woonsocket . . . . .	11:00am to 1:30pm
Montevideo . . . . .	Continuous		8:45am to 10:45am
Appleton . . . . .	Continuous	Redfield . . . . .	1:00pm to 3:00pm
Ortonville . . . . .	Continuous		5:00pm to 7:00pm
		Farmington . . . . .	Continuous

Other stations closed.

## WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Aberdeen	TIME TABLE No. 1 April 30, 1939 STATIONS	Distance from Edgely	SEE RULE 6-A	Office open week days	THIRD CLASS	
705		Siding	Other tracks							706	
Mixed						Mixed					
Daily Except Sun.				Daily Except Sun.							
L	8.15 AM		Yard	DI		ABERDEEN 7.8	63.9	BCEHJK RTVWXYZ	Continuous	As	4.30 PM
f	8.35	18			7.8	GAGE 5.0	56.1		No Office	f	4.07
s	8.50	27		V	12.8	WESTPORT 5.9	51.1		7.45AM to 4.45PM	s	3.52
s	9.07	29		BR	18.7	BARNARD 6.9	45.2		8.00AM to 5.00PM	s	3.36
s	9.30	35	'26	DK	25.6	FREDERICK 6.2	38.3	HW	8.00AM to 5.00PM	s	3.14
f	9.48	24			31.8	WINSHIP	32.1		No Office	f	2.55
s	10.15	38	39	DA	37.4	ELLEDALE (G. N. CROSSING)	26.5	CV	8.00AM to 5.00PM	s	2.41
f	10.31	24			42.3	DUANE	21.6		No Office	f	2.19
s	10.48		3		48.6	(800 LINE CROSSING) MONANGO CROSSING	15.3	V	No Office	s	2.03
s	10.55	30		MA	49.8	MONANGO 7.1	14.1		8.00AM to 5.00PM	s	1.58
f	11.13	29			56.9	POTTS 7.0	7.0		No Office	f	1.38
As	11.30 AM		Yard	GY	63.9	EDGELEY		RVWXY	8.00PM to 5.00PM	L	1.20 PM

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

## YARD LIMITS AT

Minneapolis.....	Extend from 2770 feet west of St. Louis Park depot to Minneapolis passenger depot.	Aberdeen and Aberdeen Yard.....	Extend from 3400 feet east of G. N. & C. & N. W. crossing to 4624 feet west of the west switch of Aberdeen yard and from 700 feet east of Siebrecht Spur on Ninth subdivision to 1200 feet west of west switch of Fair Ground track on the Tenth subdivision.
Cologne.....	Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding on First subdivision and from 2000 feet east of east yard switch on Fourth subdivision to junction with First subdivision.	Roscoe.....	Extend from 1980 feet east of east wye switch to 2000 feet west of west switch of siding on Third subdivision.
Glencoe.....	Extend from 1000 feet east of east switch of siding to 4382 feet west of west switch of siding on First subdivision.	Bowdle.....	Extend from 6000 feet east of east switch of siding to 6000 feet west of west switch of siding.
Brownton.....	Extend from 2000 feet east of east switch of siding to west switch of siding.	Alamo.....	Extend from east switch of siding to 6000 feet west of west switch of siding.
Bird Island.....	Extend from 8493 feet east of end of two main tracks to 2508 feet west of west switch of siding.	Java Jet and Java.....	Extend from 1500 feet east of east switch of siding to 50 feet west of west switch of siding, and from junction switch to end of main track at Java.
Minnesota Falls....	Extend from end of two main tracks to 3418 feet west of crossover switch on eastward track only.	Selby.....	Extend from 2200 feet east of east switch of siding to 2320 feet west of west switch of siding.
Montevideo.....	Extend from 3597 feet east of east crossover switch to 7690 feet west of west switch of stock yard track on westward track and to 5150 feet west of switch of Swift plant spur on eastward track.	Mobridge.....	Extend from 2170 feet east of east switch of east yard to 2640 feet west of west switch.
Appleton.....	Extend from 2000 feet east of east switch of southeast storage track to 2000 feet west of west switch of siding.	Mitchell.....	Extend from depot to 1800 feet west of west switch of west yard.
Ortonville and Big Stone City.....	Extend from 2000 feet east of east switch of Ortonville siding to 1000 feet west of west switch of Big Stone City siding on Second subdivision and from the junction switch to 2000 feet west on the Sixth subdivision.	Woonsocket.....	Extend from 3790 feet east of east switch of siding to 2716 feet west of west switch of siding.
Milbank.....	Extend from 3802 feet east of end of two main tracks to 2000 feet west of west crossover switch on the Second subdivision and to 2000 feet west of wye switch on Seventh subdivision.	Bonilla.....	Extend from 6000 feet east of coaling station to 5000 feet west of coaling station.
Twin Brooks.....	Extend from crossover switch to 6080 feet west of crossover switch on eastward track only.	Ashton.....	Extend from 6000 feet east of water tank to 4000 feet west of water tank.
Summit.....	Extend from 3960 feet east of east switch of westward siding to 79 feet west of end of two main tracks.	Edgeley.....	Extend from 3790 feet east of east switch of siding to depot.
Bristol.....	Extend from 3362 feet east of end of two main tracks to 3840 feet west of crossover switch.	Linton.....	Extend from 3900 feet east of east wye switch to depot.
		Farmington.....	Extend from 5280 feet west of west wye switch to end of main track Farmington Yard.
		Chaska.....	Extend from 3450 feet east of east switch of house track to 4000 feet west of M. & St. L. crossing.

**COMPANY SURGEONS ARE LOCATED AS FOLLOWS:**

Location	Name	Telephone	Location	Name	Telephone
Chicago, Ill.	§A. R. Metz, Chief Surgeon	Union Station	Webster.....	P. D. Peabody, Office, 172, Res., 98.	
	§R. Householder,	Central 7600	Groton.....	J. E. Dunn, Office, 0232, Res., 0233.	
	Asst. to Chief Surgeon	Washington Blvd.	Graceville.....	C. I. Oliver, Office, 18, Res., 128.	
	§James DePree	Hospital		I. L. Oliver, Office, 18, Res., 215.	
	Asst. to Chief Surgeon.	Seeley 1640.	Wheaton.....	C. F. Ewing, Office, 20, Res., 20-J.	
	L. F. McBride, Aurist, 122 So. Michigan Ave.			A. L. Lindberg, Asst., Office, 20, Res., 20-J.	
	Wabash 2272.		Wahpeton....	Andrew Thompson, Office, 123, Res., 210.	
	§Wescott & Wescott, Oculists		Fargo.....	E. M. Watson, Office, 926-W, Res., 926-R.	
	58 E. Washington St., Dearborn 3127.		Peever.....	A. W. Pearson, Office, 11-2, Res., 11-4.	
	H. A. Hooper, Dentist, 53 E. Washington St.,		Sisseton.....	C. M. Peterson, Office, 146, Res., 256.	
State 0509.		Britton.....	D. B. Rice, Office, 74, Res., 125.		
§W. E. Rochford, Office, Main 7028,		Cogswell.....	F. G. Hubbard, Office, 50, Res., 50.		
Res., Kenwood 0147.			R. G. Mayer, Office, 4434, Res., 4143.		
Minneapolis...	§Otto Yoerg, Office, Main 7028,			E. A. Pittinger, Office, 2411, Res., 2435.	
	Res., Colfax 1606.			†Owen King, Office, 2541, Res., 2808.	
Farmington...	§W. E. Patterson, Oculist, 1750 Medical Arts		Aberdeen.....	Paul V. McCarthy, Consultant,	
	Bldg., Office, Main 5507, Res., Colfax 7531.			Office 3607, Res., 2324.	
	Wm. Dodge, Office, 159A, Res., 159A.			B. C. Murdy, Consultant, Office, 2310,	
Cologne.....	J. A. Sanford, Office, 128A, Res., 128A.		Res., 3939.		
	John Knotz, Office, 16, Res., 16.		§J. D. Alway, Oculist, Office, 2525, Res., 2131.		
Norwood.....	E. J. Eklund, Office, 8, Res., 8.		§W. R. Ball, Office, 2094, Res., 2073.		
Glencoe.....	*W. R. Schmidt, Office, 24, Res., 175.			E. W. Jones, Asst., Office, 2263, Res., 2263.	
Stewart.....	W. W. Klima, Office, 30, Res., 42.		W. A. Delaney, Asst., Office, 2067, Res., 2113.		
Bird Island...	R. C. Adams, Office, 17, Res., 44.		Mitchell.....	O. J. Mabee, Oculist, Office, 2537, Res., 2862.	
Olivia.....	G. H. Mesker, Office, 6, Res., 208.			R. A. Kelly, Oculist, Office, 2002, Res., 2441-R.	
Renville.....	A. Maxwell Fawcett, Office, 99, Res., 96.		Woonsocket...	D. W. Gross, Office, 122, Res., 302.	
Sacred Heart..	J. Dordal, Office, 27, Res., 55.		Tulare.....	C. A. Seemann, Office, 1403, Res., 1404.	
Granite Falls..	H. E. Peterson, Office, 29, Res., 358.		Redfield.....	Paul R. Scallin, Office, 236-W, Res., 286-J.	
	A. G. Sanderson, Office, 46, Res., 214.		Ashton.....	L. R. Elward, Office, 18-2, Res., 18-3.	
	M. S. Nelson, Office, 150-2, Res., 150-3.		Eureka.....	E. E. Stephens, Office, 75W, Res., 75-J.	
Montevideo...	§Ludwig Lima, Oculist and Surgeon,		Hague.....	Felix F. Vonnegut, Office and Res., F. O. 305.	
	Office, 301, Res., 204.		Linton.....	Mark F. Williams, Office, 76, Res., 76.	
Milan.....	§L. N. Bergh, Oculist and Surgeon,		Ipswich.....	G. J. Bloemendaal, Office, 121, Res., 121.	
	Office, 302, Res., 270.		Bowdle.....	T. D. Jones, Office, 71, Res., 72.	
Appleton.....	M. A. Burns, Office, 32, Res., 30.		Selby.....	W. A. George, Office, 54-W, Res., 54-J.	
Ortonville.....	W. C. Kaufman, Office, 3-J, Res., 3-L.		Mobridge....	G. A. Sarchet, Office, 539, Res., 445.	
	C. Bolsta, Office, 35, Res., 1.		Ellendale....	Roy Lynde, Office, 199, Res., 199.	
Milbank.....	B. R. Karn, Office, 35, Res., 65.		Frederick....	C. F. Hogeboom, Office, 36, Res., 36.	
	*F. N. Cliff, Office, 40, Res., 17.		Faultkton....	I. H. Schmidt, Office, 104, Res., 71.	
Waubay.....	P. B. Jenkins, Office, 94, Res., No Phone.				
	A. P. Hawkins, Asst., Office, 9W, Res., 9W.				

§Indicates salaried Company surgeons who should be used whenever possible.

†Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.

\*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

**EMERGENCY TELEPHONES**

**Dispatchers' Telephone**

Bass Lake.....	In office at west end of yard.
Hopkins.....	In freight room.
Chanhassen.....	In depot.
Sumter.....	{ At east switch of siding.
	{ At west switch of siding.
	{ In freight room.
Brownton.....	{ In waiting room.
	{ At west switch of siding.
Stewart.....	In waiting room.
Hector.....	In waiting room.
Danube.....	In waiting room.
Renville.....	At west switch of siding.
Sacred Heart.....	At east switch of siding.
Granite Falls.....	In freight room.
Wegdahl.....	In waiting room.
North Watson.....	In depot.
Watson Sag.....	On pole.
Milan.....	In freight room.
Appleton.....	At west switch of siding.
Correll.....	In waiting room.
Odessa.....	{ At east switch of siding.
	{ In waiting room.
Ortonville.....	At east switch of siding.
Marvin.....	In waiting room.
Andover Hill.....	On pole.
Beebe.....	In depot.
Gretna.....	In depot.
Bowdle Gravel Pit..	In booth.
Alamo.....	In depot.
Java Jet.....	In depot.
Mobridge.....	At east yard switch.

At all Stop Signals in single track Automatic Block Territory.  
 Portable telephones in baggage cars Nos. 15 and 16.

**Block Telephone**

South Minneapolis.	{ In switchtenders' shanty near Cedar Ave.
	{ At Fifth Ave. on pole.
	{ At Elliot Ave. on pole.
Humboldt Ave.....	On pole.
Bass Lake.....	In office at east end of yard.
Plato.....	In waiting room.
Milbank.....	At west end of yard on pole.
Fife.....	In depot.
Craven.....	In depot.
Roscoe.....	At west end of yard.
Sitka.....	In depot.
Glenham.....	At west end of siding.

## TONNAGE RATINGS

STATIONS	S-2 Eng.	L-3 Eng.	L-2 Eng.
<b>WESTWARD</b>			
Minneapolis to Bird Island .....	5000		3600
Bird Island to Montevideo .....	7000		5500
Montevideo to Milbank .....	5000		3500
Milbank to Summit .....	2700		1600
Milbank to Summit (helper) .....			2800
Summit to Aberdeen .....	7000		5500
Aberdeen to Java Junction .....	3800	2900	
Java Junction to Mobridge .....	7000	5500	
Farmington to Cologne .....			1600
Mitchell to Ashton .....			5000
Ashton to Aberdeen .....			6000
<b>EASTWARD</b>			
Mobridge to Roscoe .....	4800	3700	
Mobridge to Roscoe (helper Mobridge to Alamo) .....		5000	
Roscoe to Aberdeen .....	7000	6000	
Aberdeen to Bristol .....	4700		2800
Aberdeen to Bristol (helper Groton to Bristol) .....			5000
Bristol to Summit .....	5000		3300
Bristol to Summit (helper Waubay to Summit) .....			5000
Summit to Montevideo .....	7000		5500
Montevideo to Bird Island .....	5800		3800
Montevideo to Bird Island (helper Tower E-122 to Minn. Falls) .....			5500
Bird Island to Minneapolis .....	7000		5500
Aberdeen to Redfield .....			5000
Redfield to Tulare .....			4200
Tulare to Mitchell .....			5000
Cologne to Farmington .....			1600

Chief Dispatcher may increase or decrease above ratings according to conditions.

## WATCH INSPECTORS.

Minneapolis. A. Bertas.	Glencoe . . . Wm. G. Gould,	Milbank . . . A. L. Jenson.	Linton . . . Wm. Heyerman.
Minneapolis. Allen and Berg.	Inc.	Britton . . . W. J. Downie.	Aberdeen . . . Chas. A. Sauer.
Minneapolis. Anderson and	Montevideo. J. C. Anderson.	Andover . . . C. B. Summers,	Mitchell . . . R. A. Dable
Anderson.	Ortonville. . . F. B. Wickland.	Agent.	Jewelry Co.
Minneapolis. L. K. Sortland.	Wheaton . . . A. H. Diepen-	Roscoe . . . W. H. Swan,	Mobridge . . . S. A. Amunson.
Farmington. E. M. Gerster.	brock.	Agent.	

**W. E. DUNLAP,**  
**E. J. RUEHMER,**  
**C. N. WILLIAMS,**  
**J. S. KEENAN,**  
**H. F. GIBSON,**  
**A. J. STARKS,**  
**J. G. WIK,**  
**L. E. NELSON,**  
**A. L. NELSON,**  
**A. E. JERDE,**  
**B. F. FULLER,**  
 Train Dispatchers.

**J. E. ANDRES,**  
 Chief Dispatcher,  
 First, Second, Fourth,  
 Fifth, Sixth, Seventh,  
 and Eighth Subdivisions.

**A. H. ADAMS,**  
 Chief Dispatcher,  
 Third, Ninth, Tenth,  
 Eleventh and Twelfth  
 Subdivisions.

**L. W. PALMQUIST,**  
 Trainmaster.