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GREAT NORTHERN

WILLMAR DIVISION

TIME TABLE No. 39

EFFECTIVE 12:01 A. M.
CENTRAL TIME

SUNDAY, NOVEMBER 17, 1935

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J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

2 WESTWARD. **FIRST SUBDIVISION—LYNDALE JCT. AND WILLMAR.** EASTWARD.

Time Table No. 39 Effective November 17, 1935.

SECOND CLASS 423 Daily	SECOND CLASS 429 Daily	SECOND CLASS 61 Daily Ex. Sunday	SECOND CLASS 425 Daily		FIRST CLASS 31 Daily Ex. Sunday	FIRST CLASS 3 Daily	FIRST CLASS 1 Daily	FIRST CLASS 27 Daily	Car Capacity Sidings	Car Capacity Other Tracks	Station Numbers	Distance from St. Paul	STATIONS	Distance from Willmar	SIGNS	Telegraph Calls	FIRST CLASS 28 Daily	FIRST CLASS 4 Daily	FIRST CLASS 2 Daily	FIRST CLASS 32 Daily Ex. Sunday		SECOND CLASS 426 Daily	SECOND CLASS 60 Daily Ex. Sunday
						L 10.05Pm	L 8.50Am	L 8.45Am			0		.....ST. PAUL.....	102.19	K	A	A 6.30Am	A 8.05Am	A 10.30Pm				
		L 6.45Am				10.50Pm	9.25Am	9.18Am			11	10.57	10.57 .....MINNEAPOLIS.....	91.62	K	S	6.05Am	7.40Am	10.05Pm				A 4.00Pm
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.																							
L 9.00Pm	L 7.15Am	L 7.00Am	L 3.45Am			L 10.55Pm	L 9.30Am	L 9.22Am				12.18	1.61 ...LYNDALE JCT....	90.01	PW		A 5.48Am	A 7.19Am	A 9.53Pm			A 2.10Pm	A 3.40Pm
									YD	1394	A 13	13.92	1.74 ....CEDAR LAKE....	88.27	P								
9.12	7.27	7.08	3.57			11.01	9.35	9.27			A 17	16.40	2.48 ...HOPKINS JCT....	85.79	X P		5.41	7.10	9.46			1.57	3.28
9.30	7.45	s 7.23	4.15			f11.12	9.45	9.37	80	20	A 24	23.90	7.50 .....WAYZATA.....	78.29	R D PW	WA	5.30	f 6.56	9.35			1.42	s 3.16
9.32	7.47	A 7.25Am	4.17			11.13	9.46	9.38				24.59	0.69 .HUTCHINSON JCT..	77.60	P I		5.29	6.53	9.34			1.40	L 3.11Pm
9.38	7.53		4.23			s11.18	9.49	9.41	79	14	A 27	27.00	2.41 .....LONG LAKE.....	75.19	D	ON	5.25	f 6.48	9.30			1.35	
9.48	8.03		4.33			s11.25	9.55	9.47	W 80	17	A 32	31.37	4.37 ....MAPLE PLAIN....	70.82	D P	MA	5.19	f 6.39	9.24			1.25	
10.15	8.30		5.08			s11.38	10.04	9.57	E 80	49	A 39	38.36	6.99 ..... DELANO	63.83	D N W I	DA	5.08	f 6.25	9.14			1.05	
10.30	8.45		5.27			f11.48	10.13	10.06	Contiguous	18	A 45	45.06	6.70 .....MONTROSE.....	57.13	D P	MO	4.57	f 6.12	9.04			12.50	
10.37	9.01		5.34			f11.53	10.16	10.09	70	32	A 48	47.84	2.78 .....WAVERLY.....	54.35	D P	WY	4.53	f 6.06	9.00			12.44	
10.50	9.15		5.56			s12.03Am	10.23	10.15	343	52	A 53	52.87	5.03 .....HOWARD LAKE...	49.32	D P	RD	4.46	f 5.56	8.53			12.34	
11.04	9.28		6.16			s12.17	10.31	10.23	E 80 W 80	61	A 59	59.15	6.28 .....COKATO	43.04	D P	CT	4.37	s 5.44	8.45			12.22	
11.20	9.44		6.32			s12.28	10.38	10.30	E 82 W 79	64	A 65	64.95	5.80 .....DASSEL	37.24	D P W	DS	4.29	f 5.33	8.37			12.07Pm	
11.33	9.56		6.44			f12.37	10.45	10.36	E 70 W 79	19	A 70	70.09	5.14 .....DARWIN.....	32.10	D P	DN	4.22	f 5.24	8.30			11.49	
11.46	10.09		6.59			s12.47	10.53	10.43	E 108 W 80	92	A 76	76.19	6.10 .....LITCHFIELD....	26.00	D N W	FD	s 4.12	s 5.14	8.21			11.37	
12.01Am	10.21		7.11			f 1.02	11.03	10.52	E 75 W 75	53	A 84	83.87	7.68 .....GROVE CITY....	18.32	D P	G	3.59	f 4.59	8.09			11.25	
12.12	10.32		7.22			s 1.13	11.10	10.58	84	87	A 89	88.99	5.12 .....ATWATER.....	13.20	D N I	WR	3.52	f 4.50	8.02			11.10 10.58	
12.27	10.47		7.35			s 1.25	11.19	11.06	E 80	26	A 97	96.35	7.36 .....KANDIYOHI...	5.84	D P	B	3.41	f 4.37	7.51			10.30	
12.38	10.58		7.45		L 10.50Am	1.31						101.01	4.66 WILLMAR JUNCTION	1.18	P					A 11.40Am		10.05	
A 12.45Am	A 11.05Am		A 7.50Am		A 10.55Am	A 1.37Am	A 11.30Am	A 11.15Am	Yard	1516	A102	102.19	1.18 .....WILLMAR.....		R D N K X W C O	WD	L 3.30Am	L 4.25Am	L 7.40Pm	L 11.35Am		L 10.00Am	
3.45 24.00	3.50 23.48	.25 29.78	4.05 22.04		.05 14.16	2.42 33.34	2.00 45.00	1.53 47.79					Time Over Subdivision Average Speed Per Hour				2.18 39.13	2.54 31.03	2.13 40.60	.05 14.16		4.10 21.60	.29 23.67

DOUBLE TRACK: LYNDALE JCT. – HUTCHINSON JCT.

DOUBLE TRACK: ATWATER – WILLMAR

AUTOMATIC BLOCK SIGNALS

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

Nos. 60 and 61 register by card at Wayzata.

Register at Wayzata for Fifth Subdivision trains only.

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

Nos. 1 and 27 register by card at Willmar.

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

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

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

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

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

YARD LIMITS MINNEAPOLIS extends to point 3 miles west of Hopkins Jct., including Hopkins branch.

Rule 93 and Rule 99. In supplement to those rules all freight trains or switch transfers moving on freight tracks within yard limits in Twin City Terminals must have a flagman on rear car in train or transfer, and if stop is made flagman must be on ground at rear end prepared to provide flagging protection against following train or transfer movements.

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

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

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.

Maximum Speed.

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

SECOND CLASS			FIRST CLASS							Car Capacity				Time Table No. 39 Effective November 17, 1935.					FIRST CLASS							SECOND CLASS		
429	425	423		(192) 183	185	51	1	27	3	Sidings	Other Tracks	Station Numbers	Distance from Willmar	STATIONS	Distance from Breckenridge	SIGNS	Telegraph Calls		28	4	2	52	(191) 184	186			426		
Daily	Daily	Daily		Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily										Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.			Daily		
L 12.30Pm	L 9.00Am	L 1.30Am				L 2.40Am	L 11.30Am	L 11.15Am	L 1.50Am	Yard	1516	A102		DOUBLE TRACK ....WILLMAR.....	113.67	R DN W C OKX	WD		A 3.25Am	A 4.20Am	A 7.40Pm	A 1.35Am					A 6.30Am		
						A 2.45Am							0.41	0.41 SIOUX CITY LINE JCT.	113.26	P						L 1.30Am							
12.50	9.20	1.45					11.39	11.27	s 2.00	W 79	19	A109	6.61	6.20 ....PENNOCK.....	106.06	DNPI	K		3.14	f 4.09	7.27						6.08		
1.05	9.35	1.58					11.49	11.35	s 2.12	E 79 W 79	47	A116	14.04	7.43 .....KERKHOVEN....	98.63	D P	H		3.05	f 3.58	7.18						5.53		
1.15	9.45	2.06					11.55	11.40	s 2.20	79	32	A121	18.53	4.49 .....MURDOCK.....	94.14	D P	CK		3.00	f 3.49	7.13						5.43		
1.25	9.55	2.15					12.01Pm	11.45	s 2.28	138	29	A125	23.18	4.65 .....DE GRAFF.....	89.49	D P	DG		2.54	f 3.40	7.07						5.32		
1.40	10.10	2.28 2.50			L 12.20Pm		s12.11	11.54	2.38 s 2.48	E 349 W 67	241	A133	30.59	7.41 .....BENSON.....	82.08	I DN W C X	BN		s 2.44	s 3.27	s 6.58			A 6.40Pm			5.12		
					A 12.24Pm								31.38	0.79 WATERTOWN LINE JCT.	81.29	P Y								L 6.30Pm					
1.50	10.20	3.16					12.19	12.01Pm	f 2.58	139	88	A138	36.27	4.89 .....CLONTARF.....	76.40	D P	CF		2.33	f 3.16	6.51						4.57		
2.02	10.32	3.30					12.27	12.07	3.08	79	11	A144	42.14	5.87 .....HYNES.....	70.53	P			2.26	3.08	6.44						4.42		
2.12	10.42	3.40					12.33	12.12	s 3.19	70	64	A149	46.49	4.35 ....HANCOCK.....	66.18	D P	NC		2.21	f 2.59	6.39						4.20		
													54.33	EASTWARD FREIGHT TRACK 7.84 BROWNS VALLEY LINE JCT.	58.34	P Y													
2.29	10.59	4.00					s12.45	12.23	s 3.45	82	145	A157	55.34	1.01 .....MORRIS.....	57.33	DN W C X I	MR		s 2.09	s 2.47	s 6.28						3.45		
2.44	11.14	4.15					12.56	12.34	s 3.59	73	41	A166	63.55	8.21 .....DONNELLY.....	49.12	D P	DY		1.58	f 2.31	6.18						3.23		
2.54	11.24	4.26					1.04	12.40	f 4.07	79	19	A171	69.27	5.72 .....MOOSE ISLAND...	43.40	P			1.51	2.21	6.11						3.11		
3.03	11.33	4.36					1.10	12.46	s 4.18	E 80 W 80	49	A176	74.02	4.75 .....HERMAN.....	38.65	DNP	HN		1.45	f 2.14	6.05						3.01		
3.15	11.45	4.46					1.17	12.53	f 4.28	132	30	A181	78.91	4.89 .....NORCROSS.....	33.76	D PW	RC		1.39	f 2.05	5.59						2.51		
3.26	11.56	4.57					1.26	1.01	f 4.38	79	19	A187	85.38	6.47 .....CHARLESVILLE...	27.29	P			1.31	1.55	5.51						2.39		
3.35	12.05Pm	5.05											90.17	4.79 .EVANSVILLE LINE JCT.	22.50												2.29		
3.36	12.06	5.11					1.33	1.07	f 4.49	79	56	A193	90.41	0.24 .....TINTAM.....	22.26	D PW	QN		1.24	f 1.47	5.44						2.28		
													92.58	2.17 M. ST. P. & S. S. M. RY. CROS'G.	20.09	I													
3.46	12.16	5.32		L 11.55Pm			1.39	1.14	4.55				95.14	2.56 ..ABERDEEN LINE JCT..	17.53	P Y			1.18	1.39	5.38		A 5.30Am				2.20		
3.51	12.21	5.37		s12.05Am			1.42	1.17	s 4.59 5.15	W 97	118	A200	97.63	DOUBLE TRACK 2.49 .....CAMPBELL.....	15.04	DN I	CB		1.15	f 1.35	5.35		5.25 s 4.55				2.15		
4.04	12.34	5.50		f12.15			1.52	1.27	s 5.30	E 80	19	A207	104.79	7.16 .....DORAN.....	7.88	D P	DO		1.06	f 1.23	5.26		f 4.42				2.00		
													111.09	6.30 ..N. P. RY. CROS'G..	1.58	P I													
A 4.25Pm	A 12.55Pm	A 6.10Am		A 12.30Am			A 2.03Pm	A 1.40Pm	A 5.45Am	Yard	1155	A214	112.67	1.58 ...BRECKENRIDGE..		R DN W C YOKX	BR		L 12.55Am	L 1.10Am	L 5.15Pm		L 4.30Am				L 1.40Am		
3.55 28.76	3.55 28.76	4.40 24.14		.35 30.13	.04 11.85	.05 4.92	2.33 44.18	2.25 46.62	3.55 28.86					Time Over Subdivision Average Speed Per Hour					2.30 45.06	3.10 35.58	2.25 46.62	.05 4.92	1.00 17.53	10 4.74			4.50 23.31		

AUTOMATIC BLOCK SIGNALS

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

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

No. 2 register by card at Willmar.

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

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

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

Long Siding north of main track extending east of Benson is known as eastward siding. Westward trains must not use this siding unless authorized by train order. East switch to this track located 2.51 miles east of Benson depot electrically controlled from depot.

Track south of main track between Morris and Hancock must be used as second main track by all eastward trains except first class unless otherwise instructed by train order, and must not be used by eastward main line first class trains, or any westward main line trains unless authorized by train order. Branch line trains will procure clearance from dispatcher before using this track. West switch to this track located 1.55 miles west of Morris depot electrically controlled from depot. Crossover located at Seventh Street Morris designated as "Seventh Street Crossover Morris."

Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block

STEAM WHISTLE SIGNALS, SWITCHES CONTROLLED FROM INTERLOCKING TOWER.

N. P. Ry. Crossing, Breckenridge.

Main Line—One long.
South Freight Lead—One long and one short.
North Freight Lead—Two long and one short.
West End Transfer Track—Three long and one short.
East End Transfer Track not connected with interlocking plant.

Maximum Speed.

Between	Passenger	Freight
Willmar and Breckenridge	60 miles per hour.	40 miles per hour.
Morris and Hancock. Eastward Freight Track	25 miles per hour.	25 miles per hour.

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

FIRST CLASS 29 Daily	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily Ex. Sunday	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from St. Paul.	Time Table No. 39 Effective November 17, 1935. STATIONS	Distance from St. Cloud.	Telegraph Calls	SIGNS.	FIRST CLASS 8 Daily	FIRST CLASS 12 Daily Ex. Sunday	FIRST CLASS 30 Daily
L 9.50Pm	L 7.35Pm	L 8.40Am			0	.....	.....ST. PAUL.....	74.82	A	K	A 8.00Am	A 2.40Pm	A 9.55Pm
10.30Pm	8.10Pm	9.35Am			11	10.57	10.57 .....MINNEAPOLIS.....	64.25	S	K	7.35Am	2.15Pm	9.30Pm
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
L 10.35Pm	L 8.15Pm	L 9.40Am				12.18	1.61 .....LYNDALE JCT.....	62.64		W X	A 7.23Am	A 2.05Pm	A 9.15Pm
						12.94	0.76 ..M. W. R. R. CROSSING..	61.88		I			
10.43	8.22	f 9.48	79	35	17	17.17	4.23 .....ROBBINSDALE.....	57.65	RD	D P	7.14	s 1.57	f 9.06
						18.51	1.34 M.ST.P.& S.S.M.RY.CROS.	56.31		I			
10.53	8.30	f 9.58	59	34	24	23.65	5.14 .....OSSEO.....	51.17	SI	D P	7.04	1.47	s 8.56
		f10.04		6	28	27.98	4.33 .....MAPLE GROVE.....	46.84				f 1.40	f 8.47
11.06	8.41	f10.11	58	19	33	32.65	4.67 .....ROGERS.....	42.17	RO	D P	6.52	f 1.34	f 8.41
11.15	8.47	f10.20		40	39	38.92	6.27 .....ALBERTVILLE.....	35.90	SA	D P	6.42	f 1.26	f 8.29
11.28	8.58	s10.33	79	43	48	47.35	8.43 .....MONTICELLO.....	27.47	MO	D PW	f 6.31	f 1.14	s 8.16
11.39	9.08	f10.44		28	55	54.91	7.56 .....ENFIELD.....	19.91		P	6.21	1.04	f 8.03
11.42	9.11	f10.47		34	57	57.12	2.21 .....HASTY.....	17.70	HA	D P	6.18	f 1.01	f 8.00
11.49	9.17	s10.55	80	13	62	62.15	5.03 .....CLEARWATER.....	12.67	CW	D P	6.11	f12.54	s 7.50
11.59	9.26	f11.05		26	70	69.35	7.20 .....ST. AUGUSTA.....	5.47		P	6.00	12.44	f 7.35
A 12.10Am	A 9.35Pm	A 11.15Am	Yard	1416	75	74.82	5.47 .....ST. CLOUD.....	.....	DX	WC YO RKDN I X	L 5.50Am	L 12.35Pm	L 7.25Pm
1.35 39.56	1.20 46.98	1.35 39.56					Time Over Subdivision Average Speed Per Hour				1.33 40.41	1.30 41.76	1.50 34.16

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

SECOND CLASS 335 Tue., Thur., Sat.	FIRST CLASS 49 Daily Ex. Sunday	FIRST CLASS 47 Daily Ex. Sunday	Car Capacity: Sidings	Car Capacity: Other Tracks.	Station Numbers	Distance from Morris.	Time Table No. 39 Effective November 17, 1935. STATIONS	Telegraph Calls	Distance from Browns Valley.	SIGNS	FIRST CLASS 48 Daily Ex. Sunday	FIRST CLASS 50 Daily Ex. Sunday	SECOND CLASS 336 Tue., Thur., Sat.
L 5.30Am	L 1.00Pm	L 6.00Am			A157		.....MORRIS.....	MR	47.37	R C WDNX	A 10.00Am	A 6.00Pm	A 3.50Pm
5.40	1.05	6.05				1.01	1.01 BROWNS VALLEY LINE JCT.		46.36	X P Y	9.52	5.50	3.30
s 6.05	s 1.25	s 6.20		28	D 6	8.22	7.21 .....ALBERTA.....	A	39.15	D	s 9.37	s 5.34	s 3.05
s 6.33	s 1.43	s 6.33		44	D 12	14.27	6.05 .....CHOKIO.....	KO	33.10	D	s 9.24	s 5.20	s 2.35
s 7.15	s 2.01	s 6.46		21	D 18	20.17	5.90 .....JOHNSON.....	J	27.20	D	s 9.11	s 5.06	s 2.01
						26.75	6.59 C. M. ST. P. & P. RY. CROSSING		20.61				
s 8.15	s 2.25	s 7.02		50	D 25	27.21	0.45 .....GRACEVILLE.....	GB	20.16	D W	s 8.54	s 4.50	s 1.15
s 8.43	s 2.45	s 7.15		34	D 31	33.09	5.88 .....BARRY.....	BX	14.28	D	s 8.43	s 4.34	s12.40
s 9.30	s 3.10	s 7.31		39	D 39	40.44	7.35 .....BEARDSLEY.....	BY	6.93	D	s 8.26	s 4.17	s12.05Pm
A 10.30Am	A 3.45Pm	A 7.45Am		57	D 45	47.37	6.93 .....BROWNS VALLEY.....	BV		R D X	L 8.10Am	L 4.00Pm	L 11.30Am
5.00 9.04	2.45 17.22	1.45 27.06					Time Over Subdivision Average Speed Per Hour				1.50 25.83	2.00 23.68	4.20 10.93

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

SECOND CLASS 61 Daily Ex. Sunday	Capacity of Tracks.	Station Numbers.	Distance from Hutchinson Jct.	Time Table No. 39 Effective November 17, 1935. STATIONS	Telegraph Calls.	Distance from Hutchinson.	SIGNS	SECOND CLASS 60 Daily Ex. Sunday
L 7.25Am			.....	.....HUTCHINSON JCT.....		43.74	I P	A 3.11Pm
s 7.35	12	B3	2.75	2.75 .....CRYSTAL BAY.....	VI	40.99	D	s 3.01
s 7.40	8	B5	4.29	1.54 ...MINNETONKA BEACH..		39.45		s 2.55
		B5½	5.16	0.87 .....NAVARRE.....		38.58		
s 7.45	27	B6	5.92	0.76 .....SPRING PARK.....	PK	37.82	D	s 2.44
		B7	6.91	0.99 .....SETON.....		36.83		
s 7.55	21	B8	7.82	0.91 .....MOUND.....	ND	35.92	D	s 2.20
s 8.08	35	B13	12.39	4.57 .....ST. BONIFACIUS.....	BA	31.35	DW	s 2.00
s 8.18	13	B17	16.57	4.18 .....MAPLE.....		27.17		s 1.50
s 8.28	32	B21	20.20	3.63 .....MAYER.....	KY	23.54	D	s 1.40
s 8.40	26	B24	24.01	3.81 .....NEW GERMANY.....	NG	19.73	D	s 1.30
s 9.00	28	B28	27.66	3.65 .....LESTER PRAIRIE.....	RA	16.08	D	s 1.10
s 9.30	26	B36	35.51	7.85 .....SILVER LAKE.....		8.23		s12.50
A 10.00Am	49	B44	43.74	8.23 .....HUTCHINSON.....	HO	.....	RDW	L 12.30Pm
2.35 16.93				Time Over District Average Speed Per Hour				2.41 16.30

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

SECOND CLASS 427 Daily	FIRST CLASS 31 Daily Ex. Sunday	Car Capacity: Sidings.	Car Capacity: Other Tracks.	Station Numbers.	Distance from Rice Jct.	Time Table No. 39 Effective November 17, 1935. STATIONS	Telegraph Calls.	Distances from Willmar Jct.	SIGNS	FIRST CLASS 32 Daily Ex. Sunday	SECOND CLASS 428 Daily
L 6.00Am	L 8.52Am				.....	.....RICE JCT.....		55.68	P I	A 1.23Pm	A 4.05Pm
6.10	f 8.58		4		2.02	2.02 .....WAITE PARK.....		53.66		f 1.17	4.00
6.35	s 9.13	52	32	I-10	9.62	7.60 .....ROCKVILLE.....	RK	46.06	D P	s 1.04	3.35
6.50	s 9.23		28	I-15	14.42	4.80 .....COLD SPRINGS.....	CG	41.26	D PW	s12.55	3.19
7.05	s 9.34	49	35	I-20	18.91	4.49 .....RICHMOND.....	CH	36.77	D P	s12.46	2.56
7.25	s 9.47		35	I-26	25.12	6.21 .....ROSCOE.....	XN	30.56	D P	s12.35	2.30
7.45	s 9.58	51	36	I-31	30.54	5.42 .....PAYNESVILLE.....	SY	25.14	D PW	s12.25	2.10
					31.30	0.76 M.ST.P.& S.S.M.RY.CROS.		24.38	I		
8.05	f10.11		34	I-37	35.99	4.69 .....HAWICK.....		19.69	P	f12.14	1.50
8.25	s10.25	50	38	I-43	42.61	6.62 .....NEW LONDON.....	ND	13.07	D P	s12.03Pm	1.20
8.40	s10.35	50	29	I-48	46.92	4.31 .....SPICER.....	CR	8.76	D P	s11.55	12.53
A 9.15Am	A 10.50Am				55.68	8.76 ..... WILLMAR JCT.....		.....	P	L 11.40Am	L 12.01Pm
3.15 17.13	1.58 28.31					Time Over Subdivision Average Speed Per Hour				1.43 32.43	4.04 13.69

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

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

No. 7 stop at Albertville and Clearwater Fridays to discharge passengers.
No. 8 stop at Albertville Fridays on signal to receive or discharge passengers.
Electric switch at Hutchinson Jct., for eastward trains to First subdivision is controlled by track circuits.
Junction switch at Rice Junction is electrically controlled from depot at St. Cloud.
Q-1 and S-1 Engines not exceed five (5) miles per hour over Bridge 50.3 at Clearwater and over Nest Lake Bridge 67 near Spicer.

Maximum Speed.

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

WESTWARD — SEVENTH SUBDIVISION—WILLMAR AND IHLEN — EASTWARD

Time Table No. 39 — Effective November 17, 1935.

SECOND CLASS 419 Daily	FIRST CLASS 51 Daily	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Willmar	STATIONS	Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS 52 Daily	SECOND CLASS 420 Daily
L 2.00Pm	L 2.40Am			A-102		WILLMAR	WD	112.29	RDNWCK DX	A 1.35Am	A 6.50Am
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES											
L 2.05Pm	L 2.45Am	*			0.41	SIOUX CITY LINE JCT. (0.41)		111.88	X P	A 1.30Am	A 6.40Am
2.20	f 2.57	50	12	I-64	5.98	PRIAM (5.57)		106.31		f 1.15	6.25
2.35	s 3.08	50	32	I-70	12.00	RAYMOND (6.02)	RA	100.29	D	s 1.04	6.10
					19.09	M. W. Ry. CROSSING (7.09)		93.20	I		
2.52	s 3.23	50	32	I-77	19.56	CLARA CITY (0.47)	CA	92.73	D	s12.49	5.50
3.05	s 3.35	49	33	I-83	25.49	MAYNARD (5.93)	NR	86.80	D	s12.36	5.35
3.14	f 3.41		15	I-87	29.22	ASBURY (3.73)		83.07		f12.26	5.26
					33.20	C.M.ST.P.& P. RY. CROSSING (3.98)		79.09	I		
					33.69	WATER TANK (0.49)		78.60	W		
3.25	s 3.53	49	30	I-92	34.60	GRANITE FALLS (0.91)	GX	77.69	D	s12.15	5.11
3.40	f 4.03	49	11	I-97	39.86	LORNE (5.26)		72.43		f12.01Am	4.58
					43.91	M. & ST. L. RY. CROSSING (4.05)		69.19	I		
3.50	s 4.12	58	35	I-102	44.22	HANLEY FALLS (0.31)	HY	68.07	D	s11.52	4.46
4.05	s 4.26	50	47	I-109	50.40	COTTONWOOD (6.18)	C	61.89	D	s11.38	4.26
4.20	s 4.39		35	I-116	57.71	GREEN VALLEY (7.31)	GV	54.58	D	s11.24	4.08
4.45	s 4.54	49	74	I-121	63.07	MARSHALL (5.36)	MD	49.22	DN CX	s11.14	3.56
					63.22	C. & N. W. RY. CROSSING (0.15)		49.07			
					64.77	WATER TANK (1.55)		47.52	W		
5.10	s 5.07	51	32	I-128	69.77	LYND (5.00)	YD	42.52	D	s10.59	3.31
5.30	s 5.19	50	38	I-134	76.02	RUSSELL (6.25)	RS	36.27	D	s10.48	3.18
5.55	s 5.35		38	I-142	83.89	FLORENCE (7.87)	FO	28.40	D	s10.32	3.02
6.08	s 5.48	50	56	I-147	88.90	RUTHTON (5.01)	RV	23.39	D W	s10.22	2.50
6.30	s 6.05		37	I-155	96.73	HOLLAND (7.83)	HD	15.56	D	s10.07	2.30
					105.23	C. R. I. & P. RY. CROSSING (8.50)		7.06			
					105.25	C. ST. P. M. & O. RY. CROS'G (0.02)		7.04			
					105.31	C.M.ST.P.& P. RY.CROSSING (0.06)		6.98			
7.05	s 6.27	30	65	I-164	105.54	PIPESTONE (0.23)	NE	6.75	DN X	s 9.51	2.10
A 7.20Pm	A 6.40Am	81	251	I-170	112.29	IHLEN (6.75)	HN		RDNWCX	L 9.35Pm	L 1.45Am
5.15 21.31	3.55 28.56					Time Over Subdivision / Average Speed Per Hour				3.55 28.56	4.55 22.90

WESTWARD — EIGHTH SUBDIVISION—IHLEN AND SIOUX CITY — EASTWARD 5

Time Table No. 39 — Effective November 17, 1935.

THIRD CLASS 579 Daily Ex. Sunday	SECOND CLASS 419 Daily	FIRST CLASS C.B.& Q.16 171 Daily	FIRST CLASS C.B.&Q.164 169 Daily	FIRST CLASS 161 Daily	FIRST CLASS 51 Daily	Car Capacity: Sidings	Car Capacity: Other Tracks	Station Numbers	Distance from Ihlen	STATIONS	Telegraph Calls	Distance from Sioux City	SIGNS	FIRST CLASS C.B.& Q.17 172 Daily	FIRST CLASS 52 Daily	FIRST CLASS C.B.&Q.163 170 Daily	FIRST CLASS 162 Daily	SECOND CLASS 420 Daily	THIRD CLASS 580 Daily Ex. Sunday
	L 8.10Pm				L 6.55Am	81	251	I-170		IHLEN	HN	112.88	RDNXWC		A 9.35Pm			A 1.05Am	
	8.25				s 7.05	50	108	I-175	4.60	JASPER (4.60)	JA	108.28	D		s 9.25			12.40	
	8.45				s 7.17	50	35	I-183	12.29	SHERMAN (7.69)	FS	100.59	D		s 9.12			12.20	
L 1.30Am	9.05			L 7.55Am	s 8.00	32	223	I-186	15.62	GARRETSON (3.33)	JC	97.26	RDNW X		s 9.05		A 8.42Pm	12.05Am	A 6.00Pm
A 1.33Am	9.25			A 7.56Am	8.01				16.09	YANKTON LINE JUNCTION (0.47)		96.79	X		8.29		L 8.40Pm	11.45	L 5.55Pm
	9.40				f 8.11	49	30	IA-7	21.83	BOOGE (5.74)		91.05			f 8.20			11.25	
	9.50				f 8.18		15	IA-10	26.05	MANLEY (4.22)		86.83			f 8.13			11.15	
									26.27	C. ST. P. M. & O. RY. CROS'G (0.22)		86.61	I						
	10.10				s 8.30	72	44	IA-17	32.95	HILLS (5.59)	HS	79.93	D		s 8.02			10.58	
									33.33	I. C. RY. CROSSING (0.38)		79.55	I						
	10.40				s 8.42	27	45	IA-23	39.37	LESTER (6.04)	R	73.51	D		s 7.52			10.40	
									39.58	C. R. I. & P. RY. CROSSING (0.21)		73.30							
	11.00				s 8.55	19	34	IA-30	45.27	ALVORD (6.69)	AB	66.61	D		s 7.41			10.20	
	11.35				s 9.06	50	57	IA-36	51.96	DOON (5.69)	DO	60.92	D WC		s 7.32			10.05	
	11.59				s 9.22		29	IA-45	60.93	PERKINS (8.97)		51.95			s 7.17			9.32	
	12.20Am				s 9.37	49	46	IA-52	68.48	SIOUX CENTER (7.55)	UX	44.40	DN		s 7.05			9.12	
	12.40				s 9.51		37	IA-61	76.56	MAURICE (8.08)		36.32			s 6.51			8.52	
	12.55				s10.01	49	29	IA-66	81.68	STRUBLE (5.12)	SB	31.20	D		s 6.43			8.40	
	1.10				f10.14		15	IA-73	89.07	WEST LeMARS (7.39)		23.81			f 6.31			8.24	
	1.22				s10.23	46	40	IA-78	94.22	MERRILL (5.15)	KN	18.66	D W		s 6.23			8.12	
									99.69	I. C. RY. CROSSING (5.47)		13.19	I						
	1.37				s10.36	51	28	IA-85	101.04	HINTON (1.35)	HO	11.84	D		s 6.12			7.55	
									107.60	I. C. RY. CROSSING (6.56)		5.28							
	A 2.10Am				10.50	Yard	833		110.02	26th STREET YARD (2.42)	Q	2.86	RXNWCK		5.58			L 7.35Pm	
		L 5.39Pm	L 12.02Pm		10.54	Yard	928		112.21	WALL STREET (2.19)		0.67	YO X	A 1.08Pm	5.53	A 6.24Pm			
		A 5.45Pm	A 12.05Pm		A 11.00Am			IA-97	112.88	SIOUX CITY (0.67)	SX		RDNK X	L 1.05Pm	L 5.50Pm	L 6.20Pm			
.03 9.40	6.00 18.33	.06 6.70	.03 18.40	.01 28.20	4.05 27.64					Time Over Subdivision / Average Speed Per Hour				.03 13.40	3.45 30.10	.04 10.05	.02 14.10	5.30 20.00	.05 5.64

Special Rules Seventh and Eighth Subdivisions.

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

Register at Garretson for Ninth Subdivision trains only.

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

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

Maximum Speed.

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

THIRD CLASS		SECOND CLASS	FIRST CLASS	Car Capacity				Time Table No. 39 Effective November 17, 1935.			SIGNS	FIRST CLASS		SECOND CLASS	THIRD CLASS	
581	579	(C. & N.W. No. 37) 293	53	161								54	162	(C. & N.W. No. 38) 294	582	580
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Sidings	Other Tracks	Station Numbers	Distance from Yankton Line Jct.	STATIONS	Telegraph Calls	Distance from Yankton		Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday
	L 1.33Am			L 7.56Am					....YANKTON LINE JCT.....		80.78	X		A 8.40Pm		A 5.55Pm
	s 1.55			s 8.12		37	I-194	7.78	7.78 .....CORSON.....		73.00			s 8.25		s 5.30
								13.98	6.20 C. ST. P. M. & O. RY. CROS'G.		66.80	I				
								17.49	3.51 .....I. C. RY. CROSSING.....		63.29					
	2.25		L 7.13Pm	8.32				17.67	0.18 .....SIOUX FALLS JCT.....		63.11		A 10.32Am	8.06		5.01
L 10.45Am	A 2.30Am		A 7.15Pm	s 9.00	39	192	I-205	17.93	0.26 .....SIOUX FALLS.....	SU	62.85	RDNXW	L 10.30Am	s 8.05	A 9.00Am	L 5.00Pm
								18.11	0.18 C. M. ST. P. & P. RY. CROS'G.		62.67					
								18.32	0.21 C. R. I. & P. RY. CROSSING		62.46					
10.50				9.06				18.65	0.33 .....14TH ST. YARD.....		62.13	X		7.45	8.45	
f 11.30				s 9.27		35	I-215	28.96	10.31 .....TEA.....		51.82			s 7.24	f 8.10	
s 11.55				s 9.41		49	I-222	35.53	6.57 .....LENNOX.....	OX	45.25	D		s 7.10	s 7.45	
								35.74	0.21 C. M. ST. P. & P. RY. CROS'G.		45.04					
s 12.25Pm				s 9.59		36	I-231	44.14	8.40 .....DAVIS.....	D	36.64	D		s 6.52	s 7.15	
								47.68	3.54 .C. & N. W. RY. CROSSING .		33.10	I				
s 1.00				s 10.14		35	I-238	51.54	3.86 .....VIBORG.....	BG	29.24	D W		s 6.37	s 6.50	
s 1.40				s 10.29		43	I-245	58.93	7.39 .....IRENE.....	Z	21.85	D		s 6.22	s 6.30	
f 1.55				f 10.38		7	I-249	63.04	4.11 .....TALMO.....		17.74			f 6.13	f 6.10	
s 2.15				s 10.49		42	I-255	68.11	5.07 .....VOLIN.....	VO	12.67	D		s 6.02	s 6.00	
s 2.18		L 7.02Am		s 10.51				68.44	0.33 ..GREAT NORTHERN JCT...		12.34	R		s 5.59	A 10.28Am	s 5.53
s 2.40		s 7.20		s 11.01		18	I-260	73.94	5.50 .....MISSION HILL.....		6.84			s 5.48	s 10.15	s 5.40
s 3.00		A 7.35Am		s 11.12				79.33	5.39 ...NORTH WESTERN JCT....		1.45	R		s 5.35	L 10.03Am	s 5.25
								79.37	0.04 C. M. ST. P. & P. RY. CROS'G.		1.41					
								79.89	0.52 C. M. ST. P. & P. RY. CROS'G.		.89					
								80.19	0.30 .C. & N. W. RY. CROSSING .		.59					
A 3.15Pm				A 11.15Am	36	109	I-267	80.78	0.59 .....YANKTON.....	YK		RDWCX		L 5.30Pm		L 5.20Am
4.30 13.97	.57 18.87	.33 19.80	.02 7.80	3.19 24.35					Time Over Subdivision Average Speed per Hour				.02 7.80	3.10 25.50	.25 26.13	3.40 17.14	.55 19.56

Special Rules—Ninth Subdivision.

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

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

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

Crossings over the C. & N. W. and C. M. St. P. & P. spur tracks at Yankton protected with gates, normal position of which are clear for the Great Northern. When clear, trains may pass, but must reduce speed to not more than ten miles an hour, at a point within 500 feet of crossing, until pass over. Gates across Great Northern track indicate other line is using crossing, in which case come to full stop, and do not pass over until other line crew place gate to clear.

Crossings over the C. M. St. P. & P. 1.41 miles east of Yankton protected with gates, normal position of which is against the G. N. When using this crossing, G. N. trains must stop and if there is no train movement in sight over the crossing by the C. M. St. P. & P., will swing the gates against the C. M. St. P. & P. and after having passed over, swing the gates back to their normal position or against the G. N.

Maximum Speed.

Between	Gas or Oil Electric Passenger.	Steam Passenger.	Freight
Garretson and Sioux Falls	40 miles per hour.	35 miles per hour.	25 miles per hour.
Sioux Falls and Yankton	40 miles per hour.	30 miles per hour.	30 miles per hour.

Time Table No. 39
Effective November 17, 1935.

SECOND CLASS (C. M. St. P. & P. Ry. No. 364) 269 Daily Ex. Sunday	SECOND CLASS (C. M. St. P. & P. Ry. No. 322) 267 Daily Ex. Sunday	SECOND CLASS 265 Daily Ex. Sunday	FIRST CLASS (C. M. St. P. & P. Ry. No. 316) 95 Daily Ex. Sunday	FIRST CLASS 53 Daily Ex. Sunday	Car Capacity: Siding	Car Capacity: Other Tracks	Station Numbers	Distance from Watertown	STATIONS	Telegraph Calls	Distance from Sioux Falls	SIGNS	FIRST CLASS 54 Daily Ex. Sunday	FIRST CLASS (C. M. St. P. & P. Ry. No. 315) 96 Daily Ex. Sunday	SECOND CLASS 266 Daily Ex. Sunday	SECOND CLASS (C. M. St. P. & P. Ry. No. 373) 268 Daily Ex. Sunday	SECOND CLASS (C. M. St. P. & P. Ry. No. 311) 270 Daily Ex. Sunday
		L 9.40Am		L 3.40Pm	50	211	C-92		.....WATERTOWN.....	WN	103.37	DN RXCW K	A 2.20Pm		A 10.50Am		
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.																	
		L 9.45Am		L 3.45Pm				1.27	1.27 .....W. & S. F. JUNCTION.....		102.10	R	A 2.15Pm		A 10.45Am		
		f 9.53		s 3.51		9	WS-4	4.31	3.04 .....FOLEY.....		99.06		f 2.07		f10.35		
		s10.10		s 4.05		29	WS-11	10.83	6.52 .....THOMAS.....		92.54		s 1.54		s10.10		
		s10.30		s 4.19		29	WS-18	18.09	7.26 .....HAYTI.....	H	85.28	D W	s 1.41		s 9.40		
		s10.45		s 4.30		27	WS-23	23.41	5.32 .....LAKE NORDEN.....	ND	79.96	D	s 1.30		s 9.15		
		s11.05		s 4.44		29	WS-30	30.03	6.62 .....BADGER.....	B	73.34	D	s 1.16		s 8.50		
		f11.20		f 4.53		6	WS-35	35.29	5.26 .....ROYHL.....		68.08		f 1.05		f 8.25		
								39.21	3.92 .....C. & N. W. RY. CROSSING.....		64.16						
		s11.50		s 5.02		28	WS-39	39.40	0.19 .....ARLINGTON.....	AR	63.97	D	s12.56		s 8.10		
								40.37	0.97 .....C. & N. W. RY. CROSSING.....		63.00	I					
		f12.05Pm		f 5.13		12	WS-45	45.05	4.68 .....AHNBERG.....		58.32	W	f12.44		f 7.42		
		s12.34		s 5.21		26	WS-49	49.23	4.18 .....SINAI.....	S	54.14	D	s12.34		s 7.27		
		s12.52		s 5.32		48	WS-55	55.25	6.02 .....NUNDA.....	NU	48.12	D	s12.21		s 6.57		
		s 1.10		s 5.44		28	WS-61	61.01	5.76 .....RUTLAND, S. D.....	RU	42.36	D	s12.08Pm		s 6.32		
								67.27	6.26 ..C. M. ST. P. & P. RY. CROSSING..		36.10						
		s 1.35		s 5.57		26	WS-67	67.28	0.01 .....WENTWORTH.....	WH	36.09	D RX	s11.55		s 6.07		
L 5.00Pm	L 10.40Am	s 1.40	L 8.34Pm	s 5.58				67.38	0.10 .....WENTWORTH JUNCTION.....		35.99	X	s11.53	A 10.40Am	s 5.53	A 6.20Am	A 3.35Pm
5.23	s10.57	s 2.00	s 8.48	s 6.13		37	WS-75	74.90	7.52 .....CHESTER.....	CH	28.47	D W	s11.38	s10.26	s 5.37	5.57	s 3.20
5.36	s11.06	f 2.12	f 8.56	s 6.21		18	WS-79	79.10	4.20 .....HUNTIMER.....		24.27		f11.29	f10.17	f 5.17	5.45	f 3.11
5.47	s11.16	s 2.30	s 9.03	s 6.28		45	WS-82	82.51	3.41 .....COLTON.....	CN	20.86	D RX	s11.22	s10.09	s 5.05	5.35	s 3.04
A 5.50Pm	A 11.20Am	s 2.35	A 9.05Pm	s 6.30				83.01	0.50 .....COLTON JUNCTION.....		20.36	X	s11.20	L 10.06Am	s 4.52	L 5.30Am	L 3.01Pm
		s 2.50		s 6.41		15	WS-88	88.33	5.32 .....LYONS.....		15.04		s11.08		s 4.40		
				f 6.46		2	WS-91	90.59	2.26 .....TYLER.....		12.78		f11.02				
		s 3.10		s 6.53		14	WS-94	93.92	3.33 .....CROOKS.....		9.45		s10.54		s 4.15		
				f 7.00		13	WS-98	97.71	3.79 .....QUINCY.....		5.66		f10.45				
		s 3.45		s 7.08		15	WS-102	101.75	4.04 .....LEVEL SIDING.....		1.62	XC	f10.36		s 3.40		
								101.87	0.12 ..C. M. ST. P. & P. RY. CROSSING..		1.50						
		A 4.05Pm		A 7.13Pm				103.11	1.24 .....SIOUX FALLS JUNCTION.....		.26		L 10.32Am		L 3.35Am		
TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY NINTH SUBDIVISION SCHEDULES.																	
		A 4.10Pm		A 7.15Pm	39	192	I-205	103.37	0.26 .....SIOUX FALLS.....	SU		DN RX W	L 10.30Am		L 3.30Am		
.50 18.75	.40 23.44	6.20 16.08	.31 30.25	3.28 29.37					Time Over Subdivision Average Speed per Hour				3.43 27.40	.34 27.58	7.10 14.21	.50 18.75	.34 27.58

Special Rules.

Westward trains are superior to Eastward trains of the same class, except Nos. 96, 268 and 270 are superior to all Westward trains Colton Junction to Colton Depot.

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

Nos. 96, 268 and 270 may proceed from Colton Junction to Colton without clearance card Form "A" but must receive clearance card Form "A" before departing from Colton. Nos. 95, 267 and 269 receive clearance card Form "A" before departing from Wentworth.

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

Crossing over the C. & N. W. spur track just east of the depot at Arlington protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass but must reduce speed to not more than ten miles an hour at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate C. & N. W. is using crossing in which case come to a full stop, and do not pass over until C. & N. W. crew place gates back to clear.

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

8 WESTWARD. ELEVENTH SUBDIVISION—BENSON AND HURON. EASTWARD.

THIRD CLASS 529 Daily Ex. Sunday	THIRD CLASS 535 Daily Ex. Sunday	THIRD CLASS 531 Daily Ex. Monday	FIRST CLASS 53 Daily Ex. Sunday	FIRST CLASS 185 Daily Ex. Sunday	Car Capacity Sidings	Car Capacity Other Tracks	Station Numbers	Distance from Benson	Time Table No. 39 Effective November 17, 1935. STATIONS.	Telegraph Calls	Distance from Huron	SIGNS	FIRST CLASS 186 Daily Ex. Sunday	FIRST CLASS 54 Daily Ex. Sunday	THIRD CLASS 530 Daily Ex. Sunday	THIRD CLASS 532 Daily Ex. Monday	THIRD CLASS 536 Daily Ex. Sunday
				L 12.20Pm			A133		.....BENSON.....	BN	161.52	RDN WCX	A 6.40Pm				
TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.																	
L 1.30Pm				L 12.24Pm				0.78	0.78 ...WATERTOWN LINE JCT...		161.06	X P Y	A 6.30Pm		A 4.00Pm		
* 1.55				*12.38		84	C 9	7.88	7.10 .....DANVERS.....	DR	153.96	D	* 6.15		* 3.35		
* 2.25				*12.52		83	C 16	15.83	7.93 .....HOLLOWAY.....	HO	146.03	D	* 5.59		* 3.10		
2.45 * 4.20				* 1.04	48	130	C 22	21.96	6.13 .....APPLETON.....	AU	139.87	D W X	* 5.47		* 2.45		
								22.73	0.77 C.M.ST.P.&P.RY.CROSSING		139.10	I					
* 4.50				* 1.20		84	C 30	30.65	7.92 .....LOUISBURG.....	BG	131.18	D	* 5.30		* 1.55		
* 5.18				* 1.33	44	26	C 37	37.14	6.49 .....BELLINGHAM.....	BA	124.69	D	* 5.18		* 1.33		
* 6.05				* 1.49		88	C 45	46.34	9.20 .....NASSAU.....	NS	115.49	D	* 5.00		*12.50		
* 6.35				* 2.00		80	C 52	51.83	5.49 .....ALBEE.....	D	110.00	D	* 4.49		*12.35		
* 7.05				* 2.14		86	C 58	57.98	6.15 .....LA BOLT.....	BO	103.85	D	* 4.37		*12.15Pm		
* 7.49				* 2.31		15	C 65	65.86	7.88 .....STOCKHOLM.....	SK	96.27	D	* 4.23		*11.45		
* 8.20				* 2.48	43	31	C 73	73.82	7.96 .....SOUTH SHORE.....	VR	89.01	D W	* 4.09		*11.20		
f 8.45				f 2.59		81	C 79	78.77	8.95 .....FORESTVILLE.....		80.06		f 3.57		f11.00		
f 9.15				f 3.12		35	C 86	86.09	7.32 .....RAUVILLE.....		72.74		f 3.42		f10.35		
								91.49	5.40 ..M. & ST. L. RY. CROSSING.		70.34						
					50	211		91.80	0.31 ..C. & N. W. RY. CROSSING..		70.03						
A 10.00Pm	L 9.40Am	L 12.01Am	L 3.40Pm	3.25 * 3.35			C 92	91.99	0.19 .....WATERTOWN.....	WN	69.84	RDNXWC K	* 3.30	A 2.20Pm	L 10.15Am	A 11.00Am	A 10.50Am
	A 9.45Am	12.05	A 3.45Pm	3.40		84		93.26	1.27 .....W. & S. P. JCT.....		68.57	R	3.07	L 2.15Pm		10.55	L 10.45Am
		*12.30		* 3.58		87	C102	101.59	8.33 .....GROVER.....	GR	59.94	D	* 2.50			*10.35	
		*12.55		* 4.11			C109	108.34	6.75 .....HAZEL.....	E	53.59	D	* 2.36			*10.10	
								113.16	5.02 C.M.ST.P.&P.RY.CROSSING		48.57						
		* 1.30		* 4.26		41	C118	113.69	0.53 .....VIENNA.....	VA	48.04	D	* 2.22			* 9.35	
		* 2.00		* 4.44		33	C124	124.38	8.56 .....WILLOW LAKE.....	WK	37.75	D	* 2.04			* 8.50	
		f 2.30		* 4.58		15	C130	130.43	6.57 .....MELHAM.....		31.41		* 1.50			f 8.15	
		* 2.50		* 5.11		35	C136	136.19	5.77 .....BANCROFT.....	BF	25.64	D	* 1.38			* 7.40	
		* 3.10		* 5.21		35	C141	140.64	4.45 .....OSCEOLA.....	SC	21.19	D W	* 1.28			* 7.10	
		* 3.45		* 5.37		35	C140	142.36	7.72 .....VALE.....	YA	13.47	D	* 1.12			* 6.35	
		f 4.00		f 5.46		35	C153	152.75	4.39 .....SHEFFIELD.....		9.08		f 1.03			f 6.15	
								161.83	9.08 ..C. & N. W. RY. CROSSING..		0.83	I					
		A 4.30Am		A 6.10Pm	44	123	C162	161.83	0.83 .....HURON.....	HU		RDNX C	L 12.45Pm			L 5.45Am	
8.30 10.73	.05 15.34	4.29 15.57	.05 15.34	5.45 27.92					Time Over Subdivision Average Speed Per Hour				5.45 28.00	.05 15.34	5.45 15.56	5.15 15.30	.05 15.34

TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.

WESTWARD. EASTWARD.

SECOND CLASS 339 Tue. Only	Car Capacity Sidings	Car Capacity Other Tracks	Station Numbers	Distance from Evansville	Time Table No. 39 Effective November 17, 1935. STATIONS	Telegraph Calls	Distance from Tintah	SIGNS	SECOND CLASS 340 Tue. Only
L 2.25Pm			150		.....EVANSVILLE.....	NS	32.52	R DN WC	A 1.00Pm
				0.22	0.22 .....DAKOTA DIV. JCT.....		32.30		
* 2.50		87	E 7	6.55	6.06 .....ERDAHL.....	DA	25.64	D	*12.15Pm
* 3.05		10	E 11	11.38	4.80 .....THORSBORG.....		21.14		*11.45
				14.42	3.04 M. ST. P. & S. S. M. RY Cros.		18.10	I	
* 3.30		35	E 16	16.20	1.78 ..... ELBOW LAKE.....	KA	16.32	D	*11.00
* 3.55		34	E 24	23.79	7.59 .....HEREFORD.....		8.73		*10.30
4.20				32.27	8.48 ....EVANSVILLE LINE JCT...		0.25		10.05
A 4.25Pm	79	87	A193	33.52	0.25 .....TINTAH.....	QN		R DPW	L 10.00Am
3.00 16.26					Time Over Subdivision Average Speed Per Hour				3.00 16.84

Special Rules—Eleventh and Twelfth Subdivisions.

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

All trains register and receive Clearance Card Form "A" at Watertown.

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

Maximum Speed.

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

THIRTEENTH SUBDIVISION— ABERDEEN LINE JUNCTION AND ABERDEEN.

WESTWARD. **EASTWARD.**

Time Table No. 39 — Effective November 17, 1935.

THIRD CLASS 595 Daily Ex. Saturday	FIRST CLASS 191 Daily Ex. Sunday	Car Capacity: Sidings.	Car Capacity: Other Tracks.	Station Numbers.	Distance from Aberdeen Line Jct.	STATIONS	Telegraph Calls.	Distance from Aberdeen.	SIGNS	FIRST CLASS 192 Daily Ex. Sunday	THIRD CLASS 596 Daily Ex. Friday
L 5.45Pm	L 5.30Am					....ABERDEEN LINE JCT....		119.23	R P X Y	A 11.55Pm	A 2.05Am
f 6.05	f 5.45		36	E 45	7.84	7.84 .....KUTZER.....		111.39		f11.40	f 1.40
					11.29	3.45 C.M.ST.P.&P.RY.CROSSING		107.94			
s 6.15	s 5.52		15	E 48	11.36	0.07 .....FAIRMOUNT.....	FA	107.87	D	s11.32	s 1.25
f 6.25	f 5.55		22	E 50	13.02	1.66 .....DE VILLO.....		106.21		f11.24	f 1.10
f 6.45	f 6.04		10	E 55	17.93	4.91 .....SONORA.....		101.30		f11.16	f12.50
s 7.20	s 6.21	50	53	E 62	25.47	7.54 .....HANKINSON.....	BI	93.76	D W	s11.02	s12.30Am
					25.83	0.36 M. ST. P. & S. S. M. RY. Cros.		93.40			
					27.99	2.16 M. ST. P. & S. S. M. RY. Cros.		91.24			
f 7.45	f 6.35		31	E 70	32.67	4.68 .....STILES.....		86.56		f10.47	f11.55
s 8.05	s 6.45		54	E 74	37.46	4.79 .....LIDGERWOOD.....	DK	81.77	DN	s10.37	s11.40
s 8.25	s 6.58		32	E 80	43.60	6.14 .....GENESEO.....	GO	75.63	D	s10.23	s11.10
s 8.45	s 7.08		34	E 86	48.76	5.16 .....CAYUGA.....	SA	70.47	D	s10.13	s10.55
9.13 s10.23	s 7.27	50	35	E 92	54.89	6.13 .....RUTLAND, N. D.....	RU	64.34	R D WC X	s 9.53	10.33 s 9.33
					55.16	0.27 .....FORBES LINE JCT.....		64.07	Y		
s10.50	s 7.46		36	F 9	64.24	9.08 .....HAVANA.....	WB	54.99	D	s 9.33	s 9.10
s11.15	s 7.59		35	F 16	70.82	6.58 .....KIDDER.....	RO	48.41	DN	s 9.20	s 8.50
					74.35	3.53 C.M.ST.P.&P.RY.CROSSING		44.88			
s11.35	s 8.13		32	F 23	77.94	3.59 .....BURCH.....	CU	41.29	D	s 9.05	s 8.30
s12.01Am	s 8.26		35	F 30	85.08	7.14 .....AMHERST.....	MN	34.15	D	s 8.51	s 8.10
s12.25	s 8.40		34	F 36	91.44	6.36 .....CLAREMONT.....	QC	27.79	D	s 8.36	s 7.50
f12.40	s 8.50		33	F 42	96.87	5.43 .....HUFFTON.....		22.36		s 8.26	f 7.30
s 1.00	s 9.00		34	F 47	102.28	5.41 .....PUTNEY.....	NY	16.95	D	s 8.16	s 7.15
f 1.15	f 9.09		7	F 51	106.18	3.90 .....TACOMA PARK.....		13.05		f 8.06	f 7.00
f 1.30	f 9.17		34	F 55	109.93	3.75 .....PLANA.....		9.30		f 7.58	f 6.50
					118.59	8.66 C.M.ST.P.&P RY.CROSSING		0.64	I		
					118.61	0.02 C. & N. W. RY. CROSSING.		0.62	I		
A 2.10Am	A 9.35Am	Yard	231	F 64	119.23	0.62 .....ABERDEEN.....	FN		R DNW CXY	L 7.40Pm	L 6.10Pm
8.25 14.16	4.05 28.61					Time Over Subdivision Average Speed Per Hour				4.15 28.05	7.55 15.06

FOURTEENTH SUBDIVISION— RUTLAND AND FORBES.

WESTWARD. **EASTWARD.** 9

Time Table No. 39 — Effective November 17, 1935.

SECOND CLASS 337 Daily Ex. Sunday	Car Capacity: Sidings.	Car Capacity: Other Tracks.	Station Numbers.	Distance from Rutland.	STATIONS	Telegraph Calls.	Distance from Forbes.	SIGNS	SECOND CLASS 338 Daily Ex. Sunday
L 7.40Am	50	35	E 92		..... RUTLAND, N. D.....	RU	63.02	R D WC X	A 3.00Pm
				0.27	0.27 .....FORBES LINE JCT.....		62.75	X Y	
s 8.00		9	E 98	6.87	6.60 .....BELLE PLAINE.....		56.15		s 2.43
s 8.15		35	E103	11.85	5.98 .....BROOKLAND.....		51.17		s 2.30
				13.05	1.20 C.M. ST.P.& P.RY.CROSSING		49.97		
s 8.35		34	E110	18.91	5.86 .....STRAUBVILLE.....	SV	44.11	D	s 2.14
s 8.50		33	E116	25.03	6.12 .....CRESCENT HILL.....		37.99		s 1.54
s 9.01		35	E121	29.38	4.35 .....NEWTON.....		33.64		s 1.39
				29.77	0.39 C. & N. W. RY. CROSSING		33.25		
				30.62	0.85 .....WATER TANK.....		32.40	W	
s 9.07		8	E123	31.34	0.72 .....PORT EMMA.....		31.68		s 1.32
s 9.22		34	E126	35.01	3.67 .....GUELPH.....	GU	28.01	D	s 1.20
s 9.44		35	E134	42.10	7.09 .....SILVER LEAF.....		20.92		s12.55
				49.43	7.33 C.M.ST.P.& P.RY.CROSSING		13.59		
s10.15		55	E141	49.65	0.22 .....ELLENDALE.....	ND	13.37	D	s12.30Pm
A 10.55Am	38	65	E155	63.02	13.37 .....FORBES.....	FO		R D X Y	L 11.30Am
3.15 19.39					Time Over Subdivision Average Speed Per Hour				3.30 18.00

Special Rules—Thirteenth and Fourteenth Subdivisions.

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

Maximum Speed.

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

SPECIAL RULES

Rules 671 to 671 (f), inclusive, amended as follows:

The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour.

Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour.

Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed eight miles per hour.

The letter "I" in column headed "SIGNS" indicates interlocking plant.

Automatic Interlocking At

Tintah	2.17 miles west of, with M. St. P. & S. S. M. Ry.	Davis	3.54 miles west of, with C. & N. W. Ry.
Paynesville	0.76 " " " " M. St. P. & S. S. M. Ry.	Appleton	0.77 " " " " C. M. St. P. & P. Ry.
Hanley Falls	0.31 " east " " M. & St. L. Ry.	Huron	0.63 " east " " C. & N. W. Ry.
Manley	0.22 " west " " C. St. P. M. & O. Ry.	Arlington	0.97 " west " " C. & N. W. Ry.
Hills	0.38 " " " " I. C. Ry.	Aberdeen	0.62 " east " " C. & N. W. Ry.
Corson	6.20 " " " " C. St. P. M. & O. Ry.	Aberdeen	0.64 " " " " C. M. St. P. & P. Ry.

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

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

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

TO OPERATE SMASHBOARD MECHANISM BY HAND.

Crank for operation of smash board mechanism by hand is located in the "RELEASE" box at the crossing.

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

Semi-Automatic Interlocking At

Clara City ..... 0.47 miles east of, with M. W. Ry.

Rules 601 to 685, inclusive, supplemented by the following govern in the use of this interlocking plant:

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

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE

NAME	LOCATION	OPENS	CAPACITY
Second Subdivision.			
Brick Yard Spur	1.87 miles west of Willmar	East	13
Third Subdivision.			
Barr Pickling Spur	1.19 miles east of St. Cloud	West	68
Lukemeyer Spur	1.19 miles east of St. Cloud	West	14
Tileston Mill Spur	3.57 miles east of St. Cloud	East	288
Sixth Subdivision.			
Campbell-North Star	2.34 miles west of Rice Jct.	East	19
Empire Quarry	2.47 miles west of Rice Jct.	East	141
North Star Granite Corp. Spur	4.23 miles west of Rice Jct.	West	41
Cold Spring Granite	5.01 miles west of Rice Jct.	East	7
John Clark Co.	.07 mile west of Rockville	West	13
Mill Spur	.39 mile west of Rockville	West	12
Granite	.13 mile east of Cold Spring	West	22
New London Material Co. Siding	3.02 miles west of Hawick	Both	34
New London Gravel Pit	1.65 miles east of New London	Both	200
Robbins Young Spur	1.51 miles east of New London	East	35
Green Lake Ice Spur	.67 mile east of Spicer	East	22
State Farm Spur	1.04 miles east of Willmar Jct.	West	54
Ninth Subdivision.			
Naomi	2.50 miles west of Lennox	East	7
Aggergaards	3.13 miles west of Viborg	East	4
Twelfth Subdivision.			
Flint Bros. Spur	2.10 miles west of Thorsborg	East	4
Wahpeton Gravel & Sand Co.	1.10 miles east of Thorsborg	East	25
Fourteenth Subdivision.			
Pehl Spur	8.91 miles east of Forbes	East	9

SPEED RESTRICTIONS

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

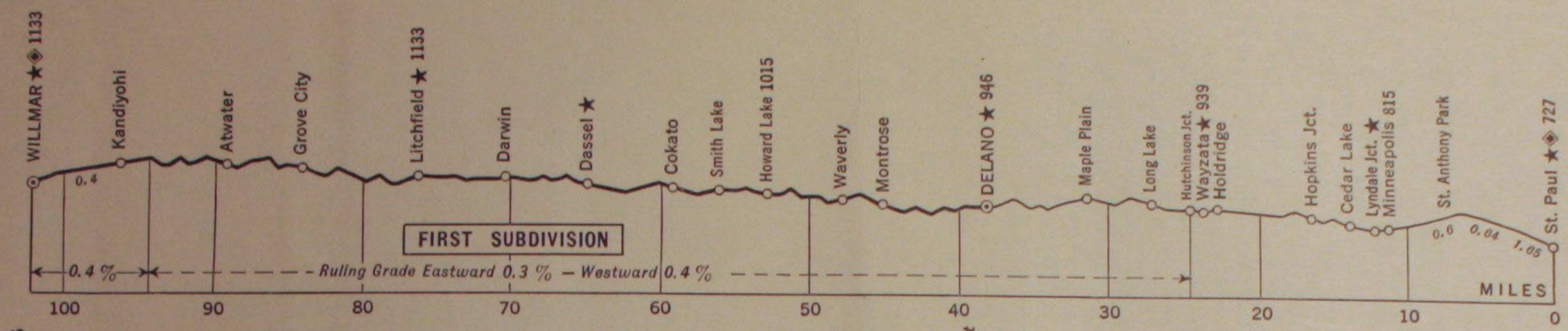
COMPANY SURGEONS.

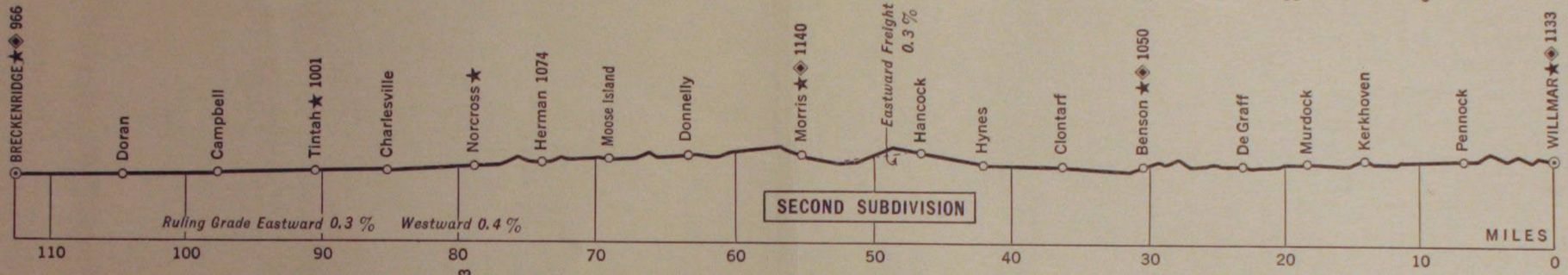
Dr. Roscoe C. Webb	Chief Surgeon	Office phone Ma 7508, House, Co 4101, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. H. M. N. Wynne	Assistant Chief Surgeon	Office phone Ma 7508, House, Wa 2446, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. Ernest R. Anderson	Assistant to Chief Surgeon	Office phone Ma 7508, House, Lo 9836, 1849 Med. Arts Bldg., Minneapolis, Minn.
Dr. R. G. Allison	Roentgenologist	Medical Arts Building, Minneapolis, Minn.
Dr. M. B. Hanson	Assistant Roentgenologist	Medical Arts Building, Minneapolis, Minn.
Dr. F. J. Savage	Division Surgeon	Office phone Ga 3633, House, El 5001, 355 Lowry Bldg., St. Paul, Minn.
Dr. R. H. Wald	Assistant Division Surgeon	355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost	Division Surgeon	Willmar, Minn.
Dr. C. B. Lewis	Assistant Division Surgeon	St. Cloud, Minn
Dr. C. F. Culver	Assistant Division Surgeon	Sioux Falls, S. D.
Dr. E. W. Rimer	Assistant Division Surgeon	Breckenridge, Minn.
Dr. E. C. Cobb	Assistant Division Surgeon	Sioux City, Iowa
Dr. Egil Boeckmann	Chief Ophthalmic Surgeon	St. Paul, Minn.
Dr. C. N. Spratt	Ophthalmic Surgeon	Minneapolis, Minn.
Dr. A. D. Whiting	Ophthalmic Surgeon	St. Cloud, Minn.
Dr. J. E. Reeder	Ophthalmic Surgeon	Sioux City, Iowa
Dr. C. P. Rice	Ophthalmic Surgeon	Breckenridge, Minn.

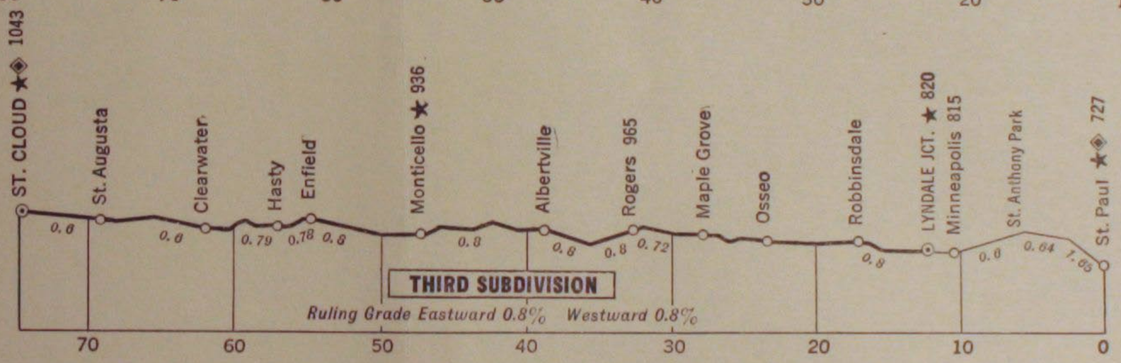
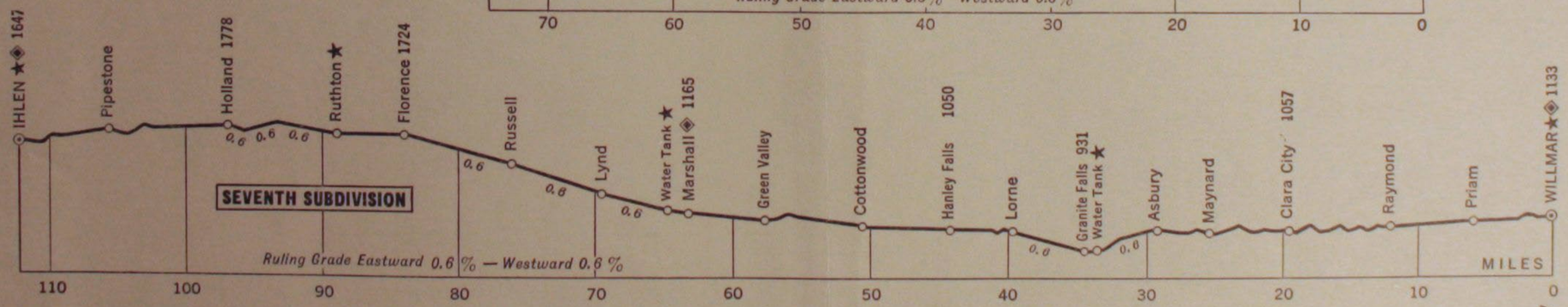
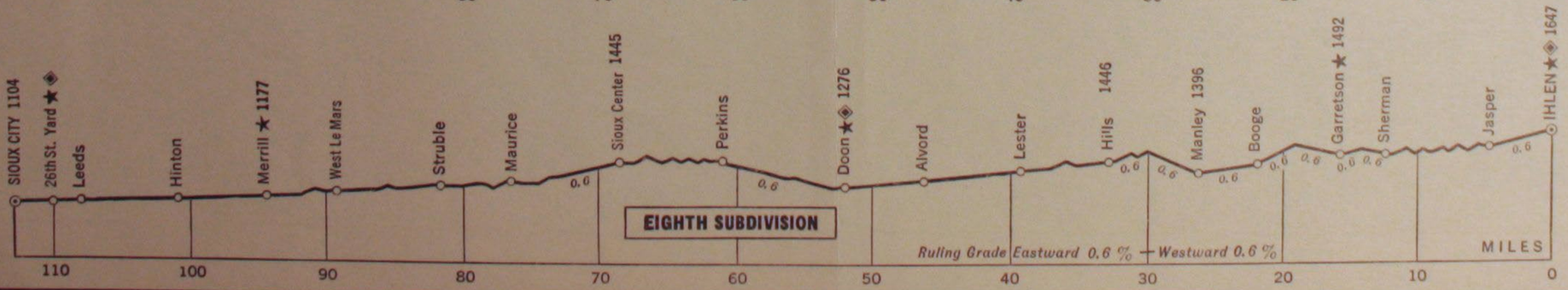
LOCAL SURGEONS.

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

E. R. JOYCE, Chief Dispatcher. J. M. BUDD, Train Master. F. C. SPENCER, Train Master. P. J. COLITON, Train Master. JOHN R. MILLER, Train Master. M. J. WELSH, Superintendent Terminals, Minneapolis.







Water....★
Fuel.... ◈
Elevation 81