

WILLMAR DIVISION

TIME TABLE No. 35

EFFECTIVE 12:01 A. M.
CENTRAL TIME

THURSDAY, JANUARY 24, 1935

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J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

2 WESTWARD.

FIRST SUBDIVISION—LYNDALE JCT. AND WILLMAR.

EASTWARD.

SECOND CLASS				FIRST CLASS				Car Capacity	Stations	Distance from St. Paul	Time Table No. 35 Effective January 24, 1935.	Signs	Telegraph Code	FIRST CLASS				SECOND CLASS	
423	429	61	425	31	3	1	27							4	28	2	32	426	60
Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily	Buildings Other Trucks	Station Numbers	Distance from St. Paul	Distance from Willmar			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
		L 6:45am		L 10:05pm	L 8:50am	L 8:45am			0	..... ST. PAUL	102.19 K	A	A 7:30am	A 10:30am	A 10:30pm				
				10:50pm	9:25am	9:18am			11	10.87	..... MINNEAPOLIS	91.62 K	S	7:05am	10:05am	10:05pm			A 4:00pm

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

L 9:00pm	L 7:15am	L 7:00am	L 3:45am	L 10:55pm	L 9:30am	L 9:22am	12.18	1.61	LYNDALE JCT.	90.01 PW	A 6:44am	A 9:55am	A 9:53pm	A 2:10pm	A 3:40pm	
							13.92	1.74	..... CEDAR LAKE	88.27 P						
9:12	7:27	7:08	3:57	11:01	9:35	9:27	16.40	2.48	..... HOPKINS JCT.	85.79 XP	6:35	9:47	9:46	1:57	3:28	
9:30	7:45	* 7:23	4:15	*11:12	9:45	9:37	23.90	7.50	..... WAYZATA	78.29 RDPW	WA	f 6:21	9:37	9:35	1:42	* 3:16
9:32	7:47	A 7:25am	4:17	11:13	9:46	9:38	24.59	0.60	HUTCHINSON JCT.	77.60 P I		6:18	9:36	9:34	1:40	L 3:11
9:38	7:53		4:23	*11:18	9:49	9:41	27.00	3.41	..... LONG LAKE	75.19 D	ON	f 6:13	9:32	9:30	1:35	
9:48	8:03		4:33	*11:25	9:55	9:47	31.37	4.37	..... MAPLE PLAIN	70.82 DP	MA	f 6:04	9:26	9:24	1:25	
10:15	8:30		5:00	*11:38	10:04	9:57	38.36	6.99	..... DELANO	68.88 DNW I	DA	f 5:50	9:16	9:14	1:05	
10:30	8:45		5:15	*11:48	10:13	10:06	45.06	6.70	..... MONTROSE	67.13 DP	MO	f 5:37	9:05	9:04	12:50	
10:37	9:01		5:31	*11:53	10:16	10:09	47.84	3.78	..... WAVERLY	64.35 DP	WY	f 5:31	9:01	9:00	12:44	
10:50	9:15		5:45	*12:03am	10:23	10:15	52.87	5.03	..... HOWARD LAKE	49.32 DP	RD	f 5:21	8:52	8:53	12:34	
11:04	9:28		5:58	*12:17	10:31	10:23	59.15	6.28	..... COKATO	48.04 DP	CT	* 5:09	8:44	8:45	12:22	
11:20	9:44		6:14	*12:28	10:38	10:30	64.95	5.80	..... DASSEL	37.24 DPW	DS	f 4:58	8:35	8:37	12:07pm	
11:33	9:56		6:26	*12:37	10:45	10:36	70.09	5.14	..... DARWIN	32.10 DP	DN	f 4:49	8:26	8:30	11:49	
11:46	10:09		6:39	*12:47	10:53	10:43	76.19	6.10	..... LITCHFIELD	26.00 DNW	FD	* 4:39	* 8:16	8:21	11:37	
12:01am	10:21		6:51	f 1:02	11:03	10:52	83.87	7.68	..... GROVE CITY	18.32 DP	G	f 4:24	8:02	8:09	11:25	
12:12	10:32		7:02	* 1:13	11:10	10:58	88.99	5.12	..... ATWATER	13.20 DN I	WR	f 4:15	7:53	8:02	11:10	10:58
12:27	10:47		7:17	* 1:25	11:19	11:06	96.38	7.36	..... KANDIYOHI	8.81 DP	B	f 4:02	7:41	7:51	10:30	
12:38	10:58		7:27	L 10:55am	1:31		101.01	4.86	WILLMAR JUNCTION	1.18 P				A 11:40am	10:05	
A 12:45am	A 11:05am		A 7:35am	A 11:00am	A 1:37am	A 11:30am	A 11:15am	1.18	..... WILLMAR	RDN KXWC O	WD	L 3:50am	L 7:30am	L 7:40pm	L 11:35am	L 10:00am
3.45	3.50	25	3.50	.05	2.42	3.00	1.53		Time Over Subdivision		2.54	2.25	2.13	.05	4.10	.29
24.90	23.45	29.78	23.48	14.15	23.34	45.00	47.79		Average Speed Per Hour		31.03	37.24	40.60	14.16	21.60	23.67

Special Rules.

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

Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.
 Nos. 60 and 61 register by card at Wayzata.
 Register at Wayzata for Fifth Subdivision trains only.
 First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office.
 Nos. 1 and 27 register by card at Willmar.
 Register of regular trains at Willmar will cover their arrival at Atwater.
 Cross-over and Junction switches at Hutchinson Jct., for westward trains to Fifth subdivision are electrically controlled from depot at Wayzata.
 Electric automatic interlocked switch end of double track Atwater is controlled by track circuits and operates automatically with the following exception: Movement of westward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand.
 Long siding north of main track, extending between Montrose and Waverly stations is known as Montrose siding. Eastward trains must not use this track unless authorized by train order.
 Long siding south of main track, extending west of Howard Lake is known as westward siding. Eastward trains must not use this siding unless authorized by train order.

YARD LIMITS MINNEAPOLIS extends to point 3 miles west of Hopkins Jct., including Hopkins branch.
 Rule 93 and Rule 99. In supplement to those rules all freight trains or switch transfers moving on freight tracks within yard limits in Twin City Terminals must have a flagman on rear car in train or transfer, and if stop is made flagman must be on ground at rear end prepared to provide flagging protection against following train or transfer movements.
 Conductor or switch foreman should not permit cars or trains to stand on main freight tracks at any point without affording the protection as herein outlined.
 Trains on freight tracks in both directions will approach the following wye and cross-over tracks, which are not interlocked, prepared to stop unless way is clear: Superior Avenue and Cedar Lake Yard.
 Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an APPROACH SIGNAL INDICATION, Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block

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

WESTWARD.

SECOND SUBDIVISION—WILLMAR AND BRECKENRIDGE.

EASTWARD. 3

SECOND CLASS			FIRST CLASS						Car Capacity		Time Table No. 35				FIRST CLASS						SECOND CLASS							
429	425	423	(192) 183	185	51	1	27	3	Siding	Other Tracks	Station Numbers	Distance from Willmar	STATIONS				Distance from Breckenridge	SIGNS	Telegraph Calls	4	28	2	52	(191) 184	186	426		
Daily	Daily	Daily	Daily Ex. Mon.	Daily Ex. Sun.	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily
L 12.30pm	L 9.00am	L 1.30am											Yard 1516 A102	112.67	R DN WC OKX	WD	A	3-45am	A 7.20am	A 7.40pm	A 1.35am						A 6.30am	
														0.41							L 1.30am							
12.50	9.20	1.45											W 79 19 A100	112.26	P												6.08	
1.05	9.35	1.58											W 79 47 A116	106.06	DNPI	K	f	3.30	7.09	7.27							6.53	
1.15	9.45	2.06											79 32 A121	98.63	DP	H	f	3.19	7.00	7.18							5.43	
1.25	9.55	2.15											138 29 A125	94.14	DP	CK	f	3.10	6.55	7.13							5.32	
1.40	10.10	2-28 2.50											E 349 W 67 241 A133	89.49	DP	DG	f	3.01	6.47	7.07							5.12	
			L 1 12.20pm	185				4-423					W 67 241 A133	82.08	DN WC X BN			3-423	186					A 2 6.40pm			5.12	
			A 12.24pm					2.48						81.29	P Y									L 6.30pm				
1.50	10.20	3.05											139 38 A138	76.40	DP	CF	f	2.33	6.25	6.51							4.57	
2.02	10.32	3.17											79 11 A144	70.53	P			2.25	6.16	6.44							4.42	
2.12	10.42	3.27											70 04 A149	66.18	DP	NC	f	2.17	6.10	6.39							4.20	
														58.34	P Y													
2.29	10.59	4.00											82 145 A157	57.33	DN WC X I	MR	f	2.05	5.58	6.28							3-423 3.45	
2.44	11.14	4.15											78 41 A166	49.12	DP	DY	f	1.51	5.45	6.18							3.23	
2.54	11.24	4.26											79 19 A171	43.40	P			1.41	5.38	6.11							3.11	
3.03	11.33	4.36											E 80 W 80 49 A176	38.66	DNP	HN	f	1.34	5.32	6.05							3.01	
3.15	11.45	4.46											132 30 A181	33.76	DPW	RC	f	1.25	5.26	5.59							2.51	
3.26	11.56	4.57											79 19 A187	27.29	P			1.15	5.18	5.51							2.39	
3.35	12.05pm	5.06												22.50														2.29
3.36	12.06	5.11											79 56 A193	22.26	DPW	QN	f	1.07	5.11	5.44							2.28	
														20.09	I													
3.46	12.16	5.32	L 12.25am											17.53	P Y													2.20
3.51	12.21	5.37												15.04	DN I	CB	f	12.59	5.05	5.38				A 5.30am			2.15	
4.04	12.34	5.50												7.88	DP	DO	f	12.55	3-154 5.02	5.35				3-28 5.25 4.55			2.00	
														1.58	P I													
A 4.25pm	A 12.55pm	A 6.10am	A 1.00am												R DN WC YOKX	BR	L	12.30am	L 4.40am	L 5.15pm				L 4.30am			L 1.40am	
3.55	3.55	4.40	.35	.04	.05	2.33	2.28	3.55					Yard 1155 A214	112.67				3.15	2.40	2.25	.05	1.00	.10			4.50		
28.76	28.76	24.14	30.13	11.85	4.92	44.18	46.62	28.86										34.65	42.25	46.62	4.92	17.53	4.74			23.31		
												Time Over Subdivision																
												Average Speed Per Hour																

Special Rules.

Westward trains are superior to eastward trains of the same class, except Nos. 2, 4 and 28 are superior to No. 183, Campbell to Aberdeen Line Jct. and Nos. 2, 4 and 28 are superior to No. 185, Watertown Line Jct. to Benson. Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent. First class trains register and receive clearance card Form "A" at Willmar Passenger Station; other trains at Willmar Yard Office. No. 2 register by card at Willmar. Register of regular trains at Willmar will cover their arrival at Pennock. Register of regular trains at Breckenridge will cover their arrival at Campbell. Electric automatic interlocked switch end of double track Pennock is controlled by track circuits and operates automatically with the following exception: Movement of eastward trains from single track to double track against the current of traffic requires manual operation and when there is no operator on duty will be necessary to throw switch by hand. Long Siding north of main track extending east of Benson is known as eastward siding. Westward trains must not use this siding unless authorized by train order. East switch to this track located 2.51 miles east of Benson depot electrically controlled from depot. Track south of main track between Morris and Hancock must be used as second main track by all eastward trains except first class unless otherwise instructed by train order, and must not be used by eastward main line first class trains, or any westward

main line trains unless authorized by train order. Branch line trains will procure clearance from dispatcher before using this track. West switch to this track located 1.55 miles west of Morris depot electrically controlled from depot. Crossover located at Seventh Street Morris designated as "Seventh Street Crossover Morris." Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, 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.	Passenger	Freight
Between Willmar and Breckenridge.		.60 miles per hour.	40 miles per hour.
Morris and Hancock. Eastward Freight Track.		.25 miles per hour.	25 miles per hour.

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

FIRST CLASS			Car Capacity		Station Numbers	Distance from St. Paul.	Time Table No. 35 Effective January 24, 1935.			Telegraph Calls	SIGNS.	FIRST CLASS		
29	7	11	Sidings	Other Tracks			8	12	30					
Daily	Daily	Daily Ex. Sunday			STATIONS	Distance from St. Cloud.				Daily	Daily Ex. Sunday	Daily		
L 9.50Am	L 5.05Pm	L 8.40Am			ST. PAUL	74.82	A	K		A 8.00Am	A 3.05Pm	A 9.55Pm		
10.30Am	5.40Pm	9.35Am			10.57 MINNEAPOLIS	64.25	S	K		7.35Am	2.40Pm	9.30Pm		
<p>TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.</p>														
L 10.35Pm	L 5.45Pm	L 9.40Am			1.61 LYNDALE JCT.	62.64		W X		A 7.23Am	A 2.30Pm	A 9.15Pm		
					0.76 M. W. R. R. CROSSING	61.88		I						
10.43	5.52	f 9.48	79	85	4.23 ROBBINSDALE	57.65	RD	D P		7.14	s 2.22	f 9.06		
					1.34 M. ST. P. & S. S. M. RY. CROS.	56.31		I						
10.53	6.01	f 9.58	59	34	5.14 OSSEO	51.17	8I	D P		7.04	2.12	s 8.54		
		f 10.05		6	4.33 MAPLE GROVE	46.84					f 2.05	f 8.45		
11.06	6.13	f 10.12	58	19	4.67 ROGERS	42.17	RO	D P		6.52	f 1.58	f 8.37		
11.16	6.21	f 10.22		40	6.27 ALBERTVILLE	35.90	8A	D P		6.42	f 1.48	f 8.26		
11.28	s 6.34	s 10.36	79	43	8.43 MONTICELLO	27.47	MO	D PW		f 6.31	f 1.34	s 8.12		
11.39	6.45	f 10.48		28	7.56 ENFIELD	19.91		P		6.21	1.22	f 7.59		
11.42	6.48	f 10.51		34	2.21 HASTY	17.70	8A	D P		6.18	f 1.19	f 7.55		
11.49	6.55	s 10.59	80	18	5.03 CLEARWATER	12.67	CW	D P		6.11	f 1.11	s 7.46		
11.59	7.05	f 11.10		36	7.20 ST. AUGUSTA	5.47		P		6.00	1.00	f 7.35		
A 12.10Am	A 7.15Pm	A 11.20Am	Yard	1416	5.47 ST. CLOUD	74.82	DX	WC YO RKDN I X		L 5.50Am	L 12.50Pm	L 7.25Pm		
1.35 39.56	1.30 41.76	1.40 37.58			Time Over Subdivision Average Speed Per Hour					1.33 40.41	1.40 37.58	1.50 34.16		

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

SECOND CLASS			FIRST CLASS		Car Capacity		Station Numbers	Distance from Morris.	Time Table No. 35 Effective January 24, 1935.			Telegraph Calls	Distance from Browns Valley.	SIGNS	FIRST CLASS		SECOND CLASS	
335	49	47	Sidings	Other Tracks	48	50			336									
Tue., Thur., Sat.	Daily Ex. Sunday	Daily Ex. Sunday			STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur., Sat.										
L 5.30Am	L 1.00Pm	L 6.00Am			MORRIS			A 10.00Am	A 6.00Pm	A 3.50Pm								
5.40	1.05	6.05			1.01 BROWNS VALLEY LINE JCT.			9.52	5.50	3.30								
s 6.05	s 1.25	s 6.20	28	D 6	7.21 ALBERTA		A	s 9.37	s 5.34	s 3.05								
s 6.33	s 1.43	s 6.33	44	D 12	6.05 CHOKIO		KO	s 9.24	s 5.20	s 2.35								
s 7.15	s 2.01	s 6.46	21	D 18	5.90 JOHNSON		J	s 9.11	s 5.06	s 2.01								
					6.59 C. M. ST. P. & P. RY. CROSSING													
s 8.15	s 2.25	s 7.02	50	D 25	0.45 GRACEVILLE		GB	s 8.54	s 4.50	s 1.15								
s 8.43	s 2.45	s 7.15	34	D 31	5.88 BARRY		BX	s 8.43	s 4.34	s 12.40								
s 9.30	s 3.10	s 7.31	39	D 39	7.35 BEARDSLEY		BY	s 8.26	s 4.17	s 12.05Pm								
A 10.30Am	A 3.45Pm	A 7.45Am	29	48	6.93 BROWNS VALLEY		BY	L 8.10Am	L 4.00Pm	L 11.30Am								
8.00 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			FIRST CLASS		Car Capacity		Station Numbers	Distance from Hutchinson Jct.	Time Table No. 35 Effective January 24, 1935.			Telegraph Calls	Distance from Hutchinson.	SIGNS	SECOND CLASS	
	61		Sidings	Other Tracks	60											
Daily	Daily Ex. Sunday	Daily Ex. Sunday			STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday								
L 7.25Am	L 7.25Am	L 7.25Am			HUTCHINSON JCT.			43.74	I P	A 3.11Pm						
s 7.35	s 7.35	s 7.35	12	B3	2.75 CRYSTAL BAY		VI	40.99	D	s 3.01						
s 7.40	s 7.40	s 7.40	8	B5	1.54 MINNETONKA BEACH			39.45		s 2.55						
				B5 1/2	0.87 NAVARRE			38.58								
s 7.45	s 7.45	s 7.45	27	B6	0.76 SPRING PARK		PK	37.82	D	s 2.44						
				B7	0.99 SETON			36.83								
s 7.55	s 7.55	s 7.55	21	B8	0.91 MOUND		ND	35.92	D	s 2.20						
s 8.08	s 8.08	s 8.08	35	B13	4.57 ST. BONIFACIUS		BA	31.35	DW	s 2.00						
s 8.18	s 8.18	s 8.18	13	B17	4.18 MAPLE			27.17		s 1.50						
s 8.28	s 8.28	s 8.28	32	B21	3.03 MAYER		KY	23.54	D	s 1.40						
s 8.40	s 8.40	s 8.40	26	B24	3.81 NEW GERMANY		NG	19.73	D	s 1.30						
s 9.00	s 9.00	s 9.00	28	B28	3.65 LESTER PRAIRIE		RA	16.08	D	s 1.10						
s 9.30	s 9.30	s 9.30	26	B36	7.85 SILVER LAKE			8.23		s 12.50						
A 10.00Am	A 10.00Am	A 10.00Am	49	B44	8.23 HUTCHINSON		HO		RDW	L 12.30Pm						
2.35 16.93	2.35 16.93	2.35 16.93			Time Over Subdivision Average Speed Per Hour						2.41 16.30					

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

SECOND CLASS			FIRST CLASS		Car Capacity		Station Numbers	Distance from Rice Jct.	Time Table No. 35 Effective January 24, 1935.			Telegraph Calls	Distance from Willmar Jct.	SIGNS	FIRST CLASS		SECOND CLASS	
427	31		Sidings	Other Tracks	32	428												
Daily	Daily Ex. Sunday	Daily Ex. Sunday			STATIONS	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday										
L 6.00Am	L 8.52Am	L 8.52Am			RICE JCT.			55.68	P I	A 1.23Pm	A 4.05Pm							
6.10	f 8.58	f 8.58		4	2.02 WAITE PARK			53.66		f 1.17	4.00							
6.35	s 9.13	s 9.13	82	32	7.60 ROCKVILLE		RK	46.06	D P	s 1.04	3.35							
6.50	s 9.23	s 9.23	28	I-15	4.80 COLD SPRINGS		CG	41.26	D PW	s 12.55	3.19							
7.05	s 9.34	s 9.34	40	35	4.49 RICHMOND		CH	36.77	D P	s 12.46	2.56							
7.25	s 9.47	s 9.47	35	I-26	6.21 ROSCOE		XN	30.56	D P	s 12.35	2.30							
7.45	s 9.58	s 9.58	51	36	5.42 PAYNESVILLE		SY	25.14	D PW	s 12.25	2.10							
					0.76 M. ST. P. & S. S. M. RY. CROS.			24.38	I									
8.05	f 10.11	f 10.11		34	4.69 HAWICK			19.69	P	f 12.14	1.50							
8.25	s 10.25	s 10.25	50	38	6.62 NEW LONDON		ND	13.07	D P	s 12.03Pm	1.20							
8.40	s 10.35	s 10.35	50	29	4.31 SPICER		CR	8.76	D P	s 11.55	12.53							
A 9.15Am	A 10.55Am	A 10.55Am			8.76 WILLMAR JCT.				P	L 11.40Am	L 12.01Pm							
3.15 17.13	2.03 27.16	2.03 27.16			Time Over Subdivision Average Speed Per Hour						1.43 32.43	4.04 13.69						

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

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

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

WESTWARD

SEVENTH SUBDIVISION—WILLMAR AND IHLEN

EASTWARD 5

SECOND CLASS				FIRST CLASS				Car Capacity	Station Numbers	Distance from Willmar	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS				SECOND CLASS				
419				51											52	420							
Daily				Daily											Daily				Daily				
L 2.00Pm				L 2.40Am					A-102		WILLMAR	WD	112.29	RDN WCK OX	A 1.35Am					A 6.50Am			
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																							
L 2.05Pm	L 2.45Am							0.41	0.41	...SIOUX CITY LINE JCT...		111.88	X P	A 1.30Am					A 6.40Am				
2.20	f 2.57	50	12	I-64	5.98	5.57		5.98	5.57	.....PRIAM.....		108.81		f 1.15					6.25			
2.35	* 3.08	50	82	I-70	12.00	6.02		12.00	6.02	.....RAYMOND.....	RA	100.29	D	* 1.04					6.10			
					19.09	7.09		19.09	7.09	M. W. RY. CROSSING		93.20	I										
2.52	* 3.23	50	82	I-77	19.56	0.47		19.56	0.47	.....CLARA CITY.....	CA	92.78	D	*12.49					5.50			
3.05	* 3.35	49	33	I-83	25.49	5.93		25.49	5.93	.....MAYNARD.....	NR	86.80	D	*12.36					5.35			
3.14	f 3.41		15	I-87	29.22	3.73		29.22	3.73	.....ASBURY.....		83.07		f12.26					5.26			
					33.20	3.98		33.20	3.98	C.M.ST.P.&P.RY.CROSSING		79.09	I										
					33.60	0.49		33.60	0.49	.....WATER TANK.....		78.60	W									
3.25	* 3.53	49	80	I-92	34.60	0.91		34.60	0.91	.....GRANITE FALLS.....	GX	77.69	D	*12.15					5.11			
3.40	* 4.03	49	11	I-97	39.86	5.26		39.86	5.26	.....LORNE.....		72.43		f12.01Am					4.58			
					48.91	4.05		48.91	4.05	M. & ST. L. RY. CROSSING		69.19	I										
3.50	* 4.12	58	85	I-102	44.22	0.31		44.22	0.31	.....HANLEY FALLS.....	HY	68.07	D	*11.52					4.46			
4.05	* 4.26	50	47	I-109	50.40	6.18		50.40	6.18	.....COTTONWOOD.....	C	61.89	D	*11.38					4.26			
4.20	* 4.39		35	I-110	57.71	7.81		57.71	7.81	.....GREEN VALLEY.....	GV	64.58	D	*11.24					4.08			
4.45	* 4.54	49	74	I-121	63.07	5.36		63.07	5.36	.....MARSHALL.....	MD	49.22	DN C X	*11.14					3.56			
					63.22	0.15		63.22	0.15	C. & N. W. RY. CROSSING		49.07											
					64.77	1.55		64.77	1.55	.....WATER TANK.....		47.52	W									
5.10	* 5.07	51	32	I-128	69.77	5.00		69.77	5.00	.....LYND.....	YD	42.82	D	*10.59					3.31			
5.30	* 5.19	50	38	I-134	76.02	6.25		76.02	6.25	.....RUSSELL.....	RS	36.27	D	*10.48					3.18			
5.55	* 5.35		38	I-142	83.89	7.87		83.89	7.87	.....FLORENCE.....	FO	28.40	D	*10.32					3.02			
6.08	* 5.48	50	56	I-147	88.90	5.01		88.90	5.01	.....RUTHTON.....	RV	23.39	D W	*10.22					2.50			
6.30	* 6.05		37	I-155	96.73	7.83		96.73	7.83	.....HOLLAND.....	HD	15.56	D	*10.07					2.30			
					105.23	8.50		105.23	8.50	C. R. I. & P. RY. CROSSING		7.06											
					105.25	0.02		105.25	0.02	C. ST. P. M. & O. RY. CROSS'G		7.04											
					105.31	0.06		105.31	0.06	C.M.ST.P.&P.RY.CROSSING		6.98											
7.05	* 6.27	30	68	I-164	105.54	0.23		105.54	0.23	.....PIPESTONE.....	NE	6.75	DN	* 9.51					2.10			
A 7.20Pm	A 6.40Am	81	261	I-170	112.29	6.75		112.29	6.75	.....IHLEN.....	HN		RDN WC X	L 9.35Pm					L 1.45Am			
5.15 21.31	3.55 28.56									Time Over Subdivision Average Speed Per Hour				3.55 28.56					4.55 22.90				

Special Rules.

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

Maximum Speed.

Between Willmar and Ihlen Passenger Freight
 45 miles per hour. 30 miles per hour.

8 WESTWARD.

ELEVENTH SUBDIVISION—BENSON AND HURON.

EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	STATIONS.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls.	Distance from Huron.	SIGNS	FIRST CLASS		THIRD CLASS		
529	535	531	53	185							186	54	530	532	536
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday	Daily Ex. Sunday	Sidings Other Tracks Station Numbers Distance from Benson.						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday	Daily Ex. Sunday
			L 12.20Pm		A133	BENSON	BN	161.83	RDN WCX		A 6.40Pm				

WESTWARD.

TWELFTH SUBDIVISION—TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS		Car Capacity	STATIONS.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls.	Distance from Tintah.	SIGNS	SECOND CLASS	
339	340								
Tue. Only		Sidings Other Tracks Station Numbers Distance from Evansville.							Tue. Only
L 2.25Pm		159	EVANSVILLE		N8	32.52	R DN WC		A 1.00Pm
			0.22 DAKOTA DIV. JCT.			32.30			
* 2.55	37	E 7	6.66 ERDAHL		DA	35.64	D		* 12.15Pm
* 3.10	10	E 11	4.50 THORSBORG			31.14			* 11.45
			3.04 M. ST. P. & S. S. M. RY. Cros.			18.10	I		
* 3.50	38	E 16	1.88 ELBOW LAKE		KA	16.22	D		* 11.00
* 4.15	34	E 24	7.49 HEREFORD			8.73			* 10.30
4.40			8.48 EVANSVILLE LINE JCT.			0.25			10.05
A 4.45Pm	70	57	0.25 TINTAH		QN		R DPW		L 10.00Am
2.20 13.95			Time Over Subdivision Average Speed Per Hour						3.00 10.84

TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

L 1.30Pm			L 12.24Pm			0.78 WATERTOWN LINE JCT.	161.05	X P Y	A 6.30Pm		A 4.00Pm		
* 1.55			* 12.38	34	C 9	7.88 DANVERS	DR 153.95	D	* 6.15		* 3.35		
* 2.25			* 12.52	33	C 16	7.93 HOLLOWAY	HO 146.00	D	* 5.59		* 3.10		
530 2.45 4.20			* 1.04	45	130	0.13 APPLETON	AU 139.87	D W X	* 5.47		* 2.45		
						0.77 C.M. ST. P. & P. RY. CROSSING	139.10	I					
			* 1.20	34	C 30	7.92 LOUISBURG	BQ 131.18	D	* 5.30		* 1.55		
180 * 5.18			* 1.33	44	26	6.49 BELLINGHAM	BA 124.69	D	* 5.18		* 1.33		
			* 1.49	35	C 46	9.20 NASSAU	NS 115.49	D	* 5.00		* 12.50		
* 6.05			* 2.00	80	C 52	5.49 ALBEE	D 110.00	D	* 4.49		* 12.35		
* 6.35			* 2.14	36	C 58	6.15 LA BOLT	BO 103.85	D	* 4.37		* 12.15Pm		
* 7.05			* 2.31	15	C 66	7.58 STOCKHOLM	SK 96.27	D	* 4.23		* 11.45		
* 7.49			* 2.48	43	31	7.26 SOUTH SHORE	VR 89.01	D W	* 4.09		* 11.20		
* 8.20			* 2.59	81	C 79	8.95 FORESTVILLE	83.06		* 3.57		* 11.00		
* 8.45			* 3.12	35	C 86	7.32 RAUVILLE	75.74		* 3.42		* 10.35		
* 9.15						5.40 M. & ST. L. RY. CROSSING	70.34						
						0.31 C. & N. W. RY. CROSSING	70.03						
A 10.00Pm	L 7.50Am	L 12.01Am	L 3.40Pm	53-186 3.25 3.35	C 92	0.19 WATERTOWN	WN 69.84	RDNXWC K	53-185 3.30	A 2.05Pm	L 10.15Am	A 11.00Am	A 10.50Am
	A 7.55Am	12.05	A 3.45Pm	3.40	34	1.27 W. & S. P. JCT.	68.57	R	3.07	L 2.00Pm	536 10.55	I 532 10.45Am	
			* 12.30		37	8.63 GROVER	GR 59.94	D	* 2.50		* 10.35		
			* 12.55		C109	6.35 HAZEL	Z 53.59	D	* 2.36		* 10.10		
						6.92 C.M. ST. P. & P. RY. CROSSING	46.67						
			* 1.30		41	0.33 VIENNA	YA 46.34	D	* 2.22		* 9.35		
			* 2.00		88	8.56 WILLOW LAKE	WK 37.75	D	* 2.04		* 8.50		
			* 2.30		15	6.37 MELHAM	31.41		* 1.50		* 8.15		
			* 2.50		85	5.77 BANCROFT	BF 25.64	D	* 1.38		* 7.40		
			* 3.10		85	4.45 OSCEOLA	SC 21.19	D W	* 1.28		* 7.10		
			* 3.45		35	7.72 YALE	YA 13.47	D	* 1.12		* 6.35		
			* 4.00		25	4.39 SHEPFIELD	9.08		* 1.03		* 6.15		
						8.45 C. & N. W. RY. CROSSING	0.63	I					
			A 4.30Am		44	0.63 HURON	HU	RDNX C	L 12.45Pm		L 5.45Am		
8.30 10.73	.05 15.24	4.29 15.57	.05 15.24	5.46 27.92		Time Over Subdivision Average Speed Per Hour			5.45 28.00	.05 15.24	5.45 15.86	5.15 13.30	.05 15.24

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.

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

**THIRTEENTH SUBDIVISION—
ABERDEEN LINE JUNCTION AND ABERDEEN. EASTWARD.**

WESTWARD.		FIRST CLASS		Car Capacity	Stations	Distance from Aberdeen Line Jct.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS	THIRD CLASS
THIRD CLASS	FIRST CLASS	192	596									
595	191	Siding.	Other Tracks.	Station Numbers.	Distance from Aberdeen Line Jct.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS	THIRD CLASS	
Daily Ex. Saturday	Daily Ex. Sunday									192	596	
STATIONS												
L 5:45pm	L 5:30am				...	ABERDEEN LINE JCT...		119.28	R P X Y	A 12:25Am	A 2:05Am	
f 6:05	f 5:45	36	E 45	7.84	7.84	KUTZER		111.39		f 12:10	f 1:40	
				11.29	3.45	C.M. ST. P. & P. RY. CROSSING		107.94				
* 6:15	* 5:52	18	E 48	11.36	0.07	FAIRMOUNT	FA	107.87	D	* 12:02Am	* 1:25	
f 6:25	f 5:55	22	E 50	13.02	1.86	DE VILLO		106.21		f 11:54	f 1:10	
f 6:45	f 6:04	10	E 55	17.93	4.91	SONORA		101.30		f 11:46	f 12:50	
* 7:20	* 6:21	50	E 62	25.47	7.54	HANKINSON	BI	98.76	D W	* 11:32	* 12:30Am	
				25.83	0.36	M. ST. P. & S. S. M. RY. Cros.		98.40				
				27.99	2.16	M. ST. P. & S. S. M. RY. Cros.		91.24				
f 7:45	f 6:35	31	E 70	32.67	4.68	STILES		86.56		f 11:17	f 11:55	
* 8:05	* 6:45	54	E 74	37.46	4.70	LIDGERWOOD	DK	81.77	DN	* 11:07	* 11:40	
* 8:25	* 6:58	32	E 80	43.60	6.14	GENESEO	GO	75.63	D	* 10:53	* 11:10	
* 8:45	* 7:08	34	E 86	48.76	5.16	CAYUGA	SA	70.47	D	* 10:43	* 10:55	
595-192 9:13 * 10:23	* 7:27	50	E 92	54.89	6.13	RUTLAND, N. D.	RU	64.34	R D WC X	595-596 * 10:23	192-595 * 9:40	
				55.16	0.27	FORBES LINE JCT.		64.07	Y			
* 10:50	* 7:46	36	F 9	64.24	9.08	HAVANA	WB	54.99	D	* 10:03	* 9:10	
* 11:15	* 7:59	35	F 16	70.82	6.58	KIDDER	RO	48.41	DN	* 9:50	* 8:50	
				74.35	3.53	C.M. ST. P. & P. RY. CROSSING		44.88				
* 11:35	* 8:13	32	F 23	77.94	3.59	BURCH	CU	41.29	D	* 9:35	* 8:30	
* 12:01Am	* 8:26	35	F 30	85.08	7.14	AMHERST	MN	34.15	D	* 9:21	* 8:10	
* 12:25	* 8:40	34	F 36	91.44	6.36	CLAREMONT	QC	27.79	D	* 9:06	* 7:50	
f 12:40	* 8:50	33	F 42	96.57	5.43	HUPPTON		22.36		* 8:56	f 7:30	
* 1:00	* 9:00	34	F 47	102.28	5.41	PUTNEY	NY	16.95	D	* 8:46	* 7:15	
f 1:15	f 9:09	7	F 51	106.18	3.90	TACOMA PARK		13.05		f 8:36	f 7:00	
f 1:30	f 9:17	34	F 55	109.98	3.75	PLANA		9.80		f 8:28	f 6:50	
				118.59	8.66	C.M. ST. P. & P. RY. CROSSING		0.64	I			
				118.61	0.02	C. & N. W. RY. CROSSING		0.62	I			
A 2:10Am	A 9:35Am	Yard	231	F 64	0.62	ABERDEEN	FN		R DNW CXV	L 8:10Pm	L 6:10Pm	
8.25 14.16	4.05 25.61									4.15 28.05	7.55 15.06	
Time Over Subdivision Average Speed Per Hour												

**WESTWARD. FOURTEENTH SUBDIVISION—
RUTLAND AND FORBES. EASTWARD. 9**

WESTWARD.		SECOND CLASS		Car Capacity	Stations	Distance from Rutland.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Forbes.	SIGNS	SECOND CLASS
THIRD CLASS	FIRST CLASS	337	338								
337	338	Siding.	Other Tracks.	Station Numbers.	Distance from Rutland.	Time Table No. 35 Effective January 24, 1935.	Telegraph Calls	Distance from Forbes.	SIGNS	SECOND CLASS	
Daily Ex. Sunday	Daily Ex. Sunday									337	338
STATIONS											
L 9:00Am		50	85	E 92	...	RUTLAND, N. D.	RU	63.02	R D WC X	A 4:20Pm	
					0.27	FORBES LINE JCT.		62.75	X Y		
* 9:25		9	E 98	6.87	6.60	BELLE PLAINE		56.15		* 4:02	
* 9:40		35	E103	11.85	6.98	BROOKLAND		51.17		* 3:50	
					18.05	C.M. ST. P. & P. RY. CROSSING		49.97			
* 10:00		84	E110	18.91	5.86	STRAUBVILLE	8V	44.11	D	* 3:20	
* 10:15		33	E116	25.08	6.12	CRESCENT HILL		37.99		* 3:00	
* 10:26		35	E121	29.38	4.35	NEWTON		33.64		* 2:45	
					29.77	C. & N. W. RY. CROSSING		33.25			
					30.62	WATER TANK		32.40	W		
* 10:33		8	E123	31.34	0.72	PORT EMMA		31.65		* 2:35	
* 10:55		34	E126	35.01	3.07	GUELPH	GU	25.01	D	* 2:25	
* 11:15		35	E134	42.10	7.09	SILVER LEAF		20.92		* 2:05	
					49.43	C.M. ST. P. & P. RY. CROSSING		13.59			
* 11:40		55	E141	49.65	0.22	ELLENDALE	ND	13.37	D	* 1:45	
A 12:20Pm		38	65	E155	13.37	FORBES	FO		R D X Y	L 1:05Pm	
3.20 18.90										3.15 19.39	
Time Over Subdivision Average Speed Per Hour											

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. Mill Spur.....	.07 mile west of Rockville.....	West	13
Granite.....	.39 mile west of Rockville.....	West	12
New London Material Co. Siding.....	.13 mile east of Cold Spring.....	West	22
New London Gravel Pit.....	3.02 miles west of Hawick.....	Both	34
Robbins Young Spur.....	1.65 miles east of New London.....	Both	200
Green Lake Ice Spur.....	1.51 miles east of New London.....	East	35
State Farm Spur.....	.67 mile east of Spicer.....	East	22
	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. D. W. Little.....	Appleton, Minn.	Dr. F. D. Gray.....	Marshall, Minn.
Dr. N. K. Hopkins.....	Arlington, S. D.	Dr. H. D. Oggel.....	Maurice, Iowa
Dr. C. L. Scofield.....	Benson, Minn.	Dr. J. P. Wilkins.....	Mound, Minn.
Dr. Oscar Daignault.....	Benson, Minn.	Dr. Charles Caine.....	Morris, Minn.
Dr. W. E. Wray.....	Campbell, Minn.	Dr. T. H. Mee.....	Osseo, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.	Dr. C. R. Myre.....	Paynesville, Minn.
Dr. A. C. Peterson.....	Dassel, Minn.	Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. A. E. Phillips.....	Delano, Minn.	Dr. H. W. Goehrs.....	St. Cloud, Minn.
Dr. A. G. Maercklein.....	Ellendale, N. D.	Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. F. C. DeVall.....	Garretson, S. D.	Dr. William Maris.....	Sioux Center, Ia.
Drs. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.	Dr. Arch F. O'Donoghue.....	Sioux City Ia.
Dr. A. G. Sanderson.....	Granite Falls, Minn.	Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. M. L. Ransom.....	Hancock, Minn.	Dr. N. F. Doleman.....	Tintah, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.	Dr. C. L. Roholt.....	Waverly, Minn.
Dr. John T. Leland.....	Herman, Minn.	Dr. H. J. Bartron.....	Watertown, S. D.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Dr. Harry T. Kenney.....	Watertown, S. D.
Dr. J. C. Shirley.....	Huron, S. D.	Drs. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. O. W. Scholpp.....	Hutchinson, Minn.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. E. G. Sasse.....	Lidgerwood, N. D.	Dr. J. E. Trierweiler.....	Yankton, S. D.
Dr. Karl A. Danielson.....	Litchfield, Minn.		

E. R. JOYCE, Chief Dispatcher.

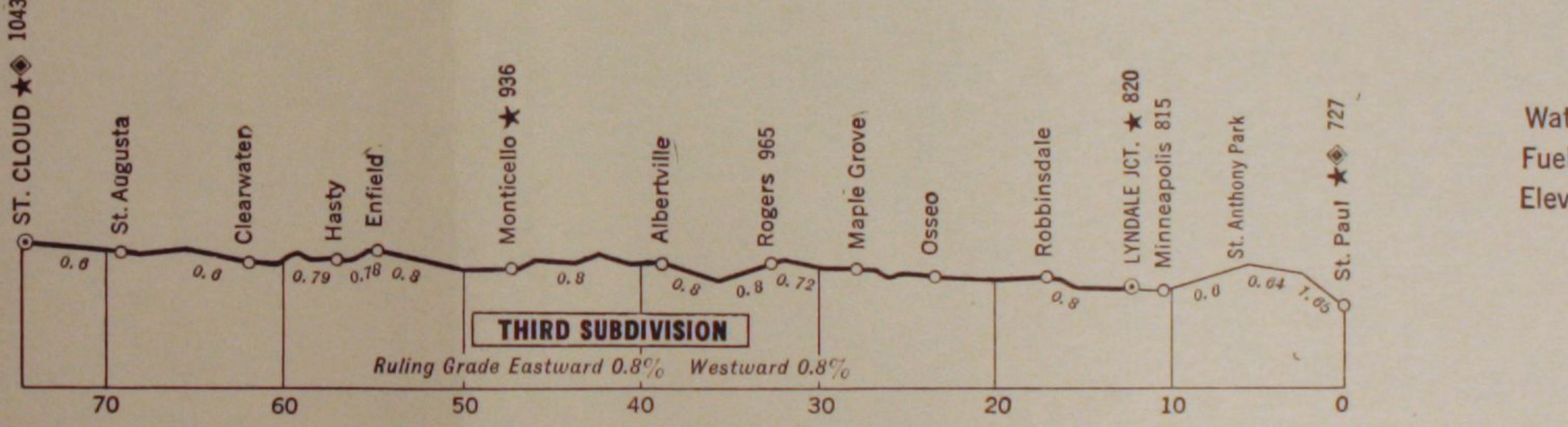
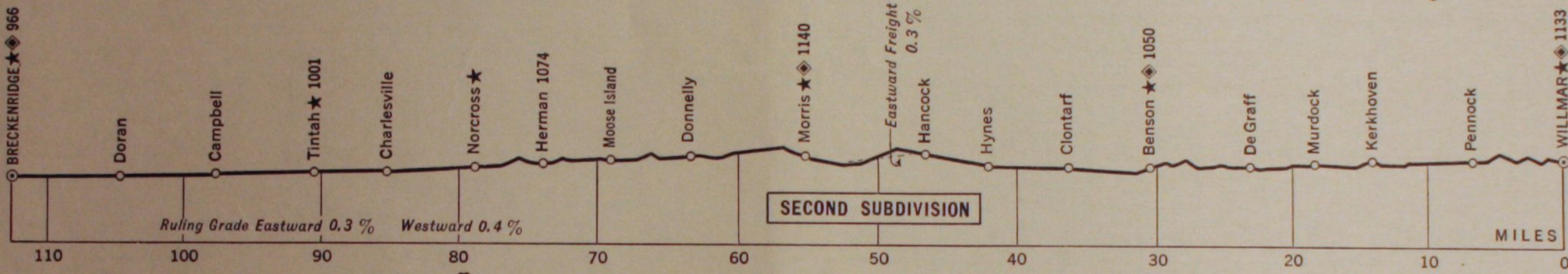
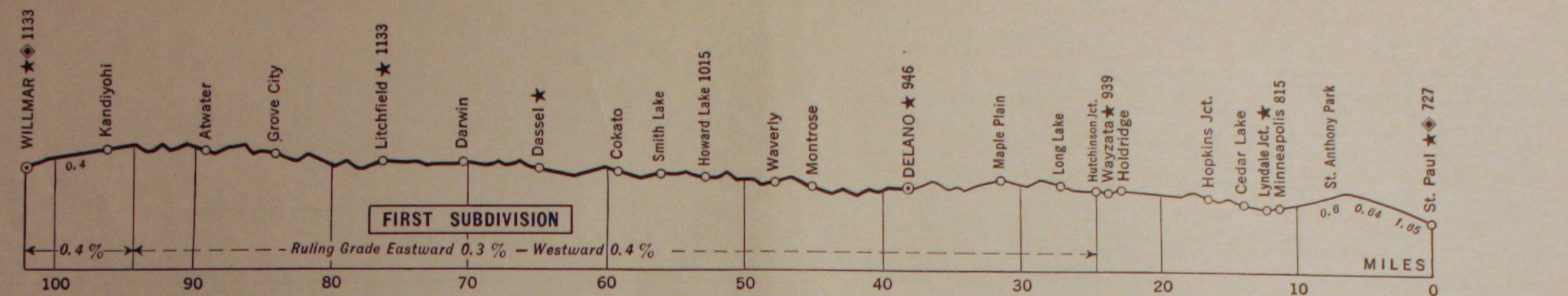
JOHN R. MILLER, Train Master.

F. C. SPENCER, Train Master.

P. J. COLITON, Train Master.

J. M. BUDD, Train Master.

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



Water --- ★

Fuel --- ◆

Elevation 81

