



WILLMAR DIVISION

TIME TABLE No. 29

**EFFECTIVE 12:01 A. M.
CENTRAL TIME**

SUNDAY, JULY 17, 1932

2 WESTWARD.

FIRST SUBDIVISION—LYNDALE JCT. AND WILLMAR.

EASTWARD.

SECOND CLASS		FIRST CLASS						Car Capacity		Time Table No. 29 Effective July 17, 1932.	Distance from Willmar	SIGNS	Telegraph Calls	FIRST CLASS					SECOND CLASS				
61	59	55	31	3	1	27	Siding	Other Tracks	Station Numbers					Distance from St. Paul	28	4	2	32	56	60			
Mixed Daily Ex. Sunday	Motor Daily Ex. Sat. & Sun.	Motor Saturday Only	Motor Daily Ex. Sunday	Passenger Daily	Passenger Daily	Fast Mail Daily									Fast Mail Daily	Passenger Daily	Motor Daily Ex. Sunday	Motor Daily Ex. Sunday	Motor Daily	Motor Daily Ex. Sunday	Motor Daily	Motor Daily Ex. Sunday	Mixed Daily Ex. Sunday
L 6.40Am	L 5.30Pm	L 2.00Pm		L 10.05Pm	L 8.50Am	L 8.45Am			0		..... ST. PAUL.....	102.19K	A	A 6.30Am	A 8.40Am	A 10.30Pm							
					10.57	9.25Am	9.18Am		11	10.57	..... MINNEAPOLIS.....	01.02K	KA	6.05Am	8.15Am	10.05Pm						A 7.45Am	A 4.00Pm

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

										DOUBLE TRACK		AUTOMATIC BLOCK SIGNALS														
L		L	L	L	L	L	L	L	L	12.18	1.61	90.01	PW	A	5.53Am	A	7.53Am	A	9.53Pm		A	7.38Am		A	3.40Pm	
											.....LYNDALE JCT....	88.27	P													
7.07		5.43	2.13		11.01	9.35	9.27			13.02	1.74															
f 7.20		5.55	2.25		11.11	9.43	9.36	80		16.40	2.48	85.79	XP		5.45	7.44	9.46									3.28
s 7.40		s 5.58	s 2.28		s 11.15	9.45	9.37		20	22.80	6.40	79.39			5.36	7.33	9.36									3.18
A 7.45Am		A 6.00Pm	A 2.30Pm		11.16	9.46	9.38			23.00	1.10	78.29	RDPW	WA	5.35	s 7.30	9.34							s 7.17		s 3.16
					s 11.22	9.49	9.41		79	24.50	0.69	77.60	P I		5.34	7.27	9.33						L 7.15Am		L 3.11Pm	
					s 11.30	9.55	9.47		W 80	27.00	2.41	75.19	DP	ON	5.30	s 7.22	9.29									
					s 11.44	10.04	9.57		E 80	31.37	4.37	70.82	DP	MA	5.23	s 7.13	9.22									
					s 11.55	10.13	10.06		Conti- uou. 70	38.36	6.70	68.83	DNW I	DA	5.13	s 6.59	9.11									
					s 12.01Am	10.16	10.09		Conti- uou. 70	45.06	2.78	57.12	DP	MO	5.01	s 6.46	9.01									
					s 12.12	10.23	10.15		Conti- uou. 82	47.84	5.03	54.35	DP	WY	4.56	s 6.40	8.57									
					f 12.17	10.27	10.19		Conti- uou. 82	52.87	3.24	49.82	DP	RD	4.47	s 6.29	8.49									
					s 12.27	10.31	10.23		E 80	56.11	3.04	46.08	P		4.42	f 6.22	8.44									
					s 12.38	10.38	10.30		E 82	59.15	5.80	43.04	DP	CT	4.38	s 6.17	8.39									
					s 12.48	10.45	10.36		E 70	64.95	5.14	37.24	DPW	DS	4.28	s 6.05	8.30									
					s 12.58	10.53	10.43		E 108	70.09	6.10	32.10	DP	DN	4.18	s 5.54	8.22									
					s 1.16	11.03	10.52		E 75	76.19	7.68	28.00	DNW	FD	s 4.08	s 5.42	8.12									
					s 1.27	11.10	10.58		W 75	83.87	5.12	18.82	DP	G	3.53	s 5.26	8.00									
					s 1.40	11.19	11.06		E 80	88.99	7.36	18.20	DN I	WR	3.43	s 5.16	7.52									
					L 1.10Pm	1.46				96.35	4.66	5.84	DP	B	3.31	s 5.01	7.41									
					A 1.15Pm	A 1.52Am	A 11.30Am	A 11.15Am	Yard 1516	101.01	1.18	1.18	P											A 1.35Pm		
.50 14.89	.25 29.78	.25 29.78	.05 14.16	2.57 30.51	2.00 45.00	1.53 47.78				102.19	Time Over Subdivision Average Speed Per Hour				2.33 35.38	3.08 28.30	2.23 37.76	.05 14.16	0.23 32.36					.29 25.67		

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.

Trains Nos. 55, 56, 59, 60 and 61 register by card at Wayzata.

Register at Wayzata for Fourth 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 trains at Willmar will cover their arrival at Atwater.

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

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. Time for time table schedules, for Montrose, apply at Montrose station.

Long siding south of main track, extending between Howard Lake and Smith Lake stations, is known as Howard Lake siding. Eastward trains must not use this siding unless authorized by train order. Time for time table schedules for Howard Lake apply at Howard Lake station.

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

FIRST CLASS							Car Capacity		Time Table No. 29 Effective July 17, 1932.	STATIONS	Distance from Breckenridge	SIGNS	Telegraph Calls	FIRST CLASS								
(192) 183	185	51	1	27	3	Sidings	Other Trains	28						4	2	52	(191) 184	186				
Motor Daily Ex. Sun.	Motor Daily Ex. Sun.	Passenger Daily	Passenger Daily	Fast Mail Daily	Passenger Daily			Fast Mail Daily						Passenger Daily	Passenger Daily	Passenger Daily	Motor Daily Ex. Sun.	Motor Daily Ex. Sun.				
		L 2.20Am	L 11.30Am	L 11.15Am	L 2.05Am	Yard	1516	A102	....WILLMAR.....	112.67	R DN W C OKX	WD	A 3.15Am	A 4.40Am	A 7.30Pm	A 2.30Am					
		A 52 2.25Am							0.41....SIOUX CITY LINE JCT.	112.26	P					L 51 2.25Am						
			11.39	11.22	s 2.15	W 79	19	A109	6.20....PENNOCK.....	100.06	DNPI	K	3.07	s 4.25	7.17							
			11.49	11.30	s 2.27	E 79 W 79	47	A110	7.43.....KERKHOVEN....	98.63	D P	H	2.57	s 4.13	7.08							
			11.55	11.35	s 2.35		79	32	4.49.....MURDOCK.....	94.14	D P	CK	2.51	s 4.04	7.03							
			12.01Pm	11.40	s 2.43		138	29	4.65.....DE GRAFF.....	89.49	D P	DG	2.43	s 3.55	6.57							
		L 4.30Am	12.11	11.48	s 3.03	E 349 W 67	255	A133	7.41.....BENSON.....	82.08	DN I W CKX	BN	s 2.30	s 3.43	6.48			A 10.00Pm				
		A 4.32Am							0.79 WATERTOWN LINE JCT.	81.29	P Y							L 9.50Pm				
			12.19	11.58	s 3.13		139	38	4.89.....CLONTARF.....	76.40	D P	CF	2.15	s 3.31	6.41							
			12.27	12.06Pm	s 3.22		79	11	5.87.....HYNES.....	70.53	P		2.07	s 3.22	6.34							
			12.33	12.12	s 3.33		70	64	4.35 ...HANCOCK.....	66.18	DNP	NC	2.00	s 3.14	6.29							
									7.84 BROWNS VALLEY LINE JCT.	68.34	P Y											
			s12.45	12.23	s 3.58		82	145	1.01....MORRIS.....	57.33	DN W C KX I	MR	s 1.45	s 3.00	s 6.18							
			12.56	12.34	s 4.12		73	41	8.21.....DONNELLY.....	49.12	D P	DY	1.28	s 2.35	6.08							
			1.04	12.41	f 4.20		79	19	5.72.....MOOSE ISLAND...	43.40	P		1.21	f 2.25	6.01							
			1.10	12.47	s 4.30	E 80 W 80	49	A176	4.75.....HERMAN.....	38.65	DNP	HN	1.15	s 2.18	5.55							
			1.17	12.54	s 4.40		132	30	4.89.....NORCROSS.....	33.76	D PW	RC	1.05	s 2.08	5.49							
			1.26	1.02	f 4.50		79	19	6.47.....CHARLESVILLE...	27.29	P		12.52	f 1.57	5.41							
									4.79 EVANSVILLE LINE JCT.	22.50												
			1.33	1.09	s 5.01		79	56	0.24 TINTAH.....	22.26	D PW	QN	12.45	s 1.50	5.34							
									2.17 M. ST. P. & S. S. M. RY. CROS'G.	20.09	I											
		L 11.55Pm	1.39	1.16	5.07				2.56 ..ABERDEEN LINE JCT..	17.53	P Y		12.36	1.43	5.28			A 5.40Am				
		s12.05Am	1.42	1.19	s 5.27	W 97	118	A200	2.49....CAMPBELL.....	15.04	DN I	CB	s12.32	s 1.39	5.25			s 5.27				
		f12.15	1.52	1.29	s 5.40	E 80	19	A207	7.16.....DORAN.....	7.88	D P	DO	12.22	s 1.27	5.16			f 5.02				
									6.30 ..N. P. RY. CROS'G..	1.55	P I											
		A 12.30Am	A 2.03Pm	A 1.40Pm	A 5.55Am	Yard	1155	A214	1.58 ...BRECKENRIDGE..	112.67	R DN W C YOKX	BR	L 12.10Am	L 1.15Am	L 5.05Pm			L 4.50Am				
		.35 30.05	.02 23.70	.05 5.10	2.33 44.19				Time Over Subdivision Average Speed Per Hour				3.05 36.54	3.25 32.97	2.25 46.62	.05 5.10	0.50 21.04	.10 4.74				

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 trains at Willmar will cover their arrival at Pennock. Register of trains at Breckenridge will cover their arrival at Campbell. No. 1 will stop at Benson on flag to pick up passengers for points west of Fargo where No. 1 is scheduled to stop. 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 eastward main line freight trains unless otherwise instructed by train order, and must not be used by eastward main line passenger 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 and just east of M. P. 153 designated as "Seventh Street Crossover Morris" and "lowline crossover."

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.

SECOND CLASS				FIRST CLASS		Car Capacity		Station Numbers	Distance from Willmar	Time Table No. 29 Effective July 17, 1932.	Telegraph Calls	Distance from Ihlen	SIGNS	FIRST CLASS		SECOND CLASS		
419				51		Sidings	Other Tracks							52		420		
Time Freight				Passenger														
Daily				Daily														
L 2.00pm				L 2.20am				A-102		.....WILLMAR.....	WD	112.29	RDN WCK OX	A 2.30am			A 9.15am	

TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES

L 2.03pm				L 2.25am				0.41		...SIOUX CITY LINE JCT....		111.88		X		A 2.25am		A 9.10am			
2.20				f 2.37		50 12		I-04		5.98		.....PRIAM.....		106.31		f 2.15		8.40			
2.35				s 2.50		50 32		I-70		12.00		.....RAYMOND.....		RA 100.29		D		s 2.06		8.15	
										19.09		M. W. Ry. CROSSING		93.20		I					
2.55				s 3.07		50 32		I-77		19.56		.....CLARA CITY.....		CA 92.73		D		s 1.52		7.45	
3.10				s 3.20		49 33		I-83		25.49		.....MAYNARD.....		NB 86.80		D		s 1.40		7.25	
3.25				f 3.26				I-87		29.22		.....ASBURY.....		83.07				f 1.31		7.10	
										33.20		C.M.ST.P.&P.RY. CROSSING		79.09		I					
										33.69		.....WATER TANK.....		78.60		W					
3.35				s 3.41		49 30		I-92		34.60		.....GRANITE FALLS.....		GX 77.69		DN		s 1.22		6.50	
3.50				s 3.51		49 11		I-97		39.86		.....LORNE.....		72.43				f 1.08		6.30	
										43.91		.M. & ST. L. RY. CROSSING.		69.19		I					
4.05				s 4.11		53 35		I-102		44.22		.....HANLEY FALLS.....		HY 63.07		D W		s 12.59		6.12	
4.25				s 4.28		50 47		I-109		50.40		.....COTTONWOOD.....		C 61.89		D		s 12.45		5.52	
4.45				s 4.42				I-116		57.71		.....GREEN VALLEY.....		GV 54.53		D		s 12.32		5.27	
5.10				s 5.07		49 74		I-121		63.07		.....MARSHALL.....		MD 49.23		DN C X		s 12.22		5.07	
										63.22		.C. & N. W. RY. CROSSING.		49.07							
										64.77		.....WATER TANK.....		47.52		W					
5.35				s 5.22		51 32		I-128		69.77		.....LYND.....		YD 42.52		D		s 12.08am		4.30	
6.00				s 5.37		50 33		I-134		76.02		.....RUSSELL.....		RS 36.27		D		s 11.57		4.10	
6.30				s 5.53				I-142		83.89		.....FLORENCE.....		FO 23.40		D		s 11.44		3.40	
6.45				s 6.08		50 56		I-147		88.90		.....RUTHTON.....		RV 23.39		D W		s 11.34		3.25	
7.10				s 6.23				I-155		96.73		.....HOLLAND.....		HD 15.56		D		s 11.20		3.00	
										105.23		C. R. I. & P. RY. CROSSING.		7.06							
										105.25		C. ST. P. M. & O. RY. CROSSING		7.04							
										105.31		C.M.ST.P.&P.RY. CROSSING		6.93							
7.45				s 6.45		30 65		I-164		105.84		.....PIPESTONE.....		NE 6.75		DN		s 11.05		2.30	
A 8.00pm				A 6.55am		51 251		I-170		112.29		.....IHLEN.....		HN		RDN WC X		L 10.50pm		L 2.00am	
5.57 18.79				4.30 24.86																7.10 15.60	
																				Time Over Subdivision Average Speed Per Hour	
																				3.35 31.23	

Special Rules.

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

Maximum Speed.

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

THIRD CLASS.		SECOND CLASS.	FIRST CLASS.				Car Capacity		Station Numbers.	Distance from Ihlen	Time Table No. 29 Effective July 17, 1932.	Telegraph Calls	Distance from Sioux City	SIGNS	FIRST CLASS				SECOND CLASS.	THIRD CLASS.						
577	579	419	C.B.&Q.164 169	C.B.&Q.16 171	161	51	Sidings.	Other Tracks							C.B.&Q.17 172	162	C.B.&Q.163 170	52			420	578	580			
Local Freight Tues. Thurs. Sat.	Local Freight Daily Ex. Sunday	Time Freight Daily	Motor Daily	Motor Daily	Passenger Daily	Passenger Daily				STATIONS				Motor Daily	Passenger Daily	Motor Daily	Passenger Daily	Time Freight Daily	Local Freight Mon. Wed. Fri.	Local Freight Daily Ex. Sunday						
L 6.00Am		L 8.45Pm							81 251	I-170			.....IHLEN.....	HN	112.88	R DNXC				A 10.50Pm			A 1.45Am	A 5.15Pm	
s 6.20		9.00							50 94	I-175	4.60		.....JASPER.....	JA	108.28	D				s 10.40			1.20	s 4.55	
s 6.45		9.20							50 85	I-183	12.20		.....SHERMAN.....	FS	100.50	D				s 10.27			12.55	s 4.25	
s 7.30	L 5.00Am	102 9.45				L 8.15Am	8.10		32 223	I-186	15.02	GARRETSON.....	JC	97.26	R DNW X				A 419 9.45Pm			12.40	s 4.00	A 6.00Pm	
7.35	A 5.03Am	52 9.47				8.17	A 8.11Am				16.09		YANKTON LINE JUNCTION.		96.79					9.42			12.25	3.00	L 5.55Pm	
s 8.00		10.05				s 8.30			49 30	IA-7	21.83		.....BOOGE.....		91.05					f 9.30			12.08Am	s 2.40	
s 8.20		10.15				f 8.40				15	IA-10	26.05	.....MANLEY.....		86.83					f 9.20			11.55	s 2.20	
											26.27		C. ST. P. M. & O. RY. CROS'G		86.61	I										
161 s 8.54		10.35				s 8.54			72 44	IA-17	32.95		.....HILLS.....	HS	79.93	D W				s 9.05			11.30	s 1.50	
											33.33		.....I. C. RY. CROSSING.....		79.55	I									
s 9.55		420 11.10				s 9.07			27 45	IA-23	39.37		.....LESTER.....	R	73.51	DN Y				s 8.50			419 11.10	s 1.15	
											39.58		C. R. I. & P. RY. CROSSING		73.30											
s 10.25		11.35				s 9.21			19 34	IA-30	46.27		.....ALVORD.....	AB	66.61	D				s 8.37			10.40	s 12.40Pm	
s 11.40		12.10Am				s 9.36			50 57	IA-36	51.96		.....DOON.....	DO	60.92	D WC				s 8.25			10.20	s 11.40	
s 12.15Pm		12.40				s 9.56				29	IA-45	60.93	.....PERKINS.....		51.95					s 8.07			9.50	s 10.50	
s 12.45		1.10				s 10.11			49 46	IA-52	68.48		.....SIOUX CENTER.....	UX	44.40	DN				s 7.54			9.30	s 10.11	
s 1.10		1.40				s 10.25				37	IA-61	76.56	.....MAURICE.....	M	36.32	D W				s 7.39			9.00	s 9.15	
s 1.30		2.05				s 10.35			49 29	IA-66	81.68		.....STRUBLE.....	SB	31.20	D				s 7.27			8.45	s 8.50	
f 1.55		2.30				f 10.48				35	IA-73	89.07	.....WEST LOMARS.....		23.81					f 7.13			8.26	s 8.20	
s 2.25		2.50				s 10.57			50 40	IA-78	94.22		.....MERRILL.....	KN	18.66	D W				s 7.03			8.14	s 8.00	
											99.69		.....I. C. RY. CROSSING.....		13.19	I									
s 2.55		3.10				s 11.13			51 28	IA-85	101.04		.....HINTON.....	HO	11.84	D				s 6.50			7.57	s 7.30	
											107.60		.....I. C. RY. CROSSING.....		5.28										
s 3.15		3.30				f 11.27			33	IA-92	108.07		.....LEEDS.....		4.81	X				f 6.38			7.40	s 7.05	
A 3.25Pm		A 3.45Am				11.30				Yard	833	110.02	.....26th STREET YARD.....	Q	2.86	RXNWC K				6.35			L 7.35Pm	L 7.00Am	
										Yard	928	112.21	.....WALL STREET.....		0.67	YO X				A 1.08Pm	6.30	A 7.03Pm			
												112.88	.....SIOUX CITY.....	SX		R DNK X				L 1.05Pm	L 6.25Pm	L 7.00Pm			
9.25 11.68	.03 9.40	7.00 15.72				.03 13.40	.03 13.40	3.25 28.46	1.01 15.83											.03 13.40	3.20 29.17	.03 13.40	.55 17.55	6.10 17.84	10.15 10.73	.05 5.64
										Time Over Subdivision Average Speed Per Hour																

Special Rules.

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

Main track between 3rd street and passenger station Sioux City routes via old main track from 3rd street to Steuben street and via the new cut off between Steuben and Wall streets, thence via 2nd street main track to the depot. 2nd street main track between Wall street and the depot will be used by both G. N. and C. B. & Q. first class trains. Normal position of switches at Wall street for main track.

Crossing over I. C., LEEDS, 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	Passenger	Freight
Ihlen and Garretson.....	.45 miles per hour.	30 miles per hour.
Garretson and Sioux City.....	.40 miles per hour.	30 miles per hour.

WESTWARD. EIGHTH SUBDIVISION—YANKTON LINE JCT. AND YANKTON. EASTWARD.

THIRD CLASS			FIRST CLASS		Car Capacity	Station Numbers	Distance from Yankton Line Jct.	Time Table No. 29 Effective July 17, 1932.			Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS		THIRD CLASS		
535	581	579	53	51				54	52	582				536	580			
Local Freight	Local Freight	Local Freight	Motor	Passenger	Sidings	Other Tracks	STATIONS	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
L 5.03Am			L 8.11Am											YANKTON LINE JCT....			
s 5.30			s 8.27		37	I-194	7.78 CORSON.....	N	73.00	D				s 9.40			s 5.30	
							18.08 C. ST. P. M. & O. RY. CROS'G.		66.80	I								
							17.40 ....I. C. RY. CROSSING....		63.29									
L 4.05Pm		6.00	L 12.39Pm	8.47			17.07 ....SIOUX FALLS JCT.....		63.11					A 2.41Pm	9.21		A 7.05Am	5.01
A 4.10Pm	L 10.45Am	A 6.05Am	A 12.40Pm	s 9.30	39	192	17.93 ....SIOUX FALLS.....	SU	62.85	RDNXW			L 2.40Pm	s 9.20	A 9.00Am	L 7.00Am	L 5.00Pm	
							18.11 C. M. ST. P. & P. RY. CROS'G.		62.67									
							18.32 C. R. I. & P. RY. CROSSING		62.46									
	10.50			9.33			18.65 ....14TH ST. YARD.....		62.13						9.03	8.50		
	s 11.30			s 9.55	35	I-215	28.96 ....TEA.....	BY	51.82	D				s 8.42	s 8.10			
	s 11.55			s 10.09	49	I-222	35.53 ....LENNOX.....	OX	45.25	D				s 8.29	s 7.45			
							35.74 C. M. ST. P. & P. RY. CROS'G.		45.04									
							36.93 ....WATER TANK.....		43.85	W								
	s 12.25Pm			s 10.27	36	I-231	44.14 ....DAVIS.....	D	36.64	D				s 8.11	s 7.15			
							47.68 .C. & N. W. RY. CROSSING .		33.10	I								
	s 1.00			s 10.44	35	I-238	51.54 ....VIBORG.....	BG	29.24	D W				s 7.55	s 6.50			
	s 1.40			s 11.01	43	I-245	68.93 ....IRENE.....	Z	21.85	D				s 7.39	s 6.30			
	f 1.55			f 11.11	7	I-249	63.04 ....TALMO.....		17.74					f 7.30	f 6.10			
	s 2.15			s 11.23	42	I-255	68.11 ....VOLIN.....	YO	12.67	D W				s 7.20	s 6.00			
	s 2.40			s 11.37	18	I-260	73.94 ....MISSION HILL.....	MH	6.84	D				s 7.09	s 5.40			
							79.33 .C. & N. W. RY. CROSSING .		1.45									
							79.37 C. M. ST. P. & P. RY. CROS'G.		1.41									
							79.89 C. M. ST. P. & P. RY. CROS'G.		.89									
							80.19 .C. & N. W. RY. CROSSING .		.59									
	A 3.15Pm			A 11.59Am	36	109	80.78 ....YANKTON.....	YK		RDWCX				L 6.50Pm	L 5.20Am			
.05	4.30	1.02	.01	3.48			Time Over Subdivision						.01	3.40	.05		.55	
3.12	13.97	17.35	15.60	21.26			Average Speed per Hour						15.60	26.20	17.14	3.12	19.56	

Special Rules—Eighth and Ninth Subdivisions.

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

Sioux Falls Russell Street overhead bridge No. 0.8 does not clear man on top of box car. Do not exceed ten (10) miles per hour over Bridge 0.2 over Big Sioux River, 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. Crossing over the C. & N. W. spur track just east of the depot at Arlington protected with gates, normal position of which are clear for Great Northern. When clear, trains may pass but must reduce speed to not more than ten miles an hour at a point within 500 feet of crossing, until passing over crossing. Gates across Great Northern track indicate C. & N. W. is using crossing, in which case come to a full stop, and do not pass over until C. & N. W. crew place gates back to clear.

Maximum Speed.

Between	Passenger	Freight
Garretson and Sioux Falls.....	35 miles per hour.	25 miles per hour.
Sioux Falls and Yankton.....	30 miles per hour.	20 miles per hour.
Sioux Falls and Watertown.....	30 miles per hour.	20 miles per hour.

WESTWARD NINTH SUBDIVISION—WATERTOWN AND SIOUX FALLS EASTWARD 7

THIRD CLASS			FIRST CLASS		Car Capacity	Station Numbers	Distance from Watertown	Time Table No. 29 Effective July 17, 1932.			Telegraph Calls	Distance from Sioux Falls	SIGNS	FIRST CLASS		THIRD CLASS	
535	581	579	53	51				54	52	582				536	580		
Local Freight	Local Freight	Local Freight	Motor	Passenger	Sidings	Other Tracks	STATIONS	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday			
L 7.50Am			L 8.45Am											WATERTOWN.....	WN	103.36
							TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY TENTH SUBDIVISION SCHEDULES.										
L 7.55Am	L 8.48Am						1.27 .....W. & S. F. JCT.....		102.09	R				A 6.20Pm	A 3.05Pm		
f 8.05	s 8.55				9	WS-4	3.04 .....FOLEY.....		99.05					f 6.13	f 2.50		
s 8.25	s 9.10				29	WS-11	6.52 .....THOMAS.....	OM	92.53	D				s 5.59	s 2.35		
s 8.50	s 9.25				29	WS-18	7.26 .....HAYTI.....	H	85.27	D	W			s 5.44	s 2.05		
s 9.15	s 9.37				27	WS-23	5.32 .....LAKE NORDEN.....	ND	79.95	D				s 5.32	s 1.35		
s 9.52	s 9.52				29	WS-30	6.62 .....BADGER.....	B	73.33	D				s 5.18	s 1.10		
f 10.13	f 10.03				6	WS-35	5.26 .....ROVHL.....		68.07					f 5.06	f 12.45		
							39.21 ..C. & N. W. RY. CROSSING..		64.15								
s 11.15	s 10.15				28	WS-39	0.19 .....ARLINGTON.....	AR	63.96	D				s 4.58	s 12.06Pm		
							40.37 ..C. & N. W. RY. CROSSING..		62.99	I							
f 11.35	f 10.27				12	WS-45	4.68 .....AHNBERG.....		58.81	W				f 4.46	f 11.35		
s 12.01Pm	s 10.39				26	WS-49	4.18 .....SINAL.....	S	54.13	D	C			s 4.38	s 11.20		
s 12.20	s 10.50				48	WS-55	6.02 .....NUNDA.....	NU	48.11	D				s 4.25	s 10.50		
s 12.45	s 11.03				28	WS-61	5.78 .....RUTLAND, S. D.....	RU	42.35	D	W			s 4.13	s 10.20		
							67.27 C. M. ST. P. & P. RY. CROSSING		36.09								
s 1.10	s 11.16				26	WS-67	0.01 .....WENTWORTH.....	WH	36.05	D				s 4.00	s 9.50		
s 1.25	s 11.28						6.46 .....BRANDT LAKE.....		29.60					s 3.47	s 9.15		
s 1.40	s 11.32				37	WS-75	1.16 .....CHESTER.....	CH	28.46	D	W			s 3.45	s 9.10		
s 1.55	s 11.42				7	WS-79	4.20 .....HUNTIMER.....		24.26					f 3.36	f 8.45		
							80.18 C. M. ST. P. & P. RY. CROSSING		23.18								
s 2.20	s 11.49				45	WS-82	2.33 .....COLTON.....	CN	20.85	D				s 3.29	s 8.35		
s 2.40	s 12.01Pm				15	WS-88	5.82 .....LYONS.....	ON	15.03	W				s 3.16	s 8.10		
	f 12.06				2	WS-91	2.28 .....TYLER.....		12.77					f 3.10			
s 3.03	s 12.15				14	WS-94	3.33 .....CROOKS.....	K	9.44	D				s 3.03	s 7.45		
	f 12.25				13	WS-98	3.79 .....QUINCY.....		5.65					f 2.53			
s 3.45	s 12.35				15	WS-102	4.04 .....LEVEL SIDING.....		1.61	XVC				f 2.44	s 7.10		
							101.87 C. M. ST. P. & P. RY. CROSSING		1.49								
A 4.05Pm	A 12.39Pm						103.11 ....SIOUX FALLS JCT.....		.25					L 2.41Pm	L 7.00Am		
TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY EIGHTH SUBDIVISION SCHEDULES.																	
A 4.10Pm	A 12.40Pm						0.25 .....SIOUX FALLS.....	SU		RDNW	X			L 2.40Pm	L 7.00Am		
8.10	3.51						Time Over Subdivision							3.39	8.00		
12.47	26.42						Average Speed per Hour							27.87	12.72		

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

WESTWARD.

EASTWARD.

THIRD CLASS 595	FIRST CLASS 191	Car Capacity		Station Numbers.	Distance from Aberdeen Line Jct.	Time Table No. 29 Effective July 17, 1932.	Telegraph Code.	Distance from Aberdeen.	SIGNS	FIRST CLASS 192	THIRD CLASS 596
		Sidings.	Other Tracks.								
Local Freight Daily Ex. Saturday	Motor Daily Ex. Sunday					STATIONS				Motor Daily Ex. Sunday	Local Freight Daily Ex. Friday
L 5:45Am	L 5:40Am					....ABERDEEN LINE JCT....		119.23	R P X Y	A 11:55Pm	A 2:05Am
s 6:05	f 5:55		36	E 45	7.84	.....KUTZER.....		111.39		f11:40	s 1:40
					11.29	G.M.ST.P.&P.RY.CROSSING		107.94			
s 6:15	s 6:03		15	E 48	11.36	.....FAIRMOUNT.....	FA	107.87	D	s11:32	s 1:25
s 6:25	f 6:06		22	E 50	13.02	.....DB VILLO.....		106.21		f11:29	s 1:10
s 6:45	f 6:15		37	E 55	17.93	.....SONORA.....		101.30		f11:20	s12:50
s 7:20	s 6:33	50	53	E 62	25.47	.....HANKINSON.....	BI	93.76	D W	s11:02	s12:30Am
					25.83	M. ST. P. & S. S. M. RY. Cros.		93.40			
					27.09	M. ST. P. & S. S. M. RY. Cros.		91.24			
s 7:45	f 6:48		31	E 70	32.67	.....STILES.....		86.56		f10:47	s11:40
s 8:05	s 6:58		54	E 74	37.46	.....LIDGERWOOD.....	DK	81.77	DN	s10:37	s11:25
s 8:25	s 7:12		32	E 80	43.60	.....CHENESE.....	GO	75.63	D	s10:23	s10:45
s 8:45	s 7:22		34	E 86	48.76	.....CAYUGA.....	SA	70.47	D	s10:13	s10:25
595-192 9:13 9:53	s 7:42	50	35	E 92	54.89	.....RUTLAND, N. D.....	RU	64.34	R D WC X	595-596 s 9:53	192-595 10:03 s 9:40
					55.16	.....FORBES LINE JCT.....		64.07	Y		
s10:20	s 8:02		36	F 9	64.24	.....HAVANA.....	WB	54.09	D	s 9:33	s 9:10
s10:45	s 8:15		35	F 16	70.82	.....KIDDER.....	BO	48.41	DN	s 9:20	s 8:50
					74.35	C.M.ST.P.&P.RY.CROSSING		44.88			
s11:10	s 8:30		32	F 23	77.94	.....BURCH.....	GU	41.29	D	s 9:05	s 8:30
s11:40	s 8:44		35	F 30	85.08	.....AMHERST.....	MN	34.15	D	s 8:51	s 8:10
s12:05Am	s 8:59		34	F 36	91.44	.....CLAREMONT.....	QC	27.79	D	s 8:36	s 7:50
s12:25	s 9:09		33	F 42	96.87	.....HUFTON.....	HU	22.36		s 8:26	s 7:30
s12:50	s 9:19		34	F 47	102.28	.....PUTNEY.....	NY	16.95	D	s 8:16	s 7:15
					105.70	.....WATER TANK.....		13.53	W		
s 1:10	f 9:29		7	F 51	106.18	.....TACOMA PARK.....		13.05		f 8:06	f 7:00
s 1:30	s 9:37		34	F 55	109.93	.....PLANA.....		9.30		s 7:58	s 6:50
					118.59	C.M.ST.P.&P.RY.CROSSING		0.64	I		
					118.61	.C. & N. W. RY. CROSSING.		0.62	I		
A 2:10Am	A 9:55Am	Yard	216	F 64	119.23	.....ABERDEEN.....	FN		R DNK CXY	L 7:40Pm	L 6:10Pm
8:25 14:17	4:15 28:05					Time Over Subdivision Average Speed Per Hour				4:15 28:05	7:55 15:06

WESTWARD.

**FOURTEENTH SUBDIVISION—
RUTLAND AND FORBES.**

EASTWARD. 9

SECOND CLASS 337	Car Capacity		Station Numbers.	Distance from Rutland.	Time Table No. 29 Effective July 17, 1932.	Telegraph Code.	Distance from Forbes.	SIGNS	SECOND CLASS 338
	Sidings.	Other Tracks.							
Mixed Daily Ex. Sunday					STATIONS			Mixed Daily Ex. Sunday	
L 9:00Am	50	35	E 92		.....RUTLAND, N. D.....	RU	63.02	R D WC X	A 4:20Pm
				0.27	.....FORBES LINE JCT.....		62.75	X Y	
s 9:25		35	E 93	6.87	.....BELLE PLAINE.....		56.15		s 4:02
s 9:40		35	E103	11.85	.....BROOKLAND.....		51.17		s 3:50
				18.05	C.M. ST.P.&P.RY.CROSSING		49.97		
s10:00		34	E110	18.91	.....STRAUVILLE.....	SV	44.11	D	s 3:20
s10:20		33	E116	25.03	.....CRESCENT HILL.....		37.99		s 3:00
s10:35		35	E121	29.33	.....NEWTON.....		33.64		s 2:45
				29.77	C. & N. W. RY. CROSSING		33.25		
				30.62	.....WATER TANK.....		32.40	W	
s10:45		25	E123	31.34	.....PORT EMMA.....		31.68		s 2:35
s10:55		34	E126	35.01	.....QUELPH.....	QU	28.01	D	s 2:25
s11:15		35	E134	42.10	.....SILVER LEAF.....		20.92		s 2:05
				49.43	C.M. ST.P.&P.RY.CROSSING		13.59		
s11:40		55	E141	49.65	.....ELLEDALE.....	ND	13.37	D	s 1:45
A 12:20Pm	38	65	E155	63.02	.....FORBES.....	FO		R D X Y	L 1:05Am
3:20 18:91					Time Over Subdivision Average Speed Per Hour				3:15 19:39

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
Fifth 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.....	.07 mile east of Spicer.....	East	22
Inebriate Spur.....	3.60 miles west of Grue.....	West	54
Eighth 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.			
Fehl Spur.....	8.91 miles east of Forbes.....	East	9

SPEED RESTRICTIONS

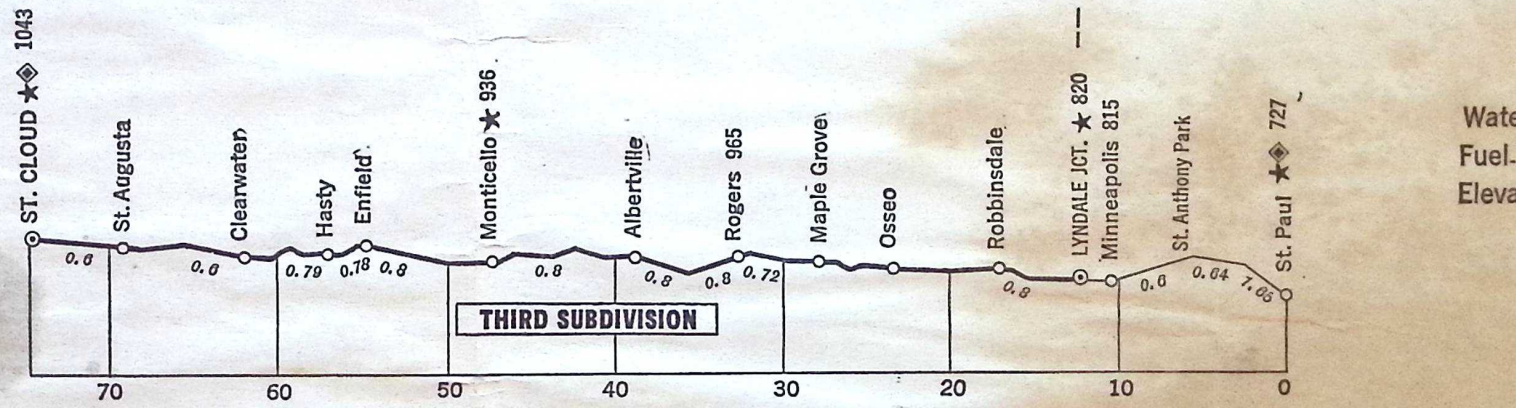
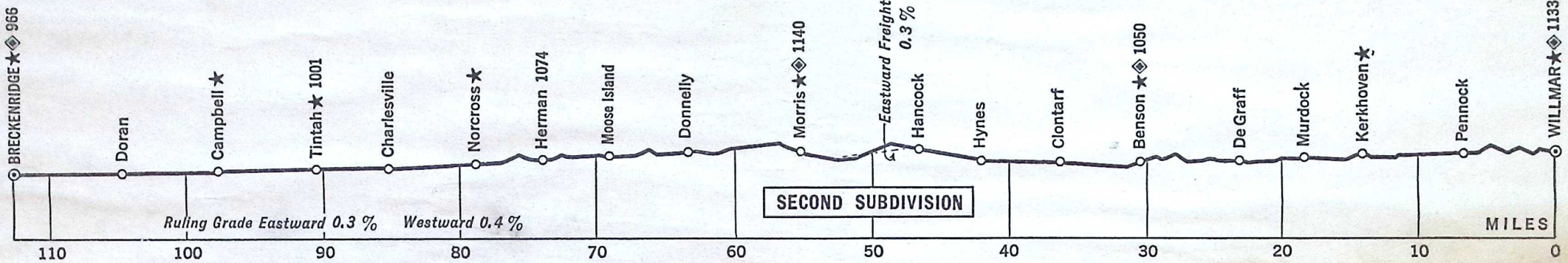
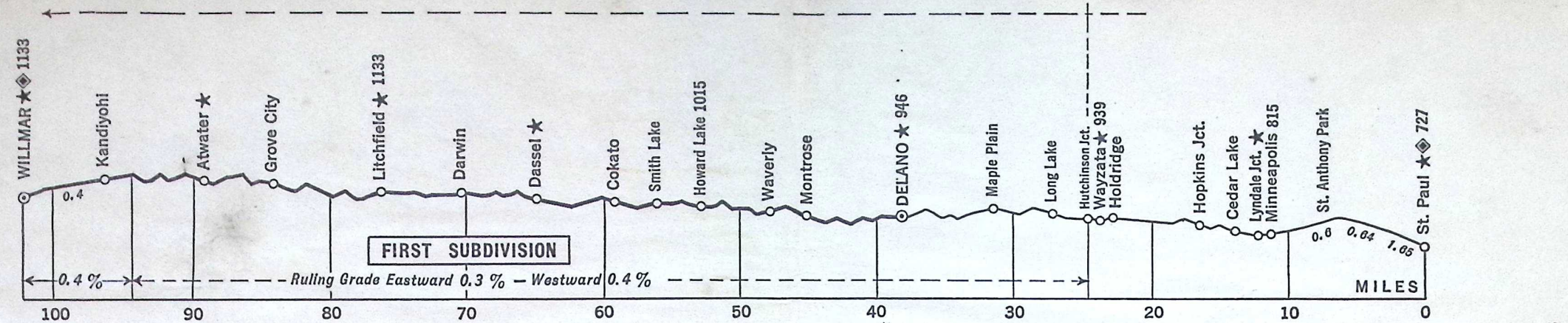
Engines backing up.....20 miles per hour.

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. F. J. Savage.....	Division Surgeon.....	Office phone Ga 3633, House, El 5001, 355 Lowry Bldg., St. Paul, Minn.
Dr. E. H. Frost.....	Division Surgeon.....	Willmar, Minn.
Dr. R. H. Wald.....	Assistant Division Surgeon.....	355 Lowry Bldg., St. Paul, Minn.
Dr. C. B. Lewis.....	Assistant Division Surgeon.....	St. Cloud, Minn.
Dr. C. F. Culvert.....	Assistant Division Surgeon.....	Sioux Falls, S. D.
Dr. E. W. Rimer.....	Assistant Division Surgeon.....	Breckenridge, Minn.
Dr. Arch F. O'Donoghue.....	Assistant Division Surgeon.....	Sioux City, Iowa
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. H. D. Oggel.....	Maurice, Iowa
Dr. Geo. E. Countryman.....	Aberdeen, S. D.	Dr. Charles Caine.....	Morris, Minn.
Dr. D. W. Little.....	Appleton, Minn.	Dr. T. H. Mee.....	Osseo, Minn.
Dr. N. K. Hopkins.....	Arlington, S. D.	Dr. C. R. Myre.....	Paynesville, Minn.
Dr. C. L. Scofield.....	Benson, Minn.	Dr. W. J. Taylor.....	Pipestone, Minn.
Dr. Oscar Daignault.....	Benson, Minn.	Dr. E. J. McKeown.....	Pipestone, Minn.
Dr. W. E. Wray.....	Campbell, Minn.	Dr. H. W. Goehrs.....	St. Cloud, Minn.
Dr. Oscar Freed.....	Cokato, Minn.	Dr. C. S. Sutton.....	St. Cloud, Minn.
Dr. J. B. Robertson.....	Cottonwood, Minn.	Dr. A. H. Tufts.....	Sioux Falls, S. D.
Dr. A. C. Peterson.....	Dassel, Minn.	Dr. S. A. Donahoe.....	Sioux Falls, S. D.
Dr. A. E. Phillips.....	Delano, Minn.	Dr. C. H. Clark.....	Ruthon, Minn.
Dr. A. G. Maerklein.....	Ellendale, N. D.	Dr. N. F. Doleman.....	Tintah, Minn.
Dr. F. C. DeVall.....	Garretson, S. D.	Dr. C. L. Roholt.....	Waverly, Minn.
Drs. C. I. Oliver and I. L. Oliver.....	Graceville, Minn.	Dr. R. F. Campbell.....	Watertown, S. D.
Dr. A. G. Sanderson.....	Granite Falls, Minn.	Dr. H. J. Bartron.....	Watertown, S. D.
Dr. M. L. Ransom.....	Hancock, Minn.	Drs. A. F. & B. J. Branton.....	Willmar, Minn.
Dr. Wm. D. Lyle.....	Havana, N. D.	Dr. C. C. Gross.....	Yankton, S. D.
Dr. John T. Leland.....	Herman, Minn.	Dr. J. E. Trierweiler.....	Yankton, S. D.
Dr. Leonard Harriman.....	Howard Lake, Minn.	Dr. O. W. Scholpp.....	Hutchinson, Minn.
Dr. J. C. Shirley.....	Huron, S. D.	Dr. J. P. Wilkins.....	Mound, Minn.
Dr. E. G. Sasse.....	Lidgerwood, N. D.	Dr. T. J. Devereaux.....	Wayzata, Minn.
Dr. Karl A. Danielson.....	Litchfield, Minn.		
Dr. Ward Akester.....	Marshall, Minn.		
Dr. F. D. Gray.....	Marshall, Minn.		



Water...★
 Fuel...◆
 Elevation 81

