

*Dr. Abbott Skinner, Chief Medical Officer .....	St. Paul, Minn.
*Dr. Charles T. Eginton, Asst. to Chief Medical Officer .....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein .....	St. Paul, Minn.
Dr. James N. Berbos .....	Aberdeen, S. D.
*Dr. Carson B. Murdy .....	Aberdeen, S. D.
Dr. William C. Kaufman .....	Appleton, Minn.
*Dr. R. P. Griffin .....	Benson, Minn.
Dr. Donald F. Holm .....	Benson, Minn.
Dr. Robert H. Nelson .....	Benson, Minn.
*Dr. Clarence V. Bateman .....	Breckenridge, Minn.
*Dr. Louis T. O'Brien .....	Breckenridge, Minn.
Dr. C. W. Jacobson .....	Breckenridge, Minn.
Dr. Theodore Greenfield .....	Cokato, Minn.
Dr. Joseph C. Houts .....	Dassel, Minn.
Dr. L. L. Oliver .....	Graceville, Minn.
Dr. Carl L. Lundell .....	Granite Falls, Minn.
*Dr. W. H. Saxton .....	Huron, S. D.
Dr. Kenneth H. Petersen .....	Hutchinson, Minn.
Dr. V. S. Irvine .....	Idgerwood, N. D.
*Dr. B. C. Ford .....	Marshall, Minn.
Dr. F. D. Gray .....	Marshall, Minn.
Dr. W. W. Yeager .....	Marshall, Minn.
Dr. J. E. Nekdale .....	Marshall, Minn.
Dr. Ernest R. Anderson .....	Minneapolis, Minn.
Dr. William E. Hart .....	Monticello, Minn.
*Dr. R. A. Rossberg .....	Morris, Minn.
*Dr. Jack Guy .....	New London, Minn.
Dr. T. J. Bloedel .....	Osseo, Minn.
Dr. C. R. Myre .....	Paynesville, Minn.
*Dr. H. W. Goehrs .....	St. Cloud, Minn.
Dr. G. H. Goehrs .....	St. Cloud, Minn.
Dr. Vernon E. Nellis .....	St. Cloud, Minn.
*Dr. John F. Alden .....	St. Paul, Minn.
*Dr. Darrel E. Westover .....	St. Paul, Minn.
*Dr. A. L. McGilvra .....	Sioux Center, Iowa
*Dr. H. M. Rudersdorf .....	Sioux City, Iowa
*Dr. S. A. Donahoe .....	Sioux Falls, S. D.
*Dr. G. Robert Bartron .....	Watertown, S. D.
*Dr. Lloyd C. Gilman .....	Willmar, Minn.
*Dr. Walter E. Hins .....	Willmar, Minn.
*Dr. A. M. McCarthy .....	Willmar, Minn.
*Dr. R. P. Michels .....	Willmar, Minn.
*Dr. Chester B. McVay .....	Yankton, S. D.

\*Designates also Examining Surgeon.

Dr. Malcolm A. McCannel .....	Minneapolis, Minn.
Dr. Richard C. Horns .....	Minneapolis, Minn.
Dr. Edward P. Bureh .....	St. Paul, Minn.
Dr. Donald C. Sterner .....	St. Paul, Minn.
Dr. W. T. Wenner .....	St. Cloud, Minn.
Dr. James E. Reeder .....	Sioux City, Iowa
Dr. Sidney F. Becker .....	Sioux Falls, S. D.
Dr. Stanley S. Chunn .....	Willmar, Minn.

**Dr. Rolf M. Iverson .....Minneapolis, Minn.**

# GREAT NORTHERN RAILWAY COMPANY

# WILLMAR DIVISION

# TIME TABLE 103

## CENTRAL TIME

# Sunday, April 30, 1961

Printed in U.S.A.

## EASTWARD

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

**Westward trains are superior to eastward trains of the same class.**  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

**SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.**

## EASTWARD 3

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

WESTWARD      FOURTH SUBDIVISION      EASTWARD

Station Numbers	Capacity of Tracks	Distance from Wayzata	Time Table No. 103 Effective April 30, 1961	Telegraph Cols	SIGNS
			STATIONS		
A24	.....	.....	..... <b>WAYZATA</b> .....	WA	DNPR
.....	.....	0.33	..... <b>HUTCHINSON JCT.</b> .....	.....	PJ
B 6	97	6.60	..... <b>SPRING PARK</b> .....	PK	D
B 8	31	8.50	..... <b>MOUND</b> .....	MU	D
B13	35	13.07	..... <b>ST. BONIFACIUS</b> .....	NI	D
B21	17	20.88	..... <b>MAYER</b> .....	KY	D
B28	49	28.36	..... <b>LESTER PRAIRIE</b> .....	PR	D
B44	88	44.42	..... <b>HUTCHINSON</b> .....	HO	RDY

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## 4 WESTWARD

## FIFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Willmar	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS	
	Sidings	Other Tracks		419		Effective April 30, 1961	420				
				Daily		STATIONS				Daily	
A-102	.....	.....		L 9.30Am	.....	.....WILLMAR.....★	W	BDNKOR WXZ		A 8.35Pm	.....
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR ARE GOVERNED BY FIRST SUBDIVISION SCHEDULES											
.....	.....	.....		L 9.35Am	0.47	..... <sup>0.47</sup> SIOUX CITY LINE JCT.....	.....	JPX	A 8.25Pm	.....	.....
I- 44	85	12		9.50	5.97	..... <sup>5.50</sup> PRIAM.....	.....	P	8.14	.....	.....
I- 70	50	32		10.00	11.99	..... <sup>6.02</sup> RAYMOND.....	RA	DP	8.05	.....	.....
I- 77	116	52		10.10	19.55	..... <sup>7.56</sup> CLARA CITY.....	CA	IDP	7.53	.....	.....
I- 83	61	38		10.20	25.48	..... <sup>5.93</sup> MAYNARD.....	MY	DP	7.43	.....	.....
I- 92	97	130		10.36	34.59	..... <sup>9.11</sup> GRANITE FALLS.....	GX	DPI	7.27	.....	.....
I-102	58	35		10.56	44.22	..... <sup>9.63</sup> HANLEY FALLS.....	HY	DPI	7.10	.....	.....
I-109	50	37		11.05	50.39	..... <sup>6.17</sup> COTTONWOOD.....	C	DP	7.01	.....	.....
I-116	.....	35		11.17	57.70	..... <sup>7.31</sup> GREEN VALLEY.....	GV	DP	6.50	.....	.....
I-121	148	144		11.25	63.07	..... <sup>5.37</sup> MARSHALL.....	MD	DNXP	6.40	.....	.....
I-128	51	32		11.37	63.21	..... <sup>0.14</sup> C. & N. W. RY. CROSSING.....	.....	U	6.28	.....	.....
I-134	50	38		11.50	69.76	..... <sup>5.55</sup> LYND.....	.....	P	6.19	.....	.....
I-142	.....	38		12.02pm	76.01	..... <sup>6.25</sup> RUSSELL.....	RS	DP	6.08	.....	.....
I-147	100	56		12.10	83.88	..... <sup>8.8</sup> FLORENCE.....	F	DP	6.00	.....	.....
I-155	.....	37		12.21	88.89	..... <sup>5.01</sup> RUTHTON.....	RV	DP	5.45	.....	.....
I-164	30	69		12.35	96.73	..... <sup>7.84</sup> HOLLAND.....	HD	DP	5.30	.....	.....
I-170	120	.....		12.45	105.22	..... <sup>8.49</sup> RAILROAD CROSSINGS.....	.....	U	5.15	.....	.....
I-175	53	108		12.52	105.53	..... <sup>0.31</sup> PIPESTONE.....	NE	DP	5.05	.....	.....
I-183	50	35		1.03	112.27	..... <sup>6.74</sup> IHLEN.....	.....	P	4.52	.....	.....
I-186	145	220		1.10	116.88	..... <sup>4.61</sup> JASPER.....	JA	DP	4.45	.....	.....
IA-17	100	37		1.40	124.58	..... <sup>7.70</sup> SHERMAN.....	FS	DP DNK PRXY	4.12	.....	.....
IA-23	100	43		1.50	127.90	..... <sup>3.32</sup> GARRETSON.....	JC	DP	4.02	.....	.....
IA-30	101	34		2.00	145.23	..... <sup>17.33</sup> HILLS.....	HS	DPI	3.52	.....	.....
IA-36	50	31		2.09	151.65	..... <sup>6.42</sup> LESTER.....	.....	IP	3.42	.....	.....
IA-52	100	72		2.34	158.55	..... <sup>6.90</sup> ALVORD.....	AD	DP	3.17	.....	.....
IA-66	41	29		2.54	164.24	..... <sup>5.69</sup> DOON.....	DO	DP	2.54	.....	.....
IA-78	43	51		3.11	180.78	..... <sup>16.54</sup> SIOUX CENTER.....	UX	DNP	2.30	.....	.....
IA-85	51	30		3.21	193.96	..... <sup>13.18</sup> STRUBLE.....	.....	P	2.20	.....	.....
IA-97	Yard	.....		3.40pm	206.50	..... <sup>12.54</sup> MERRILL.....	.....	P	2.00pm	.....	.....
					211.96	..... <sup>5.46</sup> WREN TOWER.....	GS	DNIP			
					213.32	..... <sup>1.36</sup> HINTON.....	HI	DP BDNKOW RXZ			
					222.77	..... <sup>9.45</sup> SIOUX CITY.....	SX				
				6.05 36.54		Time Over Subdivision Average Speed Per Hour			6.25 34.64		

Westward trains are superior to eastward trains of the same class.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD 5

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Garretson	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS	
			579		Effective April 30, 1961	STATIONS			580	
			Daily Ex. Sunday						Daily Ex. Sunday	
I-186	256			L 12.01Am	17.97	..... GARRETSON.....	JC	DNKPRXY	A 4.40Pm	
					18.14	..... I. C. RY. CROSSING.....		X		
				12.45		..... SIOUX FALLS JCT.....		JPX	4.02	
I-205	527			A 12.50Am	18.40	..... SIOUX FALLS.....	SU	BDKPRXY	L 4.00Pm	
					18.80	..... RAILROAD CROSSINGS.....		U		
					19.13	..... 14th STREET YARD.....		X		
I-222	50				36.01	..... LENNOX.....	OX	D		
I-231	36				44.62	..... DAVIS.....				
I-238	35				52.02	..... VIBORG.....	VB	D		
I-245	34				59.40	..... IRENE.....	RN	D		
					69.08	..... G. N. JCT.....		RJ		
	18				74.42	..... MISSION HILL.....				
					79.77	..... C. & N. W. JCT.....		RJ		
					80.68	..... RAILROAD CROSSINGS.....		M		
I-267	172				81.26	..... YANKTON.....	YK	BDKR		
				.49 22.53		Time Over Subdivision Average Speed Per Hour			.40 27.60	

## WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS	Distance from Geneseo Jct.	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS
		325		Effective April 30, 1961	STATIONS			326
		Daily Ex. Sunday						Daily Ex. Sunday

E45	36	L 8.35Am		..... ABERDEEN LINE JCT.....	JP	A 8.45Pm
		A 8.40Am	0.68	..... G. N. JCT.....	J	L 8.42Pm

TRAINS BETWEEN G. N. JCT. AND GENESEO JCT. ARE GOVERNED BY M. ST. P. & S. S. M. RY. TIME TABLE

E80	28	L 10.15Am		..... GENESEO JCT.....	J	A 6.55Pm
		s 10.35	0.66	..... GENESEO.....	GO	D s 6.50
E86	34	s 10.49	5.81	..... CAYUGA.....	CU	D s 6.35
E92	85	s 11.15	11.94	..... RUTLAND, N. D.....	RJ	BDKRX s 6.20
			12.21	..... FORBES LINE JCT.....	JYX	
F9	36	s 11.40	21.30	..... HAVANA.....	WB	D s 5.35
F16	35	s 11.55	27.88	..... KIDDER.....	KS	D s 5.20
			31.40	..... MILW. RY. CROSSING.....	U	
F30	35	s 12.25Pm	42.13	..... AMHERST.....	MN	D s 4.50
F36	34	s 12.40	48.50	..... CLAREMONT.....	QC	D s 4.35
F47	24	s 1.05	59.33	..... PUTNEY.....		s 4.08
F64	175	A 1.45Pm	76.28	..... ABERDEEN.....	FN	BDKRY L 3.30Pm
		3.30 21.79		Time Over Subdivision Average Speed Per Hour		3.25 22.32

## WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS	Distance from Rutland	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS
		337		Effective April 30, 1961	STATIONS			338
		Mon., Wed. and Fri.						Mon., Wed. and Fri.

E92	35	L 11.40Am		..... RUTLAND, N. D.....	RJ	BDKRX	A 5.25Pm
			0.27	..... FORBES LINE JCT.....		XYJ	
E126	34	s 1.10Pm	29.77	..... C. & N. W. RY. CROSSING.....	U		
			35.01	..... GUELPH.....	GU	D s 3.55	
E141	55	s 1.50	49.42	..... MILW. RY. CROSSING.....	U		
E155	44	A 2.25Pm	49.65	..... ELLENDALE.....	N	D s 3.15	
			63.03	..... FORBES.....	FO	DRY L 2.40Pm	
		2.45 22.92		Time Over Subdivision Average Speed Per Hour			2.45 22.92

Westward trains are superior to eastward trains of the same class on the Sixth, Seventh and Eighth Subdivisions except No. 580 is superior to No. 579.

No. 337 and No. 338 will stop at Straubville and will stop on flag at Silver Leaf for revenue passengers.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## 6 WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Benson	Time Table No. 103		Telegraph Calls	SIGNS	SECOND CLASS	
	Siding	Other Tracks	529			Effective April 30, 1961				530	
			Daily Ex. Sunday			STATIONS				Daily Ex. Sunday	
A133	.....	.....	L	8.30Am	.....	BENSON		★	BN	DNPKR	A 7.50Pm
.....	.....	.....		8.35	0.78	WATERTOWN LINE JCT.		.....	JPY		7.47
C 9	.....	34	s	8.55	7.88	DANVERS		DR	D		f 7.32
C 16	.....	33	s	9.15	15.83	HOLLOWAY		OW	D		f 7.17
C 22	45	167	s	10.40	21.96	APPLETON		AU	DNXI		s 7.05
C 30	.....	34	s	11.10	30.65	LOUISBURG		BG	D		f 6.38
C 37	44	26	s	11.30	37.14	BELLINGHAM		BA	D		f 6.25
C 46	.....	35	s	11.59	46.34	NASSAU		NA	D		f 6.05
C 52	45	26	s	12.15Pm	51.82	ALBEE		.....	.....		f 5.53
C 58	.....	36	s	12.35	57.98	LA BOLT		.....	.....		f 5.40
C 66	.....	15	s	12.55	65.57	STOCKHOLM		SK	D		f 5.25
C 73	43	31	s	1.15	72.82	SOUTH SHORE		VR	D		f 5.10
.....	.....	.....			91.80	RAILROAD CROSSINGS		.....	U		
C 92	Yard	324	A	530 1.55 2.30	91.99	WATERTOWN		WN	BDNK ORX	L	529 4.30 1.45
.....	.....	.....			93.26	W. & S. F. JCT.		.....	JX		
C102	.....	34	s	2.55	101.89	GROVER		.....	.....		s 1.15
C109	.....	37	s	3.10	108.24	HAZEL		Z	D		s 12.55
.....	.....	.....			115.16	C. M. ST. P. & P. RY. CROS.		.....	U		
C116	.....	41	s	3.30	115.17	VIENNA		VA	D		s 12.35
C124	.....	35	s	3.50	124.05	WILLOW LAKE		WK	D		s 12.15Pm
C136	.....	35	s	4.15	136.19	BANCROFT		BF	D		s 11.40
C141	.....	35	s	4.25	140.64	OSCEOLA		SC	D		s 11.25
C149	.....	36	s	4.45	148.36	YALE		YA	D		s 11.01
C162	Yard	202	A	5.15Pm	161.83	HURON		HU	IDRY	L	10.30Am
.....	.....	.....				Time Over Subdivision Average Speed Per Hour		.....	.....		9.20 17.33

## WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watertown	Time Table No. 103 Effective April 30, 1961 STATIONS		Telegraph Calls	SIGNS
C-92	324	.....	.....WATERTOWN.....		WN	BDNK ORX

TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN ARE GOVERNED BY NINTH SUBDIVISION SCHEDULES						
.....	.....	1.27	.....W. & S. F. JCT.....	.....	JX	
WS-18	32	18.09	.....HAYTI.....	H	D	
WS-23	27	23.41	.....LAKE NORDEN.....	NR	D	
WS-30	29	30.03	.....BADGER.....	B	D	
.....	.....	39.21	..C. & N. W. RY. CROSSING..	.....	M	
WS-39	34	39.40	.....ARLINGTON.....	AR	DI	
WS-49	26	49.23	.....SINAI.....	SN	D	
WS-55	48	55.25	.....NUNDA.....	NU	D	
WS-61	28	61.01	.....RUTLAND, S. D.....	.....	U	
.....	.....	67.27	..MILW. RY. CROSSING..	.....	.....	
WS-67	26	67.28	.....WENTWORTH.....	WH	D	
WS-75	42	74.90	.....CHESTER.....	CH	D	
WS-82	45	82.51	.....COLTON.....	CO	D	
.....	.....	100.55	..WEST JCT. (C. M. St. P. & P.)..	.....	.....	

TRAINS BETWEEN WEST JCT. AND EAST JCT. ARE GOVERNED BY C. M. St. P. & P. TIME TABLE						
.....	.....	102.32	...EAST JCT. (C. M. St. P. & P.)..	.....	.....	
.....	.....	103.40	....SIOUX FALLS JCT..	.....	JPX	

TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS ARE GOVERNED BY SIXTH SUBDIVISION SCHEDULES						
I-205	527	103.66	.....SIOUX FALLS.....	SU	BDNK PRXY	

Westward trains are superior to eastward trains of the same class on the Ninth and Tenth Subdivisions except No. 530 is Superior to No. 529.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations:

End of two main tracks at Wayzata.

Wayzata, east and west switches.

End of two main tracks at MP 98, Pennock and Doran.

Crossover just west of stockyards at Willmar and east crossover switch at Benson.

Delano, east and west switches.

Howard Lake, east and west switches.

Cokato, east and west switches.

Dassel, east and west switches of control siding.

Litchfield, east switch of control siding.

Atwater, east and west switches.

Kerkhoven, east and west switches.

Benson, east switch of control siding.

Morris, east and west switches.

Donnelly, east and west switches.

Herman, east and west switches.

Norcross, east and west switches.

Campbell, west switch.

Robbinsdale, east and west switches.

Sioux City, east switch 26th street yard.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations:

Clontarf, west switch of control siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.

Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61000 through 61009 and 61500 through 61524 in passenger trains at passenger train speeds.

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following road switcher engines are equipped with alignment control couplers: 201 thru 203, 205, 206, 208 thru 212, 214 thru 218, 220 thru 225, 227 thru 230; 550 thru 599, 600 thru 699; 700 thru 734; 900 thru 915, and 2000 thru 2035.

Single unit diesel engines, or multiple unit groups (when such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350.
65 MPH.....	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of train, but not next to engine, caboose, occupied outfit car or passenger car. Loaded trailer-on-flat cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

4. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

5. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.

After severe blizzard or dirt storm, employees on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employee.

6. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

7. Placarded loaded tank cars handled in through freight or mixed trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.



Cars placarded "Explosives", "Flammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

Employees will be guided by further instructions governing handling of loaded tank cars, Explosives, Flammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 727 and 811.

8. Trains, departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

9. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
10. St. Paul Union Depot and Minneapolis, in order to facilitate the handling of patients arriving on cots in baggage cars and who require use of wheel chair or stretcher, conductors will wire Union Depot Company, St. Paul, or Stationmaster, Minneapolis, describing the class of service required.
11. This is authority to honor passes of tenant lines railways' train and engine men between Twin Cities, except on Trains 31 and 32.
12. "The Consolidated Code of Operating Rules, Edition of 1959, in addition to the following instructions will govern Great Northern employees while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:

(a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at restricted speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions.

The limits of The St. Paul Union Depot Company property extend from connection with the Northern Pacific Ry. and Great Northern Ry. tracks at Third Street and connection with CMStP&P-CB&Q R. R. tracks opposite depot roundhouse, on the east, to connection with the CGW Ry. and the CMStP&P R. R. tracks at Robert Street on the west.

(b) The timetable of the St. Paul Union Depot Company is for information only. Employees of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.

(c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.

(d) Under Rule 11, the use of torpedoes is prohibited.

(e) Under Rule 15, burning fusees must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

#### THE FOLLOWING RULES APPLY ONLY ON THE ST. PAUL UNION DEPOT COMPANY PROPERTY:

(f) There is no superiority of trains within the limits of St. Paul Union Depot Company property.

(g) Within the limits of the St. Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches. The entrance to and all movements on this property will be made only on authority of hand signals from switchtenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switchtenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

(h) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender in the direction of the movement. Each must receive an acknowledgment before signaling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

(i) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductor must see that trainmen are stationed so hand or light signals may be used, in case of any emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up air brake valve before starting and it must be known that brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.

(j) Headlights must be dimmed while on shed tracks.



# FIRST SUBDIVISION

(Main Line)

## 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lyndale Jct. and Breckenridge .....	79 MPH	60 MPH

## 2. SPEED RESTRICTIONS.

Delano No. 27 passing depot.....60 MPH

## 3. TRAIN REGISTER EXCEPTIONS.

Willmar, register is for freight trains only.

## 4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

All trains must obtain Clearance Form A at Willmar.

At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive, when train order signal indicates proceed.

Westward Seventh Subdivision trains will require M.St.P.& S.S.M Ry. clearance at Campbell.

## 5. CONDITIONAL STOPS.

No. 27 stops at Wayzata to discharge passengers from Chicago and east and to pick up passengers destined Fargo and west where No. 27 is scheduled to stop.

No. 28 and No. 14 stop at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

## 6. Lyndale Jct., eastward freight trains on Willmar Line having cars to set out at this point will stop before passing eastward Home Signal to make set-out.

## 7. All movements on house track over State Aid road No. 11 just west of depot Campbell and all movements on industry track over 4th Street Crossing Donnelly must be protected by flagman.

## 8. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains, between MP 18.75 and MP 19.75 five miles east of Wayzata.

Eastward trains, between MP 87 and MP 86 two miles west of Grove City.

Westward trains between MP 110 and MP 111 one mile west of Pennock.

Eastward trains between MP 205 and MP 204 two miles east of Doran.

## 9. CROSSOVERS ON TWO MAIN TRACKS.

Facing Point	Trailing Point
	Mile Post 15.....400 feet west of.
	Mile Post 19.....700 feet west of.

Willmar, double crossover just west of stockyard.

## 10. Two main tracks known as—NORTH MAIN and SOUTH MAIN—extend between Lyndale Jct. and beginning of CTC at Wayzata. Consolidated Code Rules 261, 263 and 264 are in effect between Lyndale Jct. and beginning of CTC at Wayzata. The use of these rules does not modify Rule 99.

## 11. INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:

MP 98 and Pennock.

Doran and MP 212.

Willmar is the control station for CTC under the supervision of train dispatcher.

## THE FOLLOWING SIGNALS ARE LOCATED TO THE LEFT OF THE TRACK WHICH THEY GOVERN:

Eastward on North Main Track:

Signal 99.4.

Westward on South Main Track:

Signal 99.5.

Single Track—Eastward movements:

Governing home signal east siding switch Delano.

Pennock:

Eastward governing automatic block signal 103.6 on North Main Track.

Westward governing automatic block signal 107.5 on South Main Track.

Benson:

Double crossover at MP 132 for westward movements from Main Track to controlled siding—and for eastward movements from controlled siding to Main Track.

Between Doran and Breckenridge:

Eastward controlled signals on North Main Track at MP 212 and end of Two Main Tracks Doran.

Automatic Block Signals 210.7 and 212.1 on South Main Track for westward movements, and Automatic Block Signal 208.6 on North Main Track for eastward movements.

## 12. MANUAL INTERLOCKINGS.

N. P. Ry. crossing .....1.58 miles east of Breckenridge  
Remotely controlled by operator Breckenridge Yard.

## 13. AUTOMATIC INTERLOCKINGS.

MStP&SSM. RR. crossing .....2.17 miles west of Tintah

## 14. At Wayzata, when switching over Barry Avenue Crossing, or when standing on either main track, and a train is approaching on adjacent track, a member of the crew standing at the station will protect the crossing on the ground.

## 15. Diesel radiator and boiler water stations.

Willmar.

Morris.

## SECOND SUBDIVISION

(Osseo Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lyndale Junction and St. Cloud .....	75 MPH	50 MPH
St. Cloud and Willmar .....	45 MPH	40 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH  
 Rice Jct.  
 Paynesville.

### 3. TRAIN REGISTER EXCEPTIONS.

Lyndale Jct., all trains register by ticket.  
 St. Cloud, Nos. 3, 11 and 12 will register by ticket.

### 4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.

All trains must obtain Clearance Form A at St. Cloud.

Trains originating at Rice Jct. may proceed without a clearance.

At M. W. Jct., eastward M. W. trains will not require a clearance.

### 5. CONDITIONAL STOPS

Nos. 7 and 8 will stop at Robbinsdale, Osseo, Rogers, Albertville, Monticello and Clearwater for revenue passengers only.

### 6. All movements on industry track over Noble Avenue Crossing, 1000 feet east of depot Robbinsdale, must be protected by flagman.

### 7. Track north of main track extending approximately 2 miles eastward from depot, St. Cloud, is known as LONG LEAD and must be kept clear for meeting and passing of trains.

### 8. SPRING SWITCHES WITH FACING POINT LOCK.

Robbinsdale, east and west siding switch.

Osseo, east and west siding switch.

Rogers, east and west siding switch.

Albertville, east and west siding switch.

Monticello, east and west siding switch.

Clearwater, east and west siding switch.

Normal position is for main track.

### 9. AUTOMATIC INTERLOCKINGS.

M.W. Ry. crossing .....0.76 miles west of Lyndale Jct.

MStP&SSM. RR. crossing .....1.34 miles west of Robbinsdale

MStP&SSM. RR. crossing .....0.76 miles west of Paynesville

### 10. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jct.

This switch is electrically controlled by operator at the depot, St. Cloud.

### 11. Diesel radiator and boiler water stations.

Monticello.

St. Cloud.

## THIRD, FOURTH, FIFTH AND SIXTH SUBDIVISIONS

(Browns Valley, Hutchinson, Sioux City and Yankton Lines)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Morris and Browns Valley .....		25 MPH
Wayzata and Hutchinson .....		25 MPH
Willmar and Sioux City .....	59 MPH	49 MPH
Garretson and Sioux Falls .....	40 MPH	30 MPH
Sioux Falls and Yankton .....		25 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH

Clara City.

Hanley Falls.

C.&N.W. Ry. Crossing 6.68 miles east of Hills.

Hills.

Wren Tower.

Sioux Falls.

Lennox.

Davis.

Garretson, within city limits ..... 20 MPH

I. C. RR. Crossing, 2.89 miles east of Sioux City..... 10 MPH

Yankton, CMStP&P RR. crossing ..... 10 MPH

C&NW. Ry. crossing ..... 10 MPH

### 3. ENGINE RESTRICTIONS.

Between Morris and Browns Valley .....GP-9 heaviest permitted

Between Wayzata and Hutchinson .....GP-9 heaviest permitted

Between Sioux Falls and Yankton.....GP-9 heaviest permitted

### 4. TRAIN REGISTER EXCEPTIONS.

Garretson, Register only for trains originating and terminating.

### 5. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

All trains must obtain Clearance Form A at Garretson.

### 6. Pipestone, trains and engines using CRI&P main track between G.N. interchange track switch and east end of CRI&P siding, must move at restricted speed, and must be governed by current operating rules and time table of CRI&P Ry.

### 7. AUTOMATIC INTERLOCKINGS.

CMStP&P. RR. crossing .....1.44 miles east of Granite Falls

M&StL. Ry. crossing .....0.32 miles east of Hanley Falls

C&NW. Ry. crossing .....6.68 miles east of Hills

I.C. RR. crossing .....0.38 miles west of Hills

CRI&P. Ry. crossing .....0.22 miles west of Lester

C&NW. Ry. crossing .....3.96 miles east of Sioux Falls

CMStP&P. RR. crossing .....0.21 miles west of Lennox

C&NW. Ry. crossing .....3.54 miles west of Davis

Granite Falls, push button controls are located on east end of depot, at crossover switches, at east siding switch, and on eastward home signal. Trains and engines occupying main track at depot or lining east siding switch or crossover switches, for movements out of siding automatically set up route for eastward movement through interlocking at CMStP&P crossing, provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If an eastward train occupies main track at depot for meeting trains or station work for a period in excess of four minutes, trainman

must operate push button at depot or at crossover switches to obtain interlocking route. If an eastward train occupies main track between eastward approach and home signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on home signal to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.

#### 8. MANUAL INTERLOCKING.

I.C. RR. crossing ..... Wren Tower

#### 9. SEMI-AUTOMATIC INTERLOCKINGS.

M.W. Ry. crossing.....0.46 miles east of Clara City

If a train is stopped by a Stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainman may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainman shall operate them by hand with crank attached to mechanism.

#### 10. RAILROAD CROSSINGS PROTECTED BY GATES.

I.C. RR. crossing .....2.89 miles east of Sioux City  
Normal position is clear for Great Northern.

C&NW. Ry. crossing .....0.58 miles east of Yankton

CMStP&P. RR. crossing .....0.88 miles east of Yankton  
Normal position is clear for Great Northern.

CMStP&P. RR. crossing .....1.41 miles east of Yankton  
Normal position is stop for Great Northern.

#### 11. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains, between MP 7 and MP 8 between Priam and Raymond.

Eastward trains, between MP 121 and MP 122 between Jasper and Sherman.

Westward trains, between MP 134 and MP 135 between Garretson and C. & N.W. Ry. crossing.

Eastward trains, between MP 208 and MP 209 between Merrill and Wren Tower.

Diesel radiator and boiler water stations.

Garretson.

Marshall.

## SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

(Aberdeen, Forbes, Huron and Watertown Lines)

#### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Geneseo Jct. and Aberdeen.....	45 MPH
Rutland and Forbes .....	25 MPH
Benson and Mile Post 128 .....	35 MPH
Mile Post 128 and Huron .....	30 MPH
Sioux Falls and Watertown .....	25 MPH

#### 2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Aberdeen Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

#### 3. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH

Aberdeen.

Appleton.

Huron.

Arlington.

Watertown, within city limits ..... 6 MPH

Arlington, within city limits ..... 10 MPH

#### 4. ENGINE RESTRICTIONS.

Between Geneseo Jct. and Aberdeen ....GP-9 heaviest permitted

Between Rutland and Forbes .....GP-9 heaviest permitted

Between Watertown and Huron .....GP-9 heaviest permitted

Between Sioux Falls and Watertown ....GP-9 heaviest permitted

#### 5. AUTOMATIC INTERLOCKINGS.

C&NW. Ry. crossing .....0.62 miles east of Aberdeen

CMStP&P. RR. crossing .....0.64 miles east of Aberdeen

CMStP&P. RR. crossing .....0.77 miles west of Appleton

C&NW. Ry. crossing .....0.64 miles east of Huron

C&NW. Ry. crossing .....0.97 miles west of Arlington

#### 6. RAILROAD CROSSINGS PROTECTED BY GATES.

C&NW. Ry. crossing .....0.19 miles east of Arlington

Normal position is clear for Great Northern.

7. Westward Seventh Subdivision trains will require M.St.P. & S.S.M. Ry. clearance at Campbell.

8. Eastward Seventh Subdivision trains will require M.St.P. & S.S.M. Ry. Clearance at Aberdeen.

## WATCH INSPECTORS

C. J. & M. V. Anderson, 1466 University Ave., St. Paul, Minn.  
 A. T. Veilleux, 894 Rice Street, St. Paul, Minn.  
 O. H. Arosin Co., 207 New York Bldg., 6th & Minnesota Streets, St. Paul 1, Minn.  
 Kaychar Jewelry, 2213 Central, Minneapolis, Minn.  
 Oscar P. Gustafson Co., 505 Marquette Ave., Minneapolis, Minn.  
 Pomerleau & Son, 227 East Hennepin Ave., Minneapolis, Minn.  
 R. R. Berens and J. F. Berens, 20 East Lake Street, Minneapolis, Minn.  
 Weber Jewelry & Music Co., 714 St. Germain St., St. Cloud, Minn.  
 Lundman's Jewelry, 210 West 4th Street, Willmar, Minn.  
 Paffrath & Son, 317 West 4th Street, Willmar, Minn.  
 E. O. Kellenberger, 624 Atlantic Avenue, Morris, Minn.  
 Nordahl Jewelry, 107 North 5th St., Breckenridge, Minn.  
 Smith Jewelry Co., 225 So. Phillips Avenue, Sioux Falls, S. D.  
 Brodkey & Goodsite, 400 4th St., Sioux City, Iowa.  
 Grand Credit Jewelers, 627 4th Street, Sioux City, Iowa.  
 Fox Jewelry Co., Yankton, S. D.  
 Haywoods Jewelry, Watertown, S. D.

## SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	73.8	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.8
	57	63.2	1	45	34.8
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

## BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
<b>First Subdivision</b>			
Montrose .....	6.70 miles west of Delano .....	23	E & W
Charlesville .....	6.47 miles west of Norcross .....	24	E & W
<b>Second Subdivision</b>			
Tileston Mill Spur .....	3.50 miles east of St. Cloud .....	288	East
Crystal Lumber Co. Spur.....	1.56 miles west of Robbinsdale .....	3	West
Oscar Roberts Co. Inc.....	1.57 miles east of Osseo.....	8	West
St. Cloud Rendering Co. Spur .....	5.50 miles west of Clearwater ..	6	East
Empire Quarry Spur .....	2.47 miles west of Rice Jct.....	141	East
North Star Granite Corp. Spur	4.23 miles west of Rice Jct.....	41	West
Cold Spring Granite Spur.....	5.01 miles west of Rice Jct.....	7	East
Hawick .....	5.45 miles west of Paynesville ..	40	E & W
Gravgaard Spur .....	7.29 miles west of Paynesville ..	7	E & W
New London Materials and Construction Co. ....	8.46 miles west of Paynesville ..	34	E & W
New London Gravel Pit.....	1.73 miles east of New London..	250	E & W
Steel Tanks, Inc.....	1.25 miles east of New London..	6	East
Green Lake Ice Spur.....	.67 mile east of Spicer .....	22	East
<b>Fourth Subdivision</b>			
Crystal Bay .....	3.44 miles west of Wayzata .....	12	E & W
Cox Bros. Spur .....	0.53 miles west of Spring Park..	2	West
Maple .....	4.18 miles west of St. Bonifacius ..	13	West
New Germany .....	3.80 miles west of Mayer .....	26	E & W
Silver Lake .....	7.83 miles west of Lester Prairie .....	23	West
<b>Fifth Subdivision</b>			
Asbury .....	3.73 miles west of Maynard .....	35	E & W
Readi-Mix and Oil Spur.....	0.58 mile west of Marshall .....	6	East
Perkins .....	8.96 miles west of Doon .....	19	E & W
Maurice .....	8.04 miles west of Sioux Center ..	2	East
<b>Sixth Subdivision</b>			
Corson .....	8.26 miles west of Garretson ....	37	E & W
Pathfinder Spur .....	12.38 miles west of Garretson ..	21	West
Lawrence Spur .....	13.76 miles west of Garretson ..	45	E & W
Crampton Spur .....	15.24 miles west of Garretson ..	22	West
Tea .....	10.92 miles west of Sioux Falls..	23	E & W
Naomi Spur .....	2.50 miles west of Lennox .....	7	East
Volin .....	9.18 miles west of Irene .....	22	E & W
<b>Seventh Subdivision</b>			
Lidgerwood .....	5.70 miles east of Geneseo Jct. ....	33	E & W
Hankinson .....	17.90 miles east of Geneseo Jct. ....	55	E & W
Huffton .....	5.36 miles west of Claremont....	21	E & W
<b>Eighth Subdivision</b>			
Straubville .....	18.64 miles west of Forbes Line Jct. ....	34	E & W
Silver Leaf .....	7.09 miles west of Guelph.....	7	West
<b>Ninth Subdivision</b>			
Rauville .....	13.26 miles west of South Shore ..	35	E & W
<b>Tenth Subdivision</b>			
Foley .....	4.24 miles west of Watertown ..	9	E & W
Lyons .....	5.82 miles west of Colton .....	15	E & W
Crooks .....	11.41 miles west of Colton .....	14	E & W

Pages 13, 14, 15 and 16 are blank.