COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer	St. Paul, Minn.
*Dr. Robert S. Flom	St. Paul, Minn.
*Dr. D. W. Hannon	St. Paul, Minn.
*Dr. Carson B. Murdy	Aberdeen, S. D.
Dr. William C. Kaufman	Appleton, Minn.
*Dr. R. P. Griffin	Benson, 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. I. L. Oliver	Graceville, Minn.
Dr. Carl L. Lundell	Granite Falls, Minn.
*Dr. W. H. Saxton	Huron, S. D.
Dr. Kenneth H. Peterson	Hutchinson, Minn.
Dr. V. S. Irvine	Lidgerwood, N. D.
*Dr. B. C. Ford	Marshall, Minn.
Dr. Phillip C. Hedenstrom	Marshall, Minn.
Dr. J. E. Eckdale	Marshall, Minn.
*Dr. Ernest R. Anderson	Minneapolis, Minn.
Dr. William E. Stephens	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. Everett J. Schmitz	St. Cloud, Minn.
*Dr. G. H. Goehrs	St. Cloud, Minn.
*Dr. Vernon E. Neils	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. E. Rudersdorf	Sioux City, Iowa
*Dr. John W. Donahoe	Sioux Falls, S. D.
*Dr. G. Robert Bartron	Watertown, S. D.
*Dr. Lloyd C. Gilman	Willmar, Minn.
*Dr. Walter E. Hinz	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.

OPHTHALMOLOGISTS
(Eye Doctors)

Dr. Malcolm A. McCannel	Minneapolis, Minn.
Dr. Richard C. Horns	Minneapolis, 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.

ROENTGENOLOGISTS
(X-Ray only)

Dr. David A. Burlingame	St. Paul, Minn.
Dr. Rolf M. Iverson	Minneapolis, Minn.
Dr. Malcolm B. Hanson	Minneapolis, Minn.

F. W. LANE, Asst. Superintendent.
F. L. HENRY, Asst. Superintendent.
D. W. HARTUNG, Chief Dispatcher.
K. W. BATCHELLER, Master Mechanic.
E. L. CONAWAY, Trainmaster.
G. T. RASMUSON, Trainmaster.
M. M. DONAHUE, Trainmaster.
A. D. POWERS, Trainmaster.
E. M. MARTIN, Trainmaster.
L. O. WAXBERG, Traveling Engineer.
R. C. LIGGETT, Traveling Engineer.
J. B. MURRAY, Traveling Engineer.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 124

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, October 30, 1966

W. L. SMITH, Superintendent.

R. N. WHITMAN, General Manager.

H. J. SURLES,
General Superintendent Transportation.

Printed in U.S.A.

Station Number	Car Capacity: Sidings	Car Capacity: Other Tracks	FIRST CLASS: 31 Daily	FIRST CLASS: 27 Daily	Distance from St. Paul	Time Table No. 124 Effective October 30, 1966 — STATIONS		Telegraph Calls	Distance from Breckenridge	SIGNS	FIRST CLASS: 32 Daily	FIRST CLASS: 14 Daily
00427	.....	.....	L 8.50Pm	L 9.00Am	.....	.....	ST. PAUL	U	214.85	K	A 6.35Am	A 10.50Pm
03001	.....	.....	9.20Pm	9.35Am	10.57	.....	MINNEAPOLIS ..... ★	S	204.28	K	6.05Am	10.25Pm

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

03004	Yard	.....	L 9.24Pm	L 9.39Am	12.17	DOUBLE TRACK	1.60 LYNDALE JCT. ... ★	UD	202.68	DNJPX	A 5.50Am	A 10.10Pm
03014	212	54	9.38	9.53	23.90		11.73 WAYZATA	WA	190.95	DPJ	5.35	9.49
03022	.....	47	.....	.....	31.37		7.47 MAPLE PLAIN	MA	183.48	DP	.....	.....
03029	198	57	.....	.....	38.36		6.99 DELANO ..... ★	DA	176.49	DP	.....	.....
03038	.....	26	.....	.....	47.83		9.47 WAVERLY	WY	167.02	DP	.....	.....
03043	301	60	.....	.....	52.84		5.01 HOWARD LAKE	RD	162.01	DP	.....	.....
03050	134	159	.....	.....	59.14		6.30 COKATO	CT	155.71	DP	.....	.....
03056	159	139	.....	.....	64.94		5.80 DASSEL	DS	149 91	DP	.....	.....
03061	.....	48	.....	.....	70.04		5.10 DARWIN	DN	144.81	DP	.....	.....
03067	162	281	.....	s 10.45	76.18		6.14 LITCHFIELD ... ★	FD	138.67	DNP	.....	s 8.50
03074	.....	65	.....	.....	83.86		7.68 GROVE CITY	G	130.99	DP	.....	.....
03080	190	61	.....	.....	88.99		5.13 ATWATER	WR	125.86	DP	.....	.....
03087	.....	31	.....	.....	96.35		7.36 KANDIYOHI	KD	118.50	DP	.....	.....
03093	Yard	1845	A 10.53 L 10.55	A 11.15 L 11.20	102.19		5.84 WILLMAR ..... ★	W	112.66	ORDNK PTBWZJ	L 4.15 A 4.10	L 8.17 A 8.09
03099	.....	61	.....	.....	108.79		6.60 PENNOCK	K	106.06	DP	.....	.....
03107	166	47	.....	.....	116.23		7.44 KERKHOVEN	KH	98.62	DP	.....	.....
03111	.....	32	.....	.....	120.71		4.48 MURDOCK	CK	94.14	DP	.....	.....
03116	.....	55	.....	.....	125.27		4.56 DE GRAFF	DG	89.58	DP	.....	.....
03123	351	355	.....	s 11.50	132.78		7.51 BENSON ..... ★	BN	82.07	DJKNPY	.....	s 7.35
03129	128	38	.....	.....	138.49		5.71 CLONTARF	.....	76.36	P	.....	.....
03139	.....	136	.....	.....	148.67		10.18 HANCOCK	NC	66.18	DP	.....	.....
03148	395	295	.....	s 12.18Pm	157.52		8.85 MORRIS ..... ★	MR	57.33	DJKNPY	.....	s 7.05
03156	136	41	.....	.....	165.74		8.22 DONNELLY	DY	49.11	DP	.....	.....
03167	127	60	.....	.....	176.20		10.46 HERMAN ..... ★	HR	38.65	DP	.....	.....
03172	132	30	.....	.....	181.09		4.89 NORCROSS	RC	33.76	DP	.....	.....
03183	141	41	.....	.....	192.59		11.50 TINTAH	QN	22.26	DP	.....	.....
03186	.....	.....	.....	.....	195.39		2.80 ABERDEEN LINE JCT. ...	.....	19.46	PJ	.....	.....
03190	263	132	.....	.....	199.81		4.42 CAMPBELL ..... ★	CB	15.04	DP	.....	.....
03198	.....	31	.....	.....	206.96		7.15 DORAN	OD	7.89	DP	.....	.....
03205	Yard	1200	A 12.45Am	A 1.15Pm	214.85	ABS CTC	7.89 BRECKENRIDGE ... ★	BR	.....	RDNWB PYOKZ	L 2.20Am	L 6.02Pm
			3.21 60.50	3.36 56.30			Time Over Subdivision Average Speed Per Hour				3.30 57.91	4.08 49.04

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 437 Daily	SECOND CLASS 405 Daily	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	Distance from St. Paul	Time Table No. 124 Effective October 30, 1966 — STATIONS		Telegraph Calls	Distance from Willmar	SIGNS	FIRST CLASS 8 Daily	FIRST CLASS 28 Daily	FIRST CLASS 4 Daily	SECOND CLASS 406 Daily
00427	.....	.....	.....	.....	L 8.30Pm	L 5.45Pm	L 7.30Am	.....	.....	ST. PAUL	A	131.15	K	A 7.00Am	A 3.20Pm	A 7.50Pm	.....
										10.57							
03001	.....	.....	.....	.....	9.10Pm	6.10Pm	7.55Am	10.57	.....	MINNEAPOLIS ...★.	S	120.58	K	6.30Am	2.50Pm	7.25Pm	.....
										1.60							
03004	Yard	.....	L 8.15Pm	L 1.10Pm	.....	.....	.....	12.17	....	LYNDALE JCT. ★.	CTC	UD	118.98	DIJNPRX	.....	.....	.....	A 3.00Am
										1.59							
09001	.....	.....	.....	.....	.....	.....	.....	13.76	.....	M. W. JCT.		.....	117.39	J	.....	.....	.....	.....
										3.41							
09005	84	44	8.25	1.20	.....	.....	.....	17.17	....	ROBBINSDALE		RB	113.98	DP	.....	.....	.....	2.47
										6.48							
09011	90	76	8.35	1.30	.....	.....	.....	23.65	.....	OSSEO		SI	107.50	DP	.....	.....	.....	2.35
										9.00							
09020	98	19	8.48	1.43	.....	.....	.....	32.65	.....	ROGERS		RO	98.50	DP	.....	.....	.....	2.20
										6.27							
09027	91	29	9.00	1.55	.....	.....	.....	38.92	....	ALBERTVILLE		SA	92.23	DP	.....	.....	.....	2.07
										8.43							
09035	77	54	9.14	2.08	.....	.....	.....	47.35	....	MONTICELLO	ABS	MC	83.80	DP	.....	.....	.....	1.52
										14.80							
09050	77	13	9.35	2.30	.....	.....	.....	62.15	....	CLEARWATER		CW	69.00	DP	.....	.....	.....	1.20
										12.67				BDNKOR				
07390	Yard	1572	A 10.05Pm	A 3.00Pm	.....	.....	.....	74.82	.....	ST. CLOUD ...★.		DX	56.33	WXYZ	.....	.....	.....	L 12.45Am
										1.54							
00501	.....	194	.....	.....	L 10.14Pm	L 7.15Pm	L 8.57Am	.....	....	EAST ST. CLOUD.		.....	2.27	DNPIX	A 5.08Am	A 1.21Pm	A 6.08Pm	.....
					A 10.21	A 7.23	A 9.05							BDNKOR	L 5.00	L 1.13	L 6.00	.....
07390	Yard	1572	.....	.....	L 10.30	L 7.25	L 9.08	1.54	.....	ST. CLOUD ...★.	ABS	DX	0.73	WXYZ	A 4.55	A 1.10	A 5.56	.....
										0.73								
07388	.....	.....	.....	.....	A 10.32Pm	A 7.27Pm	A 9.10Am	2.27	.....	RICE JCT.		.....	.....	IJPX	L 4.53Am	L 1.07Pm	L 5.54Pm	.....
										10.10								
07379	50	57	.....	.....	.....	.....	.....	84.92	.....	ROCKVILLE		.....	46.23	P	.....	.....	.....	.....
										5.00								
07374	108	79	.....	.....	.....	.....	.....	89.92	.....	COLD SPRING		CG	41.23	DP	.....	.....	.....	.....
										4.49								
07370	.....	55	.....	.....	.....	.....	.....	94.41	.....	RICHMOND		RI	36.74	DP	.....	.....	.....	.....
										6.21								
07364	.....	34	.....	.....	.....	.....	.....	100.62	.....	ROSCOE		.....	30.53	P	.....	.....	.....	.....
										5.43								
07358	.....	55	.....	.....	.....	.....	.....	106.05	.....	PAYNESVILLE		.....	25.10	IP	.....	.....	.....	.....
										12.06								
07346	48	37	.....	.....	.....	.....	.....	118.11	.....	NEW LONDON		ND	13.04	DPX	.....	.....	.....	.....
										4.31								
07342	.....	35	.....	.....	.....	.....	.....	122.42	.....	SPICER		CR	8.73	DP	.....	.....	.....	.....
										8.73				BDNOK				
03093	Yard	1845	.....	.....	.....	.....	.....	131.15	.....	WILLMAR ....★.		W	.....	TRWXZ	.....	.....	.....	.....
			1.50	1.50	0.18	0.12	0.13		Time Over Subdivision					0.15	0.14	0.14	2.15
			34.17	34.17	7.57	11.35	10.48		Average Speed Per Hour					9.08	9.73	9.73	27.84

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

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Morris	Time Table No. 124 Effective October 30, 1966 — STATIONS		Telegraph Calls	SIGNS
03148	.....	.....	.....	MORRIS ..... ★.	MR	BDJKN PRY
			8.22			
54507	31	8.22	.....	ALBERTA	AB	D
			6.05			
54513	57	14.27	.....	CHOKIO	KO	D
			5.90			
54519	23	20.17	.....	JOHNSON	J	D
			7.04			
54526	53	27.21	.....	GRACEVILLE	GB	DU
			5.88			
54532	55	33.09	.....	BARRY	BX	D
			7.35			
54539	40	40.44	.....	BEARDSLEY	BY	D
			6.93			
54546	53	47.37	.....	BROWNS VALLEY	BV	DT

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Wayzata	Time Table No. 124 Effective October 30, 1966 — STATIONS		Telegraph Calls	SIGNS
03014	.....	.....	.....	WAYZATA	WA	DPRJ
			6.60			
51706	100	6.60	.....	SPRING PARK	PK	D
			1.90			
51709	43	8.50	.....	MOUND	.....	.....
			4.57			
51713	34	13.07	.....	ST. BONIFACIUS	.....	.....
			7.81			
51721	20	20.88	.....	MAYER	KY	D
			7.48			
51728	47	28.36	.....	LESTER PRAIRIE	PR	D
			16.06			
51744	86	44.42	.....	HUTCHINSON	HO	DY

Westward trains are superior to eastward trains of the same class on the Second, Third and Fourth Subdivisions except as follows:
Nos. 4, 8 and 28 are superior to Nos. 3, 7 and 11 between Rice Junction and St. Cloud Passenger Station.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

Time Table No. 124

Effective October 30, 1966

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 419 Daily	Distance from Willmar	STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 420 Daily
03093	.....	.....	L 9.30Am	.....	WILLMAR ★	W	BDNKOR JWXZP	A 8.35Pm
					11.99			
07320	49	32	10.00	11.99	RAYMOND	RA	DP	8.05
					7.56			
07312	158	64	10.10	19.55	CLARA CITY	CA	DPI	7.53
					5.93			
07306	59	38	10.20	25.48	MAYNARD	MY	DP	7.43
					9.11			
07297	95	130	10.36	34.59	GRANITE FALLS ★	GX	DPI	7.27
					9.63			
07288	56	35	10.56	44.22	HANLEY FALLS	HY	DPI	7.10
					6.17			
07281	48	37	11.05	50.39	COTTONWOOD	C	DP	7.01
					12.68			
07270	145	156	11.25	63.07	MARSHALL ★	MD	DNXPU	6.40
					12.94			
07256	48	37	11.50	76.01	RUSSELL	RS	DP	6.19
					7.85			
07248	.....	36	12.02Pm	83.86	FLORENCE	F	DP	6.08
					5.03			
07243	96	53	12.10	88.89	RUTHTON	RV	DP	6.00
					7.84			
07235	.....	37	12.21	96.73	HOLLAND	HD	DP	5.45
					8.80			
07226	29	69	12.35	105.53	PIPESTONE ★	NE	DPU	5.30
					6.74			
07220	118	.....	12.45	112.27	IHLEN	.....	P	5.15
					4.61			
07215	50	101	12.52	116.88	JASPER	JA	DP	5.05
					11.01			
07204	140	220	1.10	127.89	GARRETSON ★	JC	DNKPRXY	4.45
					17.34			
07187	100	37	1.40	145.23	HILLS	.....	PI	4.12
					6.41			
07180	98	42	1.50	151.64	LESTER	.....	PI	4.02
					6.89			
07173	98	34	2.00	158.53	ALVORD	AD	DP	3.52
					5.70			
07168	48	31	2.09	164.23	DOON	DO	DP	3.42
					16.54			
07151	99	75	2.34	180.77	SIOUX CENTER ★	UX	DNP	3.17
			420		13.19			419
07138	38	29	**2.54**	193.96	STRUBLE	.....	P	**2.54**
					12.54			
07125	110	51	3.11	206.50	MERRILL	.....	P	2.30
					5.46			
07119	.....	.....	.....	211.96	WREN TOWER	GS	DNIP	.....
					1.35			
07118	50	30	3.21	213.31	HINTON	HI	DP	2.20
					9.47		BDNKOW	
07109	Yard	.....	A 3.40Pm	222.78	SIOUX CITY ★	SX	RXZ	L 2.00Pm
			6.10		Time Over Subdivision			6.35
			36.13		Average Speed Per Hour			33.84

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

Station Numbers	Capacity of Tracks					Distance from Garretson	Time Table No. 124 Effective October 30, 1966 STATIONS	Telegraph Calls	SIGNS				
07204	220						GARRETSON ★	JC	DNKPRXY UJBD				
						18.40							
54418	539					18.40	SIOUX FALLS ★	SU	KPRXY				

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks		Distance from Geneseo Jct.	Time Table No. 124 Effective October 30, 1966 STATIONS	Telegraph Calls	SIGNS	
03186				ABERDEEN LINE JCT.		JP	
				0.68			
54601	36			G. N. JCT.		J	

TRAINS BETWEEN G. N. JCT. AND GENESEO JCT. ARE GOVERNED BY SOO LINE R. R. TIME TABLE

54645				GENESEO JCT.		J	
				0.90			
54646	28		0.90	GENESEO	GO	D	
				5.16			
54651	34		6.06	CAYUGA	CU	D	
				6.13		BDJY	
54657	82		12.19	RUTLAND, N. D.	RJ	KR	
				9.36			
54666	35		21.55	HAVANA	WB	D	
				6.57			
54673	35		28.12	KIDDER	KS	D	
				3.53			
			31.65	MILW. R. R. CROSSING		U	
				10.73			
54687	33		42.38	AMHERST	MN	D	
				6.37			
54694	48		48.75	CLAREMONT	QC	D	
				10.83			
54704	24		59.58	PUTNEY			
				16.95			
54721	175		76.53	ABERDEEN	FN	BDIKRY	

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks		Distance from Rutland	Time Table No. 124 Effective October 30, 1966 STATIONS	Telegraph Calls	SIGNS	
54657	82			RUTLAND, N. D.	RJ	BDJY KR	
				29.77			
			29.77	C. & N. W. RY. CROSSING		U	
				5.24			
54935	34		35.01	GUELPH			
				14.64			
54949	53		49.65	ELLENDALE	N	DU	
				13.38			
54963	43		63.03	FORBES	FO	DRY	

Westward trains are superior to eastward trains of the same class on the Sixth, Seventh and Eighth Subdivisions.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 529 Daily Ex. Sat.	Distance from Benson	Time Table No. 124 Effective October 30, 1966 STATIONS	Telegraph Calls	SIGNS	SECOND CLASS 530 Daily Ex. Sun.
03123	.....	.....	L 4.15Am	.....	.....BENSON.....★.	BN	DNPKR JY	A 4.30Pm
					7.88			
54007	.....	34	4.40	7.88	.....DANVERS.....	DR	D	4.10
					7.95			
54015	.....	33	5.00	15.83	.....HOLLOWAY.....	OW	D	3.52
					6.13			
54021	46	164	6.10	21.96	.....APPLETON.....	AU	DNI	3.40
					8.69			
54030	.....	34	6.35	30.65	.....LOUISBURG.....	.....	.....	3.10
					6.49			
54036	.....	47	6.55	37.14	.....BELLINGHAM.....	BA	D	2.55
					9.20			
54046	.....	34	7.25	46.34	.....NASSAU.....	NA	D	2.35
					5.48			
54051	.....	48	7.40	51.82	.....ALBEE.....	.....	.....	2.23
					6.16			
54057	.....	35	8.00	57.98	.....LA BOLT.....	.....	.....	2.10
					7.59			
54065	.....	15	8.20	65.57	.....STOCKHOLM.....	SK	D	1.55
					7.25			
54072	44	31	8.40	72.82	.....SOUTH SHORE.....	VR	D	1.40
					19.17		BDNK	
54091	Yard	324	9.30	91.99	.....WATERTOWN.....	WN	UOXJ	1.00
					9.90			
54101	.....	34	9.55	101.89	.....GROVER.....	.....	.....	12.16
					6.35			
54107	.....	35	10.15	108.24	.....HAZEL.....	Z	D	12.01Pm
					6.93			
54114	.....	41	10.35	115.17	.....VIENNA.....	VA	UD	11.45
			530		8.88			529
54123	.....	35	**11.25**	124.05	.....WILLOW LAKE.....	WK	D	**11.25**
					12.14			
54135	.....	35	11.55	136.19	.....BANCROFT.....	.....	.....	10.55
					4.45			
54140	.....	35	12.10Pm	140.64	.....OSCEOLA.....	.....	.....	10.45
					7.72			
54148	.....	40	12.30	148.36	.....YALE.....	YA	D	10.30
					13.47			
54161	Yard	212	A 1.00Pm	161.83	.....HURON.....	HU	IDRY	L 10.00Am
			8.45		Time Over Subdivision			6.30
			18.49		Average Speed Per Hour			24.90

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watertown	Time Table No. 124 Effective October 30, 1966 STATIONS	Telegraph Calls	SIGNS
54091	324	.....	.....WATERTOWN.....	WN	BDNK UORXJ
			18.09		
54217	32	18.09	.....HAYTI.....	H	D
			5.32		
54222	27	23.41	.....LAKE NORDEN.....	NR	D
			6.62		
54229	30	30.03	.....BADGER.....	B	D
			9.37		
54238	29	39.40	.....ARLINGTON.....	AR	DI
			9.83		
54248	26	49.23	.....SINAI.....	SN	D
			6.02		
54254	48	55.25	.....NUNDA.....	NU	D
			12.03		
54266	21	67.28	.....WENTWORTH.....	WH	DU
			7.62		
54274	42	74.90	.....CHESTER.....	CH	D
			7.61		
54281	53	82.51	.....COLTON.....	CO	D
			18.04		
54297	.....	100.55	....WEST JCT. (C. M. St P. & P.)....	.....	.....

TRAINS BETWEEN WEST JCT. AND EAST JCT. ARE GOVERNED BY C. M. St. P. & P. R. R. TIME TABLE

54298	.....	102.32	1.77 ....EAST JCT. (C. M. St. P. & P.)....	.....	.....
54418	539	103.66	1.34 .....SIOUX FALLS.....★.	SU	BDK UPRXYJ
54420	.....	104.39	0.73 .....14th STREET YARD.....	.....	X
54435	35	121.27	16.88 .....LENNOX.....	OX	D
54452	34	137.28	16.01 .....VIBORG.....	VB	D
54459	34	144.66	7.38 .....IRENE.....	RN	D
54481	170	166.52	21.86 .....YANKTON.....	YK	DRM

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 double track at Wayzata.
Wayzata, east and west switches.
End of two main tracks at MP 98 and MP 105.
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.
M.P. 212, east switch of control siding.
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 95039 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 95039, 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 shaper 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, 61500 through 61524, 65731 and 65734 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine. Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 195.
79 MPH	320 thru 325, 350 thru 375, 400 thru 407, 500 thru 512, 679, 680, 2350, 2500 thru 2529, 3026 thru 3040.
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 trains, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile 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.

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

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. 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.

6. 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.

7. 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.

8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employes to the extent that a watch certificate form is no longer required. Watches of employes will be inspected by Division Officers, Rules Examiners and other designated officers.

Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employes governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are: Elgin, B. W. Raymond model, 18/0 size, 23 jewels. Ball Official

Standard, 1604 B, stainless steel, 13/0 ligne, 21 jewels, Bulova Accutron Railroad Approved Model, Bulova Model 23J and Hamilton 505 R. R. Electric Special.

9. Regarding Consolidated Code Rule 103.
In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.

10. Employes are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

11. Supplementing Rule 7(A) and 12 of The Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employees involved will give or relay such signals directly to the engineer.
The last paragraph of Rule 7(A) of The Consolidated Code of Operating Rules is revised as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake or hose or pipe.

12. 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.

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **TRAIN REGISTER EXCEPTIONS.**
Willmar, register is for freight trains only.

3. **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 Soo Line R.R. clearance at Breckenridge.
Westward trains off Seventh Subdivision will not require a clearance at Aberdeen Line Jct.

4. **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. 14 stops at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

5. 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 setout.

6. Lyndale Jct., if automatic block signal indicates Stop, after stopping, if a proceed signal is received from switch tender train may proceed at restricted speed. This modifies Rule 509 of the Consolidated Code of Operating Rules relative to calling the train dispatcher.
All movements on house track over State Aid road No. 11 just west of depot Campbell, all movements on industry track over 4th Street Crossing Donnelly and 4th Street Crossing Waverly must be protected by flagman.
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.

7. **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.

8. **CROSSOVERS ON DOUBLE TRACK AND 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.

9. Consolidated Code Rules 251, 251(A), 253 and 254 are in effect on the double track between Lyndale Jct. and beginning of CTC at end of double track Wayzata. The use of these rules does not modify Rule 99.

10. **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 MP 105.
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.
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.
Morris:
Eastward governing home signal on siding at east end of siding.

11. **MAIN TRACK SWITCH NOT EQUIPPED WITH ELECTRIC LOCK:**
Maple Plain—Paper Products Spur. Trains or engines using this spur track must keep main track switch open unless main track is occupied by engine or cars and this track must not be used to meet or be passed by other trains or engines.

MANUAL INTERLOCKINGS.
N. P. Ry. crossing.....1.58 miles east of Breckenridge
Remotely controlled by operator at Breckenridge.

12. **AUTOMATIC INTERLOCKINGS.**
Soo Line R.R. crossing .....2.17 miles west of Tintah

13. **Diesel radiator and boiler water stations.**
Willmar.
Morris.

14. At Wayzata for westward trains on westward main track to single track, east of Willmar at Mile Post 98 also at stockyards crossover for westward trains to South Main Track and west of Willmar at Mile Post 105 for eastward trains to South Main Track, when route is properly lined for diverging route a yellow over green aspect will be displayed on approach signal, see C. M. St. P. & P. Rule 240-E, Figure 1 page 104 in the Consolidated Code of Operating Rules.

15. At Wayzata, Litchfield and Sioux City Line Jct. when a green under red aspect is displayed on the dwarf signal, Rule 240K, Figure 1 will apply.

16. Rule 19 of the Consolidated Code of Operating Rules is modified to permit use of reflectorized metal flags as markers on trains Nos. 529 and 530 between Willmar and Benson and use of lighted marker lamps will not be required on these trains.

SECOND SUBDIVISION

(Osseo Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Lyndale Junction and St. Cloud	50 MPH
St. Cloud and Willmar	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, First Class Trains 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 East St. Cloud may proceed without a clearance.
Trains originating at Rice Jct. may proceed without a clearance.
At M. W. Jct., eastward M. W. trains will not require a clearance.

5. All movements on industry track over Noble Avenue Crossing, 1000 feet east of depot Robbinsdale, must be protected by flagman.
All movements on the North Maiers Transfer & Storage track St. Cloud must be protected by flagman when crossing 25th Avenue.

6. 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.

7. **SPRING SWITCHES WITH FACING POINT LOCK.**
Robbinsdale, east and west siding switch.
Osseo, east and west siding switch.
Normal position is for main track.

8. **AUTOMATIC INTERLOCKINGS.**
M.W. Ry. crossing .....0.76 miles west of Lyndale Jct.
Soo Line RR. crossing .....1.34 miles west of Robbinsdale
Soo Line RR. crossing .....0.76 miles west of Paynesville

9. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Rice Jct.
This switch is electrically controlled by operator at St. Cloud.

10. **Diesel radiator and boiler water stations.**
Monticello.
St. Cloud.

THIRD, FOURTH, FIFTH AND SIXTH SUBDIVISIONS

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

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Freight
Morris and Browns Valley	35 MPH
Wayzata and Hutchinson	25 MPH
Willmar and Sioux City	49 MPH
Garretson and Sioux Falls	30 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.
CMStP&P. RR. crossing 1.13 miles west of Sioux City.
Sioux Falls.
Garretson, within city limits..... 20 MPH
I. C. RR. Crossing, 2.89 miles east of Sioux City..... 10 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Garretson, Register only for trains originating and terminating.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
All trains must obtain Clearance Form A at Garretson.

5. 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.

6. **AUTOMATIC INTERLOCKINGS.**
CMStP&P. RR. crossing .....1.44 miles east of Granite Falls
C&NW. Ry. crossing .....0.32 miles east of Hanley Falls
C&NW. Ry. crossing .....6.69 miles east of Hills
I.C. RR. crossing .....0.37 miles west of Hills
CRI&P. Ry. crossing .....0.22 miles west of Lester
CMStP&P. RR. crossing .....1.13 miles west of Sioux City
C&NW. Ry. crossing .....3.95 miles east of Sioux Falls

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.

CMStP&P. RR. crossing 1.13 miles west of Sioux City is under supervisory control of CMStP&P Operator West Yard.

7. MANUAL INTERLOCKING.

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

8. 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.

9. RAILROAD CROSSINGS PROTECTED BY GATES.

I.C. RR. crossing ..... 2.90 miles east of Sioux City

Normal position is clear for Great Northern.

10. 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.

11. Diesel radiator and boiler water stations.

Garretson.

Marshall.

12. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary on the Third and Fourth Subdivisions and Form Z train order is not required. If it becomes necessary to operate a following train, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

(Aberdeen, Forbes, Huron and Watertown-Yankton Lines)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Geneseo Jct. and Aberdeen	45 MPH
Rutland and Forbes	25 MPH
Benson and Huron	35 MPH
Watertown and Yankton	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.

All trains must obtain Clearance Form A at Sioux Falls.

Westward Seventh Subdivision trains will require Soo Line R.R. clearance at Breckenridge.

Eastward Seventh Subdivision trains will require Soo Line RR. clearance at Aberdeen or Rutland, N. D.

3. SPEED RESTRICTIONS.

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

Aberdeen.
Appleton.
Huron.
Arlington.
Lennox.
Davis.

Watertown, within city limits	6 MPH
Arlington, within city limits	10 MPH
Sioux Falls, within city limits	15 MPH
approaching 6th & 8th street crossings	6 MPH
Yankton, CMStP&P. RR. crossing	10 MPH

4. AUTOMATIC INTERLOCKINGS.

C&NW. Ry. crossing ..... 0.63 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
CMStP&P. RR. crossing ..... 0.21 miles west of Lennox
C&NW. Ry. crossing ..... 3.54 miles west of Davis

5. RAILROAD CROSSINGS PROTECTED BY GATES.

CMStP&P. RR. crossing ..... 0.89 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.

6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Geneseo Jct. and Aberdeen on the Seventh Subdivision; on the Eighth and Ninth Subdivisions; between Watertown and West Jct. and between Sioux Falls and Yankton on the Tenth Subdivision and Form Z train order is not required. If it becomes necessary to operate a following train, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

7. Rule 19 of the Consolidated Code of Operating Rules is modified to permit use of reflectorized metal flags as markers on trains Nos. 529 and 530 between Benson and Huron and use of lighted marker lamps will not be required on these trains.

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	Sec.	Miles Per Hour
	46	78.3	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
First Subdivision			
Long Lake	3.12 miles west of Wayzata	22	West
Montrose	6.70 miles west of Delano	23	E & W
Charlesville	6.47 miles west of Norcross	24	E & W
Second Subdivision			
Tileston Mill Spur	3.50 miles east of St. Cloud	11	East
Crystal Lumber Co. Spur	1.56 miles west of Robbinsdale	2	West
Midway Platt Co. Spur	2.57 miles east of Osseo	11	East
Osseo Concrete Co. Spur	1.57 miles east of Osseo	10	West
North Star Concrete Co. Spur	0.90 miles west of Osseo	14	West
Central Bi-Products Co. Spur	5.76 miles west of Clearwater	5	East
Empire Quarry Spur	2.47 miles west of Rice Jct.	82	East
North Star Granite Corp. Spur	4.23 miles west of Rice Jct.	40	West
Cold Spring Granite Spur	5.01 miles west of Rice Jct.	10	East
Hawick	5.45 miles west of Paynesville	39	E & W
Gravgaard Spur	7.29 miles west of Paynesville	8	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
Trinity Steel Co.	1.25 miles east of New London	6	East
Fourth Subdivision			
Cox Bros. Spur	0.53 miles west of Spring Park	2	West
New Germany	3.82 miles west of Mayer	27	E & W
Silver Lake	7.83 miles west of Lester Prairie	28	West
Fifth Subdivision			
Priam	5.97 miles west of Willmar	20	West
Asbury	3.73 miles west of Maynard	39	E & W
Green Valley	5.39 miles east of Marshall	34	E & W
Readi-Mix and Oil Spur	0.58 mile west of Marshall	6	East
Appleton Silo Company Spur	0.79 mile west of Marshall	5	East
Jerzak Constn. Co. Spur	1.50 miles west of Marshall	6	East
Lynd	6.70 miles west of Marshall	13	West
Sherman	3.31 miles east of Garretson	55	E & W
Perkins	8.96 miles west of Doon	18	East
Sixth Subdivision			
Corson	8.26 miles west of Garretson	41	E & W
Pathfinder Spur	8.59 miles west of Garretson	28	West
Lawrence Spur	13.76 miles west of Garretson	45	E & W
Crampton Spur	15.24 miles west of Garretson	22	West
Seventh Subdivision			
Lidgerwood	5.45 miles east of Geneseo Jct.	38	E & W
Hankinson	17.69 miles east of Geneseo Jct.	56	E & W
Huffton	5.36 miles west of Claremont	20	E & W
Eighth Subdivision			
Straubville	18.65 miles west of Forbes Line Jct.	34	E & W
Ninth Subdivision			
Rauville	13.26 miles west of South Shore	34	E & W
Tenth Subdivision			
Foley	4.24 miles west of Watertown	9	E & W
Rutland, S. D.	6.27 miles east of Wentworth	27	E & W
Lyons	5.82 miles west of Colton	15	E & W
Crooks	11.41 miles west of Colton	14	E & W
Tea	10.97 miles west of Sioux Falls	22	E & W
Naomi Spur	2.50 miles west of Lennox	7	East
Davis	8.61 miles west of Lennox	36	E & W
Volin	9.19 miles west of Irene	22	E & W
Mission Hill	6.85 miles east of Yankton	19	E & W

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