

### 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. 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. Robert H. Nelson	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. 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. 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.

### OPHTHALMIC SURGEONS (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.

### ROENTGENOLOGIST (X-Ray only)

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

P. B. RASMUSSEN, Asst. Superintendent.  
 J. G. TOOMEY, Asst. Superintendent.  
 D. W. HARTUNG, Chief Dispatcher.  
 A. T. WALKER, Master Mechanic  
 G. T. RASMUSON, Trainmaster.  
 M. M. DONAHUE, Trainmaster.  
 F. L. HENRY, Trainmaster.  
 A. D. POWERS, Trainmaster.  
 J. H. BOYD, Trainmaster.  
 R. D. NELSON, Trainmaster.  
 A. Q. FORD, Traveling Engineer  
 H. M. LARY, Traveling Engineer  
 J. B. MURRAY, Traveling Engineer

# GREAT NORTHERN RAILWAY COMPANY

## WILLMAR DIVISION

# TIME TABLE 117

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, May 24, 1964

E. F. OVIATT, Superintendent

R. N. WHITMAN, General Manager.

H. J. SURLS,  
General Superintendent Transportation.

Printed in U.S.A.

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from St. Paul	Time Table No. 117 Effective May 24, 1964 STATIONS	Telegraph Calls	Distance from Breckenridge	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	5	(326) 329	31	27						32	14		(325) 330
			TOFC												
			Daily Ex. Sat.	Daily Ex. Sun.	Daily	Daily						Daily	Daily	Daily	Daily Ex. Sun.
0					L 9.50Pm	L 8.30Am		ST. PAUL.....	U	214.85	K	A 6.45Am	A 9.50Pm		
11					10.20Pm	9.05Am	10.57	10.57 MINNEAPOLIS.....★	S	204.28	K	6.20Am	9.25Pm		

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

Station	Yard	Other Tracks	Time	Time	Time	Distance from St. Paul	Station	Time	Time	Time	Distance from Breckenridge	Sign	Time	Time	Time
			L 9.00Pm	L 10.24Pm	L 9.09Am	12.17	LYNDALE JCT. ★	UD	202.68	DNJPK	A 6.05Am	A 9.10Pm			
A 24	200	58	9.15	10.38	9.23	23.90	WAYZATA.....	WA	190.95	DPJ	5.50	8.49			
A 27		19				27.00	LONG LAKE.....		187.85	P					
A 32		15				31.37	MAPLE PLAIN.....	MA	183.48	DP					
A 39	188	54				38.36	DELANO.....★	DA	176.49	DP					
A 48		26				47.83	WAVERLY.....	WY	167.02	DP					
A 53	307	59				52.84	HOWARD LAKE.....	RD	162.01	DP					
A 59	143	155				59.15	COKATO.....	CT	155.70	DP					
A 65	168	165				64.94	DASSEL.....	DS	149.91	DP					
A 70		66				70.04	DARWIN.....	DN	144.81	DP					
A 76	171	262			s 10.15	76.18	LITCHFIELD.....★	FD	138.67	DNP		s 7.50			
A 84		53				83.86	GROVE CITY.....	G	130.99	DP					
A 89	190	50				88.99	ATWATER.....	WR	125.86	DP					
A 97		33				96.35	KANDIYOHI.....	KD	118.50	DP					
A102	Yard	1661	A 11.10Pm	A 12.01Am	A 10.45	102.19	WILLMAR.....★	W	112.66	ORDNK PTBWZJ	L 4.20	L 7.17			
A109		56		L 12.05	L 10.50	108.79	PENNOCK.....	K	106.06	DP	A 4.15	A 7.09			
A116	173	47				116.23	KERKHOVEN.....	KH	98.62	DP					
A121		32				120.71	MURDOCK.....	CK	94.14	DP					
A125		52				125.27	DE GRAFF.....	DG	89.58	DP					
A133	356	412			s 11.22	132.78	BENSON.....★	BN	82.07	JYDNPK		s 6.35			
A138	139	38				138.45	CLONTARF.....		78.40	P					
A149		125				148.67	HANCOCK.....	NC	66.18	DP					
A157	400	300			s 11.50	157.52	MORRIS.....★	MR	57.33	DNYTP		s 6.05			
A166	145	41				165.74	DONNELLY.....	DY	49.11	DP					
A176	135	51				176.20	HERMAN.....	HR	38.65	DP					
A181	143	30				181.09	NORCROSS.....	RC	33.76	DP					
A193	150	64				192.59	TINTAH.....	QN	22.26	DP					
			L 8.45Pm			195.39	ABERDEEN LINE JCT.....		19.46	PJ					A 8.35Am
A200	264	108			s 8.55	199.81	CAMPBELL.....★	CB	15.04	DP					s 8.25
A207		21			s 9.05	206.97	DORAN.....	OD	7.88	DP					s 8.10
A214	Yard	1143		A 9.20Pm	A 2.01Am	A 1.00Pm	214.85	BRECKENRIDGE.....★	BR		RDNWB PYOKZ	L 2.04Am	L 5.02Pm		L 8.00Am
			2.10 41.54	.35 33.36	3.37 56.04	3.51 52.64	Time Over Subdivision Average Speed Per Hour				4.01 50.46	4.08 49.04			.35 33.36

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

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. 117			Telegraph Calls	SIGNS	SECOND CLASS				
	Sidings	Other Tracks				419		Effective May 24, 1964					420				
						Daily		STATIONS					Daily				
A-102						L 9.30Am			<b>WILLMAR</b> .....★	W	BDNKOR JWXZP	A 8.35Pm					
I- 70	50	32				10.00	11.99	11.99	<b>RAYMOND</b> .....	RA	DP	8.05					
I- 77	160	52				10.10	19.55	7.56	<b>CLARA CITY</b> .....	CA	DPI	7.53					
I- 83	61	38				10.20	25.48	5.93	<b>MAYNARD</b> .....	MY	DP	7.43					
I- 92	97	130				10.36	34.59	9.11	<b>GRANITE FALLS</b> .....	GX	DPI	7.27					
I-102	56	35				10.56	44.22	9.63	<b>HANLEY FALLS</b> .....	HY	DPI	7.10					
I-109	50	37				11.05	50.39	6.17	<b>COTTONWOOD</b> .....	C	DP	7.01					
I-116		35				11.17	57.70	7.31	<b>GREEN VALLEY</b> .....		P	6.50					
I-121	148	156				11.25	63.07	5.37	<b>MARSHALL</b> .....	MD	DNXP	6.40					
I-134	50	38				11.50	76.01	12.04	<b>RUSSELL</b> .....	RS	DP	6.19					
I-142		38				12.02Pm	83.88	7.87	<b>FLORENCE</b> .....	F	DP	6.08					
I-147	100	56				12.10	88.89	5.01	<b>RUTHTON</b> .....	RV	DP	6.00					
I-155		37				12.21	96.73	7.84	<b>HOLLAND</b> .....	HD	DP	5.45					
I-164	30	69				12.35	105.53	8.80	<b>PIPESTONE</b> .....	NE	DPU	5.30					
I-170	120					12.45	112.27	6.74	<b>IHLEN</b> .....		P	5.15					
I-175	53	108				12.52	116.88	4.61	<b>JASPER</b> .....	JA	DP	5.05					
I-183		55				1.03	124.58	7.70	<b>SHERMAN</b> .....		P	4.52					
I-186	145	220				1.10	127.90	3.32	<b>GARRETSON</b> .....★	JC	DNKPRXY	4.45					
IA-17	100	37				1.40	145.23	17.33	<b>HILLS</b> .....	HS	DPI	4.12					
IA-23	100	42				1.50	151.65	6.42	<b>LESTER</b> .....		PI	4.02					
IA-30	101	34				2.00	158.55	6.90	<b>ALVORD</b> .....	AD	DP	3.52					
IA-36	50	31				2.09	164.24	5.69	<b>DOON</b> .....	DO	DP	3.42					
IA-52	100	72				2.34	180.78	16.54	<b>SIOUX CENTER</b> .....	UX	DNP	3.17					
IA-66	41	29				2.54	193.96	13.18	<b>STRUBLE</b> .....		P	2.54					
IA-78	110	51				3.11	206.50	12.54	<b>MERRILL</b> .....		P	2.30					
							211.96	5.46	<b>WREN TOWER</b> .....	GS	DNIP						
IA-85	51	30				3.21	213.32	1.36	<b>HINTON</b> .....	HI	DP BDNKOW RXZ	2.20					
IA-97	Yard					A 3.40Pm	222.77	9.45	<b>SIOUX CITY</b> .....★	SX		L 2.00Pm					
						6.10						6.35					
						36.12			Time Over Subdivision 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.

WESTWARD

SIXTH SUBDIVISION

EASTWARD 5

Station Numbers	Capacity of Tracks	SECOND CLASS			Distance from Garretson	Time Table No. 117 Effective May 24, 1964	Telegraph Calls	SIGNS	SECOND CLASS		
				579 Daily Ex. Sun.							580 Daily Ex. Sun.
I-186- I-205	220 527			L 12.01Am A 12.50Am	18.40	JC SU	DNKPRXY UJBD KPRXY	A 4.40Pm L 4.00Pm			
				.49 22.53				.40 27.60			
Time Over Subdivision Average Speed Per Hour											

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Geneseo Jct.	Time Table No. 117 Effective May 24, 1964	Telegraph Calls	SIGNS	SECOND CLASS	
			325 Daily Ex. Sun.						326 Daily Ex. Sun.
		L 8.35Am A 8.40Am			ABERDEEN LINE JCT. 0.68 G. N. JCT.	JP J		A 8.45Pm L 8.42Pm	

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

Station Numbers	Capacity of Tracks	Time	Distance from Geneseo Jct.	Station	Telegraph Calls	SIGNS	Time
E80	28	L 10.15Am s 10.35	0.66	GENESEO JCT. 0.66 GENESEO	GO	J D	A 6.55Pm s 6.50
E86	34	s 10.49	5.81	5.15 CAYUGA	CU	D BDJY	s 6.35
E92	85	s 11.15	11.94	6.13 RUTLAND, N. D.	RJ	KRX	s 6.20
F 9	36	s 11.40	21.30	9.36 HAVANA	WB	D	s 5.35
F16	35	s 11.55	27.88	6.58 KIDDER	KS	D	s 5.20
F30	35	s 12.25Pm	42.13	3.52 MILW. R. R. CROSSING.		U	
F36	34	s 12.40	48.50	10.73 AMHERST	MN	D	s 4.50
F47	24	s 1.05	59.33	6.37 CLAREMONT	QC	D	s 4.35
F64	175	A 1.45Pm	76.28	10.83 PUTNEY			s 4.08
				16.95 ABERDEEN	FN	B DIKRY	L 3.30Pm
		3.30 21.79					3.25 22.32
Time Over Subdivision Average Speed Per Hour							

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Rutland	Time Table No. 117 Effective May 24, 1964	Telegraph Calls	SIGNS	SECOND CLASS	
			337 Mon., Wed. and Fri.						338 Mon., Wed. and Fri.
E 92	35	L 11.40Am			RUTLAND, N. D. 29.77 C. & N. W. RY. CROSSING	RJ	BDJY KRX U	A 5.25Pm	
E126	34	s 1.10Pm	35.01		5.24 GUELPH			s 3.55	
E141	55	s 1.50	49.65		14.64 ELLEDALE	N	DU	s 3.15	
E155	44	A 2.25Pm	63.03		13.38 FORBES	FO	DRY	L 2.40Pm	
		2.45 22.92						2.45 22.92	
Time Over Subdivision Average Speed Per Hour									

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

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Benson	Time Table No. 117		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			Effective May 24, 1964	STATIONS			
A133			L	4.15Am		BENSON.....★	BN	DNPKR JY	A 4.30Pm
C 9	34		s	4.40	7.88	DANVERS.....	DR	D	f 4.10
C 16	33		s	5.00	15.83	HOLLOWAY.....	OW	D	f 3.52
C 22	45	167	s	6.10	21.96	APPLETON.....	AU	DNXI	s 3.40
C 30	34		s	6.35	30.65	LOUISBURG.....	BG	D	f 3.10
C 37	44	26	s	6.55	37.14	BELLINGHAM.....	BA	D	f 2.55
C 46	35		s	7.25	46.34	NASSAU.....	NA	D	f 2.35
C 52	45	26	s	7.40	51.82	ALBEE.....			f 2.23
C 58	36		s	8.00	57.98	LA BOLT.....			f 2.10
C 66	15		s	8.20	65.57	STOCKHOLM.....	SK	D	f 1.55
C 73	43	31	s	8.40	72.82	SOUTH SHORE.....	VR	D	f 1.40
C 92	Yard	324	s	9.30	91.99	WATERTOWN.....	WN	BDNK UOXJ	s 1.00
C102	34		s	9.55	101.89	GROVER.....			s 12.16
C109	37		s	10.15	108.24	HAZEL.....	Z	D	s 12.01Pm
C116	41		s	10.35	115.17	VIENNA.....	VA	UD	s 11.45
C124	35		s	11.25	124.05	WILLOW LAKE.....	WK	D	s 11.25
C136	35		s	11.55	136.19	BANCROFT.....			s 10.55
C141	35		s	12.10Pm	140.64	OSCEOLA.....			s 10.45
C149	36		s	12.30	148.36	YALE.....	YA	D	s 10.30
C162	Yard	202	A	1.00Pm	161.83	HURON.....	HU	IDRY	L 10.00Am
				8.45 18.49		Time Over Subdivision Average Speed Per Hour			6.30 24.89

Station Numbers	Capacity of Tracks	Distance from Watertown	Time Table No. 117		Telegraph Calls	SIGNS
			Effective May 24, 1964	STATIONS		
C-92	324			WATERTOWN.....	WN	BDNK UORXJ
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
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.....		
WS-67	26	67.28		WENTWORTH.....	WH	DU
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. R. R. TIME TABLE

		102.32		EAST JCT. (C. M. St. P. & P.).....		
I-205	527	103.66		SIoux FALLS.....★	SU	BDK UPRXYJ
		104.39		14th STREET YARD.....		X
I-222	50	121.27		LENNOX.....	OX	D
I-231	36	129.88		DAVIS.....		
I-238	35	137.28		VIBORG.....	VB	D
I-245	34	144.66		IRENE.....	RN	D
I-260	18	159.68		MISSION HILL.....		
I-267	172	166.52		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 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 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 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 switchers are equipped with alignment control couplers:

200	through	218
220	"	230
550	"	599 (lock blocks)
600	"	699
700	"	734
900	"	915
2000	"	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.

- 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.
- 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.
- 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.
- 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.

- 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, 13/0 size, 23 jewels. Ball Official Standard, 1604 B, stainless steel, 13/0 ligne, 21 jewels, Bulova Accutron Railroad Approved Model 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 employes 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.
13. "The Consolidated Code of Operating Rules, Edition of 1959, in addition to the following instructions will govern Great Northern employes 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. Employes 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 15, the use of torpedoes is prohibited.  
(e) Under Rule 11, 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. **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 Campbell.
  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. 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.**  

<b>Facing Point</b>	<b>Trailing Point</b>
	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 182 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. **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, when the route is properly lined for a westward train to proceed from the westward main track to single main track, the signal aspect displayed on the westward approach signal will be yellow over green. (See C. M. St. P. & P. Rule 240-E, Figure 1, page 104 in the Consolidated Code of Operating Rules). The indication of this signal means "Approach next signal prepared to proceed on diverging route".  
 At Wayzata, when a green under red aspect is displayed on the dwarf signal for a movement from siding to eastward main track, Rule 240K Figure 1 will apply.
  15. At Litchfield, when a green under red aspect is displayed on the dwarf signal for a movement from siding to main track, Rule 240K Figure 1 will apply.
  16. At Mile Post 98 east of Willmar, when the route is properly lined for a westward train to proceed from single track to South Main track, the signal aspect displayed on the westward approach signal will be yellow over green.  
 At stockyards crossover east of Willmar, when the route is properly lined for a westward train to proceed from North Main track to South Main track, the signal aspect displayed on the westward approach signal will be yellow over green.  
 At Mile Post 105 west of Willmar, when the route is properly lined for an eastward train to proceed from single track to the South Main track, the signal aspect displayed on the eastward approach signal will be yellow over green.  
 (See C. M. St. P. & P. Rule 240-E, Figure 1, page 104 in the Consolidated Code of Operating Rules). The indication of this signal means "Approach next signal prepared to proceed on diverging route".
  17. At Sioux City Line Jct. just west of Willmar, when a green under red aspect is displayed on the dwarf signal for a movement from South Main Track to North Main Track, Rule 240K Figure 1 will apply.

## 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.

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.

### 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 .....6.68 miles east of Hills

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

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

CMStP&P. RR. crossing .....1.13 miles west of Sioux City

C&NW. Ry. crossing .....3.96 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

## SEVENTH, EIGHTH, NINTH AND TENTH SUBDIVISIONS

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

### 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 .....2.89 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 between stations on the Third and Fourth Subdivisions and Form Z train order is not required between the above stations. If it becomes necessary to operate a following train when there is still a train between the above stations, 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.

### 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 RR. clearance at Campbell.

Eastward Seventh Subdivision trains will require Soo Line RR. clearance at Aberdeen.

### 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

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

### 4. 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

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 .....0.88 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.

### 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; between stations 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 between the above stations. If it becomes necessary to operate a following train when there is still a train between the above stations, 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.

## SPEED TABLE

Time Per Mile		Miles	Time Per Mile		Miles
Min.	Sec.	Per Hour	Min.	Sec.	Per Hour
		46	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.8
		57	1	45	34.8
		58	1	50	32.7
		59	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
Midway Platt Co. Spur.....	2.00 miles east of Osseo.....	11	East
Oscar Roberts Co. Inc.....	1.57 miles east of Osseo.....	8	West
North Star Concrete Co. Spur	0.50 miles west of Osseo .....	19	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
<b>Fourth Subdivision</b>			
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>			
Priam .....	5.97 miles west of Willmar .....	18	West
Asbury .....	3.73 miles west of Maynard.....	35	E & W
Readi-Mix and Oil Spur.....	0.58 mile west of Marshall.....	6	East
Appleton Silo Company Spur..	1.00 mile west of Marshall.....	6	East
Lynd .....	6.69 miles west of Marshall .....	17	West
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..	27	West
Lawrence Spur .....	13.76 miles west of Garretson..	45	E & W
Crampton Spur .....	15.24 miles west of Garretson..	22	West
<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	34	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
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