

### 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. 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.

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

# GREAT NORTHERN RAILWAY COMPANY

## WILLMAR DIVISION

# TIME TABLE 122

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, October 31, 1965

W. L. SMITH, Superintendent

R. N. WHITMAN, General Manager.

H. J. SURLS,  
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from St. Paul	Time Table No. 122 Effective October 31, 1965	Telegraph Calls	Distance from Breckenridge	SIGNS	FIRST CLASS		SECOND CLASS
	Sidings	Other Tracks	(328) 329	31	27	32						14	(325) 330	
													Daily Ex. Sun.	Daily
00427				L 10.20Pm	L 9.00Am		10.57	U	214.85	K	A	6.50Am	A 10.50Pm	
03001				10.50Pm	9.35Am		10.57	S	204.28	K		6.20Am	10.25Pm	

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

Station Numbers	Yard	Other Tracks	Time	Time	Distance from St. Paul	Station Name	Track	Time	Time	Distance from Breckenridge	Track	Time	Time	Distance from Breckenridge
03004			L 10.54Pm	L 9.39Am	12.17	LYNDALE JCT. ★	ABS	UD	202.68	DNJPX	A	5.59Am	A 10.10Pm	
03014	200	58	11.08	9.53	23.90	WAYZATA	ABS	WA	190.95	DPJ		5.45	9.49	
03022		26			31.87	MAPLE PLAIN	ABS	MA	183.48	DP				
03029	188	54			38.36	DELANO ★	ABS	DA	176.49	DP				
03038		26			47.83	WAVERLY	ABS	WY	167.02	DP				
03043	307	59			52.84	HOWARD LAKE	ABS	RD	162.01	DP				
03050	148	155			59.15	COKATO	ABS	CT	155.70	DP				
03056	159	139			64.94	DASSEL	ABS	DS	149.91	DP				
03061		48			70.04	DARWIN	ABS	DN	144.81	DP				
03067	171	262		s 10.45	76.18	LITCHFIELD ★	ABS	FD	138.67	DNP		s 8.50		
03074		59			83.86	GROVE CITY	ABS	G	130.99	DP				
03080	190	50			88.99	ATWATER	ABS	WR	125.86	DP				
03087		33			96.35	KANDIYOHI	ABS	KD	118.50	DP				
03093	Yard	1661	A 12.23Am	A 11.15	102.19	WILLMAR ★	CTC	W	112.66	ORDNK PTBWZJ	L	4.20	L 8.17	
03099		56	L 12.25	L 11.20	108.79	PENNOCK	CTC	K	106.06	DP	A	4.15	A 8.09	
03107	173	47			116.23	KERKHOVEN	CTC	KH	98.62	DP				
03111		32			120.71	MURDOCK	CTC	CK	94.14	DP				
03116		52			125.27	DE GRAFF	CTC	DG	89.58	DP				
03123	356	412		s 11.50	132.78	BENSON ★	CTC	BN	82.07	DJKNPY		s 7.35		
03129	139	38			138.45	CLONTARF	CTC		76.40	P				
03139		125			148.67	HANCOCK	CTC	NC	66.18	DP				
03148	400	300		s 12.18Pm	157.52	MORRIS ★	CTC	MR	57.33	DJKNPY		s 7.05		
03156	145	41			165.74	DONNELLY	CTC	DY	49.11	DP				
03167	135	51			176.20	HERMAN	CTC	HR	38.65	DP				
03172	143	30			181.09	NORCROSS	CTC	RC	33.76	DP				
03183	150	41			192.59	TINTAH	CTC	QN	22.26	DP				
03186			L 8.45Pm		195.39	ABERDEEN LINE JCT.	CTC		19.46	PJ				A 8.35Am
03190	264	108	s 8.55		199.81	CAMPBELL ★	CTC	CB	15.04	DP				s 8.25
03198		21	s 9.05		206.97	DORAN	CTC	OD	7.88	DP				s 8.10
03205	Yard	1143	A 9.20Pm	A 2.15Am	214.85	BRECKENRIDGE ★	CTC	BR		RDNWB PYOKZ	L	2.15Am	L 6.02Pm	L 8.00Am
			.35 33.36	3.21 60.50	3.36 56.30							3.44 54.28	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.

**WESTWARD**

**SECOND SUBDIVISION**

**EASTWARD 3**

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from St. Paul	Time Table No. 122 Effective October 31, 1965	STATIONS	Telegraph Calls	Distance from Willmar	SIGNS	FIRST CLASS			SECOND CLASS
	Siding	Other Tracks	437	405	7	11	3							8	28	4	406
			Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
00427			L 8.55Pm	L 5.30Pm	L 7.45Am			10.57	ST. PAUL	A	131.23	K	A 7.35Am	A 3.20Pm	A 7.50Pm		
03001			9.30Pm	5.55Pm	8.10Am				MINNEAPOLIS	S	120.66	K	7.05Am	2.50Pm	7.25Pm		

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

Station	Yard	Capacity	Time	Time	Time	Time	Time	Time	Station	Code	Time	Code	Time	Time	Time	Time
03004	Yard		L 8.15Pm	L 1.10Pm			12.17	1.60	LYNDALE JCT.	CTC	UD	119.06	DIJNPRX			A 3.00Am
09001							13.76	1.59	M. W. JCT.			117.47	J			
09005	87	44	8.25	1.20			17.17	3.41	ROBBISSDALE		RB	114.06	DPX			2.47
09011	92	72	8.35	1.30			23.65	6.48	OSSEO		SI	107.58	DP			2.35
09020	99	19	8.48	1.43			32.66	9.01	ROGERS		RO	98.57	DP			2.20
09027	93	29	9.00	1.55			38.92	6.26	ALBERTVILLE	ABS	SA	92.31	DP			2.07
09035	79	43	9.14	2.08			47.35	8.43	MONTICELLO		MC	83.88	DP			1.52
09050	80	13	9.35	2.30			62.15	14.80	CLEARWATER		CW	69.08	DP			1.20
07390	Yard	1501	A 10.05Pm	A 3.00Pm			74.82	12.67	ST. CLOUD		DX	56.41	BDNKOR WXYZ			L 12.45Am
00501		182	L 10.32Pm	L 7.00Pm	L 9.12Am			1.54	EAST ST. CLOUD				DNPIX	A 5.48Am	A 1.26Pm	A 6.08Pm
07390	Yard	1501	A 10.45	L 7.10	L 9.23		74.82	0.73	ST. CLOUD	ABS	DX	56.41	BDNKOR WXYZ	L 5.40	L 1.18	L 6.00
07388			A 10.47Pm	A 7.12Pm	A 9.25Am		75.55		RICE JCT.			55.68	IJPX	L 5.32Am	L 1.12Pm	L 5.54Pm
07379	57	89					85.15	9.60	ROCKVILLE			46.08	P			
07374	110	73					89.96	4.81	COLD SPRING		CG	41.27	DP			
07370		42					94.45	4.49	RICHMOND		RI	36.78	DP			
07364		85					100.66	6.21	ROSCOE		XN	30.57	DP			
07358		51					106.09	5.43	PAYNESVILLE			25.14	IPX			
07346	50	38					118.15	12.06	NEW LONDON		ND	13.08	DPX			
07342		85					122.46	4.31	SPICER		CR	8.77	DP BDNOK TRWXX			
03093	Yard	1661					131.23	8.77	WILLMAR		W					
			1.50	1.50	0.15	0.12	0.13		Time Over Subdivision					0.16	0.14	0.14
			84.17	84.17	9.08	11.35	10.48		Average Speed Per Hour					8.51	9.73	9.73
																2.15
																27.84

**WESTWARD THIRD SUBDIVISION EASTWARD**

**WESTWARD FOURTH SUBDIVISION EASTWARD**

Station Numbers	Capacity of Tracks	Distance from Morris	Time Table No. 122			Telegraph Calls	SIGNS
			Effective October 31, 1965				
			STATIONS				
03148			MORRIS		MR	BDJKN PRY	
54507	31	8.22	ALBERTA		AB	D	
54513	57	14.27	CHOKIO		KO	D	
54519	21	20.17	JOHNSON		J	D	
54526	50	27.21	GRACEVILLE		GB	DU	
54532	56	33.09	BARRY		BX	D	
54539	39	40.44	BEARDSLEY		BY	D	
54546	57	47.37	BROWNS VALLEY		BV	DT	

Station Numbers	Capacity of Tracks	Distance from Wayzata	Time Table No. 122			Telegraph Calls	SIGNS
			Effective October 31, 1965				
			STATIONS				
03014			WAYZATA		WA	DPRJ	
51706	97	6.60	SPRING PARK		PK	D	
51709	31	8.50	MOUND				
51713	35	13.07	ST. BONIFACIUS		NI	D	
51721	17	20.88	MAYER		KY	D	
51728	49	28.36	LESTER PRAIRIE		PR	D	
51744	88	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.

Station Numbers	Car Capacity		SECOND CLASS				Distance from Willmar	Time Table No. 122			Telegraph Calls	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			419	Effective October 31, 1965			420							
						STATIONS									Daily	
03093						L 9.30Am		<b>WILLMAR</b> .....★	W	BDNKOR JWZZP	A 8.35Pm					
07320	50	32				10.00	11.99	11.99 <b>RAYMOND</b> .....	RA	DP	8.05					
07312	160	52				10.10	19.55	7.56 <b>CLARA CITY</b> .....	CA	DPI	7.53					
07306	61	38				10.20	25.48	5.93 <b>MAYNARD</b> .....	MY	DP	7.43					
07297	97	130				10.36	34.69	9.11 <b>GRANITE FALLS</b> .....	GX	DPI	7.27					
07288	56	85				10.56	44.22	9.63 <b>HANLEY FALLS</b> .....	HY	DPI	7.10					
07281	50	37				11.05	50.39	6.17 <b>COTTONWOOD</b> .....	C	DP	7.01					
07270	148	156				11.25	63.07	12.68 <b>MARSHALL</b> .....★	MD	DNXPUP	6.40					
07256	50	38				11.50	76.01	12.04 <b>RUSSELL</b> .....	RS	DP	6.19					
07248		38				12.02Pm	83.88	7.87 <b>FLORENCE</b> .....	F	DP	6.08					
07243	100	56				12.10	88.89	5.01 <b>RUTHTON</b> .....	RV	DP	6.00					
07235		37				12.21	96.73	7.84 <b>HOLLAND</b> .....	HD	DP	5.45					
07226	80	69				12.35	105.53	8.80 <b>PIPESTONE</b> .....	NE	DPU	5.30					
07220	120					12.45	112.27	6.74 <b>IHLEN</b> .....		P	5.15					
07215	53	108				12.52	116.88	4.61 <b>JASPER</b> .....	JA	DP	5.05					
07204	145	220				1.10	127.90	11.02 <b>GARRETSON</b> .....★	JC	DNKPRXY	4.45					
07187	100	87				1.40	145.23	17.33 <b>HILLS</b> .....		PI	4.12					
07180	100	42				1.50	151.65	6.42 <b>LESTER</b> .....		PI	4.02					
07173	101	34				2.00	158.55	6.90 <b>ALVORD</b> .....	AD	DP	3.52					
07168	50	31				2.09	164.24	5.69 <b>DOON</b> .....	DO	DP	3.42					
07151	100	72				2.34	180.78	16.54 <b>SIoux CENTER</b> .....★	UX	DNP	3.17					
07138	41	29				2.54	193.96	13.18 <b>STRUBLE</b> .....		P	2.54					
07125	110	51				3.11	206.50	12.54 <b>MERRILL</b> .....		P	2.30					
07119							211.96	5.46 <b>WREN TOWER</b> .....	GS	DNIP						
07118	51	30				3.21	213.32	1.36 <b>HINTON</b> .....	HI	DP	2.20					
07109	Yard					A 3.40Pm	222.77	9.45 <b>SIoux CITY</b> .....★	SX	BDNKOW RXZ	L 2.00Pm					
						6.10										
						36.12		Time Over Subdivision Average Speed Per Hour			6.35					
											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	Time Table No. 122				Distance from Garretson	Telegraph Calls	SIGNS				
		Effective October 31, 1965										
STATIONS												
07204	220						JC	DNKPRXY				
54418	527				18.40		SU	UJBD KPRXY				
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. 122		Telegraph Calls	SIGNS	SECOND CLASS		
		325			Effective October 31, 1965				326		
STATIONS											
08186		L	8.35Am				JP	A	8.45Pm		
54601	36	A	8.40Am	0.68	ABERDEEN LINE JCT.		J	L	8.42Pm		
Time Over Subdivision Average Speed Per Hour											

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

54645		L	10.15Am		GENESEO JCT.		J	A	6.55Pm
54646	28	s	10.35	0.66	GENESEO	GO	D	s	6.50
54651	34	s	10.49	5.81	CAYUGA	CU	D	s	6.35
54657	85	s	11.15	11.94	RUTLAND, N. D.	RJ	BDJY KRX	s	6.20
54666	36	s	11.40	21.30	HAVANA	WB	D	s	5.35
54673	35	s	11.55	27.88	KIDDER	KS	D	s	5.20
				31.40	MILW. R. R. CROSSING		U		
54687	35	s	12.25Pm	42.13	AMHERST	MN	D	s	4.50
54694	34	s	12.40	48.50	CLAREMONT	QC	D	s	4.35
54704	24	s	1.05	59.38	PUTNEY			s	4.08
54721	175	A	1.45Pm	76.28	ABERDEEN	FN	BDIKRY	L	3.30Pm
Time Over Subdivision Average Speed Per Hour									
									3.80 21.79
									3.25 22.32

## WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Rutland	Time Table No. 122		Telegraph Calls	SIGNS	SECOND CLASS		
		337			Effective October 31, 1965				338		
STATIONS											
54657	35	L	11.40Am		RUTLAND, N. D.		RJ	BDJY KRX	A	5.25Pm	
				29.77	C. & N. W. RY. CROSSING			U			
54935	34	s	1.10Pm	35.01	GUELPH				s	3.55	
54949	55	s	1.50	49.65	ELLEDALE		N	DU	s	3.15	
54963	44	A	2.25Pm	63.03	FORBES		FO	DRY	L	2.40Pm	
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.

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. 122		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			Effective October 31, 1965				
					529	530			
		Daily Ex. Sat.	STATIONS				Daily Ex. Sun.		
03123			L	4.15Am		BENSON.....★	BN	DNPKR	A 4.30Pm
54007	34	s		4.40	7.88	DANVERS.....	DR	D	t 4.10
54015	33	s		5.00	15.83	HOLLOWAY.....	OW	D	t 3.52
54021	45	187	s	6.10	21.96	APPLETON.....	AU	DNXI	s 3.40
54030	34	s		6.35	30.65	LOUISBURG.....			t 3.10
54036	43	s		6.55	37.14	BELLINGHAM.....	BA	D	t 2.55
54046	35	s		7.25	46.34	NASSAU.....	NA	D	t 2.35
54051	45	s		7.40	51.82	ALBEE.....			t 2.23
54057	36	s		8.00	57.98	LA BOLT.....			t 2.10
54065	15	s		8.20	65.57	STOCKHOLM.....	SK	D	t 1.55
54072	43	31	s	8.40	72.82	SOUTH SHORE.....	VR	D	t 1.40
54091	Yard	324	s	9.30	91.99	WATERTOWN.....	WN	BDNK UOXJ	s 1.00
54101	34	s		9.55	101.89	GROVER.....			s 12.16
54107	37	s		10.15	108.24	HAZEL.....	Z	D	s 12.01Pm
54114	41	s		10.35	115.17	VIENNA.....	VA	UD	s 11.45
54123	35	s		11.25	124.05	WILLOW LAKE.....	WK	D	s 11.25
54135	35	s		11.55	136.19	BANCROFT.....			s 10.55
54140	35	s		12.10Pm	140.64	OSCEOLA.....			s 10.45
54148	36	s		12.30	148.36	YALE.....	YA	D	s 10.30
54161	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. 122		Telegraph Calls	SIGNS
			Effective October 31, 1965			
			STATIONS			
54091	324			WATERTOWN.....	WN	BDNK UORXJ
54217	32	18.09		HAYTI.....	H	D
54222	27	23.41		LAKE NORDEN.....	NR	D
54229	29	30.03		BADGER.....	B	D
54238	34	39.40		ARLINGTON.....	AR	DI
54248	26	49.23		SINAI.....	SN	D
54254	48	55.25		NUNDA.....	NU	D
54266	26	67.28		WENTWORTH.....	WH	DU
54274	42	74.90		CHESTER.....	CH	D
54281	45	82.51		COLTON.....	CO	D
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		EAST JCT. (C. M. St. P. & P.).....		
54418	527	103.66		SIoux FALLS.....★	SU	BDK UPRXYJ
54420		104.39		14th STREET YARD.....		X
54435	50	121.27		LENNOX.....	OX	D
54452	35	137.28		VIBORG.....	VB	D
54459	34	144.66		IRENE.....	RN	D
54481	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:

227 through	230	
550 "	599	(lock blocks)
600 "	699	
700 "	734	
900 "	915	
2000 "	2035	
2500 "	2523	
3000 "	3040	

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, 2509 thru 2523, 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, 13/0 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 Lyndale Jct. and Breckenridge..... Passenger 79 MPH Freight 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.

## 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.

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.

## 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.

## 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 1.18 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 .....2.89 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.

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 R.R. clearance at Aberdeen.

No. 338 will not require a Clearance Form A at Forbes.

## 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 .....0.62 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	78.8		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	1	59.0		2	10	27.7		
1	1	2	58.1		2	20	25.7		
1	1	3	57.1		2	30	24.0		
1	1	4	56.3		2	40	22.5		
1	1	5	55.4		3	—	20.0		
1	1	6	54.5		3	30	17.1		
1	1	7	53.7		4	—	15.0		
1	1	8	52.9		5	—	12.0		
1	1	9	52.2		6	—	10.0		
1	1	10	51.4		7	—	8.6		
1	1	12	50.0		8	—	7.5		
1	1	14	48.6		9	—	6.7		
1	1	16	47.4		10	—	6.0		

## BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
<b>First Subdivision</b>			
Long Lake .....	3.10 miles west of Wayzata.....	19	West
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	8	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 Payneville..	7	E & W
New London Materials and Construction Co. ....	8.46 miles west of Paynesville..	34	E & W
New London Gravel Pit.....	1.78 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.....	0.58 miles west of Spring Park	2	West
New Germany .....	3.80 miles west of Mayer.....	26	E & W
Silver Lake .....	7.88 miles west of Lester Prairie .....	23	West
<b>Fifth Subdivision</b>			
Priam .....	5.97 miles west of Willmar .....	18	West
Asbury .....	3.78 miles west of Maynard.....	35	E & W
Green Valley .....	5.37 miles east of Marshall.....	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
Sherman .....	3.32 miles east of Garretson....	55	E & W
Perkins .....	8.96 miles west of Doon.....	19	E & W
<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. ....	24	E & W
Silver Leaf .....	7.09 miles west of Guelph .....	7	West
<b>Ninth Subdivision</b>			
Rauville .....	13.26 miles west of South Shore	24	E & W
<b>Tenth Subdivision</b>			
Foley .....	4.24 miles west of Watertown..	9	E & W
Rutland, S. D. ....	6.27 miles east of Wentworth..	23	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
Davis .....	8.61 miles west of Lennox.....	36	E & W
Volta .....	9.18 miles west of Irene.....	22	E & W
Mission Hill .....	6.84 miles east of Yankton.....	18	E & W

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