

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief SurgeonMinneapolis, Minn.
 *Dr. Ernest A. Anderson, Asst. Chief Surgeon, Minneapolis, Minn.
 Dr. James N. BarbosAberdeen, S. D.
 *Dr. T. P. RanneyAberdeen, S. D.
 Dr. William C. KaufmanAppleton, Minn.
 *Dr. R. P. GriffinBenson, Minn.
 Dr. Donald F. HolmBenson, Minn.
 *Dr. Louis T. O'BrienBreckenridge, Minn.
 Dr. C. W. JacobsonBreckenridge, Minn.
 Dr. Theodore GreenfieldCokato, Minn.
 Dr. Joseph C. HoutsDassel, Minn.
 *Dr. A. G. MaerckleinEllendale, N. D.
 Dr. Earl E. SuckowGarretson, S. D.
 Dr. I. L. OliverGraceville, Minn.
 Dr. M. S. NelsonGranite Falls, Minn.
 Dr. M. L. RansomHancock, Minn.
 *Dr. W. H. SaxtonHuron, S. D.
 Dr. O. W. ScholppHutchinson, Minn.
 Dr. V. S. IrvineLidgerwood, N. D.
 Dr. Karl A. DanielsonLitchfield, Minn.
 *Dr. B. C. FordMarshall, Minn.
 Dr. F. D. GrayMarshall, Minn.
 Dr. W. W. YeagerMarshall, Minn.
 Dr. J. P. WilkinsMound, Minn.
 *Dr. Fred W. BehmlerMorris, Minn.
 Dr. Jack GuyNew London, Minn.
 Dr. C. R. MyrePaynesville, Minn.
 Dr. C. A. WilliamsPipestone, Minn.
 Dr. T. J. BloedelOsseo, Minn.
 Dr. Hans KulsikRutland, N. D.
 *Dr. H. W. GoehrsSt. Cloud, Minn.
 Dr. G. H. GoehrsSt. Cloud, Minn.
 Dr. Vernon E. NeilsSt. Cloud, Minn.
 *Dr. F. J. SavageSt. Paul, Minn.
 Dr. G. D. BrandSt. Paul, Minn.
 *Dr. Abbott SkinnerSt. Paul, Minn.
 *Dr. William MarisSioux Center, Iowa
 *Dr. E. C. CobbSioux City, Iowa
 Dr. Arch F. O'DonoghueSioux City, Iowa
 *Dr. H. E. RudersdorfSioux City, Iowa
 *Dr. S. A. DonahoeSioux Falls, S. D.
 Dr. G. Robert BartronWatertown, S. D.
 *Dr. O. S. RandallWatertown, S. D.
 Dr. Harry T. KenneyWatertown, S. D.
 *Dr. E. H. FrostWillmar, Minn.
 *Dr. Walter E. HinzWillmar, Minn.
 *Dr. A. M. McCarthyWillmar, Minn.
 *Dr. Clarence V. BatemanWahpeton, N. D.
 Dr. Chester B. McVayYankton, S. D.
 *Designates also Examining Surgeon.

OPHTHALMIC SURGEONS (Eye Doctors)

Dr. Charles E. StanfordMinneapolis, Minn.
 Dr. Malcolm A. McCannelMinneapolis, Minn.
 Dr. Frank E. BurchSt. Paul, Minn.
 Dr. Edward P. BurchSt. Paul, Minn.
 Dr. W. T. WennerSt. Cloud, Minn.
 Dr. James E. ReederSioux City, Iowa

O. J. LORINSER, Chief Dispatcher.

V. W. BICE, Trainmaster.

W. T. SLOAN, Trainmaster.

J. G. TOOMEY, Trainmaster.

P. D. FRASER, Trainmaster.

J. H. BOYD, Trainmaster.

A. C. OOTHOUDT, Trainmaster.

T. J. LAMPHIER, Ass't Trainmaster.

P. T. RUDLANG, Ass't Trainmaster.

E. S. PINKERTON, Superintendent Terminals, Minneapolis.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 80

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, July 11, 1954

J. P. CAMERON, Superintendent.

C. O. HOOKER, General Manager.

A. W. CAMPBELL, General Superintendent Transportation.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from St. Paul	Time Table No. 80		Telegraph Calls	
	Sidings	Other Tracks	409	403	61		9	1		27	Effective July 11, 1954		STATIONS
			Daily	Daily	Daily Ex. Sunday		Daily Ex. Sat.	Streamliner Daily		Daily			
0							L 9.00Pm	L 8.15Pm	L 9.30Am		ST. PAUL	A	
11					L 7.45Am		9.55Pm	8.45Pm	10.03Am	10.87	MINNEAPOLIS	S	

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

Station	Yard	Capacity	409	403	61	9	1	27	Distance from St. Paul	Stations	Telegraph Calls
A 24	W 80	85	L 9.00Pm 9.25	L 8.45Am 9.10	L 8.00Am 8.23	L 10.00Pm 10.17	L 8.49Pm 9.02	L 10.07Am 10.20	12.18 28.90	LYNDALE JCT. ★ WAYZATA HUTCHINSON JCT.	UD WA
A 27	E 75	19	9.32	9.16	A 8.25Am	10.23	9.05	10.24	27.00	LONG LAKE	ON
A 82	W 98	19	9.42	9.22		10.29	9.09	10.29	81.87	MAPLE PLAIN	MA
A 80	E 75	54	9.55	9.33		10.41	9.16	10.35	88.36	DELANO ★	DA
A 45	Continuour 283	28	10.07	9.41		10.51	9.22	10.41	45.06	MONTROSE	MO
A 48		26	10.12	9.46		10.56	9.25	10.43	47.84	WAVERLY	WY
A 58	287	59	10.19	9.53		11.06	9.30	10.48	52.87	HOWARD LAKE	RD
A 50	146	155	10.29	10.03		11.17	9.36	10.53	59.15	COKATO	CT
A 65	E 165 W 74	86	10.37	10.11		11.27	9.41	10.58	64.95	DASSEL	DS
A 70	144	19	10.45	10.19		11.35	9.46	11.03	70.09	DARWIN	DN
A 76	E 167 W 101	144	10.53	10.27		11.43	9.51	11.08	76.19	LITCHFIELD ★	FD
A 84	154	53	11.03	10.37		12.05Am	9.58	11.20	88.87	GROVE CITY	G
89	80	81	11.10	10.44		12.13	10.03	11.25	88.99	ATWATER	WR
A 97		22	11.20	10.54		12.21	10.10	11.32	96.85	KANDIYOHI	KD
A102	Yard	1560	A 11.35Pm	A 11.10Am		A 12.30Am	A 10.16Pm	A 11.40Am	102.19	WILLMAR JCT. WILLMAR ★	W
			2.35 34.84	2.25 37.24	.25 29.78	2.80 86.00	1.27 62.06	1.33 58.07		Time Over Subdivision Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains except No. 1.

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 80

Effective July 11, 1954

FIRST CLASS

SECOND CLASS

STATIONS	Distance from Willmar	FIRST CLASS				SECOND CLASS				SIGNS
		10	2 Streamliner	28		410	60	416	430	
		Daily Ex. Mon.	Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily	
ST. PAUL	102.19	A 7.40Am	A 7.00Am	A 9.55Pm						K
10.57 MINNEAPOLIS	91.62	7.15Am	6.30Am	9.30Pm		A 4.45Pm				K

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

STATIONS	Distance from Willmar	FIRST CLASS				SECOND CLASS				SIGNS
		10	2 Streamliner	28		410	60	416	430	
LYNDALE JCT. ★	90.01	A 6.50Am	A 6.20Am	A 9.15Pm	A 8.25Am	A 4.25Pm	A 6.25Pm	A 2.10Am		DNJW PX
WAYZATA	78.20	f 6.25	6.05	8.54	8.06	4.01	6.06	1.50		BDP
HUTCHINSON JCT.	77.83	6.22		8.53	8.05	L 3.56Pm	6.05	1.49		PJ
LONG LAKE	78.19	s 6.18	6.01	8.50	8.01		6.01	1.45		DP
MAPLE PLAIN	70.82	s 6.10	5.56	8.45	7.54		5.54	1.38		DP DNWI P
DELANO ★	68.83	s 5.57	5.49	8.37	7.42		5.42	1.26		DP
MONTROSE	57.18	s 5.43	5.42	8.29	7.34		5.34	1.18		DP
WAVERLY	54.35	s 5.26	5.39	8.26	7.30		5.30	1.14		DP
HOWARD LAKE	49.32	s 5.18	5.34	8.21	7.23		5.23	1.07		DNP
COKATO	48.04	s 5.08	5.27	8.15	7.14		5.14	12.58		DP
DASSEL	37.24	s 4.58	5.21	8.09	7.06		5.06	12.50		DNPW
DARWIN	33.10	s 4.48	5.15	8.03	6.59		4.59	12.43		DP
LITCHFIELD ★	26.00	s 4.38	5.09	s 7.57	6.51		4.51	12.35		DNWP
GROVE CITY	18.32	f 4.20	5.01	7.48	6.42		4.42	12.25		DP
ATWATER	18.20	f 4.12	4.55	7.43	6.35		4.35	12.13Am		DNIP
KANDIYOHI	8.84	s 4.02	4.47	7.35	6.20		4.20	11.45		DP
WILLMAR JCT.	1.18									IJFX ORDNK BXWC
WILLMAR ★		L 3.50Am	L 4.40Am	L 7.25Pm	L 6.00Am		L 4.00Pm	L 11.15Pm		
Time Over Subdivision		3.00	1.40	1.60	2.25	.89	2.25	2.55		
Average Speed Per Hour		30.00	53.58	49.09	37.24	24.87	37.24	30.86		

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23

4 WESTWARD

SECOND SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS						Distance from Willmar	Time Table No. 80		Telegraph Calls
	Siding	Other Tracks	415	403	409	(192) 183	1 Streamliner	27	185	51	9		Effective July 11, 1954	STATIONS	
			Daily	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday				
A102	Yard	1560	L 4.20Pm	L ²⁷ 11.45Am	L 1.30Am			L 10.18Pm	L ⁴⁰⁸ 11.45Am	L 5.20Am	L 1.30Am	L 12.45Am		WILLMAR ★	W
A109	W 74	19	4.37	12.02Pm	1.45			10.25	11.53	s 5.32	A 1.35Am	12.54	0.41	SIoux CITY LINE JCT.	
A116	E 74												6.61	PENNOCK	K
A121	W 78	47	4.49	12.14	1.56			10.32	12.01Pm	s 5.45		1.03	14.04	KERKHOVEN	KH
A121	148	82	4.57	12.21	2.03			10.36	12.05	s 5.55		1.07	18.58	MURDOCK	CK
A125	133	89	5.05	12.28	2.10			10.40	12.09	s 6.05		1.11	28.18	DE GRAFF	DG
A133	E 356 W 134	278	5.17	⁴¹⁶ 12.40	2.22			10.47	s 12.18	A 6.20Am		s 1.25	30.59	BENSON ★	BN
A133													31.38	WATERTOWN LINE JCT.	
A188	134	88	5.25	12.50	¹⁰ 2.35			10.52	⁴¹⁶ 12.24			s 1.33	36.27	CLONTARF	CF
A144	81		5.33	1.00	2.43			10.57	12.29			1.40	42.14	HYNES	
A149	71	49	5.43	1.09	⁴¹⁰ 2.50			11.01	12.34			s 1.48	46.49	HANCOCK	NC
A157	77	213	²⁸ 6.10	1.25	³⁻⁴¹⁰ 3.35			11.10	s 12.45			s ¹⁰ 2.20	54.33	Browns Valley Line Jct.	
A166	130	41	6.25	1.40	3.50			11.18	12.55			s ⁴¹⁰ 2.35	55.84	MORRIS ★	MR
A176	E 75 W 80	49	6.40	1.55	4.05			11.27	1.06			s 2.51	68.55	DONNELLY	DY
A181	127	80	⁴³⁰ 6.47	2.02	4.12			11.31	1.11			s ² 3.07	74.02	HERMAN	HR
A187	74	19	6.55	2.11	4.20			11.36	1.17			3.15	78.91	NORCROSS	RC
A193	145	64	7.03	2.18	4.27			11.40	1.22			s 3.25	85.38	CHARLESVILLE	
			7.10	2.26	4.35			L 10.35Pm	1.27			3.32	90.41	TINTAH	QN
A200	114	108	7.14	2.30	4.45			s 10.40	11.47	1.30		f 3.40	92.58	M. St. P. & S. S. Ry. Cross.	
A207	E 75	21	7.25	2.42	4.55			f 10.53	11.54	1.40		f 3.55	95.14	ABERDEEN LINE JCT.	
A214	Yard	1155	A 7.40Pm	A 3.00Pm	A 5.10Am			A 11.05Pm	A 12.03Am	A 1.50Pm		A 4.10Am	97.63	CAMPBELL ★	CB
			3.20	^{3.15} 84.06	3.40			.30	1.45	2.05		1.00	104.79	DORAN	OD
			83.80	84.06	30.72			35.06	64.38	54.08		.08	111.09	N. P. RY. CROSSING	
												4.92	112.67	BRECKENRIDGE ★	BR
														Time Over Subdivision	
														Average Speed Per Hour	

Westward trains are superior to eastward trains of the same class, except as follows:

No. 1 is superior to all trains;

No. 2 is superior to all trains, except No. 1.

Nos. 10 and 28 are superior to No. 183 Campbell to Aberdeen Line Jct.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

SECOND SUBDIVISION

EASTWARD 5

Time Table No. 80

Effective July 11, 1954

STATIONS	Distance from Breckenridge	FIRST CLASS						SECOND CLASS			SIGNS	
		10	2	(191) 184	186	28	52	410	416	430		
		Daily Ex. Mon.	Streamliner Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Daily		
DOUBLE TRACK WILLMAR. ★ 0.41 SIoux CITY LINE JCT. 6.20 PENNOCK..... 7.43 KERKHOVEN..... 4.49 MURDOCK.....	112.67 112.26 106.06 98.63 94.14	A 3.40Am f 3.28 f 3.18 f 3.10	A 4.37Am 4.29 4.21 4.16	..... ..... s 6.45 s 6.32 s 6.23	A 7.00Pm	A 7.18Pm	A 11.59Pm L 11.55Pm ..... .....	..... ..... ..... .....	A 4.25Am A 1.30Pm A 9.15Pm	..... ..... ..... .....	BDNWR OCKX IJPX DNIP DP DP
..... DE GRAFF..... 4.65 7.41 BENSON. ★ 0.79 WATERTOWN LINE JCT. 4.89 CLONTARF..... 5.87 HYNES.....	89.49 82.08 81.29 76.40 70.58	f 3.02 s 2.50 f 2.35 2.28	4.11 4.02 3.56 3.50	..... ..... s 6.14 L 6.00Pm .....	..... ..... s 6.44 ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	DP DNIPR WKX PYJ DP P
Eastward Freight Track HANCOCK..... 4.35 7.84 Browns Valley Line Jct. 1.01 MORRIS. ★ 8.21 DONNELLY..... 10.47 HERMAN.....	66.18 58.34 57.33 49.12 38.65	f 2.22 s 2.10 f 1.52 s 1.39	3.46 3.35 3.25 3.13	..... ..... ..... ..... .....	..... ..... s 6.15 ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	DNIP PYJ DNW KXIP DP DNP
..... NORCROSS..... 4.89 6.47 CHARLESVILLE..... 5.03 TINTAH..... 2.17 M. St. P. & S. S. Ry. Cross. 2.56 ABERDEEN LINE JCT..	38.76 27.29 22.26 20.09 17.53	s 1.30 f 1.14 ..... .....	..... ..... 3.00 2.55 .....	..... ..... ..... ..... A 5.20Am	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	..... ..... ..... ..... .....	DNPW P DP I PYJ
DOUBLE TRACK CAMPBELL ★ 2.49 7.16 DORAN..... 6.30 N. P. RY. CROSSING.. 1.55 BRECKENRIDGE. ★	16.04 7.88 1.58	f 1.05 f 12.56 L 12.45Am	2.47 2.39 L 2.30Am	s 5.11 s 5.00 L 4.45Am	..... ..... ..... .....	..... ..... ..... L 5.15Pm	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	..... ..... ..... .....	DNIPR DP PIK RDNWCB YOKX
Time Over Subdivision Average Speed Per Hour		2.55 38.68	2.07 53.15	.35 30.18	1.00 30.59	2.03 54.99	.05 4.92		3.25 32.97	3.30 32.19	3.35 30.44	

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

8 WESTWARD

SEVENTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Willmar	Time Table No. 80			Telegraph Calls	Distance from Carretson	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	419	417		51		Effective July 11, 1954						52		418	420
			Daily	Daily		Daily Ex. Sunday		STATIONS						Daily Ex. Sunday		Daily	Daily
A-102			L ⁴¹⁸ 5.30Pm	L 5.00Am		L 1.30Am		WILLMAR.....★			W	127.91	RDNWB CKXO	A 11.59Pm		A ⁴¹⁹ 5.20Pm	A 2.30Am
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES																	
			L 5.35Pm	L 5.10Am		L 1.35Am	0.41	.....SIOUX CITY LINE JCT.....				127.50	IJPX	A 11.55Pm		A 5.10Pm	A 2.22Am
I-64	55	12	5.50	5.25		f 1.43	5.98	.....^{5.57} PRIAM.....				121.93	P	f 11.44		4.55	2.10
I-70	50	82	6.03	5.40		s ⁴²⁰ 1.54	12.00	.....^{6.02} RAYMOND.....			RA	115.91	DP	s 11.38		4.43	⁵¹ 1.55
							19.09	.....^{7.09} M. W. RY. CROSSING.....				108.82	I				
I-77	50	47	6.15	5.55		s 2.08	19.56	.....^{0.47} CLARA CITY.....			CA	108.35	DP	s 11.26		4.27	1.45
I-88	61	38	6.25	6.05		s 2.20	25.49	.....^{5.98} MAYNARD.....			MY	102.42	DP	s 11.14		4.15	1.33
I-87		15	6.31	6.11		f 2.25	29.22	.....^{3.72} ASBURY.....				98.69	P	f 11.07		4.07	1.25
							33.20	.....^{3.98} C. M. ST. P. & P. RY. CROSSING..				94.71	I				
I-92	97	180	6.40	6.22		s 2.40	34.60	.....^{1.40} GRANITE FALLS.....			GX	93.31	DP	s 11.00		3.57	1.15
I-97	49	11	6.50	6.32		f 2.47	39.86	.....^{5.26} LORNE.....				88.05	P	f 10.35		3.46	1.05
							45.91	.....^{4.05} M. & ST. L. RY. CROSSING.....				84.00	I				
I-102	58	35	7.00	6.44		s 2.59	44.22	.....^{0.31} HANLEY FALLS.....			HY	83.69	DP	s 10.28		3.36	12.55
I-109	50	47	7.11	6.55		s 3.10	50.40	.....^{6.18} COTTONWOOD.....			C	77.51	DP	s 10.05		3.25	12.45
I-116		85	7.23	7.10		s 3.22	57.71	.....^{7.31} GREEN VALLEY.....			GV	70.02	DP	s 9.55		3.13	12.34
I-121	104	149	7.35	7.25		s 3.30	63.07	.....^{5.36} MARSHALL.....			MD	64.84	WDP XP	s 9.45		3.03	12.25
							63.22	.....^{0.15} C. & N. W. RY. CROSSING.....				64.69					
I-128	51	82	7.52	7.40		s 3.55	69.77	.....^{6.55} LYND.....			YD	58.14	DP	s 9.23		2.48	12.05Am
I-184	50	88	8.07	7.55		s 4.07	76.02	.....^{6.25} RUSSELL.....			RS	51.89	DP	s 9.13		2.38	11.55
I-142		88	8.22	8.10		s 4.20	83.89	.....^{7.87} FLORENCE.....			F	44.02	DP	s 8.58		2.25	11.42
I-147	100	56	⁵² 8.40	8.20		s 4.32	88.90	.....^{5.01} RUTHTON.....			RV	39.01	DP	s ⁴¹⁹ 8.40		2.15	11.33
I-155		87	8.55	8.35		s 4.47	96.73	.....^{7.83} HOLLAND.....			HD	31.18	DP	s 8.27		2.00	11.17
							105.23	.....^{8.50} C. R. I. & P. RY. CROSSING.....				22.68					
							105.25	.....^{0.02} C. ST. P. M. & O. RY. CROSSING.....				22.66					
							105.31	.....^{0.06} C. M. ST. P. & P. RY. CROSSING.....				22.60					
I-164	30	65	9.15	8.50		s 5.25	105.54	.....^{0.23} PIPESTONE.....			NE	22.37	DNP	s 8.13		1.45	11.00
I-170	120	85	9.28	9.05		s 5.38	112.29	.....^{6.75} IHLEN.....				15.62	P	s 7.48		1.30	10.45
I-175	50	108	9.40	9.13		s 5.48	116.89	.....^{4.60} JASPER.....			JA	11.02	DP	s 7.39		1.22	10.35
I-188	50	35	10.00	9.27		s 6.03	124.58	.....^{7.69} SHERMAN.....			FS	3.38	DP	s 7.27		1.08	10.20
I-186	Yard	256	A ⁴²⁰ 10.10Pm	A 9.35Am		A 6.10Am	127.91	.....^{3.83} GARRETSON.....			JC		BDNWP ORKXY	L 7.20Pm		L 1.00Pm	L ⁴¹⁹ 10.10Pm
			4.40 27.40	4.25 28.87		4.35 27.91		Time Over Subdivision Average Speed Per Hour						4.35 27.91		4.10 30.60	4.12 30.35

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

EIGHTH SUBDIVISION

EASTWARD 9

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from Garretson	Time Table No. 80 Effective July 11, 1954	Telegraph Calls	Distance from Sioux City	FIRST CLASS		SECOND CLASS		SIGNS
	Siding	Other Tracks	419	417		161					162		418	420	
			Daily	Daily		Daily Ex. Sunday					Daily Ex. Sunday		Daily	Daily	
I-186	Yard	256	L 10.30Pm	L 9.35Am		L 6.20Am		..... GARRETSON	JC	94.86	A 7.00Pm		A 1.00Pm	A 9.30Pm	BDNWP ORKXY
IA-7	49	30	10.50	9.50		f 6.32	6.21	6.21 BOOGE		88.65	f 6.47		12.45	9.10	P
							10.66	4.44 C. ST. P. M. & O. RY. CROS'G.		84.21					I
IA-17	100	31	11.10	10.10		s 6.54	17.33	6.68 HILLS	HS	77.63	s 6.25		12.25	8.45	DP
							17.71	0.38 I. C. RY. CROSSING.		77.15					I
IA-28	100	37	11.23	10.23		s 7.07	23.75	6.04 LESTER		71.11	s 6.12		12.12Pm	8.32	P
							23.96	0.21 C. R. I. & P. RY. CROSSING.		70.90					I
IA-30	108	34	11.38	10.35		s 7.21	30.65	6.69 ALVORD	AD	64.21	s 5.58		11.59	8.20	DP
IA-36	80	31	11.50	10.45		s 7.33	36.84	5.89 DOON	DO	58.52	s 5.46		11.50	8.05	DP
IA-45		19	12.05Am	11.01		f 7.50	45.31	8.97 PERKINS		49.55	s 5.29		11.33	7.52	P
IA-52	100	66	12.20	11.20 ⁴¹⁸		s 8.06	52.86	7.55 SIOUX CENTER	UX	42.00	s 5.13		11.20 ⁴¹⁷	7.40	DNP
IA-61		17	12.32	11.35		s 8.21	60.94	8.08 MAURICE		33.92	s 4.57		10.50	7.20	P
IA-66	41	29	12.40	11.47		s 8.32	66.06	5.12 STRUBLE	SB	28.80	s 4.47		10.38	7.10	DP
IA-78			12.58	12.01Pm		f 8.47	73.45	7.39 WEST LOMARS		21.41	f 4.32		10.25	6.55	P
IA-78	46	40	1.06	12.11		s 8.58	78.60	5.15 MERRILL		18.26	s 4.21		10.15	6.45	P
							84.07	5.47 WREN TOWER	GS	10.79					DNIP
IA-85	51	30	1.18	12.25		s 9.13	85.42	1.35 HINTON	HI	9.44	s 4.07		10.00	6.30	DP
							91.98	6.56 I. C. RY. CROSSING.		2.88					M
IA-97	Yard		A 1.40Am	A 12.45Pm		A 9.30Am ⁴¹⁸	94.86	2.88 SIOUX CITY	SX		L 3.50Pm		L 9.40Am ¹⁶¹	L 6.10Pm	BCDNKO RTWXZ
			3.10 29.95	3.10 29.95		3.10 29.95		Time Over Subdivision Average Speed Per Hour			3.10 29.95		3.20 28.45	3.20 28.45	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

10 WESTWARD

NINTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS	Distance from Garretson	Time Table No. 80 Effective July 11, 1954	STATIONS	Telegraph Calls	Distance from Yankton	FIRST CLASS	SECOND CLASS			SIGNS
	Sidings	Other Tracks	(C. & N.W. No. 37.)	317	579	51						(C. & N.W. No. 38)	294	318	580	
			293									52					Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sun.	Daily
I-186	Yard	256			L 12.01Am	L 6.30Am			GARRETSON	JC	81.25	A 7.02Pm			A 5.10Pm	BKDNW ORXPY
I-194		37			s 12.20	s 6.44	8.25		CORSON		73.00	s 6.48			s 4.50	P
							14.45		C. ST. P. M. & O. RY. CROS'G.		66.80					I
							17.96		I. C. RY. CROSSING		63.29					X
					12.45	7.00	18.14		SIUX FALLS JCT.		63.11	6.31			4.31	JP
I-205	39	272			L 7.40Am	A 12.50Am	A 7.02Am	18.40	SIUX FALLS	SU	62.85	L 6.30Pm		A 5.40Pm	L 4.30Pm	RDNXW OKBP
							18.58		C. M. ST. P. & P. RY. CROS'G.		62.67					
							18.79		C. R. I. & P. RY. CROSSING		62.46					
							19.12		14th STREET YARD		62.13					X
I-215		23			s 8.10		29.43		TEA		51.82			s 5.10		
I-222		50			s 8.40		36.00		LENNOX	OX	45.25			s 4.50		D
							36.21		C. M. ST. P. & P. RY. CROS'G.		45.04					I
I-231		36			s 9.10		44.61		DAVIS	D	36.64			s 4.15		D
							48.15		C. & N. W. RY. CROSSING		33.10					I
I-238		35			s 9.40		52.01		VIBORG	VB	29.24			s 3.40		D
I-245		43			s 10.10		59.40		IRENE	RN	21.85			s 3.10		D
I-255		22			s 10.45		68.58		VOLIN	VO	12.67			s 2.35		D
					L 7.02Am	10.48	68.91		G. N. JCT.		12.34		A 9.28Am	2.20		RJ
I-260		18			s 7.20	s 11.05	74.41		MISSION HILL		6.84		s 9.15	s 2.05		
					A 7.35Am	11.20	79.80		C. & N. W. JCT.		1.45		L 9.03Am	1.40		RJ
							79.84		C. M. ST. P. & P. RY. CROS'G.		1.41					M
							80.36		C. M. ST. P. & P. RY. CROS'G.		.89					M
							80.66		C. & N. W. RY. CROSSING		.59					M
I-267	Yard	172			A 11.30Am		81.25		YANKTON	YK				L 1.30Pm		RDWX KB
					.33	3.50	.49	.32	Time Over Subdivision.			.32	.25	4.10	.40	
					19.80	16.39	22.53	34.50	Average Speed Per Hour			34.50	26.13	15.08	27.60	

Westward trains are superior to eastward trains of the same class, except No. 580 is superior to No. 579 Sioux Falls to Garretson.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

TENTH SUBDIVISION

EASTWARD 11

Station Numbers	Car Capacity		SECOND CLASS				Distance from Watertown	Time Table No. 80 Effective July 11, 1954				Telegraph Calls	Distance from Sioux Falls	SIGNS	SECOND CLASS				
	Siding	Other Tracks				265		STATIONS							266				
								Tues., Thur., Saturday
C-92	Yard	282				L 7.00Am	WN	103.65	BDNOR XWK	A 1.00Pm				

TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.

						L 7.05Am	1.27	.....	W. & S. F. JCT.....	102.38	RJX	A 12.55Pm						
WS-4	9					f 7.13	4.31	.....	FOLEY.....	99.34		f 12.45						
WS-11	29					s 7.30	10.83	.....	THOMAS.....	92.82		s 12.25						
WS-18	35					s 7.50	18.09	.....	HAYTI.....	H 85.56	D	s 12.05Pm						
WS-23	27					s 8.15	23.41	.....	LAKE NORDEN.....	NR 80.24	D	s 11.45						
WS-30	29					s 8.35	30.03	.....	BADGER.....	B 73.62	D	s 11.20						
WS-39	34					s 9.20	39.21	.....	C. & N. W. RY. CROSSING.	64.44	M							
							39.40	.....	ARLINGTON.....	AR 64.25	D	s 10.45						
							40.37	.....	C. & N. W. RY. CROSSING.	63.28	I							
WS-45	12					f 9.35	45.05	.....	AHNBERG.....	58.60		f 10.20						
WS-49	26					s 10.00	49.23	.....	SINAI.....	SN 54.42	D	s 10.00						
WS-55	48					s 10.20	55.25	.....	NUNDA.....	NU 48.40	D	s 9.25						
WS-61	28					s 10.35	61.01	.....	RUTLAND, S. D.....	RU 42.64	D	s 9.00						
							67.27	.....	C. M. ST. P. & P. RY. CROS.	36.38								
WS-67	26					s 11.00	67.28	.....	WENTWORTH.....	WH 36.37	D	s 8.35						
WS-75	42					s 11.25	74.90	.....	CHESTER.....	CH 28.75	D	s 8.05						
WS-82	45					s 11.55	82.51	.....	COLTON.....	CO 21.14	D	s 7.30						
WS-88	15					s 12.15Pm	88.33	.....	LYONS.....	15.32		s 7.05						
WS-94	14					s 12.35	93.92	.....	CROOKS.....	9.73		s 6.40						
WS-98	8						97.71	.....	QUINCY.....	5.94								
						A 1.00Pm	100.51	.....	WEST JCT. (C. M. St. P. & P.)	3.14		L 6.15Am						

TRAINS BETWEEN WEST JCT. AND EAST JCT. WILL BE GOVERNED BY C. M. ST. P. & P. TIME TABLE

						L 1.05Pm	102.31	.....	EAST JCT. (C. M. St. P. & P.)	1.34		A 6.10Am						
						A 1.10Pm	103.39	.....	SIoux FALLS JCT.....	.26	JP	L 6.05Am						

TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY NINTH SUBDIVISION SCHEDULES.

I-205	39	186				A 1.15Pm	103.65	.....	SIoux FALLS.....	SU		L 6.00Am						
						6.05			Time Over Subdivision			6.50						
						16.83			Average Speed Per Hour			14.98						

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Benson	Time Table No. 80 Effective July 11, 1954			Telegraph Calls	Distance from Huron	SIGNS	FIRST CLASS		THIRD CLASS			
	Sidings	Other Tracks	529	531		185		STATIONS	186					530	532	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
			Daily Ex. Sunday	Daily Ex. Sunday		Daily Ex. Sunday			Daily Ex. Sunday	Daily Ex. Sunday				Daily Ex. Sunday					
A188							L 6.25Am	BENSON	★	BN	161.78	RDNW BXKI	A 5.55Pm						

TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

			L 8.00Am			L 6.28Am	0.78	WATERTOWN LINE JCT.		161.00	JXPY	A 5.53Pm		A 8.05Pm			
C 9	84		s 8.30			s 6.42	7.88	DANVERS	DR	153.90	D	s 5.40		f 7.50			
C 16	83		s 9.00			s 6.56	15.88	HOLLOWAY	OW	145.95	D	s 5.27		f 7.30			
C 22	45	164	s 11.30			s 7.10	21.96	APPLETON	AU	139.82	DNX	s 5.15		s 7.15			
							22.73	C. M. ST. P. & P. RY. CROSSING		139.05	I						
C 80	84		s 12.15Pm			s 7.26	30.65	LOUISBURG	BG	131.13	D	s 4.57		f 6.45			
C 37	44	26	s 12.50			s 7.38	37.14	BELLINGHAM	BA	124.64	D	s 4.45		f 6.30			
C 46	35		s 1.30			s 7.53	46.34	NASSAU	NA	115.44	D	s 4.32		f 6.10			
C 52	45	26	s 2.05			s 8.05	51.83	ALBEE		109.95		s 4.22		f 5.55			
C 58	36		s 2.45			s 8.20	57.98	LA BOLT	BO	103.80	D	s 4.12		f 5.40			
C 66	15		s 4.00			s 8.37	65.56	STOCKHOLM	SK	96.22	D	s 4.00		f 5.20			
C 73	48	81	s 5.00			s 8.53	72.82	SOUTH SHORE	VR	88.96	D	s 3.48		f 5.00			
C 86	35		f 5.30			f 9.15	86.09	RAUVILLE		75.69		f 3.26		f 4.30			
							91.49	M. & ST. L. RY. CROSSING		70.29							
C 92	Yard	282	A 5.50Pm	L 3.30Am		A 9.25	91.80	C. & N. W. RY. CROSSING		69.98							
						L 9.35	91.99	WATERTOWN	WN	69.79		L 3.15		L 4.15Pm	A 1.30Pm		
						3.35	92.26	W. & S. F. JCT.		68.82	RJX	A 3.05					
C102	84		s 3.55			s 9.55	101.89	GROVER	GR	59.89	D	s 2.47		s 1.00			
C109	87		s 4.15			s 10.07	108.24	HAZEL	Z	53.54	D	s 2.35		s 12.35			
C116	41		s 4.40			s 10.20	115.16	C. M. ST. P. & P. RY. CROSSING		46.62							
C124	35		s 5.05			s 10.34	115.17	VIENNA	VA	46.61	D	s 2.20		s 12.10Pm			
C180	5		f 5.20			s 10.47	124.00	WILLOW LAKE	WK	37.78	D	s 2.03		s 11.40			
C186	35		s 5.35			s 10.58	130.37	MELHAM		31.41		f 1.49		f 11.15			
							136.14	BANCROFT	BF	25.64	D	s 1.38		s 11.00			
C141	35		s 5.50			s 11.07	140.59	OSCEOLA	SC	21.19	D	s 1.28		s 10.30			
C149	35		s 6.10			s 11.22	148.31	VALE	YA	18.47	D	s 1.12		s 10.00			
							161.15	C. & N. W. RY. CROSSING		0.63							
C162	Yard	178	A 7.00Am	A 11.45Am		A 11.45Am	161.78	HURON	HU			L 12.45Pm		L 9.15Am			
			9.50	3.30		5.17		Time Over Subdivision				5.08		3.50		4.15	
			9.35	19.95		30.63		Average Speed Per Hour				31.37		23.79		16.43	

Westward trains are superior to eastward trains of the same class.
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

TWELFTH SUBDIVISION

EASTWARD 13

Station Numbers	Car Capacity		THIRD CLASS		FIRST CLASS		Distance from Aberdeen Line Jct.	Time Table No. 80			Telegraph Calls	Distance from Aberdeen.	SIGNS	FIRST CLASS		THIRD CLASS	
	Sidings	Other Tracks	595	191	Effective July 11, 1954			192	596								
					STATIONS					Daily Ex. Sunday				Daily Ex. Sunday			
			L 8.00Am	L 5.20Am	7.84	7.84	.....	119.23	JPXY	A 10.35Pm	A 12.30Pm						
E45	36		f 8.20	f 5.35	11.29	7.84	.....	111.39		f 10.21	f 12.10						
							.....	107.94									
E48	15		s 8.30	s 5.44	11.86	11.86	.....	107.87	FA	s 10.14	s 12.01Pm						
E50	22		f 8.35	f 5.48	18.02	18.02	.....	106.21		f 10.09	f 11.48						
							.....	101.30									
E55	10		f 8.50	f 5.57	17.93	17.93	.....	93.76	BI	f 10.00	f 11.35						
E62	45	52	s 9.10	s 6.13	25.47	25.47	.....	93.40	DW	s 9.45	s 11.15						
							.....	91.24									
E70	23		f 9.25	f 6.28	32.67	32.67	.....	86.56		f 9.28	f 10.42						
							.....	81.77	DK	s 9.18	s 10.30						
E74	54		s 9.45	s 6.40	37.46	37.46	.....	75.63	GO	s 9.03	s 10.00						
E80	32		s 10.00	s 6.54	43.60	43.60	.....	70.47	CU	s 8.52	s 9.30						
E86	34		s 10.20	s 7.05	48.76	48.76	.....	64.34	RJ	s 8.40	s 9.05						
E92	50	35	s 11.15	s 7.25	54.89	54.89	.....	64.07									
							.....	54.99	WB	s 8.17	s 8.30						
F9	36		s 11.45	s 7.45	64.24	64.24	.....	48.41	KS	s 8.04	s 8.00						
F16	35		s 12.10Pm	s 7.58	70.82	70.82	.....	44.88									
							.....	39.79									
F24	9		s 12.30	s 8.15	79.44	79.44	.....	34.15	MN	s 7.38	s 7.20						
F30	85		s 12.55	s 8.25	85.08	85.08	.....	27.79	QC	s 7.25	s 7.05						
							.....	22.36									
F36	34		s 1.20	s 8.37	91.44	91.44	.....	16.95	NY	s 7.03	6.40						
F42	21		f 1.35	f 8.46	96.87	96.87	.....	13.05		s 6.55	f 6.30						
F47	24		s 1.55	s 8.55	102.28	102.28	.....	9.30		f 6.48	f 6.22						
F51	7		f 2.10	f 9.01	106.18	106.18	.....	0.84									
F55	23		f 2.25	f 9.07	109.93	109.93	.....	0.62									
							.....	118.59									
							.....	118.61									
F64	Yard	224	A 3.00Pm	A 9.30Am	119.23	119.23	.....		FN	L 6.30Pm	L 6.00Am						
			7.00	4.10						4.05	6.30						
			17.03	28.59						29.22	18.37						

Westward trains are superior to eastward trains of the same class, except No. 596 is superior to No. 595 Aberdeen to Aberdeen Line Jct.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity		SECOND CLASS				Distance from Rutland	Time Table No. 80			Telegraph Calls	Distance from Forbes	SIGNS	SECOND CLASS			
	Sidings	Other Tracks			337	Effective July 11, 1954			338								
						STATIONS										Daily Ex. Sat. and Sun.	Daily Ex. Sat. and Sun.
E92	50	35			L 7.40Am			RUTLAND, N. D.	RJ	63.02	RDXKB	A 1.25Pm					
						0.27		FORBES LINE JCT.		62.75	XYJ						
E110		34			s 8.30	18.91		STRAUBVILLE		44.11		s 12.35Pm					
						29.77		C. & N. W. RY. CROSSING		33.25							
E126		34			s 9.08	35.01		GUELPH	GU	28.01	D	s 11.55					
								SILVER LEAF		20.92		f 11.35					
E134		35			f 9.23	42.10		C. M. ST. P. & P. RY. CROSSING		13.59							
						49.43		ELLENDALE	N	13.37	D	s 11.15					
E141		55			s 9.50	49.65		FORBES	FO		RDXY	L 10.40Am					
E155	Yard	103			A 10.25Am	63.02											
						2.45		Time Over Subdivision					2.45				
						22.91		Average Speed Per Hour					22.91				

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

ALL SUBDIVISIONS

1. INSTRUCTIONS GOVERNING THE OPERATION OF STREAMLINER TRAINS.

CLEARING OF STREAMLINERS

The time of No. 1 and No. 11 must be cleared by westward first class trains not less than 5 minutes before No. 1 or No. 11 is due to leave the last station where time is shown, and by other westward trains not less than 10 minutes before No. 1 or No. 11 is due to leave the last station where time is shown.

The time of No. 1 and No. 11 must be cleared by eastward first class trains, except No. 2 and No. 12 not less than 10 minutes at all stations, and by other eastward trains not less than 15 minutes.

The time of No. 2 and No. 12 must be cleared by eastward first class trains not less than 5 minutes before No. 2 or No. 12 is due to leave the last station where time is shown, and by other eastward trains not less than 10 minutes before No. 2 or No. 12 is due to leave the last station where time is shown.

The time of No. 2 and No. 12 must be cleared by westward first class trains, except No. 1 or No. 11 not less than 10 minutes at all stations, and by other westward trains not less than 15 minutes.

Within yard limits, yard engines and light engine movements must clear the main track not less than 10 minutes before No. 1, No. 11, No. 2 and No. 12 are due to leave the last station where time is shown.

MAXIMUM PERMISSIBLE SPEED OF STREAMLINERS.

Streamliner trains will be so designated in column with schedule number.

Maximum permissible speed of Streamliner trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees as prescribed in Item 2—SPEED RESTRICTIONS GENERAL—ALL SUBDIVISIONS.

2. SPEED RESTRICTIONS GENERAL.

ZONE TERRITORIES AND MAXIMUM PERMISSIBLE SPEED OF PASSENGER TRAINS, INCLUDING STREAMLINERS, OPERATING VIA ROUTES INDICATED BELOW:

Stations	Zone Territories Between Mile Posts	Maximum Speed MPH	
		Westward	Eastward
Lyndale Jct.	12.5 to 15.0	50	50
	15.0 " 23.5	75	75
	23.5 " 24.5	30	30
Wayzata	24.5 " 29.0	75	75
	29.0 " 38.6	79	79
	38.6 " 38.8	79	35
Delano	38.8 " 65.2	79	79
	65.2 " 65.4	65	65
Dassel	65.4 " 89.0	79	79
	89.0 " 89.1	79	35
	89.1 " 99.7	79	70
Willmar	99.7 " 104.4	50	50
	104.4 " 108.9	79	79
	108.9 " 109.0	79	35
Penneck	109.0 " 132.5	79	79
	132.5 " 132.9	25	25
	132.9 " 134.2	50	50
Morris	134.2 " 156.9	79	79
	156.9 " 158.0	25	25
	158.0 " 199.8	79	79
Campbell	199.8 " 200.1	35	79
	200.1 " 211.6	79	79
	211.6 " 214.7	50	50

Stations	Zone Territories Between Mile Posts	Maximum Speed MPH	
		Westward	Eastward
Lyndale Jct.	0.3 and 1.4	50	50
	1.4 " 3.3	65	65
	3.3 " 21.9	70	70
Rogers	21.9 " 23.7	60	60
	23.7 " 24.3	45	45
	24.3 " 50.1	75	75
Clearwater	50.1 " 50.5	40	40
	50.5 " 58.9	65	65
	58.9 " 62.4	50	50
St. Cloud	62.4 " 63.0	15	15

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains, including Streamliners, will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Items 1 and 2—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

When operating against the current of traffic in double track territory, trains must not exceed the maximum permissible speed prescribed by the 45 degree sign with the current of traffic. This does not modify Rule 93.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains, including Streamliners, and letter "F" to freight and mixed trains.

(c) When passenger trains, including Streamliners, are handled by Diesel engines, Electric engines, passenger or freight steam engines, the train will not exceed the maximum speed authorized by Speed Limit Plate on engine, and will be governed by the 45 degree signs where a lower speed is prescribed.

When freight cars, except cars equipped with steel wheels, air signal and steam heat lines, are handled in passenger trains, including Streamliners, the train will not exceed maximum permissible speed for freight trains in the territory operated.

(d) Speed shown on Speed Limit Plate on engines must not be exceeded.

(e) Steam engines backing up	20 MPH
Steam engines in forward motion running light or with caboose only	35 MPH
Diesel and Electric engines light or with caboose only ..	50 MPH
Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc. on Main Lines.....	30 MPH
except on 6 degree curves or sharper and on branch lines	15 MPH
Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines.....	30 MPH
except on 6 degree curves or sharper, and on Branch Lines	20 MPH
Unless conditions require a further speed restriction, trains or engines, moving against the current of traffic on double track through interlockings.....	15 MPH

Trains or engines moving on main routes actuating points of spring switches	35 MPH
Trains or engines moving in facing point direction at spring switches without facing point lock.....	25 MPH
Trains or engines through No. 20 turnouts at: End of double track at Delano, Atwater, Pennock, Campbell, East and West Switches Montrose Siding, East and West Switches Darwin Siding, East and West Switches Westward Siding Kerkhoven, East and West Switches Murdock Siding, East Switch Eastward Benson, End of Eastward Freight Hancock, West Switch Eastward Freight Track Morris, East and Switches Robbinsdale Siding, East Switch 26th Street Yard Sioux City.....	35 MPH
Trains or engines through all other turnouts	15 MPH

(f) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

3. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine. In electrified zone only class R engines will be handled on head end, all others near rear.

Class F-8 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2302-2341 must be handled on rear of train.

Not less than five cars will be placed between all engines.

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Electric, Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 to 28, 75 to 170, 247 to 249, 253 to 259, 262, 263, 307 to 317, 400 to 474	50 MPH
175 to 232, 271 to 274, 276 to 279, 550 to 578, 600 to 678	65 MPH
250, 251, 260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2302 to 2324	50 MPH
2325 to 2339	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

4. ELECTRIC BRAKES.

In event of failure of the electric straight air brakes, or if electric brakes cannot be used on account of cars not equipped with electric air brakes being handled in the train, the automatic air brake will be used.

Between terminals if engineer finds electric brakes not operating properly, he shall immediately change brake valve over to automatic air brake operation and open circuit breaker to electric brake circuits. After changing from electric straight air brake

operation to automatic air brake operation, the train will be handled with automatic air to the next terminal where standing terminal air brake test can be made by carmen. Terminal brake tests should then be made with electric straight air and with automatic air and train may be handled with electric straight air if the brakes function properly during terminal test.

- Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

- Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific Tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.
- When two or more Diesel or Electric engine units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated. The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.
- Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
- Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.

10. EMPLOYEES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:

Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

Our cars and covered hopper cars equipped with roller bearings have the lettering "TIMKEN ROLLER BEARINGS" stencilled beneath the lettering "GREAT NORTHERN" on each side of the car.

Cars and engines equipped with roller bearings must not be allowed to stand alone, even on level track, without brakes being adequately applied.

11. **COOLING AND STEAM BOILER WATERING FACILITIES FOR DIESEL ENGINES ARE PROVIDED AT THE FOLLOWING INTERMEDIATE STATIONS:**

SECOND SUBDIVISION

WILLMAR—At east and west standpipes, passenger depot.
MORRIS—In frost box at west end depot platform.

THIRD SUBDIVISION

MONTICELLO—In pump house at water tank.
ST. CLOUD—In frost box at depot.

SEVENTH SUBDIVISION

GARRETSON—In frost box at water tank.
MARSHALL—In frost box at water tank.

12. Trains 1, 2, 3, 4, 7, 8, 11, 12, 19, 20, 23 and 24 carry 100 ft. of steam hose in two 50 ft. lengths equipped with standard Vapor and engine steam dome connections for emergency use in event of steam failure in train engine and non-steam train line engine furnished to handle train. In case of steam line failure on a car, connect both hoses together to run around such car so can be taken to first terminal, using combination standard Vapor and steam dome connections attached to reel. Car must be drained before proceeding.
13. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
14. 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.
15. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.
16. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.
17. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
18. Unless otherwise provided when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, train shall stop at points where U. S. mail is usually picked up and conductors are responsible for delivery of mail to Postal car.
19. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.
20. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
21. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from way-

bills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

22. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.
Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.
When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.
When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.
When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.
When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.
Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.
Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.
Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.
23. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed." This does not modify Rule D524.
24. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.
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.
- INDICATORS AT SPRING SWITCHES.**
Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated

by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand waiting three minutes and taking every precaution to provide proper protection.

To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

25. 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.
26. DRAGGING EQUIPMENT DETECTOR INDICATOR consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.
27. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:
Nos. 1, 2, 3, 4, 7, 8, 9, 10, 27, 28 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.
28. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employees to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished: when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

29. Rule D-97 is in effect on this division.
30. 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.
31. Great Northern crews when making interchange on foreign line railway track will be governed by the rules and bulletins of such line.
32. This is authority to honor passes of tenant line railways' train and engine men between Twin Cities, except on Trains 1 and 2.
33. Arrangements have been made with the M. & St. L. Railway Company to honor interline tickets reading via that line from St. Paul on our trains from St. Paul to Minneapolis, and Conductors will honor all such tickets accordingly. All such tickets honored should be endorsed "Honored, G. N. St. Paul to Minneapolis", and make notation on Form and number of tickets honored in ticket report to Auditor Passenger Receipts.
34. AT WILLMAR, MINNESOTA ON THE FIRST, SECOND, SIXTH & SEVENTH SUBDIVISIONS BETWEEN THE HOME SIGNALS OF INTERLOCKINGS AT WILLMAR JCT. AND SIOUX CITY LINE JCT., THE FOLLOWING WILL GOVERN: All switches of the above interlockings will be electrically operated by the dual control switch machines from a centralized traffic control machine located in the office of, and under the supervision of, the train dispatcher. Standard interlocking home signals of the color light type and interlocking Rules 601-A to 671 inclusive will govern the use of these switches. Trains and engines receiving a proceed indication on the governing home signal may proceed, regardless of class, in accordance with the provisions of Rule 605.
- AT WILLMAR JUNCTION—
INTERLOCKING FOR SWITCHING MOVEMENTS ON YARD LEAD ONLY;
After entering home signal limits on yard lead and freight track leading to the Sixth Subdivision, switching movements only may be made between these home signals and Rule 670 will not apply.

The east roundhouse lead switch is equipped with an electric lock and a color light dwarf signal located at the fouling point governs train and engine movement to the eastward main track. Release of the electric lock is under the control of the train dispatcher.

FIRST SUBDIVISION

(Main Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Lyndale Jct. and Willmar

Passenger	Freight
79 MPH	50 MPH
- SPEED RESTRICTIONS.**
Delano No. 27 passing depot 40 MPH
- TRAIN REGISTER EXCEPTIONS.**
Wayzata, register only for trains originating and terminating. Willmar, Nos. 1 and 2 will register by ticket. Register of regular trains at Willmar will cover their arrival at Atwater.
- CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Lyndale Jct., Hutchinson Jct., Willmar Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, and at Lyndale Jct. only when train order signal indicates proceed.
- Lyndale Jct., eastward freight trains on Willmar Line having cars to set out at this point will stop before passing eastward Home Signal to make set-out.

6. Long siding north of main track extending between Montrose and Waverly is known as **MONTROSE SIDING**. Eastward trains must not use this track unless authorized by train order.
7. Long siding south of main track extending west of Howard Lake is a westward siding. Eastward trains must not use this siding unless authorized by train order.
8. Crossings as herein shown at the following stations are equipped with automatic signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
Long Lake, Crossing East of depot; and crossing two and one-half miles West.
Maple Plain, Budd Street, West of depot.
Dassel, 3rd & 4th Streets.
Litchfield, Miller, Sibley and Holcomb Avenues.
Atwater, Main Street crossing East of depot.
9. Atwater, west switch of siding is equipped with an electric lock. Instructions governing its use are posted in "Release" boxes.
10. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 74 and MP 75 between Darwin and Litchfield.
Eastward trains, between MP 47 and MP 46 between Waverly and Montrose.
11. **CROSSOVERS ON DOUBLE TRACK.**
Facing Point Trailing Point
Mile Post 13.....400 feet west of.
Mile Post 15.....400 feet west of.
Wayzata. Mile Post 19.....700 feet west of.
Long Lake.....just east of depot.
Long Lake.....just west of depot.
Maple Plain.....just east of depot.
Kandiyohi.....just east of depot.
12. **SPRING SWITCHES WITH FACING POINT LOCK.**
Montrose siding, east and west switch.
Howard Lake, east and west siding switch.
Cokato, east and west siding switch.
Darwin, east and west siding switch.
Grove City, east and west siding switch.
Normal position is for main track.
13. **MANUAL INTERLOCKINGS.**
Delanoend of double track
14. **SEMI-AUTOMATIC INTERLOCKINGS.**
Atwaterend of double track
Switch at end of double track operates automatically except: movement of westward trains from single track to double track against the current of traffic requires manual operation, and when no operator on duty, switch must be lined by hand.

SECOND SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Willmar and Breckenridge	79 MPH	50 MPH
Morris and Hancock (eastward freight track only)	50 MPH	40 MPH

2. SPEED RESTRICTIONS.

Morris, on eastward freight track between Browns Valley Line Jct. and coal shed crossover west of depot, all trains and engines must move at restricted speed.

3. TRAIN REGISTER EXCEPTIONS.

Willmar, Nos. 1 and 2 will register by ticket.
Benson, register only for trains originating and terminating.
Campbell, register for 12th Subdivision trains only. All 12th Subdivision trains will require clearance at Campbell.
Register of regular trains at Willmar will cover their arrival at Pennock.

Register of regular trains at Breckenridge will cover their arrival at Campbell.

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

(a) At Sioux City Line Jct., Watertown Line Jct., Browns Valley Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

(b) At Aberdeen Line Jct., clearance under which No. 192 arrives, will clear No. 183 at that point.

5. Long siding north of main track extending east of Benson is an **EASTWARD SIDING**. Westward trains must not use this siding unless authorized by train order.

6. Track south of main track between Hancock and west switch Morris located 1.55 miles west of depot is known as **EASTWARD FREIGHT TRACK** and must be used by eastward trains only, except first class, unless otherwise instructed by train order.

All trains using this track will display markers as though running against the current of traffic on double track and will comply with Rule 93 within yard limits, also Rule 99 between East yard limit board Morris and Hancock.

When a train is given right over an opposing train to the end of the **EASTWARD FREIGHT TRACK** at either Hancock or Morris and the opposing train has not arrived at the point last named in the order, the train thus given right is not required to wait for the opposing train and will proceed on its regular track but must not go beyond the other end of the **EASTWARD FREIGHT TRACK** unless the second named train has arrived or is directed by train order to do so, or when time-table authority will permit movement beyond.

Fourth Subdivision trains, after securing permission from dispatcher, will use **EASTWARD FREIGHT TRACK** between Browns Valley Line Jct. and coal shed crossover just west of depot.

7. Morris, crossover located at 7th Street is known as **7TH STREET CROSSOVER**.

8. SPEED TEST BOARDS.

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

Westward trains between MP 117 and MP 118 between Kerckhoven and Murdock.

Eastward trains between MP 187 and MP 186 between Charlesville and Norcross.

9. CROSSOVERS ON DOUBLE TRACK.

Trailing Point
Doranjust east of depot

10. SPRING SWITCHES WITH FACING POINT LOCK.

Murdock, east and west siding switch.

DeGraff, east siding switch.

Benson, west switch eastward siding.

west switch westward siding.

Clontarf, west siding switch.

Hancock, end of eastward freight track.

Donnelly, east and west siding switch.

Norcross, east siding switch.

Tintah, east and west siding switch.

Normal position is for main track.

11. MANUAL INTERLOCKINGS.

Campbellend of double track
Breckenridge, 1.58 miles east of.....N. P. Ry. crossing

Whistle signals for routes:

Main track1 long.

South freight lead1 long, 1 short.

North freight lead2 long, 1 short.

12. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Benson, 2.51 miles east of depot.....east switch of eastward siding
Morris, 1.55 miles west of depot.....west switch eastward freight track.

These switches are electrically controlled by operator at the depot.

Aberdeen Line Jct., electrically controlled by operator at Campbell. Home signals at the interlocked Aberdeen Line Jct. switch are a part of this automatic signal system.

Interlocking rules Nos. 601A to 671 inclusive, with special attention directed to Rules 628A, 628B, 663A, 663B and 663C for hand operation, supplemented by the following, govern in the use of this interlocking. A PROCEED INDICATION DISPLAYED BY THE WESTWARD HOME SIGNAL AT ABERDEEN LINE JCT. WILL CONFER SUPERIORITY TO WESTWARD TRAINS, REGARDLESS OF CLASS, TO THE WESTWARD HOME SIGNAL OF THE INTERLOCKING AT THE END OF DOUBLE TRACK, CAMPBELL.

When a train or engine is stopped by a stop-indication of a home signal and no immediate conflicting train movement is evident, trainman shall proceed to telephone and communicate with the operator at Campbell, and be governed by his instructions. Instructions for operation of the interlocking are posted in telephone booth. In case of failure of means of communication train and engine movements must be made in accordance with train rights and operating rules.

13. **AUTOMATIC INTERLOCKINGS.**
Tintah, 2.17 miles west of.....MStP&SSM RR. crossing

14. **SEMI-AUTOMATIC INTERLOCKINGS.**
Pennockend of double track
Hancockend of eastward freight track
Pennock, switch at end of double track operates automatically except movement of eastward trains from single track to double track against the current of traffic requires manual operation, and when no operator on duty, switch must be lined by hand. Hancock, interlocking operates automatically except movement of westward trains from single track to eastward freight track requires hand operation of spring switch.

If a westward train or engine is stopped by a Stop-Indication of the governing home signal and no conflicting train movement is evident, it may proceed in accordance with train right and operating rules after making certain switch is properly lined for the movement.

If an eastward train or engine on either track is stopped by a Stop-Indication of the governing home signal and no conflicting train movement is evident, a member of crew must consult the operator and be governed by his instructions. For further information, see instructions posted at depot.

Dwarf automatic block signal located near west siding switch governs movements to main track. Main track switch must be lined for siding to obtain other than "Stop and Proceed" indication which in no manner modifies Rule 513. This signal does not determine position of industry track switch.

15. Crossings as herein shown are equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.

Pennock, Highway crossing just West of Depot.
Kerkhoven, 9th Street crossing East of Depot.
Doran, Crossing about one-fourth mile East of Depot.

THIRD SUBDIVISION

(Osseo Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Lyndale Junction and St. Cloud Passenger 75 MPH Freight 50 MPH
- SPEED RESTRICTIONS.**
Bridge 50.3, Clearwater, O-8, Q-1, R, S-1, N-3 10 MPH
Sharp curve just west of Bridge 50.4, Clearwater, Heavier than O-1 25 MPH
- TRAIN REGISTER EXCEPTIONS.**
Lyndale Jct., all trains register by ticket.
St. Cloud, Nos. 11 and 12 will register by ticket.
- 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.

- Robbinsdale, all movements on industry track over Noble Avenue crossing must be preceded by flagman.
- 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.
- SPRING SWITCHES WITH FACING POINT LOCK.**
Robbinsdale, east and west siding switch.
Osseo, 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.
- MANUAL INTERLOCKINGS.**
Robbinsdale, 1.84 miles west of.....MStP&SSM. RR. crossing
- AUTOMATIC INTERLOCKINGS.**
Lyndale Jct., 0.76 miles west of.....M.W. Ry. crossing
- Industry tracks at the following stations are restricted for use of engines larger than O-4 class. Robbinsdale, Osseo, Rogers, Albertville, Monticello, Clearwater.

FOURTH SUBDIVISION

(Browns Valley Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Morris and Browns Valley..... Diesel or Gas-Electric Passenger 30 MPH Freight 25 MPH
- CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Browns Valley Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

FIFTH SUBDIVISION

(Hutchinson Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Hutchinson Jct. and Hutchinson Diesel or Gas-Electric Passenger 35 MPH Freight 25 MPH
- CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Hutchinson Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
- SWITCH INDICATORS.**
Hutchinson Jct. indicator is located near hand operated junction switch. Push buttons and instructions for their operation are in the iron box locked with a switch lock.

SIXTH SUBDIVISION

(St. Cloud Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Willmar Jct. and St. Cloud Passenger 45 MPH Freight 40 MPH
- SPEED RESTRICTIONS.**
Bridge 44.2 Spicer, R 20 MPH
Between Home Signals of Interlockings at: Rice Jct. 20 MPH
Paynesville.

3. TRAIN REGISTER EXCEPTIONS.

St. Cloud, Nos. 11 and 12 will register by ticket.

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

(a) At Rice Jct., a proceed indication on the eastward home signal will authorize Dakota Division eastward trains to proceed to St. Cloud without a clearance.

(b) At Willmar Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

5. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jct. junction switch to Dakota Division
This switch is electrically controlled by operator at the depot, St. Cloud.

6. AUTOMATIC INTERLOCKINGS.

Paynesville, 0.76 miles west ofMStP&SSM. RR. crossing

7. Industry tracks at the following stations are restricted for use of engines larger than O-4 class. Rockville, Cold Spring, Richmond, Paynesville, New London Company gravel pit, New London, Spicer.

SEVENTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Willmar and Garretson	55 MPH	40 MPH

2. SPEED RESTRICTIONS.

Bridge 33.1, Granite Falls, O-6, P-2, S-2	20 MPH
M-2, N-3, Q-2	10 MPH
Bridge 121.3, Sherman, O-1, O-3, O-4, P-2	20 MPH
O-6, Q-2, S-2	10 MPH
M-2, N-3	5 MPH
Bridge 124.6, Sherman, O-6, Q-2, S-2	20 MPH
M-2, N-3	10 MPH
Between Home Signals of Interlockings at:	20 MPH
Clara City.	
Hanley Falls.	

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

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

4. 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.

5. AUTOMATIC INTERLOCKINGS.

Granite Falls, 1.40 miles east ofCMStP&P. RR. crossing
Hanley Falls, 0.31 miles east ofM&StL. Ry. crossing
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.

6. SEMI-AUTOMATIC INTERLOCKINGS.

Clara City, 0.47 miles east ofM.W. Ry. crossing
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.

7. Maynard. Crossing just East of depot equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signal must be cleared for highway traffic by operating controller, when crossing is to be fouled, controller must first be operated to set signals at stop position against highway traffic.

EIGHTH SUBDIVISION

(Main Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Garretson and Sioux City	55 MPH	40 MPH

2. SPEED RESTRICTIONS.

Bridge 162.9, Doon, M-2, O-6, Q-2, S-2	20 MPH
N-3	10 MPH
I. C. RR. Crossing, 2.88 miles east of Sioux City.....	10 MPH
Between Home Signals of Interlockings at:	20 MPH
Booge.	
Hills.	
Wren Tower.	

3. MANUAL INTERLOCKING.

Wren TowerI.C. RR. crossing

4. AUTOMATIC INTERLOCKINGS.

Booge, 4.44 miles west ofCStPM&O. Ry. crossing
Hills, 0.88 miles west ofI.C. RR. crossing
Lester, 0.21 miles west ofCRI&P. Ry. crossing

5. RAILROAD CROSSINGS PROTECTED BY GATES.

Sioux City, 2.88 miles east ofI.C. RR. crossing
Normal position is clear for Great Northern.

NINTH SUBDIVISION

(Yankton Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Garretson and Sioux Falls	40 MPH	30 MPH
Sioux Falls and Volin	40 MPH	25 MPH
Volin and Mission Hill	25 MPH	25 MPH
Mission Hill and Yankton	40 MPH	25 MPH

2. SPEED RESTRICTIONS.

Yankton, CMStP&P RR. crossing	10 MPH
C&NW. Ry. crossing	10 MPH
Sioux Falls, within the city limits	6 MPH
Between Home Signals of Interlockings at:	20 MPH
Sioux Falls.	
Lennox.	
Davis.	

Garretson, Nos. 51 and 52 will run at restricted speed within yard limits.

3. TRAIN REGISTER EXCEPTIONS.

Sioux Falls, all trains register and receive clearance.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
Great Northern clearance issued to No. 293 at Volin and No. 294 at Yankton will clear train at G. N. Jct. and C. & N. W. Jct., respectively.

5. Sioux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

6. **AUTOMATIC INTERLOCKINGS.**

Sioux Falls, 3.95 miles east of _____ CStPM&O. Ry. crossing
Lennox, 0.21 miles west of _____ CMStP&P. RR. crossing
Davis, 3.54 miles west of _____ C&NW. Ry. crossing

7. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Yankton, 0.59 miles east of _____ C&NW. Ry. crossing
0.89 miles east of _____ CMStP&P. RR. crossing
Normal position is clear for Great Northern.
1.41 miles east of _____ CMStP&P RR. crossing
Normal position is stop for Great Northern.

TENTH SUBDIVISION

(Watertown Line)

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

Between	Diesel or Gas-Electric Passenger	Freight
Sioux Falls and Watertown	40 MPH	25 MPH

2. **SPEED RESTRICTIONS.**

Sioux Falls, within the city limits 6 MPH
Arlington, 0.19 miles east of C&NW. Ry. crossing..... 10 MPH
Between Home Signals of Interlocking at Arlington... 20 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

At W. & S. F. Jct., Sioux Falls Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. Sioux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

5. **AUTOMATIC INTERLOCKINGS.**

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

6. **RAILROAD CROSSINGS PROTECTED BY GATES.**

Arlington, 0.19 miles east of _____ C&NW. Ry. crossing
Normal position is clear for Great Northern.

ELEVENTH SUBDIVISION

(Huron Line)

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

Between	Diesel or Gas-Electric Passenger	Freight
Benson and Grover	40 MPH	30 MPH
Grover and Huron	35 MPH	25 MPH

2. **SPEED RESTRICTIONS.**

Between Home Signals of Interlockings at: _____ 20 MPH
Appleton.
Huron.

3. **TRAIN REGISTER EXCEPTIONS.**

Watertown, all trains register and receive clearance.

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

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

5. **AUTOMATIC INTERLOCKINGS.**

Appleton, 0.77 miles west of _____ CMStP&P. RR. crossing
Huron, 0.63 miles east of _____ C&NW. Ry. crossing

TWELFTH SUBDIVISION

(Aberdeen Line)

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

Between	Diesel or Gas-Electric Passenger	Freight
Aberdeen Line Jct. and Aberdeen	40 MPH	25 MPH

2. **SPEED RESTRICTIONS.**

Between Home Signals of Interlocking at Aberdeen..... 20 MPH

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**

At Aberdeen Line Jct., clearance under which No. 192 arrives will clear No. 183 at that point.

4. **AUTOMATIC INTERLOCKINGS.**

Aberdeen, 0.62 miles east of _____ C&NW. Ry. crossing
0.64 miles east of _____ CMStP&P. RR. crossing

THIRTEENTH SUBDIVISION

(Forbes Line)

Between	Diesel or Gas-Electric Passenger	Freight
Rutland and Forbes	30 MPH	25 MPH

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

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

3. Employees on 18th Subdivision will arrange to make watch comparison with Dispatcher through Agent at Rutland, having Agent sign comparison card. Watches must be presented to an official watch inspector during the month of August for regular annual inspection.

WATCH INSPECTORS

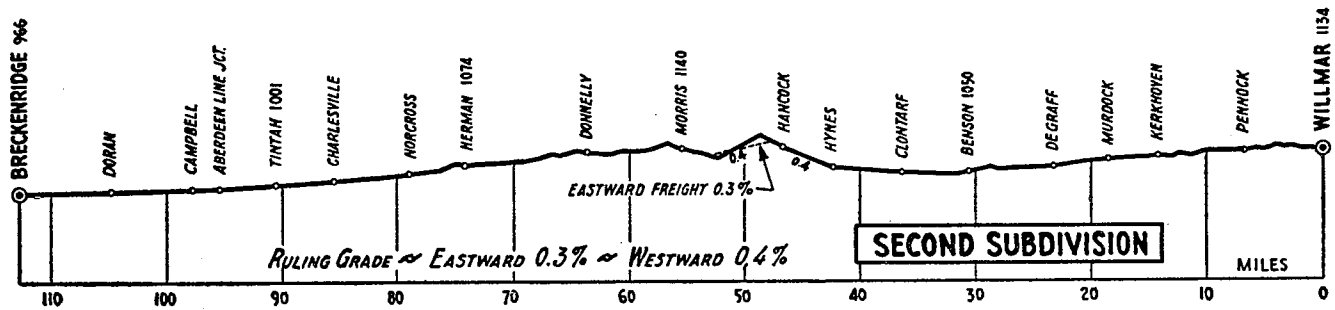
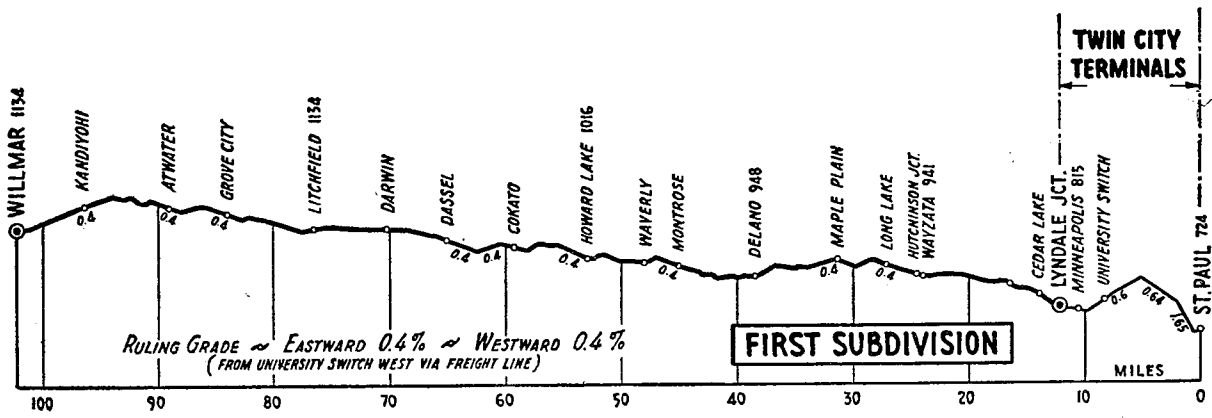
H. W. Anderson, 1578 University Ave., St. Paul, Minn.
 Herbert B. Christensen, Inc., 144 E. 5th Street, St. Paul, Minn.
 A. T. Velleux, 894 Rice Street, St. Paul, Minn.
 Olson Jewelry Co., 211 East Hennepin Ave., Minneapolis, Minn.
 Oscar P. Gustafson Co., 404 Nicollet Ave., Minneapolis, Minn.
 Pomerleau & Son, 227 East Hennepin Ave., Minneapolis, Minn.
 Weber Jewelry & Music Co., 714 St. Germain St., St. Cloud, Minn.
 Lundman's Jewelry, 210 West 4th Street, Willmar, Minn.
 Paffrath & Son, 317 West 4th Street, Willmar, Minn.
 E. O. Kellenberger, 624 Atlantic Avenue, Morris, Minn.
 Irving Thorn, 422 Minnesota Avenue, Breckenridge, Minn.
 Halbkat Jewelers, 5 North Broadway, Watertown, S. D.
 Smith Jewelry Co., 225 So. Phillips Avenue, Sioux Falls, S. D.
 Brodkey & Goodsite, 400 4th St., Sioux City, Iowa.
 Grand Credit Jewelers, 627 4th Street, Sioux City, Iowa.
 Fox Jewelry Co., Yankton, S. D.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	40	90.0	1	12	50.0
	41	87.8	1	14	48.6
	42	85.7	1	16	47.4
	43	83.7	1	18	46.1
	44	81.8	1	20	45.0
	45	80.0	1	22	43.9
	46	78.3	1	24	42.9
	47	76.6	1	26	41.9
	48	75.0	1	28	40.9
	49	73.5	1	30	40.0
	50	72.0	1	32	39.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.2
	54	66.6	1	45	34.3
	55	65.4	1	50	32.7
	56	64.2	1	55	31.2
	57	63.1	2	—	30.0
	58	62.0	2	10	27.7
	59	61.0	2	20	25.7
1	0	60.0	2	30	24.0
1	1	59.0	2	40	22.5
1	2	58.0	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.2	4	—	15.0
1	5	55.3	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.5
1	8	52.9	8	—	7.5
1	9	52.1	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
Third Subdivision			
Tilleston Mill Spur	3.57 miles east of St. Cloud.....	233	East
Crystal Lumber Co. Spur	1.45 miles west of Robbinsdale.....	3	West
Sixth Subdivision			
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
Gravgaard Spur	1.75 miles west of Hawick.....	7	E & W
New London Materials and Construction Co.	3.02 miles west of Hawick.....	24	E & W
New London Gravel Pit	1.65 miles east of New London.....	151	E & W
Steel Tanks Inc.	1 mile east of New London.....	6	East
Green Lake Ice Spur .....	.67 miles east of Spicer	22	East
Seventh Subdivision			
Readi-Mix and Oil Spur.....	.75 mile west of Marshall.....	6	East
Eighth Subdivision			
Transfer Track with C. St. P. M. & O. Ry.	4.44 miles west of Booge.....	14	East
Valley Rendering Co. Spur....	5.50 miles west of Hinton	6	East
Ninth Subdivision			
Lawrence Spur	5.51 miles west of Corson	45	E & W
Crampton Spur	6.99 miles west of Corson.....	22	West
Naomi Spur	2.50 miles west of Lennex.....	7	East



Elevation... 175

