

COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
 *Dr. Ernest A. Anderson, Asst. Chief Surgeon, Minneapolis, Minn.
 Dr. James N. BerbosAberdeen, S. D.
 *Dr. Carson B. MurdyAberdeen, S. D.
 Dr. William C. Kaufman.....Appleton, 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. William H. ThomasHoward Lake, 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. YeagerMarshall, Minn.
 Dr. J. P. WilkinsMound, Minn.
 *Dr. Fred W. BehmlerMorris, Minn.
 Jack GuyNew London, Minn.
 Dr. C. R. MyrePaynesville, Minn.
 Dr. C. A. WilliamsPipestone, Minn.
 Dr. T. J. BloedelOsseo, Minn.
 Dr. Hans KuitkRutland, N. D.
 *Dr. H. W. GoehrsSt. Cloud, Minn.
 Dr. G. H. GoehrsSt. Cloud, Minn.
 Dr. Vernon E. NellsSt. Cloud, Minn.
 *Dr. F. J. Savage.....St. Paul, Minn.
 Dr. G. D. BrandSt. Paul, Minn.
 *Dr. Darrel E. WestoverSt. Paul, Minn.
 *Dr. Abbott SkinnerSt. Paul, Minn.
 *Dr. A. L. McGilvra.....Sioux Center, 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. 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
 Dr. Sidney F. BeckerSioux Falls, S. D.
 Dr. Stanley S. ChunnWillmar, Minn.

ROENTGENOLOGIST (X-Ray only)

Dr. Rolf M. IversonMinneapolis, Minn.
 Dr. David A. BurlingameSt. Paul, Minn.

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. OOUTHOUT, Trainmaster.
 P. B. RASMUSSEN, Ass't Trainmaster.
 S. W. MOSVICK, Ass't Trainmaster.

E. S. PINKERTON, Superintendent Terminals, Minneapolis.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 86

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, September 16, 1956

J. P. CAMERON, Superintendent.

R. N. WHITMAN, Asst. General Manager.

C. O. HOOKER, General Manager.

A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION

Station Numbers	Car Capacity		SECOND CLASS			FIRST CLASS			Distance from St. Paul	Time Table No. 86		Telegraph Calls	
	Sidings	Other Tracks	493	491	61		9	31		27	Effective September 16, 1956		
			Daily	Daily	Daily Ex. Sunday		Daily Ex. Sat.	Daily		Daily			STATIONS
0											ST. PAUL	A	
11					L 7.45Am					L 9.00Pm L 9.10Pm L 9.30Am 9.50Pm 9.40Pm 10.03Am	10.57	MINNEAPOLIS	S
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
	Yard			L 8.30Pm	L 7.00Am	L 8.00Am		L 9.55 ³¹ Pm	L 9.43 ⁹ Pm	L 10.07Am	12.17	1.60 LYNDALE JCT. ★	UD
A 24	W 80	35		8.47	7.16	s 8.23		s 10.11	9.56	10.20	23.90	11.73 WAYZATA	WA
				8.48	7.17	A 8.25Am		10.12		10.21	24.23	0.33 HUTCHINSON JCT.	
A 27	E 79	19		8.52	7.21			f 10.16	9.59	10.24	27.00	2.77 LONG LAKE	ON
A 32	W103	19		8.59	7.27			s 10.23	10.03	10.29	31.37	4.37 MAPLE PLAIN	MA
A 39	80	54		9.10	7.35			s 10.35	10.10	10.35	38.36	6.99 DELANO. ★	DA
A 45	Contin- uous	23						s 10.44			45.06	6.70 MONTROSE	MO
A 48	287	26						f 10.49			47.83	2.77 WAVERLY	
A 53	307	59						s 11.00			52.84	5.01 HOWARD LAKE	RD
A 59	148	155						s 11.11			59.15	6.31 COKATO	CT
A 65	79	86						s 11.21			64.94	5.79 DASSEL	DS
A 70	47	19						f 11.29			70.04	5.10 DARWIN	DN
A 76	171 106	156		10.00	8.22			s 11.37	10.40	s 11.08	76.18	6.14 LITCHFIELD. ★	FD
A 84	160	53						s 12.01Am			83.86	7.68 GROVE CITY	G
A 89	307	81						s 12.09			88.99	5.13 ATWATER	WR
A 97		33						f 12.18			96.35	7.36 KANDIYOHI	KD
									11.07	11.37	101.00	4.65 WILLMAR JCT.	
A102	Yard	1661		A 10.40Pm	A 9.00Am			A 12.30Am	A 11.10Pm	A 11.40Am	102.19	1.19 WILLMAR. ★	W
				2.10 41.54	2.00 45.00	.25 28.94		2.35 34.84	1.27 62.08	1.33 58.07			
											Time Over Subdivision Average Speed Per Hour		

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

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.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

FIRST SUBDIVISION

EASTWARD 3

Time Table No. 86

Effective September 16, 1956

STATIONS	Distance from Willmar	SIGNS	FIRST CLASS				SECOND CLASS						
			10	32	28		490	60	492	494			
			Daily Ex. Monday	Daily	Daily		Daily	Daily Ex. Sunday	Daily	Daily			
ST. PAUL.....	102.19	K	A 7.40Am	A 7.00Am	A 9.55Pm								
10.57 MINNEAPOLIS.....	91.62	K	7.15Am	6.30Am	9.30Pm			A 4.45Pm					
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
DOUBLE TRACK	1.60 LYNDALE JCT.★	90.02	DNJW PX	A 6.50Am	A 6.20Am	A 9.15Pm			A 8.25Am	A 4.25Pm	A 6.25Pm	A 1.40Am	
	11.73 WAYZATA.....	78.29	DNPR	f 6.25	6.02	8.54			8.06	s 4.01	6.06	1.21	
	0.33 HUTCHINSON JCT.....	77.96	PJ	6.22		8.53			8.05	L 3.56Pm	6.05	1.20	
	2.77 LONG LAKE.....	75.19	DP	s 6.18	5.58	8.50			8.01		6.01	1.16	
	4.37 MAPLE PLAIN.....	70.82	DP	s 6.10	5.53	8.45			7.54		5.54	1.09	
	6.99 DELANO.....★	63.83	DNPW	s 5.57	5.45	8.37			7.40		5.40	12.55	
	6.70 MONTROSE.....	57.13	DP	s 5.43									
	2.77 WAVERLY.....	54.36	DP	s 5.23									
	5.01 HOWARD LAKE.....	49.35	DP	s 5.14									
	6.31 COKATO.....	43.04	DP	s 5.02									
5.79 DASSEL.....	37.25	DPW	s 4.51										
5.10 DARWIN.....	32.15	DP	s 4.41										
6.14 LITCHFIELD.....★	26.01	DNPW	s 4.30	5.07	s 7.57			6.50		4.50	12.05Am		
7.68 GROVE CITY.....	18.33	DP	f 4.11										
5.13 ATWATER.....	13.20	DP	f 4.03										
7.36 KANDIYOHI.....	5.84	DP	s 3.53										
4.65 WILLMAR JCT.....	1.19	LPX ORDNK BXWZ	L 3.40Am	L 4.40Am	L 7.25Pm			L 6.00Am		L 4.00Pm	L 11.15Pm		
1.19 WILLMAR.....★													
Time Over Subdivision			3.10	1.40	1.50			2.25	.29	2.25	2.25		
Average Speed Per Hour			28.42	54.01	49.10			37.25	24.95	37.25	37.25		

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

CONDITIONAL STOPS

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. 86		Telegraph Calls	
	Sidings	Other Tracts	(326)	495	493	491	31	27	185	51	9		Effective September 16, 1956			
			329	495	493	491	31	27	185	51	9		STATIONS			
			Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday					
A102	Yard	1661	.....	L 12.30Pm	L 8.40Am	L ⁵¹ 1.30Am	.....	L 11.12Pm	L 11.45Am	L 5.20Am	L ⁴⁹¹ 1.30Am	L 12.45Am	.....	.....	.....	W
A109	W37	19	.....	12.45	8.55	1.45	.....	11.18	11.52	s 5.32	A 1.35Am	12.54	0.47	DOUBLE TRACK	.....	.....
A116	173	47	.....	12.53	9.03	1.56	.....	11.24	11.59	s 5.45	.....	1.03	6.60	} AUTOMATIC BLOCK SIGNALS	.....	K
A121	32	12.58	9.09	2.03	11.28	⁴⁹² 12.03Pm	s 5.55	1.07	14.04		.....	.....	KH
A125	138 E356	39	.....	1.04	9.14	2.10	.....	11.32	12.07	s 6.05	.....	1.11	23.08	.....	.....	.....
A133	W140	278	.....	1.13	9.23	¹⁰ 2.30	.....	11.39	s 12.16	A 6.20Am	.....	s 1.27	30.59	.....	.....	.....
A138	139	38	.....	1.20	9.30	2.40	.....	11.44	12.22	.....	.....	s 1.35	31.37	.....	.....	.....
A149	76	49	.....	1.33	9.43	⁴⁹⁰ 2.58	.....	11.53	12.32	.....	.....	s ¹⁰ 1.50	36.26	.....	.....	.....
A157	82	218	.....	1.45	9.55	³²⁻⁴⁹⁰ 3.40	.....	12.01Am	s 12.43	.....	.....	s ¹⁰ 2.22	46.48	.....	.....	.....
A166	146	41	.....	1.55	10.05	3.55	.....	12.09	12.52	.....	.....	s ⁴⁹⁰ 2.37	54.33	.....	.....	.....
A176	135	51	.....	2.09	10.19	4.10	.....	12.18	1.03	.....	.....	s 2.53	55.33	.....	.....	.....
A181	143	30	.....	2.15	⁴⁹² 10.25	4.17	.....	12.22	1.08	.....	.....	s ³² 3.16	63.55	.....	.....	.....
A187	19	.....	2.23	10.33	4.25	.....	12.27	1.14	.....	.....	3.24	74.01	.....	.....	.....
A193	150	64	.....	2.30	10.40	4.32	.....	12.31	1.19	.....	.....	s 3.32	78.90	.....	.....	.....
.....	85.37	.....	.....	.....
.....	L 9.40Pm	2.34	10.44	4.37	.....	1.22	.....	.....	3.36	90.40	.....	.....	.....
A200	119	108	s 9.55	2.40	10.50	4.45	.....	¹⁰ 12.38	1.27	.....	.....	f 3.43	92.57	.....	.....	.....
A207	21	f 10.05	2.50	11.00	4.55	.....	12.45	1.35	.....	.....	f 3.55	93.20	.....	.....	.....
A214	Yard	1143	A 10.30Pm	A 3.05Pm	A 11.15Am	A 5.10Am	A 12.53Am	A 1.45Pm	A 4.10Am	104.78
.....	111.08
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SECOND SUBDIVISION

EASTWARD 5

Time Table No. 86

Effective September 16, 1956

STATIONS	Distance from Breckenridge	SIGNS	FIRST CLASS					SECOND CLASS				
			10	32	186	28	52	490	⁽³²⁵⁾ 330	492	494	
			Daily Ex. Monday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	
DOUBLE TRACK { WILLMAR...★ 0.47 SIOUX CITY LINE JCT. 6.13 PENNOCK 7.44 KERKHOVEN 4.48 MURDOCK.....	112.66	BDNWR OKXZ	A 3.25Am	A 4.37Am	A 7.00Pm	A 7.18Pm	A 11.59Pm		A 4.25Am		A 12.40Pm	A 8.45Pm
	112.19	IJX					L 11.55Pm					
	106.06	DP	f 3.12	4.29	s 6.45	7.08		4.10		12.22	8.24	
	98.62	DP	f 3.02	4.21	s 6.32	7.00		3.58		12.10	8.12	
	94.14	DP	f 2.54	4.17	s 6.23	6.56		3.52		²⁷ 12.03Pm	8.05	
4.56 DE GRAFF..... 7.51 BENSON...★ 0.78 WATERTOWN LINE JCT. 4.89 CLONTARF.....	89.58	DP DNIP	f 2.46	4.13	s 6.14	6.52		3.46		11.48	7.57	
	82.07	RKXW	s ⁴⁹¹ 2.35	4.05	L 6.00Pm	s 6.44		3.35		11.38	7.45	
	81.29	PYJ										
	76.40	DP	f 2.20	3.59		6.34		3.25		11.30	7.35	
10.22 HANCOCK 7.85 Browns Valley Line Jct. 1.00 MORRIS...★ 8.22 DONNELLY 10.46 HERMAN.....	66.18	DNIP	f ⁹ 2.07	3.49		6.25		⁴⁹¹ 3.10		11.15	7.20	
	58.33	PYJ DNW										
	57.33	KXIP	s ⁹ 1.55	⁴⁹¹ 3.40		s 6.15		⁹ 2.52		11.00	7.05	
	49.11	DP	f 1.34	3.32		6.04		⁹ 2.37		10.48	6.52	
	38.65	DNP	s 1.20	3.21		5.54		2.08		10.33	6.37	
4.89 NORCROSS..... 6.47 CHARLESVILLE 5.03 TINTAH 2.17 M. St. P. & S. S. M. Ry. Cross 0.63 ABERDEEN LINE JCT.	33.76	DNPW	s 1.11	⁹ 3.16		5.50		2.00		⁴⁹⁸ 10.25	6.30	
	27.29	P	1.02	3.10		5.44		1.50		10.13	6.20	
	22.26	DP	f 12.54	3.05		5.39		1.43		10.05	6.10	
	20.09	I										
	19.46	PJ	12.49			5.36		1.37	A 8.20Am	9.57	6.02	
DOUBLE TRACK { 4.42 CAMPBELL...★ 7.16 DORAN 6.30 N. P. RY. CROSSING... 1.58 BRECKENRIDGE...★	15.04	DNIPR	f ³¹ 12.44	2.58		5.32		1.30	s 8.05	9.50	5.55	
	7.88	DP	f 12.35	2.51		5.24		1.15	s 7.40	9.35	5.45	
	1.58	PIX RDNWB										
		YOKXZ	L 12.25Am	L 2.42Am		L 5.15Pm		L 1.00Am	L 7.30Am	L 9.20Am	L 5.30Pm	
Time Over Subdivision			3.00	1.55	1.00	2.03	.04	3.25	.50	3.20	3.15	
Average Speed Per Hour			37.55	58.78	30.59	54.95	7.05	32.97	23.35	33.80	34.66	

Westward trains are superior to eastward trains of the same class, except as follows: Nos. 330, 490, 492 and 494 are superior to No. 329 between Campbell and Aberdeen Line Jct.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

6 WESTWARD

THIRD SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Lyndale Jct.	Time Table No. 86		Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS			SECOND CLASS
	Sidings	Other Tracks	437	405	7	11	3		Effective September 16, 1956					8	12	4	438
			Daily	Daily	Daily	Daily	Daily		STATIONS					Daily	Daily	Daily	Daily
0					L 8.55Pm	L 5.30Pm	L 8.15Am			ST. PAUL	A	74.82	K	A 7.30Am	A 2.00Pm	A 10.55Pm	
11					9.30Pm	5.55Pm	8.45Am			MINNEAPOLIS	S	64.25	K	7.05Am	1.40Pm	10.30Pm	

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

Yard	Car Capacity	L 8.30Pm	L 7.30Am	L 9.33Pm	L 5.58Pm	L 8.48Am	Distance from Lyndale Jct.	STATIONS	Telegraph Calls	Distance from St. Cloud	SIGNS	A 6.55Am	A 1.31Pm	A 10.20Pm	A 3.00Am
							0.76	LYNDALE JCT. * M. W. R. CROSSING.	UD	62.65	P RDNWXJ				
							1.59	M. W. JCT.		61.89	I				
17	87 44	8.40	7.40	† 9.39	6.05	8.54	5.00	ROBBINSDALE.	RB	57.65	DP	† 6.45	1.23	10.12	2.47
							6.34	M. St. P. & S. M. Ry. Cross.		56.31	IP				
24	92 72	8.50	7.50	† 9.45	6.12	9.00	11.48	OSSEO.	SI	51.17	DP	† 6.37	1.16	10.05	2.35
							20.49	ROGERS.	RO	42.16	DP	† 6.27	1.06	9.55	2.20
33	99 19	9.02	8.05	† 9.55	6.22	9.09	26.75	ALBERTVILLE.	SA	35.90	DP	† 6.20	12.59	9.45	2.15
39	93 29	9.12	8.15	† 10.03	6.29	9.16	35.18	MONTICELLO.	MC	27.47	DNPW	† 6.11	12.51	9.34	1.52
48	79 43	9.34	8.28	† 10.13	6.37	9.25	42.75	ENFIELD.		19.90	P	6.03	12.44	9.24	1.37
55	29	9.45	8.40	10.21	6.44	9.33	44.95	HASTY.		17.70	P	6.00	12.42	9.21	1.32
57	34	9.49	8.44	10.24	6.46	9.36	49.98	CLEARWATER.	CW	12.67	DP	† 5.55	12.37	9.16	1.20
62	80 13	9.57	8.52	† 10.30	6.51	9.41	62.65	ST. CLOUD.	DX		BDNKOR TWXYZ	L 5.40Am	L 12.23Pm	L 9.00Pm	L 12.45Am
75	Yard 1501	A 10.20Pm	A 9.20Am	A 10.50Pm	A 7.06Pm	A 9.59Am									

TRAINS BETWEEN ST. CLOUD AND RICE JCT. WILL BE GOVERNED BY SIXTH SUBDIVISION SCHEDULES.

Time Over Subdivision	Average Speed Per Hour	1.15	1.08	1.20	2.15
34.16	34.17	48.81	55.28	52.94	50.12
		52.28	46.88	27.84	

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

FOURTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		Distance from Morris	Time Table No. 86		Telegraph Calls	Distance from Browns Valley	SIGNS	SECOND CLASS	
	Sidings	Other Tracks	335			Effective September 16, 1956					336	
			Mon., Wed., Thur., Fri.			STATIONS					Mon., Wed., Thur., Fri.	
A157					L 7.30Am		MORRIS. *.	MR	47.37	RWDB NXXI	A 4.00Pm	
TRAINS BETWEEN BROWNS VALLEY LINE JCT. AND MORRIS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.												
					L 7.35Am	1.01	BROWNS VALLEY LINE JCT.		46.36	XPYJ	A 3.50Pm	
D 6	31				s 8.05	8.22	ALBERTA.	AB	39.15	D	s 3.30	
D12	57				s 8.35	14.27	CHOKIO.	KO	33.10	D	s 3.05	
D18	21				s 8.55	20.17	JOHNSON.	J	27.20	D	s 2.30	
						26.76	C. M. ST. P. & P. RY. CROSSING.		20.61			
D25	50				s 9.25	27.21	GRACEVILLE.	GB	20.16	D	s 2.00	
D31	56				s 9.45	33.09	BARRY.	BX	14.28	D	s 1.30	
D39	39				s 10.25	40.44	BEARDSLEY.	BY	6.93	D	s 1.00	
D45	57				A 11.00Am	47.37	BROWNS VALLEY.	BV		RDXY	L 12.30Pm	
					3.30						3.30	
					13.53						13.53	

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD

FIFTH SUBDIVISION

EASTWARD 7

Station Numbers	Capacity of Tracks		SECOND CLASS		Distance from Hutchinson Jct.	Time Table No. 86 Effective September 16, 1956			Telegraph Calls	Distance from Hutchinson	SIGNS	SECOND CLASS	
			61	Daily Ex. Sat. and Sunday		STATIONS		60				Daily Ex. Sat. and Sunday	
B 3	12		L 8.25Am		3.11	..... HUTCHINSON JCT.....	44.09	PJ				A 3.56Pm	
B 6	79		s 8.35		6.27	..... CRYSTAL BAY.....	40.98					s 3.46	
			s 8.45			..... SPRING PARK.....	37.82	PK				s 3.20	
B 8	31		s 8.55		8.17	..... MOUND.....	35.92	MU				s 3.10	
B13	35		s 9.08		12.74	..... ST. BONIFACIUS.....	31.35	NI				s 2.55	
B17	13		s 9.18		16.92	..... MAPLE.....	27.17					s 2.45	
B21	17		s 9.28		20.55	..... MAYER.....	23.54	KY				s 2.35	
B24	26		s 9.40		24.35	..... NEW GERMANY.....	19.74	NG				s 2.25	
B28	46		s 10.00		28.03	..... LESTER PRAIRIE.....	16.06	PR				s 2.10	
B36	23		s 10.30		35.86	..... SILVER LAKE.....	8.23					s 1.50	
4	88		A 11.00Am		44.09	..... HUTCHINSON.....		HO				L 1.30Pm	
			2.35 17.06			Time Over Subdivision Average Speed Per Hour						2.26 18.11	

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

WESTWARD

SIXTH SUBDIVISION

EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS					Distance from St. Cloud	Time Table No. 86 Effective September 16, 1956			Telegraph Calls	Distance from Willmar Jct.	SIGNS	FIRST CLASS				SECOND CLASS
			427	29	7	11	3	STATIONS				8	12				30	4	428		
																				Daily	Daily
75	Yard	1501	L 6.00Am	L 11.30Pm	L 11.00Pm	L 7.08Pm	L 10.05Am	..... ST. CLOUD.....	DX	56.41	BDNIKO RTWXYZ	A 5.35Am	A 12.22Pm	A 7.35Pm	A 8.55Pm	A 12.35Pm				
			6.05	A 11.33Pm	A 11.02Pm	A 7.10Pm	A 10.07Am	..... RICE JCT.....		55.68	IJPX	L 5.32Am	L 12.20Pm	L 7.30Pm	L 8.52Pm	12.30				
-10	57	32	6.25					..... ROCKVILLE.....		46.08	P					12.10				
I-15	110	73	6.35					..... COLD SPRING.....	CG	41.27	DP					12.01Pm				
I-20	49	35	6.45					..... RICHMOND.....	RI	36.78	DP					11.53				
I-26		35	7.00					..... ROSCOE.....	XN	30.57	DP					11.40				
I-31	51	36	7.15					..... PAYNESVILLE.....	SY	25.14	DPWX					11.30				
								..... M. ST. P. & S. S. M. RY. CROSSING.....		24.38	IX									
I-37		40	7.28					..... HAWICK.....		19.69	P					11.17				
I-43	50	38	7.40					..... NEW LONDON.....	ND	13.08	DP					11.05				
I-48	100	29	7.50					..... SPICER.....	CR	8.77	DP					10.55				
			A 8.10Am					..... WILLMAR JCT.....			IJPX					L 10.30Am				
			2.10 26.03	.03 14.60	.02 21.90	.02 21.90	.02 21.90	Time Over Subdivision Average Speed Per Hour				.03 14.60	.02 21.90	.05 8.76	.03 14.60	2.05 27.07					

Westward trains are superior to eastward trains of the same class except as follows:
Nos. 4, 8, 12 and 30 are superior to Nos. 3, 7, 11 and 29 between Rice Junction
and St. Cloud Passenger Station.

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. 86			Distance from Garrison	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracts	419	417	51	Effective September 16, 1956			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		.....	.....	.....	.....	.....	RDNWB KXOZ	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	0.47	.....	.....	.....	.....	.....	.....	A 11.55Pm	.....	A 5.10Pm	A 2.22Am
I-64	55	12	5.50	5.25	f 1.43	5.97	.....	.....	.....	.....	.....	IJX				
I-70	50	32	6.03	5.40	s ⁴²⁰ 1.54	11.99	.....	.....	.....	.....	.....	RA	DP	f 11.44	4.55	2.10
.....	.....	.....	.....	.....	.....	19.09	.....	.....	.....	.....	.....	.....	.....	s 11.38	4.43	⁶¹ 1.55
I-77	116	47	6.15	5.55	s 2.08	19.55	.....	.....	.....	.....	.....	CA	DP	s 11.26	4.27	1.45
I-83	61	38	6.25	6.05	s 2.20	25.48	.....	.....	.....	.....	.....	MY	DP	s 11.14	4.15	1.33
I-87	.....	35	6.31	6.11	f 2.25	29.21	.....	.....	.....	.....	.....	.....	P	f 11.07	4.07	1.25
.....	.....	.....	.....	.....	.....	33.15	.....	.....	.....	.....	.....	.....	I	.....	.....	.....
I-92	97	130	6.40	6.22	s 2.40	34.59	.....	.....	.....	.....	.....	GX	DP	s 11.00	3.57	1.00
I-97	49	11	6.50	6.32	f 2.47	40.02	.....	.....	.....	.....	.....	.....	P	f 10.35	3.46	1.00
.....	.....	.....	.....	.....	.....	43.90	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
I-102	58	35	7.00	6.44	s 2.59	44.22	.....	.....	.....	.....	.....	.....	.....	s 10.28	3.36	12.55
I-109	50	37	7.11	6.55	s 3.10	50.39	.....	.....	.....	.....	.....	.....	DP	s 10.05	3.25	12.45
I-116	.....	35	7.23	7.10	s 3.22	57.70	.....	.....	.....	.....	.....	.....	DP	s 9.55	3.13	12.34
I-121	148	144	7.35	7.25	s 3.30	63.07	.....	.....	.....	.....	.....	.....	DNXP	s 9.45	3.03	12.25
.....	.....	.....	.....	.....	.....	63.21	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
I-128	51	32	7.52	7.40	s 3.55	69.76	.....	.....	.....	.....	.....	.....	.....	s 9.23	2.48	12.05Am
I-134	50	38	8.07	7.55	s 4.07	76.01	.....	.....	.....	.....	.....	.....	.....	s 9.13	2.38	11.55
I-142	.....	38	8.22	8.10	s 4.20	83.88	.....	.....	.....	.....	.....	.....	.....	s 8.58	2.25	11.42
I-147	100	56	⁶² 8.40	8.20	s 4.32	88.89	.....	.....	.....	.....	.....	.....	.....	s ⁴¹⁹ 8.40	2.15	11.33
I-155	.....	37	8.55	8.35	s 4.47	96.73	.....	.....	.....	.....	.....	.....	.....	s 8.27	2.00	11.17
.....	.....	.....	.....	.....	.....	105.22	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	105.24	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
I-164	30	69	9.15	8.50	s 5.25	105.53	.....	.....	.....	.....	.....	.....	.....	s 8.13	1.45	11.00
I-170	120	35	9.28	9.05	s 5.38	112.27	.....	.....	.....	.....	.....	.....	.....	s 7.48	1.30	10.45
I-175	50	108	9.40	9.13	s 5.48	116.88	.....	.....	.....	.....	.....	.....	.....	s 7.39	1.22	10.35
I-183	50	35	10.00	9.27	s 6.03	124.58	.....	.....	.....	.....	.....	.....	.....	s 7.27	1.08	10.20
I-186	145	220	A ⁴²⁰ 10.10Pm	A 9.35Am	A 6.10Am	127.90	.....	.....	.....	.....	.....	.....	.....	L 7.20Pm	L 1.00Pm	L ⁴¹⁹ 10.10Pm
.....	.....	.....	4.35	4.25	4.35	.....	.....	.....	.....	.....	.....	.....	.....	4.35	4.10	4.12
.....	.....	.....	27.80	28.85	27.80	.....	.....	.....	.....	.....	.....	.....	.....	27.80	30.58	30.34
Time Over Subdivision Average Speed Per Hour																

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. 86 Effective September 16, 1956	Telegraph Calls	Distance from Sioux City	SIGNS	FIRST CLASS		SECOND CLASS	
	Sidings	Other Tracks	419	417	161	Daily Ex. Sunday						162	Daily Ex. Sunday	418	420
			Daily	Daily								Daily		Daily	
I-186	145	220	L 10.30 ^{pm}	L 9.35 ^{Am}	.....	L 6.20 ^{Am}	.....	.....	JC	94.87	BDNP ORKXY	A 7.00 ^{pm}	.....	A 1.00 ^{pm}	A 9.30 ^{pm}
IA-7	49	30	10.50	9.50	.....	f 6.32	6.21	.....	.....	88.66	P	f 6.47	.....	12.45	9.10
IA-17	100	31	11.10	10.10	.....	s 6.54	10.65	.....	.....	84.22	.....	.....	.....	.....	.....
IA-23	100	43	11.23	10.23	.....	s 7.07	17.33	.....	HS	77.54	DP	s 6.25	.....	12.25	8.45
IA-30	101	34	11.38	10.35	.....	s 7.21	17.71	.....	.....	77.16	.....	.....	.....	.....	.....
IA-36	50	31	11.50	10.45	.....	s 7.33	23.75	.....	.....	71.12	P	s 6.12	.....	12.12 ^{pm}	8.32
IA-45	.....	19	12.05 ^{Am}	11.01	.....	f 7.50	23.97	.....	.....	70.90	.....	.....	.....	.....	.....
IA-52	100	72	12.20	11.20 ⁴¹⁸	.....	s 8.06	30.65	.....	.....	64.22	DP	s 5.58	.....	11.59	8.20
IA-61	.....	17	12.32	11.35	.....	s 8.21	36.34	.....	AD	58.53	DP	s 5.46	.....	11.50	8.05
IA-66	41	29	12.40	11.47	.....	s 8.32	45.30	.....	DO	49.57	P	s 5.29	.....	11.33	7.52
IA-73	.....	.....	12.58	12.01 ^{pm}	.....	f 8.47	52.88	.....	UX	41.99	DNP	s 5.13	.....	11.20 ⁴¹⁷	7.40
IA-78	43	51	1.06	12.11	.....	s 8.58	60.92	.....	.....	33.95	P	s 4.57	.....	10.50	7.20
IA-85	51	30	1.18	12.25	.....	s 9.13	66.06	.....	SB	28.81	DP	s 4.47	.....	10.38	7.10
IA-97	Yard	.....	A 1.40 ^{Am}	A 12.45 ^{pm}	.....	A 9.30 ^{Am}	73.45	.....	.....	21.41	P	f 4.32	.....	10.25	6.55
			3.10 29.96	3.10 29.96		3.10 29.96	78.60	.....	GS	10.81	DNIP	s 4.21	.....	10.15	6.45
							84.06	.....	HI	9.45	DP	s 4.07	.....	10.00	6.30
							91.98	.....	.....	2.89	M BDNKO RTWXZ	L 3.50 ^{pm}	.....	L 9.40 ^{Am}	L 6.10 ^{pm}
							94.87	.....	SX	.....	.....	.....	.....	.....	.....
								Time Over Subdivision Average Speed Per Hour				3.10 29.96		3.20 28.46	3.20 28.46

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

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. 86 Effective September 16, 1956				Distance from Sioux Falls	SIGNS	SECOND CLASS			
	Siding	Other Tracts				265		STATIONS			266			Mon., Wed., Friday			
C-92	Yard	282				L 7.00Am	.....WATERTOWN.....	WN	103.66			A 1.00Pm					

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

WS-4	9					L 7.05Am	1.27	.....W. & S. F. JCT.	102.39	RJX	A 12.55Pm			
WS-11	29					f 7.13	4.31	.....FOLEY.....	99.42		f 12.45			
WS-18	32					s 7.30	10.83	.....THOMAS.....	92.83		s 12.25			
WS-23	27					s 7.50	18.09	.....HAYTI.....	H 85.57	D	s 12.05Pm			
WS-30	29					s 8.15	23.41	.....LAKE NORDEN.....	NR 80.25	D	s 11.45			
WS-39	34					s 8.35	30.03	.....BADGER.....	B 73.63	D	s 11.20			
WS-45	12					s 9.20	39.21	.....C. & N. W. RY. CROSSING.....	64.45	M				
WS-49	26					s 9.35	39.40	.....ARLINGTON.....	AR 64.26	D	s 10.45			
WS-55	48					s 10.00	40.37	.....C. & N. W. RY. CROSSING.....	63.29	I				
WS-61	28					s 10.35	45.05	.....AHNBERG.....	58.61		f 10.20			
WS-67	26					s 11.00	49.23	.....SINAI.....	SN 54.43	D	s 10.00			
WS-75	42					s 11.25	55.25	.....NUNDA.....	NU 48.41	D	s 9.25			
WS-82	49					s 11.55	61.01	.....RUTLAND, S. D.....	RU 42.65	D	s 9.00			
WS-88	15					s 12.15Pm	67.27	.....C. M. ST. P. & P. RY. CROS..	36.39					
WS-94	14					s 12.35	67.28	.....WENTWORTH.....	WH 36.38	D	s 8.35			
WS-98	8					A 1.00Pm	74.90	.....CHESTER.....	CH 28.76	D	s 8.05			
							82.51	.....COLTON.....	CO 21.15	D	s 7.30			
							88.33	.....LYONS.....	15.33		s 7.05			
							93.92	.....CROOKS.....	9.74		s 6.40			
							97.71	.....QUINCY.....	5.95					
							100.55	.....WEST JCT. (C. M. St. P. & P.).....	3.11		L 6.15Am			

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

						L 1.05Pm	102.32	.....EAST JCT. (C. M. St. P. & P.).....	1.34		A 6.10Am			
						A 1.10Pm	103.40	.....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	488				A 1.15Pm	103.66	.....SIOUX FALLS.....	SU		DNRB OXWK	L 6.00Am		
						6.05		Time Over Subdivision				6.50		
						16.79		Average Speed Per Hour				14.94		

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		SECOND CLASS				Distance from Soo. Line Jct.	Time Table No. 86		Telegraph Calls	Distance from Aberdeen	SIGNS	SECOND CLASS				
	Sidings	Other Tracks				325		Effective September 16, 1956					326				
						Daily Ex. Sunday		STATIONS					Daily Ex. Sunday				

E45		36				L 8.20Am A 8.25Am	 ABERDEEN LINE JCT. 0.68 G. N. JCT.				JP	A 9.40Pm L 9.37Pm				
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TRAINS BETWEEN G. N. JCT. AND SOO LINE JCT. WILL BE GOVERNED BY M. ST. P. & S. S. M. RY. TIME TABLE.

						L 9.42Am		.....SOO LINE JCT. 29.50		91.49		A 8.16Pm					
E70		23				f 9.53	4.92	.....STILES. 4.92		86.57		f 8.06					
E74		54				s10.10	9.72	.....LIDGERWOOD. 4.80	DK	81.77	D	s 7.54					
E80		32				s10.25	15.87	.....GENESEO. 6.15	GO	75.62	D	s 7.35					
E86		34				s10.39	21.02	.....CAYUGA. 5.15	CU	70.47	D	s 7.20					
E92	50	35				s11.05	27.15	.....RUTLAND, N. D. 6.13	RJ	64.34	RDXKB	s 7.05					
							27.42	.....FORBES LINE JCT. 0.27		64.07	YJX						
		36				s11.33	36.51	.....HAVANA. 9.09	WB	54.98	D	s 6.26					
F16		35				s11.53	43.09	.....KIDDER. 6.58	KS	48.40	D	s 6.08					
							46.62	.....C. M. ST. P. & P. RY. CROSSING. 3.53		44.87							
F24		9				s12.13Pm	51.79	.....WEST BRITTON. 5.17		39.70		s 5.44					
F30		35				s12.31	57.34	.....AMHERST. 5.55	MN	34.15	D	s 5.30					
F36		34				s12.49	63.71	.....CLAREMONT. 6.37	QC	27.78	D	s 5.12					
F42		21				f 1.05	69.07	.....HUFFTON. 5.36		22.42		s 4.54					
F47		24				s 1.21	74.54	.....PUTNEY. 5.47	UN	16.95	D	s 4.41					
F51		7				f 1.31	78.44	.....TACOMA PARK. 3.90		13.05		s 4.32					
F55		23				f 1.41	82.21	.....PLANA. 3.77		9.28		f 4.23					
							90.85	.....C. M. ST. P. & P. RY. CROSSING. 8.64		0.64	I						
							90.87	.....C. & N. W. RY. CROSSING. 0.02		0.62	I						
F64	Yard	175				A 2.15Pm	91.49	.....ABERDEEN. 0.62	FN		RDN XYK	L 4.00Pm					
						4.33 20.10		Time Over Subdivision Average Speed Per Hour				4.16 21.44					

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity		SECOND CLASS				Distance from Rutland	Time Table No. 86 Effective September 16, 1956			Telegraph Calls	Distance from Forbes	SIGNS	SECOND CLASS				
	Sidings	Other Tracks				337								338				
						Daily Ex. Sat. and Sunday								Daily Ex. Sat. and Sunday				
STATIONS																		
E92	50	35					L 11.10Am	.....	RUTLAND, N. D.....	RJ	63.03	RDXKB	A 4.55pm	.....			
							0.27	.....	FORBES LINE JCT.....		62.76	XYJ		.....			
E110		34					s 12.01pm	18.91	18.64 STRAUBVILLE.....		44.12	.....	s 4.05	.....			
							29.77	.....	10.86 C. & N. W. RY. CROSSING.....		33.26	.....		.....	
E126		34					s 12.38	35.01	5.24 GUELPH.....	GU	28.02	D	s 3.25	.....			
E134		35					f 12.53	42.10	7.09 SILVER LEAF.....		20.93	.....	f 3.05	.....			
							49.42	.....	7.32 C. M. ST. P. & P. RY. CROSSING.....		13.61	.....		.....	
E141		55					s 1.20	49.65	0.23 ELLENDALE.....	N	13.38	D	s 2.45	.....			
E155	Yard	103					A 1.55pm	63.03	13.38 FORBES.....	FO	.....	RDXY	L 2.10pm	.....			
							2.45 22.92		Time Over Subdivision Average Speed Per Hour				2.45 22.92					

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(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 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 Item 1—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.

In double track territory when trains or engines are operated against the current of traffic or when one of the tracks is used as single track, in either case if the track being used is not signaled for traffic in the direction of the movement, the maximum permissible speed is Passenger Freight
59 MPH 49 MPH

This does not modify Rule 93. Further, trains and engines operating under the above conditions must not exceed the maximum permissible speed prescribed by the 45 degree signs with the current of traffic.

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

(c) When passenger trains are handled by Diesel or 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, 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

When cabooses are handled in passenger service trains
will not exceed speed of:
when handling cabooses X-100, X-198 to X-310..... 65 MPH
cabooses X-330 to X-749 50 MPH

Trains handling non-revenue Great Northern cars that
are equipped with "K" type air brake valves are
to be operated in trains not exceeding fifty cars
and at speeds not exceeding 40 MPH

Trains handling, not in actual service, derricks, pile
drivers, ditchers, cranes, shovels, Jordan Spread-
ers, 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 35 MPH

End of double track at:

Delano, two miles west of Atwater, Pennock and Campbell.

Crossovers at:

Two miles east of depot at Delano.

Two miles west of depot at Atwater.

Montrose and Waverly siding east and west switches.

Howard Lake, east and west switches.

Cokato, east and west switches.

Dassel, east and west switches of control siding.

Darwin, east siding switch.

Litchfield, east switch of control siding.

Grove City, west switch of control siding.

Atwater, east switch of control siding.

Kerkhoven, east and west switches.

Benson, east switch of eastward siding.

Hancock, end of eastward freight track.

Morris, end of eastward freight track.

Donnelly, east and west switches.

Herman, east and west switches.

Norcross, east and west switches.

Robbinsdale, east and west switches.

Sioux City, east switch 26th Street Yard.

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.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Class O and larger engines will be placed not to exceed 15 cars behind road engine.

Class C-1 and smaller engines will be placed next ahead of caboose.

Diesel and Gas-Electric engines 2303-2350 must be handled on rear of train.

Not less than five cars will be placed between steam engines moving dead in train.

Switcher and road switcher type Diesel engines G.N. numbers 1 through 232, and 600 through 711, moving dead in freight trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.

When towing multiple unit road type Diesel engines dead in freight trains, not more than four adjacent units are to be towed in a single grouping, separated from the road engine and additional groups by not less than five cars.

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	50 MPH
175 to 232, 247 to 251, 253 to 259, 262, 263, 271 to 274, 276 to 279, 307 to 317, 400 to 474, 550 to 583, 600 to 678, 681 to 711	65 MPH
260, 261, 266 to 270, 275, 280, 281, 350 to 365, 500 to 512, 679, 680	75 MPH
2303 to 2324	50 MPH
2325 to 2350	60 MPH
5000 to 5008	45 MPH
5010 to 5019	55 MPH

3. 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.

4. 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.
5. 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.
6. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.
7. Air hose on engines must be hooked up in hose fastener when not in use.
8. **EMPLOYES 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.

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

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

SECOND SUBDIVISION

WILLMAR—At 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 east of depot.

MARSHALL—In service building east of depot.

10. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
11. 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.
12. 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.
13. 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 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.
14. 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.

15. 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.
16. 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.
17. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent, who will prescribe for their movement.
18. 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, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
19. 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.
20. 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.
Employees 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.
21. 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.
22. 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.
23. 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.
24. **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.
25. 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. 3, 4, 7, 8, 9, 10, 27, 28, 31, 32 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

26. **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 employes 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.

27. Rule D-97 is in effect on this division.
28. 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.
29. Great Northern crews when making interchange on foreign line railway track will be governed by the rules and bulletins of such line.
30. This is authority to honor passes of tenant line railways' train and engine men between Twin Cities, except on Trains 31 and 32.
31. 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.
32. **AT WILLMAR JUNCTION.**
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.
33. Rule 19 figures 2 to 9 inclusive, and Rule 19B are supplemented as follows:
When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.

The built-in electric markers, or electric signal lamps used as markers, must not be extinguished until the train has arrived at the final terminal of run, or is in the clear of the main track at the terminal and switch closed.

FIRST SUBDIVISION

(Main Line)

- MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**
Between Lyndale Jct. and Willmar Passenger 79 MPH Freight 50 MPH
- SPEED RESTRICTIONS.**
Delano No. 27 passing depot 40 MPH
- TRAIN REGISTER EXCEPTIONS.**
Wayzata, register only for Fifth Subdivision trains.
Willmar, Nos. 31 and 32 will register by ticket.
- CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Lyndale Jct., Hutchinson 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.
- 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.
- 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.
- CROSSOVERS ON DOUBLE TRACK.**
Facing Point Trailing Point
Mile Post 13.....400 feet west of.
Mile Post 15.....400 feet west of.
Mile Post 19.....700 feet west of.
Wayzata
Long Lake.....Just east of Depot.
Long Lake.....Just west of Depot.
Mile Post 37.....Maple Plain.....Just east of Depot.
1600 feet east of. Mile Post 37.....1600 feet east of.
Just west of end of double track west of Atwater.
KandiyohiJust east of Depot.
- INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
CTC extends between M.P. 36.7 about 2 miles east of depot Delano and Willmar Jct. Interlocking.
Double track extends between Lyndale Jct. and just west of depot Delano and between M.P. 91.1 about 2 miles west of depot Atwater and Willmar.
Willmar is the control station for the CTC under the supervision of train dispatcher.

Controlled sidings are located at:

Montrose-Waverly
Howard Lake
Cokato
Dassel—South of main track.
Litchfield—South of main track.
Grove City
Atwater

Non-controlled sidings are located at:

Delano—South of eastward main track, cap. 80 cars.
Dassel—North of main track, cap. 79 cars.
Darwin—Cap. 47 cars.
Litchfield—North of main track, cap. 106 cars.

Switches of non-controlled sidings are hand operated and equipped with electric locks. Before using non-controlled siding permission must be obtained from train dispatcher.

All main track switches within CTC, except switches at controlled sidings, are hand operated and equipped with electric locks governed by Rule 283.

The following signals are located adjacent to the left of the track which they govern:

EASTWARD AGAINST THE CURRENT TRAFFIC

Signal 92.6
Eastward governing home signal end of double track Atwater.
Eastward governing home signal at west crossover east of Delano.

WESTWARD AGAINST THE CURRENT TRAFFIC

Signal 100.3

SINGLE TRACK-EASTWARD MOVEMENTS

Signal 89.6
Governing home signal east siding switch Atwater.

SIDING AT ATWATER-WESTWARD MOVEMENTS

Westward governing home signal.

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. 31 and 32 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).

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.

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 crossover just west of Morris 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 Kerkhoven 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.

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 ofN. 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.

13. AUTOMATIC INTERLOCKINGS.

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

14. SEMI-AUTOMATIC INTERLOCKINGS.

Hancockend of eastward freight track
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.

Norcross, Highway crossing just West of Depot.

Tintah, Highway crossing West of Depot.

Doran, Crossing about one-fourth mile East of Depot.

16. Westward Twelfth Subdivision trains will require M.St.P.&S.S.M. Ry. clearance at Campbell.**THIRD SUBDIVISION**

(Osseo Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. 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

3. TRAIN REGISTER EXCEPTIONS.

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

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
At Lyndale Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive when train order signal indicates proceed.**5. 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.**

St. Cloud, 3rd Street North.

Monticello, Pine Street and Elm Street.

Robbinsdale, 42nd Street west of depot.

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. MANUAL INTERLOCKINGS.

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

9. AUTOMATIC INTERLOCKINGS.

Lyndale Jct., 0.76 miles west ofM.W. Ry. crossing

10. Industry tracks at the following stations are restricted for use of engines larger than O-4 class. Robbinsdale, Osseo, Rogers, Albertville, Monticello, Clearwater.

11. Robbinsdale.

All movements on industry track over Noble Avenue Crossing must be protected by flagman.

FOURTH SUBDIVISION

(Browns Valley Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Morris and Browns Valley	30 MPH	25 MPH

2. 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)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Hutchinson Jct. and Hutchinson	35 MPH	25 MPH

2. 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.

3. 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.

4. Crossing as herein shown is 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.

St. Bonifacius, Highway crossing of Trunk Highway No. 7.

SIXTH SUBDIVISION

(St. Cloud Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Willmar Jct. and St. Cloud	45 MPH	40 MPH

2. SPEED RESTRICTIONS.

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

3. TRAIN REGISTER EXCEPTIONS.

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

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.

Between Home Signals of Interlockings at: 20 MPH
Clara City.
Hanley Falls.
Garretson, within city limits 20 MPH

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.

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, 1.44 miles east ofCMStP&P. RR. crossing
Hanley Falls, 0.32 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, 0.46 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.

8. 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.

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.

I. C. RR. Crossing, 2.89 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, 0.38 miles west ofI.C. RR. crossing
Lester, 0.22 miles west ofCRI&P. Ry. crossing

5. RAILROAD CROSSINGS PROTECTED BY GATES.

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

6. Garretson. Crossing at Doves St. 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.

7. SPEED TEST BOARDS.

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

Westward trains, between MP 134 and MP 135 between Booge and C.St.P.M.&O. Ry. crossing.
Eastward trains, between MP 208 and MP 209 between Merrill and Wren Tower.

NINTH SUBDIVISION

(Yankton Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Freight
	Passenger		
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
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. 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.

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.**

Sioux Falls, 3.96 miles east ofCStPM&O. Ry. crossing
 Lennox, 0.21 miles west ofCMStP&P. RR. crossing
 Davis, 3.54 miles west ofC&NW. Ry. crossing

6. RAILROAD CROSSINGS PROTECTED BY GATES.

Yankton, 0.58 miles east ofC&NW. Ry. crossing
 0.88 miles east ofCMStP&P. RR. crossing
 Normal position is clear for Great Northern.
 1.41 miles east ofCMStP&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		Freight
	Passenger		
Sioux Falls and Watertown	35 MPH		25 MPH

2. SPEED RESTRICTIONS.

Arlington, within city limits	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 ofC&NW. Ry. crossing

6. RAILROAD CROSSINGS PROTECTED BY GATES.

Arlington, 0.19 miles east ofC&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		Freight
	Passenger		
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.	
Watertown, within city limits	6 MPH

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 ofCMStP&P. RR. crossing
 Huron, 0.64 miles east ofC&NW. Ry. crossing

TWELFTH SUBDIVISION

(Aberdeen Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Freight
	Passenger		
Soo Line Jct. and Milepost 55 Rutland.....	40 MPH		35 MPH
Milepost 55 and Aberdeen	40 MPH		25 MPH

2. SPEED RESTRICTIONS.

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

3. AUTOMATIC INTERLOCKINGS.

Aberdeen, 0.62 miles east ofC&NW. Ry. crossing
 0.64 miles east ofCMStP&P. RR. crossing

4. Westward Twelfth Subdivision trains will require M.St.P.&S.S.M. Ry. clearance at Campbell.**THIRTEENTH SUBDIVISION**

(Forbes Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric		Freight
	Passenger		
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 13th 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

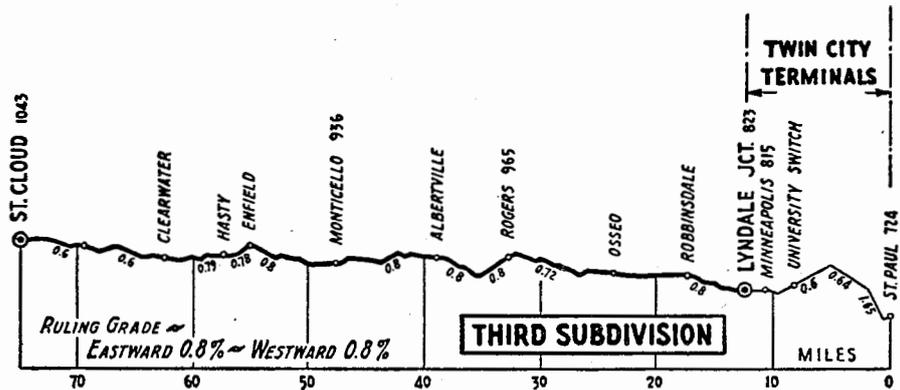
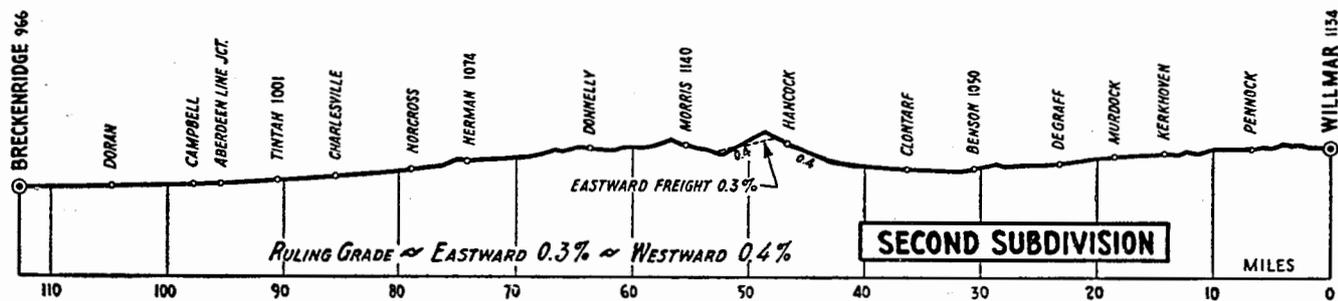
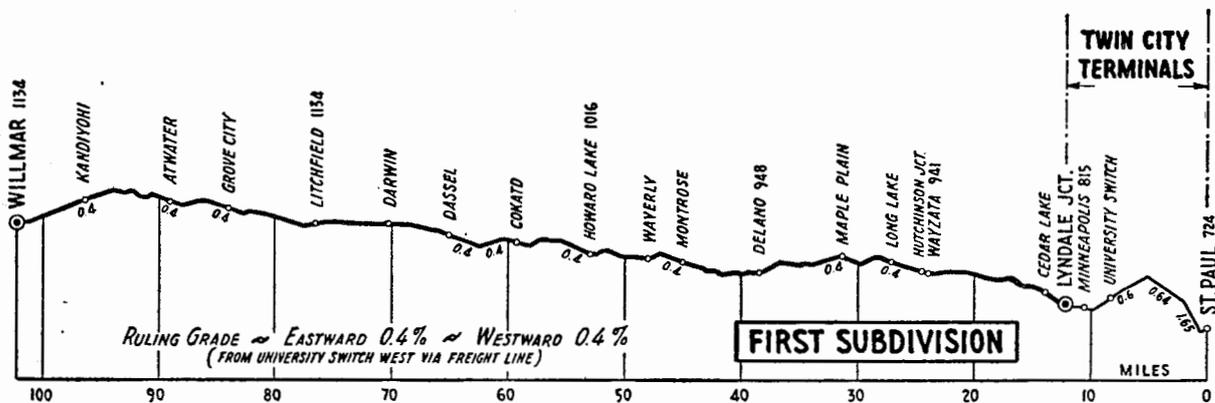
H. W. Anderson, 1578 University Ave., St. Paul, Minn.
 Herbert B. Christensen, Inc., 144 E. 5th Street, St. Paul, Minn.
 A. T. Veilleux, 894 Rice Street, St. Paul, Minn.
 Kavchar Jewelry, 2213 Central, Minneapolis, Minn.
 Olson Jewelry Co., 211 East Hennepin Ave., Minneapolis, Minn.
 Oscar P. Gustafson Co., 404 Nicollet Ave., Minneapolis, Minn.
 Pomerleau & Son, 227 East Hennepin Ave., Minneapolis, Minn.
 R. F. Berens & Son, 20 East Lake Street, Minneapolis, Minn.
 Weber Jewelry & Music Co., 714 St. Germain St., St. Cloud, Minn.
 Lundman's Jewelry, 210 West 4th Street, Willmar, Minn.
 Paffrath & Son, 317 West 4th Street, Willmar, Minn.
 E. O. Kellenberger, 624 Atlantic Avenue, Morris, Minn.
 Nordahl Jewelry, 107 North 5th St., Breckenridge, Minn.
 Smith Jewelry Co., 225 So. Phillips Avenue, Sioux Falls, S. D.
 Brodkey & Goodsite, 400 4th St., Sioux City, Iowa.
 Grand Credit Jewelers, 627 4th Street, Sioux City, Iowa.
 Haugen Jewelry Co., Garretson, S. D.
 Fox Jewelry Co., Yankton, S. D.
 Delbert L. Gallet, Aberdeen, S. D.
 Haywoods Jewelry, Watertown, S. D.

SPEED TABLE

Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	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	46.2
	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	33	38.7
	51	70.6	1	36	37.5
	52	69.2	1	39	36.4
	53	67.9	1	42	35.8
	54	66.7	1	45	34.8
	55	65.5	1	50	32.7
	56	64.3	1	55	31.3
	57	63.2	2	—	30.0
	58	62.1	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	58.1	3	—	20.0
1	3	57.1	3	30	17.1
1	4	56.3	4	—	15.0
1	5	55.4	5	—	12.0
1	6	54.5	6	—	10.0
1	7	53.7	7	—	8.6
1	8	52.9	8	—	7.5
1	9	52.2	9	—	6.7
1	10	51.4	10	—	6.0

BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
Third Subdivision			
Tileston Mill Spur	3.50 miles east of St. Cloud.....	288	East
Crystal Lumber Co. Spur	1.56 miles west of Robbinsdale	3	West
Oscar Roberts Co. Inc.	1.57 miles east of Osseo.....	8	West
Fifth Subdivision			
Cox Bros. Spur	0.53 miles west of Spring Park..	2	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	1.84 miles west of Hawick.....	7	E & W
New London Materials and Construction Co.	3.01 miles west of Hawick.....	34	E & W
New London Gravel Pit	1.73 miles east of New London	151	E & W
Steel Tanks Inc.	1.25 miles east of New London..	6	East
Green Lake Ice Spur .....	.67 mile east of Spicer	22	East
Seventh Subdivision			
Readi-Mix and Oil Spur.....	0.58 mile west of Marshall.....	6	East
Ninth Subdivision			
Lawrence Spur	5.50 miles west of Corson.....	45	E & W
Crampton Spur	6.98 miles west of Corson.....	22	West
Naomi Spur	2.50 miles west of Lennox.....	7	East



Elevation... 175