

GREAT NORTHERN RAILWAY



WILLMAR DIVISION TIMETABLE No. 113

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.
CENTRAL TIME

SUNDAY, NOVEMBER 22, 1914.

Superseding Time Table No. 112 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. A. MACKINNON, Superintendent.

L. W. BOWEN, Assistant General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

F. BELL, General Superintendent.

G. H. EMERSON, General Manager.

				THIRD CLASS			SECOND CLASS				FIRST CLASS						Capacity of Side Tracks		Distance From St. Paul.	Time Table No. 113		Telegraph Code.
				571			401 409				31 9		21 1		13 27		In Effect Nov. 22, 1914.					
				Local Freight			Time Freight				Passenger		Passenger		Passenger		Fast Mail			STATIONS		
				Leave Daily Ex. Sunday			Leave Daily				Leave Daily Ex. Sunday		Leave Daily		Leave Daily Ex. Sunday		Leave Daily					
									1.30Am	10.30Pm			7.00Pm	5.00Pm	11.15Am	9.20Am	8.15Am		.60	ST. PAUL	A	
													7.25 7.35Pm	5.25 5.30Pm	11.40 11.45Am	9.45 9.55Am	8.40 8.42Am		10.47	MINNEAPOLIS	KA	
TRAINS BETWEEN ST. PAUL AND LONG LAKE WILL BE GOVERNED BY TERMINAL DIVISION TIME TABLE.																						
						² 7.05Am			5.25Am	2.45Am			8.11Pm	6.05Pm	12.15Pm	10.40Am	9.10Am	87	16	26.96	LONG LAKE	ON
						⁵ 7.35			5.40	3.05			8.20	⁵ 6.15	12.22	⁵ 10.51	9.16	92	20	31.33	MAPLE PLAIN	MA
						¹⁰ 8.20			¹⁰ 6.02	3.25			8.34	⁵ 6.29	²⁸ 12.32	⁵ 11.05	²² 9.24	172	65	38.32	DELANO	DA
						²² 9.05			² 6.32	3.50			8.47	⁵ 6.43	12.41	⁵ 11.20	9.33	87	22	45.01	MONTROSE	MO
						^{9 30 27} 9.50			6.45	4.00			⁴⁰² 8.56	⁵ 6.52	12.45	⁵ 11.28	⁵⁷¹ 9.37	87	40	47.79	WAVERLY	WY
						⁵ 10.20			7.00	4.17			9.05	⁵ 7.05	12.52	⁵ 11.42	9.43	175	63	52.81	HOWARD LAKE	RD
						⁵ 10.55			7.25	4.32			9.10	⁵ 7.12	12.57	²⁸ 11.50	9.46	88	59	55.72	SMITH LAKE	SY
						²⁸ 11.31			7.40	4.45			9.16	⁵ 7.21	1.02	⁵ 11.59	9.50	90	32	59.07	COKATO	CT
						¹³ 12.10Pm			²² 8.17	¹⁰ 5.10			9.26	⁵ 7.35	1.10	⁵⁷¹ 12.10Pm	9.57	176	47	64.85	DASSEL	DS
						⁵ 12.35			8.40	² 5.50			9.36	⁵ 7.48	1.17	⁵ 12.23	10.04	87	32	70.00	DARWIN	DN
						¹ 1.28			9.15	6.20			⁵ 9.50	⁵ 8.08	⁵⁷¹ 1.28	⁵ 12.44	10.12	170	105	76.09	LITCHFIELD	FD
						⁵ 2.10			9.45	6.56			10.03	⁵ 8.26	1.42	⁵ 12.59	10.22	96	50	83.73	GROVE CITY	G
						¹⁴ 3.00			²⁷⁻²⁸ 10.28	²² 7.27			10.11	⁵ 8.39	1.53	⁵ 1.12	⁴⁰¹⁻²⁸ 10.28	168	82	88.85	ATWATER	WR
						⁵ 3.35			11.02	8.00			10.24	⁵ 8.55	2.05	⁵ 1.26	10.38	87	29	96.18	KANDIYOHI	B
						⁵ 3.55			11.20	8.25	1.38Pm	10.33	9.06		2.13	1.34	10.45		100.83	ST. CLOUD LINE JUNCTION		
						⁵ 4.00Pm			11.50Am	8.30Am	⁵ 1.45Pm	⁵ 10.40Pm	⁵ 9.10Pm	¹⁴ 2.15Pm	⁵ 1.40Pm	⁵ 10.49Am		1427	102.01	WILLMAR	WD	
						Arrive Daily Ex. Sunday			Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily						
						571			401	409	31	9	21	1	13	27						
						8.55 8.4			6.25 11.7	5.45 13.1	.07 8.5	2.29 30.2	3.05 24.8	2.00 37.5	3.00 25.0	1.39 45.5						
Time Over District Average Speed Per Hour																						

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave next station in the rear where time is shown.

All trains will reduce speed to ten miles an hour over filled bridge No. 30 one (1) mile west of Long Lake and over sink hole one and three-quarters (1¾) miles east of Maple Plain.

First class trains must not at any place exceed a speed of 55 miles an hour, which is 1 mile in one minute and five seconds.

Freight trains must not at any place exceed a speed of 35 miles an hour, which is one mile in one minute and forty-three seconds.

Yard limit boards placed each way from Willmar.

Trains will stop at Stop board 200 feet east of St. Cloud Line Junction and know the way is clear before proceeding.

The switch at St. Cloud Line Junction will be set and locked for Willmar Division Main Line.

Lap passing tracks at following stations: Howard Lake, Dassel and Litchfield. West bound trains will use passing track on north side of Main Line. Double passing tracks at Delano and Atwater. West bound trains will use track number one (1) when necessary to take siding.

Bulletin boards are located at Long Lake and Willmar.

No. 571 may carry passengers when provided with proper transportation.

INITIAL STATIONS.

Long Lake for trains 1, 9, 13, 21, 27, 401, 409, 571.

St. Cloud Line Junction " " 31.

TERMINAL STATIONS.

Willmar for trains 1, 9, 13, 21, 27, 31, 401, 409, 571.

There is a telephone booth near oil house east end of Willmar yard and freight trains arriving from east will call up yard office and find out what track to use.

FIRST DISTRICT—WILLMAR TO LONG LAKE.

EAST BOUND. 3

Time Table No. 113 In Effect Nov. 22, 1914.		Distance From Willmar	SIGNS See Rule 3, page 14.	FIRST CLASS.						SECOND CLASS.											
				2	10	22	28	14	32		402										
				Passenger Arrive Daily	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Express Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily Ex. Sunday		Time Freight Arrive Daily										
ST. PAUL	102.01	R@DN WC Y		8.10Am	7.35Am	10.55Am	2.20Pm	6.30Pm			1.40Am										
10.47 MINNEAPOLIS	91.54			7.45Am 7.40	7.10 7.08Am	10.30 10.25Am	1.55 1.50Pm	6.05 5.55Pm													
TRAINS BETWEEN LONG LAKE AND ST. PAUL WILL BE GOVERNED BY TERMINAL DIVISION TIME TABLE.																					
15.49 LONG LAKE	75.05	R DN		571 7.05Am	s 6.24Am	s 9.48Am	1.15Pm	s 5.18Pm			11.00Pm										
4.37 MAPLE PLAIN	70.68	D P		6.54	6.15	s 9.38	12.58	s 5.08			10.20										
6.09 DELANO	63.69	DN W		6.43	401 6.02	s 27 9.24	12.32	s 4.53			9.40										
6.09 MONTROSE	57.00	D P		401 6.32	5.50	s 571 9.05	12.12	s 4.39			9.15										
2.78 WAVERLY	54.22	D P		6.28	5.45	s 8.56	12.07	s 4.34			9 8.56										
5.02 HOWARD LAKE	49.20	D P		6.19	5.35	s 8.44	11.59	s 4.23			8.25										
2.91 SMITH LAKE	46.29	N WC		6.15	5.29	s 8.36	11 50	s 4.15			8.10										
3.35 COKATO	42.04	D P		6.10	5.22	s 8.29	571 11.31	s 4.07			7.50										
5.78 DASSEL	37.16	D W		5.59	409 5.10	s 401 8.17	11.20Pm	s 3.54			21 7.35										
5.15 DARWIN	32.01	D P		409 5.50	4.59	s 8.05	11.08	s 3.42			6.40										
6.09 LITCHFIELD	25.02	DN W		5.37	s 4.46	s 7.53	10.55	s 3.30			6.15										
7.04 GROVE CITY	18.28	D P		5.22	4.29	s 7.38	10.40	s 3.10			5.50										
5.12 ATWATER	13.16	DN W		5.13	4.19	s 409 7.27	571 10.23	s 3.00			5.35										
7.33 KANDIYOHI	5.83	D P		5.00	4.05	s 7.12	10.08	s 2.45			5.15										
4.55 ST. CLOUD LINE JUNCTION	1.18			4.47	3.53	7.02	9.57	2.32	2.37Pm		4.50										
1.18 WILLMAR	.00	R@DN WCTY O		4.45Am	3.50Am	7.00Am	9.55Am	1-31-13 2.30Pm	13-1-31 2.35Pm		4.45Pm										
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday		Leave Daily										
				2	10	22	28	14	32		402										
Time Over District Average Speed Per Hour				2.20 32.1	2.34 29.0	2.48 26.8	3.20 22.5	2.48 26.8	3.02 30.0		6.15 11.3										

Special Rules.

West bound trains are superior to east bound trains of the same class.

First class trains must not at any place exceed a speed of 55 miles an hour, which is 1 mile in one minute and five seconds.
Freight trains must not at any place exceed a speed of 35 miles an hour, which is one mile in one minute and forty-three seconds.
Lap passing tracks at the following stations: Howard Lake, Dassel and Litchfield. East bound trains will use the passing track on south side of main line at Litchfield, Dassel and Howard Lake. Double passing tracks at Delano and Atwater. East bound trains will use track number two (2) when necessary to take siding.

At Willmar, train register for freight trains is in the Dispatcher's Office, and for passenger trains at the freight office from 8:00 A. M. to 8:00 P. M. and at the ticket office in the passenger station from 8:00 P. M. to 8:00 A. M.

INITIAL STATIONS.

Willmar for trains 2, 10, 14, 22, 28, 32, 402.

TERMINAL STATIONS.

Long Lake for trains 2, 10, 14, 22, 28, 402.
St. Cloud Line Junction " " 32.

4 WEST BOUND.

SECOND DISTRICT—WILLMAR TO BRECKENRIDGE.

THIRD CLASS			SECOND CLASS					FIRST CLASS							Capacity of Side Tracks		Time Table No. 113		Telegraph Calls.		
		587		333 (Aberd'n L. 336)	593 (B. V. Line 596)	329	409	401	187 (B. V. Line 190)	185	183 (Aberd'n L. 192)	9	13	1	27	Passing Tracks.	Other Tracks.	In Effect Nov. 22, 1914.			
		Local Freight		Mixed	Mixed	Mixed	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Fast Mail			STATIONS.			
		Leave Daily Ex. Sunday		Leave Daily Ex. Sunday	Leave Mon., Thur. & Fri.	Leave Daily Ex. Monday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily						
		7.00Am					28 9 50Am	12.50Pm					10.45Pm	1 2 30Pm	13 2 20Pm	10.51Am	1427	.00	 WILLMAR	WD	
																		0.40	 SOO CITY DIVISION JUNCTION		
	s	7.40					10.15	14 1.25					f 10.57	s 2.43	2.30	10.59	89	20	6.59	 PENNOCK	K
	s	8.15					10.35	1.45					s 11.09	s 2.55	2.41	11.07	175	56	13.98	 KERKHOVEN	H
	s	8.40					10.50	2.00					s 11.19	s 3.04	402 2 47	11.12	88	38	18.42	 MURDOCK	CK
	s	9.17					27 11.17	402 2.15					f 11.28	s 3.12	2.54	409 11.17	79	34	23.08	 DE GRAFF	DG
	s	9.45				186-27 12.15Pm	186 11.40	2.40		13-1 3 35Pm			s 11.47	s 3.35	185 3 05	186 11.25	228	149	30.48	 BENSON	BN
						12.20Pm				3.40Pm									31.31	 WATERTOWNLINE JCT.	
	s	10.15					14 12.10Pm	2.55					11.58	s 3.45	3.12	11.32	88	23	36.14	 CLONTARF	CF
	s	10.35					402 12.27	1 3.20					12.09Am	3.54	401 3.20	11.38	89	11	41.98	 HYNES	
	11.00 14 s 11.44 27-402						12.50	3.40					s 12.19	s 4.05	3.28	14-587-402 11.44	176	72	46.35	 HANCOCK	NC
					188 4.40Pm				10.57Am										54.20	 BROWNS VALLEY LINE JCT.	
	s	12.45Pm			4.50Pm		1.25	13-188 4.30	14 11 00Am				s 12.36	593 4.20 185 4 30 401	188 3.39	11.55	168	218	55.21	 MORRIS	MR
	s	1.20					1.50	4.55					s 12.51	s 4.44	3.52	12.06Pm	88	36	63.40	 DONNELLY	DY
	s	1.45					2.10	5.10					1.01	f 4.53	4 01	12.13	88	20	69.37	 MOOSE ISLAND	
	s	2.30					587 2.30	5.25					s 1.12	s 5.07	4.08	12.18	87	49	73.84	 HERMAN	HN
	s	3.15					2.45	5.40					1.22	s 5.17	4.15	12.25	88	31	78.75	 NORCROSS	RC
	s	3.35					3.03	6.00					1.32	f 5.29	4.26	12.33	87	22	84.97	 CHARLESVILLE	
																		89.98	 EVANSVILLE LINE JUNCTION		
	s	4.00					3.25	6.20					s 1.42	s 5.40	4 37	12.40	153	70	90.23	 TINTAH	QN
																			92.37	 M.ST.P. & S.S.M.R.V. CROSSING	
																		15	94.48	 YARMOUTH	
		4.15			3 20Pm		334 3.40	6.40					11 59Pm	5.49	4.46	12.46			94.90	 ABERDEEN LINE JUNCTION	
	s	4.30			3 30		8.50	7.00				s 12.06Am 12.19 10	s 2.00 2.15 184	s 5.55	4.50	12.49	86	138	97.39	 CAMPBELL	CB
	s	5 03			3.50		4.18	7.25				s 12.31	2.30	s 6.10	587 5.03	12.58	84	23	104.55	 DORAN	DO
																		110.84	 N. P. R.V. CROSSING		
	s	6.00Pm			4.05Pm		4.45Pm	8.10Pm				s 12 44Am	s 2.45Am	s 6.25Pm	s 5.15Pm	s 1.10Pm	1200	112.42	 BRECKENRIDGE	BR	
		Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Mon., Thur. & Fri.	Arrive Daily Ex. Monday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily					
		587			333	593	329	409	401	187	185	183	9	13	1	27					
		11.00 10 1			45 24 0	10 0 0	05 19 0	7.15 15 6	7.20 14 8	03 12 0	05 12 0	45 24 3	4.00 28 0	4.00 28 0	2.55 38.4	2.19 48.3					
Time Over District Average Speed Per Hour																					

No. 9 will stop on flag at Clontarf and Doran for passengers from St. Paul, Minneapolis, Duluth or Superior.

No. 1 will pick up passengers at Willmar, Benson and Morris for points Fargo and beyond.

No. 587 may carry passengers when provided with proper transportation.

Yard limit boards placed each way from Willmar, Benson, Morris and Breckenridge.

Seventh District trains will register at Aberdeen Line Junction and Campbell.

Fifth District trains will register at Morris.

Lap passing tracks located at Kerkhoven and Hancock. West bound trains will use the North

passing track at Kerkhoven and the South track at Hancock when necessary to take siding.

The two east freight lead switches and switch at the Great Northern end of Northern Pacific

transfer track just west of the Northern Pacific crossing in the East end of Breckenridge Yard are con-

nected with the interlocking plant and operated from the tower. The following whistle signals will be

given by trains approaching the interlocking plant to indicate to the towerman what track they are

on if East bound and which track they wish to use if West bound. The switch at the Northern

Pacific end of the Northern Pacific track is not connected with the interlocking plant.

WEST BOUND TRAINS APPROACHING THE CROSSING WILL GIVE.

One long whistle if wishing to enter Breckenridge Yard by Main Line.

One long and one short whistle for the south freight lead.

Two long and one short whistle for the north freight lead.

First class trains must not at any place exceed a speed of 55 miles an hour, which is 1 mile in

one minute and five seconds.

Freight trains must not at any place exceed a speed of 35 miles an hour, which is one mile in one minute and forty-three seconds.

Special Rules.

West bound trains are superior to east bound trains of the same class

No. 10 has right over No. 133, Breckenridge to Aberdeen Line Jct.

No. 27 is superior to all other trains. Opposing first class trains will clear No.

27 five (5) minutes.

Other opposing trains will clear No. 27 ten (10) minutes.

All west bound trains must be clear at the time No. 27 is due to leave next station

in the rear where time is shown.

The normal position of the junction switches at Watertown Line Junction, Benson, Browns

Valley Line Junction, Morris, Evansville Line Junction at Tintah and Aberdeen Line Junction between

Tintah and Campbell is for the second district Willmar Main Line.

West bound trains will get an order at Morris, Herman or Tintah to clear them at Aberdeen Line

Junction against superior trains, when an order cannot be procured they must stop and check register

at Aberdeen Line Junction.

Double passing tracks at Morris, Tintah and Campbell. West bound trains will use track

number one (1) and East bound trains track number two (2) when necessary to take siding.

Double passing tracks at Benson. East bound trains will use track No. 1 and West bound

trains track No. 2, when necessary to take siding.

Watertown Line Junction, Browns Valley Line Junction and the Evansville Line Junction at Tintah are connected with the Main Line within yard limits. Main Line trains will reduce speed to ten miles per hour and know that track is clear before proceeding. Watertown Line, Browns Valley Line and Evansville Line trains must protect themselves before coming out on Main Line.

INITIAL STATIONS.

Willmar for trains 3, 9, 13, 27, 401, 409, 587.

Benson " 185, 329.

Browns Valley Line Junction " 187, 593.

Aberdeen Junction " 183, 333.

TERMINAL STATIONS.

Breckenridge for trains 3, 9, 13, 27, 183, 333, 401, 409, 587.

Watertown Line Junction " 185, 329.

Morris " 187, 593.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles From Willmar	Car Capacity	Opens
Brick Yard Spur	2	15	East

SECOND DISTRICT—BRECKENRIDGE TO WILLMAR.

EAST BOUND. 5

Time Table No. 113

In Effect November 22, 1914.

STATIONS	Distance From Breckenridge.	SIGNS. See Rule 3, page 14.	FIRST CLASS							SECOND CLASS									
			10	2	28	14	184 (Aberd'n L. 181)	186	188 (B. V. Line 189)	334 (Aberd'n L. 335)	402								
			Passenger Arrive Daily	Passenger Arrive Daily	Express Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily	Passenger Arrive Daily Ex. Sunday	Passenger Arrive Daily Ex. Sunday	Mixed Arrive Daily Ex. Monday	Time Freight Arrive Daily								
WILLMAR	112.42	R ⁴⁰⁹ DN WCTV O	s 3.45Am	s 4.40Am	s 409 9.50Am	s 1.40Pm					4.30Pm								
0.40 SIOUX CITY DIVISION JUNCTION	112.02																		
8.19 PENNOCK	105.83	D P	s 3.25	s 4.25	s 9.40	s 401 1.25					4.00								
7.39 KERKHOVEN	98.44	DN W	s 3.10	s 4.12	s 9.30	s 1.10					3.30								
4.44 MURDOCK	94.00	D P	s 3.00	s 4.04	s 9.24	s 1.00					1-13 3.04 2.47								
4.66 DE GRAFF	89.34	D P	f 2.51	s 3.56	s 87 9.17	s 12.49					401 2.15								
7.40 BENSON	81.94	DN WC Y	s 2.33	s 3.40	s 9.05	s 12.35 12.25 186		409-14-27 12.15Pm			1.30								
0.83 WATERTOWN LINE JUNCTION	81.11							12.05Pm											
4.33 CLONTARF	76.28	D P	s 2.23	s 3.25	s 8.56	s 409 12.10Pm					12.50								
5.82 HYNES	70.46	P	s 2.14	s 3.16	s 8.47	s 11.55					409 12.27Pm								
4.39 HANCOCK	66.07	DN	s 2.07	s 3.07	s 8.40	s 27-587-402 11.44					27-587-14 11.44								
7.85 BROWNS VALLEY LINE JCT.	58.22	Y			s 8.29				593 4.35Pm										
1.01 MORRIS	57.21	DN WC Y K	s 1.50	s 2.50	s 8.27	s 11.23 11.13 187			1-13-401 4.32Pm		10.30								
8.19 DONNELLY	49.02	D P	s 1.33	s 2.33	s 8.12	s 11.00					9.45								
5.97 MOOSE ISLAND	43.05	P	s 1.23	s 2.22	s 8.04	f 10.51					9.25								
4.47 HERMAN	38.58	DN W	s 1.12	s 2.14	s 7.57	s 10.44					9.00								
4.91 NORCROSS	33.07	D P	s 1.02	s 2.04	s 7.46	s 10.34					8.40								
6.22 CHARLESVILLE	27.45	P	s 12.53	s 1.53	s 7.35	f 10.24					8.20								
5.01 EVANSVILLE LINE JUNCTION	22.44																		
0.25 TINTAH	22.19	DNPW	s 12.45	s 1.42	s 7.24	s 10.15					8.00								
2.14 M. ST. P. & S. S. M. RY. CROSSING	20.05	I																	
2.11 YARMOUTH	17.94																		
0.42 ABERDEEN LINE JUNCTION	17.52	P Y	s 12.36	s 1.35	s 7.14	s 10.05	s 2.25Am			409 3.40Pm	7.30								
2.49 CAMPBELL	15.03	DN W O	s 12.29 12.19 183	s 1.31	s 402 7.09	s 10.00	s 2.20 2.00 9			s 333 3.30	28 7.09								
7.16 DORAN	7.87	D P	s 12.10Am	s 1.19	s 6.54	s 9.48	s 1.48			s 2.45	6.25								
6.29 N. P. RY. CROSSING	1.58	I																	
1.58 BRECKENRIDGE	.00	R ¹⁸³ DN WCT K	s 11.57Pm	s 1.05Am	s 6.40Am	s 9.35Am	s 1.30Am			2.30Pm	6.00Am								
			Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Monday	Leave Daily								
			10	2	28	14	184	186	188	334	402								
Time Over District			3.48	3.35	3.10	4.05	0.55	.10	.03	1.10	9.30								
Average Speed Per Hour			29.4	33.2	35.4	27.4	20.0	60	200	15.0	11.8								

Special Rules.

West bound trains are superior to east bound trains of the same class.

No. 10 has right over No. 183 Breckenridge to Aberdeen Line Jct.

The crossings of the M. St. P. & S. S. M. Ry. two miles west of Tintah and of the Northern Pacific Ry. just east of Breckenridge are protected by interlocking plants and semaphores.

East bound trains leaving Breckenridge will give

One long whistle if on main line.

One long and one short whistle if on south freight lead.

Two long and one short whistle if on north freight lead.

Three long and one short whistle if wishing to use Northern Pacific transfer track.

Dispatchers telephone is located in register booth at west wye switch at Aberdeen Line Junction and all Aberdeen Line trains must call the dispatchers at Willmar and get clearance before occupying the Main Line.

No. 10 will stop at Norcross on flag for Twin City passengers.

All east bound Aberdeen Line Trains will report arriving time at Aberdeen Line Jct. to dispatcher by phone.

First class trains must not at any place exceed a speed of 55 miles an hour, which is 1 mile in one minute and five seconds.

Freight trains must not at any place exceed a speed of 35 miles an hour, which is one mile in one minute and forty-three seconds.

INITIAL STATIONS.

Breckenridge for trains 2, 10, 14, 28, 184, 334, 402.

Morris " " 188.

Watertown Line Jct. " " 186.

WILLMAR STATIONS.

Willmar for trains 2, 10, 14, 28, 402.

Benson " " 186.

Browns Valley Line Jct. " " 188.

Aberdeen Line Junction " " 184 334.

There is a Telephone booth near Sioux City Division Junction and freight trains arriving from west will call up yard office and find out what track to use.

Main Line trains must run carefully between Morris and Browns Valley Line Jct. and inside yard limit boards at Benson with train under control, looking out for branch line trains.

1500 feet east of the east "Y" switch, Browns Valley Line Jct., east of Morris, a Semaphore signal is located for the protection of trains and engines using main track switches. Arm raised horizontally indicates main track switches are being used, and trains must come to a full stop before passing Semaphore, and will not proceed until Semaphore arm is dropped. Semaphore arm must invariably be raised before switches are changed from main track. Trains or engines using main track switches, Browns Valley Line Jct. "Y" between the hours of seven (7:00) P. M. and six (6:00) A. M. must protect themselves fully by flagman. Semaphore east of east "Y" switch, Browns Valley Line Jct., is for protection against west bound trains only, and must not be used between the hours of seven (7:00) P. M. and six (6:00) A. M.

Special Rules.

West bound trains are superior to east bound trains of the same class.

First Class trains must not at any place exceed a speed of 30 miles an hour, which is one mile in two minutes, and Second and Inferior Class trains must not at any place exceed a speed of 24 miles an hour, which is one mile in two minutes and thirty seconds.

Browns Valley Line trains must protect themselves between Morris and Junction, and must come to a full stop at C. M. & St. P. Ry. crossing east of Graceville.

Train No. 190 will head in on wye and back into Morris.

The connecting switch at wye at Morris on Fifth District will be set for the west leg of the wye.

SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 113 In Effect Nov. 22, 1914.	STATIONS.	Telegraph Calls	Distance From Browns Valley.	SIGNS. See Rule 3, page 14.	FIRST CLASS		SECOND CLASS	
	595		189	Passing Tracks	Other Tracks						190		596	
	Mixed		Passenger								Passenger		Mixed	
	Leave Mon., Wed. & Fri.		Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday		Arrive Mon., Thur. & Fri.	
	7.05Am		4.35Pm			1.0	BROWNS VALLEY LINE JCT.		46.2	Y	10.53Am		4.35Pm	
	7.35		4.50	18	8.1	7.1	ALBERTA	A	39.1	D	10.35		3.45	
	8.05		5.05	46	14.2	6.1	CHOKIO	KO	33.0	D	10.23		3.05	
	8.45		5.20	18	20.2	6.0	JOHNSON	J	27.0	D	10.08		2.30	
						26.7	C. M. & ST. P. RY. CROSSING		20.5					
	190 9.50		5.35	55	27.2	0.5	GRACEVILLE	GB	20.0	D W K	595 9.50		1.55	
	10.30		5.47	39	33.0	5.8	BARRY	BX	14.2	D	9.34		1.10	
	10.50		6.03	44	40.3	7.3	BEARDSLEY	BY	6.9	D	9.15		12.30	
						45.3	WATER TANK		1.9	W				
	11.20Am		6.20Pm	38	61	1.9	BROWNS VALLEY	BV	0.0	R D CT	9.00Am		12.05Pm	
	Arrive Mon., Wed. and Fri.		Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday		Leave Mon., Thur. and Fri.	
	595		189								190		596	
	4.15 11.1		1.45 26.8				Time Over District Average Speed Per Hour				1.53 24.5		4.30 10.3	

INITIAL STATIONS.

Browns Valley Line Junction for trains 189, 595.

Browns Valley for trains 190, 596.

TERMINAL STATIONS.

Browns Valley for trains 189, 595.

Browns Valley Line Junction for trains 190, 596.

Telephone booth has been placed at Browns Valley Line Junction and all trains arriving from Browns Valley Line will procure a clearance from Dispatcher before occupying Main Line.

SECOND CLASS.		FIRST CLASS.		Capacity of Side Tracks		Time Table No. 113. In Effect Nov. 22, 1914.	STATIONS.	Telegraph Calls	Distance From Tintah.	SIGNS See Rule 3, page 14.	FIRST CLASS.		SECOND CLASS.	
	339			Passing Tracks	Other Tracks								340	
	Mixed												Mixed	
	Leave Tues. Thur. and Sat.												Arrive Tues. Thur. and Sat.	
	8.00Pm			80	213		EVANSVILLE	NS	32.6	R DN WCT			1.30Pm	
						0.3	FERGUS FALLS DIVISION JUNCTION		32.3					
	8.20			40	6.9	6.6	ERDAHL	DA	25.7				1.00	
	8.35			40	11.4	4.5	THORSBORG		21.2				12.25Pm	
						3.1	M. ST. P. & S. STE. M. RY. CROSSING		18.1	I				
	8.55			40	16.4	1.9	ELBOW LAKE	KA	16.2	W			11.50	
	4.20			35	23.9	7.5	HEREFORD		8.7				11.10	
	4.40					8.5	EVANSVILLE LINE JUNCTION		0.2				10.35	
	4.45Pm			153	70	0.2	TINTAH	QN		R DN W			10.30Am	
	Arrive Tues. Thur. and Sat.												Leave Tues. Thur. and Sat.	
	339												340	
	1.45 18.6						Time Over District. Average Speed per Hour.						3.00 10.8	

West bound trains are superior to east bound trains of same class.

Train No. 340 has right over No. 339, Tintah to Evansville.

Trains must not at any place exceed a speed of 24 miles an hour, which is one mile in two minutes and thirty seconds.

The normal position of the Junction switch at Fergus Falls Division Junction is for Fergus Falls Division.

Fergus Falls Division trains do not stop at this Junction, and Sixth District trains must protect themselves between Fergus Falls Division Junction and Evansville.

The normal position of the Junction switch at Evansville Line Junction is for Second District Main Line.

Main Line trains do not stop at this Junction, and Sixth District trains must protect themselves between Evansville Line Junction and Tintah.

Special Rules.

Trains Nos. 339 and 340 run to and from Breckenridge.

INITIAL STATIONS.

Evansville for train 339.

Tintah " " 340.

TERMINAL STATIONS.

Evansville for train 340.

Tintah " " 339.

Soo crossing one and one-half mile east of Elbow Lake is protected with interlocking signals and derrails.

As we do not maintain interlocking operator at that point the signals and derrails are left at "Clear" for trains on Soo Line.

Crews of Great Northern trains will throw their own signals and after passage of trains will restore signals to clear for Soo Line trains in accordance with chart in Tower.

Special Rules.

First Class trains must not at any place exceed a speed of 40 miles an hour, which is one mile in one minute and thirty seconds and Second and Inferior Class trains a speed of 25 miles an hour, which is one mile in two minutes and twenty-four seconds. The normal position of the connecting switch at wye at Aberdeen Line Junction on Seventh District is for west leg of wye. Trains Nos. 191, 192, 335 and 336 run from and to Wahpeton and will be governed by Breckenridge Division Time Table between Breckenridge and Wahpeton.

Dispatchers' Telephone in Register Booth at Aberdeen Line Junction is for use of Seventh District Trains to secure release on superior trains. Seventh District Trains must get clearance before occupying Main Line.

Aberdeen Line Junction for trains 191, 335.
Aberdeen " " 192, 336.

Aberdeen Line Junction for trains 192, 336.
Aberdeen " " 191, 335.

SECOND CLASS.					Capacity of Side Tracks		Distance From Rutland.	Time Table No. 113		Telegraph Calls.	Distance From Forbes.	SIGNS. See Rule 3, page 14.	SECOND CLASS.							
					337				In Effect Nov. 22, 1914.				338							
					Mixed			Passing Tracks.	Other Tracks.				STATIONS.	Mixed						
					Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday							
					7 00Am	60	38		RUTLAND.....	RU	63.0	R D N W C	7.30Pm							
								0.3	FORBES LINE JUNCTION.....		62.7	Y								
					s 7.25		39	6.9	BELLE PLAINE.....		56.1		s 7.05							
					s 7.40		39	11.9	BROOKLAND.....		51.1		s 6.40							
								13.1	C. M. & ST. P. RY. CROSSING.....		49.9									
					s 8.10		38	18.9	STRAUBVILLE.....		44.1		s 6.20							
					s 8.40		38	25.0	CRESCENT HILL.....		38.0		s 5.50							
					s 9.00		40	29.4	NEWTON.....		33.6		s 5.30							
								29.7	C. & N.-W. RY. CROSSING.....		33.3									
								30.6	WATER TANK.....		32.4	W								
					s 9.15		35	31.3	PORT EMMA.....		31.7		s 5.15							
					s 9.35		38	35.0	GUELPH.....		28.0		s 5.00							
					s 10.05		39	42.1	SILVER LEAF.....		20.9	W	s 4.30							
								49.3	C. M. & ST. P. RY. CROSSING.....		13.7									
					s 10.45		70	49.5	ELLEDALE.....	ND	13.5	D K	s 4.10							
					11.35Am	40	70	63.0	FORBES.....	FO		R D C Y	3.20Pm							
					Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday							
					337								338							
					4 35 14 3				Time Over District. Average Speed per Hour.				4.10 15.8							

Special Rules.

Trains must not at any place exceed a speed of 30 miles an hour, which is one mile in two minutes.
The normal position of the Junction switches at Rutland is for Seventh District.

INITIAL STATIONS.

Rutland for train 337.
Forbes " " 338.

TERMINAL STATIONS

Rutland for train 338.
Forbes " " 337

CAPACITY OF ENGINES IN ADDITION TO WEIGHT OF ENGINES, TENDERS AND CABOOSSES.

11

STATIONS.	Ruling Grade	Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324				Class G3-720-769 " G4-770-779 " J1-1500-1548 " J2-1550-1649 " J3-1549				Class G2-700-719 " F3-701-				Class D5-450-476 " E6-925-939 " E7-950-969 " F1-500-565 " F2-595-599				Class D4-400-426				Class D1-300-359 " D2-360- " E5-997 " D3-297				Class E1-992-993 " E2-994-996				Class B20-197-206 " B21-207-225 " B22-226-230				Class B6-232-238 " B16-135-138 " B17-145-149 " B18-150-151 " B19-152-186			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Minneapolis to Willmar.....	.6	2400	2160	1920	1800	2000	1800	1600	1500	1800	1620	1440	1350	1530	1375	1225	1150	1420	1280	1140	1060	1200	1080	960	900	1100	980	840	780	900	810	720	670	820	740	650	610
Willmar to Minneapolis.....	.4	3100	2800	2500	2350	2600	2350	2130	2010	2300	2080	1860	1750	1830	1650	1460	1380	1720	1550	1370	1290	1500	1350	1200	1120	1300	1150	1000	920	1200	1080	960	900	1120	1010	950	840
Willmar to Morris.....	.6	2400	2160	1920	1800	2250	2000	1800	1600	1800	1620	1440	1350	1530	1375	1225	1150	1420	1280	1135	1065	1200	1080	960	900	1100	1010	900	810	900	810	720	675	820	740	655	615
Morris to Breckenridge.....	.4	2580	2320	2065	1935	2350	2150	1850	1785	2000	1830	1660	1580	1830	1675	1525	1450	1700	1530	1360	1275	1430	1290	1145	1075	1330	1240	1150	960	1100	990	880	825	1000	900	800	750
Breckenridge to Willmar.....	.4	3100	2800	2500	2350	2600	2350	2130	2010	2300	2080	1860	1750	1830	1650	1465	1375	1700	1530	1360	1275	1430	1290	1145	1075	1330	1240	1150	960	1100	990	880	825	1000	900	800	750
Benson to Albee.....	.6													1460	1315	1160	1095	1350	1215	1080	1015	1130	1020	900	850	900	810	720	670	860	770	690	650	780	700	625	585
Albee to South Shore.....	.75													1120	1010	895	840	1030	925	825	775	880	790	705	660	780	690	605	560	660	595	530	505	590	530	470	445
South Shore to Huron.....	.6									1700	1530	1360	1280	1460	1315	1170	1095	1350	1215	1080	1015	1130	1015	880	850	1030	915	780	750	860	775	690	645	780	700	625	585
Huron to Willow Lakes.....	.6									1800	1620	1440	1350	1400	1260	1120	1050	1300	1240	1105	1035	1030	925	825	775	930	825	725	675	800	720	640	600	710	640	570	535
Willow Lakes to Benson.....	.6													1460	1315	1170	1095	1350	1215	1080	1015	1130	1015	880	850	1030	915	780	750	860	775	690	645	780	700	625	585
Morris to Browns Valley.....	.6													1370	1235	1095	1030	1250	1125	1000	940	1050	945	840	790	950	845	740	690	810	730	650	610	730	655	585	550
Browns Valley to Morris.....	.76													1120	1010	895	840	1040	935	830	780	870	785	695	665	770	685	595	555	660	595	530	505	590	530	470	445
Evansville to Tintah.....	.6					2000	1800	1620	1530					1600	1440	1280	1045	1500	1350	1200	1125	1300	1240	1105	1035					1050	945	840	790	950	855	760	715
Tintah to Evansville.....	.5					1830	1650	1465	1375					1350	1215	1080	1015	1250	1125	1000	940	1050	945	840	790					800	720	640	600	700	630	560	525
Aberdeen Line Jct. to Aberdeen.....	.6													1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630	740	665	590	555
Aberdeen to Aberdeen Line Jct.....	.0													1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630	740	665	590	555
Rutland to Forbes.....	.6													1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630	740	665	590	555
Forbes to Rutland.....	.5													1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630	740	665	590	555

WEATHER RATING: 1—When temperature is 25 degrees above zero or over
2—Very frosty or wet. 5 to 25 above zero.
3—Five degrees above to 10 below zero.
4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weight of Empty Cars and Dead Engines and Tenders will be estimated as follows when not marked.

Box Cars, 28 to 30 foot.....	11 Tons	Engines numbered below 200 series.....	80 Tons
Box Cars, 33 foot.....	12 Tons	Engines numbered in 200 series.....	90 Tons
Box Cars, 34 foot.....	13 Tons	Engines numbered in 300 series.....	86 Tons
Box Cars, 36 foot.....	15 Tons	Engines numbered in 400 series.....	110 Tons
Box Cars, 40 foot.....	17 Tons	Engines numbered in 500 series.....	115 Tons
Refrigerator Cars.....	20 Tons	Engines numbered in 600 series.....	120 Tons
Furniture Cars, 30 to 40 foot.....	17 Tons	Engines numbered in 700 series.....	140 Tons
Furniture Cars, 40 to 50 foot.....	19 Tons	Engines numbered in 800 series.....	155 Tons
Cabooses, 8 wheel.....	17 Tons	Engines numbered in 900 series (except 992 to 997).....	115 Tons
Cabooses, 4 wheel.....	10 Tons	Engines numbered 992 to 997.....	95 Tons
Flat Cars, 28 to 30 foot.....	9 Tons	Engines numbered 1000 to 1007.....	131 Tons
Flat Cars, 33 and 34 foot.....	11 Tons	Engines numbered 1050 to 1069.....	144 Tons
Flat Cars, 40 foot.....	12 Tons	Engines numbered 1079 to 1095.....	158 Tons
Coal Cars.....	12 Tons	Engines numbered in 1100 and 1200 series.....	160 Tons
Gondola Cars.....	13 Tons	Engines numbered in 1300 series.....	160 Tons
Ore Cars, Wood.....	12 Tons	Engines numbered 1400 to 1405.....	173 Tons
Ore Cars, Steel.....	15 Tons	Engines numbered 1406 to 1425.....	188 Tons
Oil Tanks.....	15 Tons	Engines numbered in 1500 and 1600 series.....	179 Tons
Ballast Cars.....	12 Tons	Engines numbered in 1700 series.....	180 Tons
Steam Wreckers.....	75 Tons	Engines numbered in 1800 series.....	219 Tons
Engine Tank (Empty).....	30 Tons	Engines numbered in 1900 series.....	252 Tons
Mail Cars.....	25 Tons		
Baggage Cars.....	30 Tons		
Coaches, 8 wheel.....	30 Tons		
Coaches, 12 wheel.....	35 Tons		
Dining Cars and Tourist Cars.....	40 Tons		
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons		

Speed Table.

55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.
50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.
45 miles per hour is equivalent to one mile in 1 minute and 20 seconds
40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.
35 miles per hour is equivalent to one mile in 1 minute and 43 seconds
32 miles per hour is equivalent to one mile in 1 minute and 52 seconds
30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.
24 miles per hour is equivalent to one mile in 2 minutes and 30 seconds
20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.
15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds

The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP".
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED".
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.
RED indicates "STOP".
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.
GREEN indicates "PROCEED".

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

- A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position," all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed —(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after movement has been made and the switches locked.

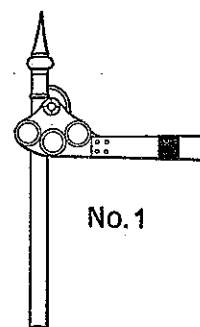
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

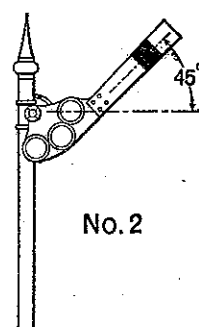
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



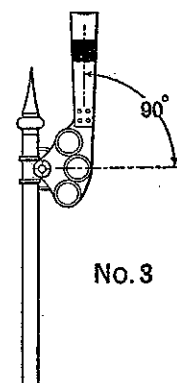
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



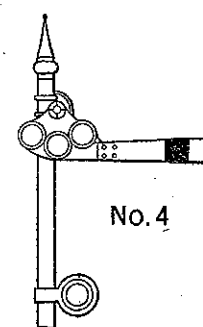
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. prepared to stop at next signal.
CAUTION Signal.



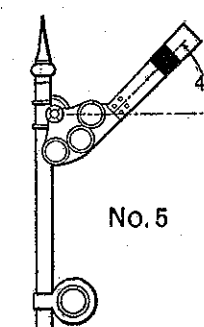
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



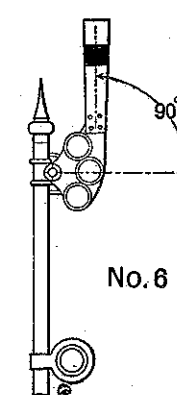
HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.
Disc, RED light at night.
Indication. PROCEED with CAUTION,
Name. prepared to stop at next signal.
CAUTION Signal.



HOME
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.
Disc, RED light at night.
Indication. PROCEED.
Name. CLEAR Signal.

SPECIAL RULES.

- 1. Car capacity of sidings is based on forty-two (42) feet per car.
- 2. All trains displaying signals for following sections will stop at ALL registering stations, and the Conductor will register in person.
- 3. In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:

- D Day telegraph or telephone station.
- N Night telegraph or telephone station.
- DN Day and night telegraph or telephone station.
- P Dispatcher's telephone in wareroom or booth accessible at all times.
- I Interlocked.
- K Connection with foreign road.
- Standard clock.
- Telegraph calls shown in station column.

PERSONAL INJURIES.

- 1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.
No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
- 2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.
When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
- 3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
- 4. When people are killed away from the station the trainmen are sometimes at a loss to know what to do with the body. The body should be picked up and taken to the nearest station and the authorities notified. Never take the body out of the County where the accident happened if you can possibly avoid it. If there is no station in that County take it to the nearest station in the next County, notifying the County authorities in all cases.
- 5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

- In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.
- As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
- 6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
 - 7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
 - 8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
 - 9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

- Dr. J. A. Quinn, Chief Surgeon, Suit 301-2-3 Ernst Building, Cor. 5th and Wabasha, St. Paul.
Drs. Boeckman & Boeckman, Ophthalmic Surgeons, Lowry Arcade, St. Paul.
(Employees consulting Ophthalmic Surgeons should be provided with an order from the Superintendent.)
Dr. C. N. Spratt, Ophthalmic Surgeon, 302 Reid Corner, 9th St. and Nicollet Ave, Minneapolis, Minn.
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|------------------|-----------------------|
| St. Paul..... | Dr. H. M. Kirkwood. |
| Minneapolis..... | Dr. E. K. Green. |
| Minneapolis..... | Dr. R. J. Hill. |
| Minneapolis..... | Dr. L. A. Nippert. |
| Minneapolis..... | Dr. Gustave Schwyzer. |
| Cokato..... | Dr. E. R. Jellison. |
| Dassel..... | Dr. A. C. Peterson. |
| Litchfield..... | Dr. A. W. Robertson. |
| Litchfield..... | Dr. J. J. Donovan. |
| Atwater..... | Dr. J. S. Gibson. |
| Willmar..... | Dr. E. H. Frost. |
| Benson..... | Dr. C. L. Scofield. |

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|---------------------|-------------------------------------|
| Howard Lake..... | Dr. A. G. Moffatt. |
| Appleton..... | Dr. D. W. Little. |
| Watertown..... | Dr. B. F. Campbell. |
| Watertown..... | Dr. H. J. O'Bryan. |
| Huron..... | Dr. J. L. Foxton. |
| Morris..... | Dr. Chas. E. Cain. |
| Brown's Valley..... | Dr. J. M. Hayes. |
| Herman..... | Dr. Thos. M. Thayer. |
| Campbell..... | Dr. W. E. Wray. |
| Breckenridge..... | Dr. R. H. Devine. |
| Breckenridge..... | Dr. C. P. Rice, Ophthalmic Surgeon. |
| Ellendale..... | Dr. A. G. Maercklein. |
| Lidgerwood..... | Dr. W. Christiansen. |
| Havana..... | Dr. G. A. Steele. |
| Aberdeen..... | Dr. Geo. E. Countryman. |

TIME INSPECTORS.

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|------------------|---------------------------------------|
| St. Paul..... | A. L. Haman & Co., 352 Robert Street. |
| Minneapolis..... | Munns & Pomerleau, 221 Central Ave. |
| Willmar..... | Anderson Bros. |
| Watertown..... | C. F. Halbkat. |

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|-------------------|----------------|
| Benson..... | F. C. Robbins. |
| Morris..... | E. McEyal. |
| Breckenridge..... | W. M. James. |
| Aberdeen..... | D. G. Gallett. |

V. B. DYGART, Dispatcher.
C. J. GOFF, "

W. HENGSTLER, Dispatcher.
J. H. TAYLOR, "
J. H. STYLES, "

W. H. BALL, Chief Dispatcher.
W. D. MASON, Train Master.
E. D. WOODCOCK, Train Master.

INTERLOCKING SIGNALS.

13

ENGINEMEN AND TRAINMEN.

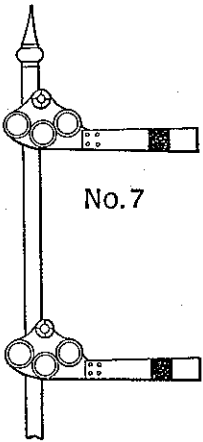
661. Trains or engine may be run to but not beyond a signal indicating "Stop", except as provided in Rule 663.
662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
664. The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking plant.
665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train-parted."

666. When a parted train has been re-coupled the Signalman must be notified.
667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
668. Conductors must report to Superintendent any unusual detention at interlocking plants.
669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

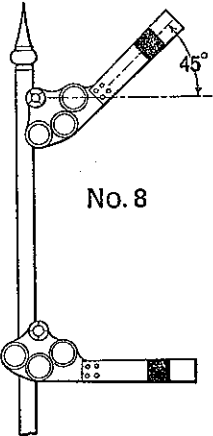
Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



No. 7

INTERLOCKING HOME SIGNAL.

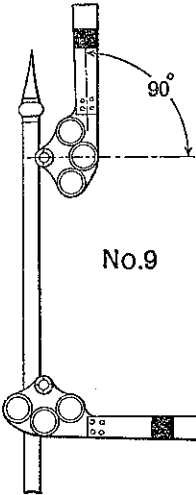
Color. Upper Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



No. 8

INTERLOCKING HOME SIGNAL.

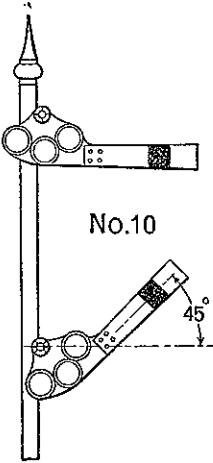
Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



No. 9

INTERLOCKING HOME SIGNAL.

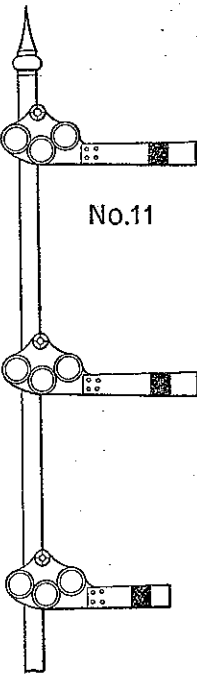
Color. Upper Arm, GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



No. 10

INTERLOCKING HOME SIGNAL.

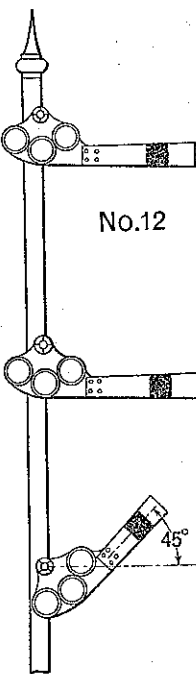
Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



No. 11

INTERLOCKING HOME SIGNAL.

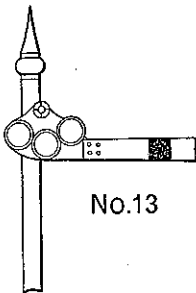
Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.
Name. STOP Signal.



No. 12

INTERLOCKING HOME SIGNAL.

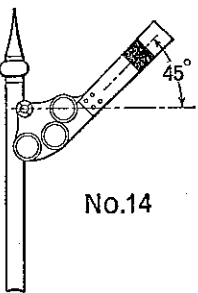
Color. Upper Arm, RED light at night.
Middle Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Slow speed, Route clear, Proceed.
Name. CAUTION Signal.



No. 13

INTERLOCKING DISTANT SIGNAL.

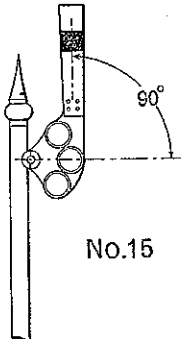
Color. RED light at night.
Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.
Name. STOP Signal.



No. 14

INTERLOCKING DISTANT SIGNAL.

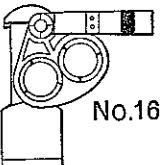
Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at Home Signal.
Name. CAUTION Signal.



No. 15

INTERLOCKING DISTANT SIGNAL.

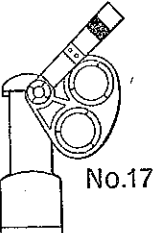
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



No. 16

DWARF SIGNAL.

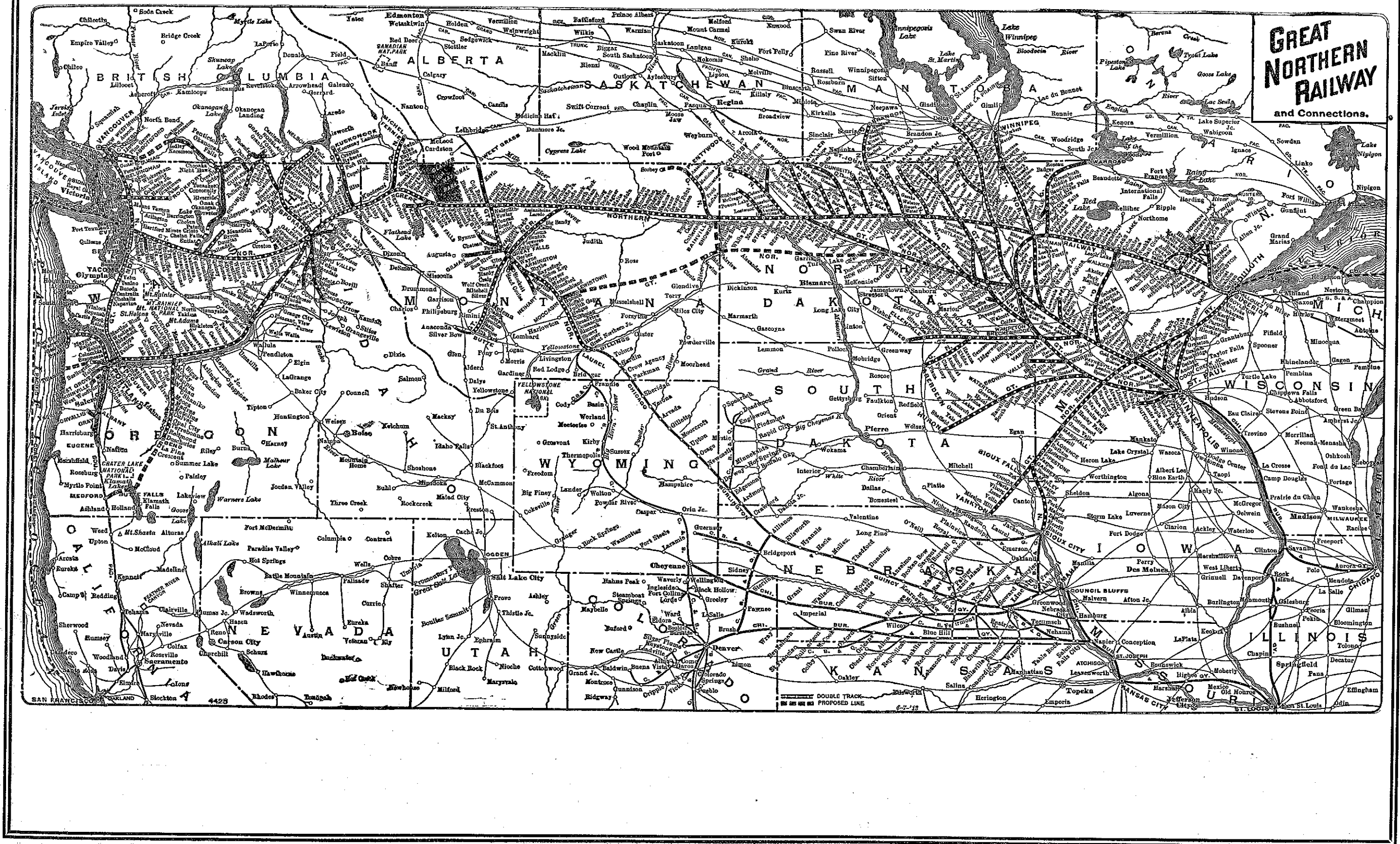
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 17

DWARF SIGNAL.

Color. YELLOW light at night.
Indication. PROCEED with CAUTION.
Name. CAUTION Signal.



**GREAT
NORTHERN
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE