

# GREAT NORTHERN RAILWAY



WILLMINGTON DIVISION



## TIME TABLE No. 1

TO TAKE EFFECT AT TWO (2:01) O'CLOCK A. M.  
CE

SUNDAY, MAY 30, 1920.

Superseding Time Table and Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. A. FROGNER, Superintendent.

A. L. BERGFELD, General Supt. of Transportation.

F. BELL, General Manager.

P. F. KEATING, General Superintendent.

## 2 WESTWARD.

## FIRST DISTRICT—LONG LAKE TO WILLMAR.

THIRD CLASS			SECOND CLASS				Capacity of Side Tracks		Distance from St. Paul	Time Table No. 1 In Effect May 30, 1920.		Telegraph Calls	FIRST CLASS					
	571			401	433	409	Passing Tracks	Other Tracks			STATIONS		27	13	31	21	9	3
	Local Freight			Time Freight	Time Freight	Time Freight						Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger	
	Daily Ex. Sunday			Daily	Daily	Daily						Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	
				L 3:00am	L 1:00am	L 9:00pm			.00	ST. PAUL	A	L 8:45am	L 9:20am		L 5:00pm	L 7:00pm	L 10:45pm	
									10.55	MINNEAPOLIS	KA	9:15	9:50		5:30	7:30	11:15	
												9:15	9:50		5:30	7:30	11:15	
TRAINS BETWEEN ST. PAUL AND LONG LAKE WILL BE GOVERNED BY TERMINAL DIVISION TIME TABLE.																		
	L 7:15am		L 7:00am	L 4:30am	L 1:00am	E 83	16	26.96	DOUBLE TRACK	18.41	ON	L 9:45am	L 10:45am		L 6:10pm	L 8:16pm	L 12:13pm	
	# 7:40		7:20	4:45	1:15	W 82	20	31.38		4.37	MA	9:50	#10:55		# 6:20	8:26	12:22	
	# 8:20		7:40	5:00	1:35	E 83	64	38.33	SINGLE TRACK	6.90	DA	9:57	#11:09		# 6:33	8:34	12:33	
	# 8:58		8:00	5:20	2:00	Contin-uous	22	45.01		8.99	MO	10:05	#11:23		# 6:45	8:43	12:43	
	# 9:40		8:10	5:33	2:10	82	40	47.79	DOUBLE TRACK	2.78	WY	10:08	#11:30		# 6:52	8:48	12:47	
	# 10:14		8:39	6:10	2:25	E 83	62	52.81		5.02	RD	10:14	#11:42		# 7:05	8:57	12:55	
	# 10:55		9:05	6:30	2:40	E 83	45	55.72	SINGLE TRACK	2.91	SY	10:18	#11:50		# 7:12	9:02	12:59	
	# 11:30		9:18	6:45	2:52	E 83	31	59.08		3.30	CT	10:22	#11:59		# 7:21	9:08	1:04	
	# 11:50		9:40	7:05	3:10	E 83	66	64.87	DOUBLE TRACK	5.79	DS	10:29	#12:10pm		# 7:35	9:18	1:13	
	# 12:40pm		10:00	7:20	3:25	E 83	22	70.00		5.13	DN	10:35	#12:23		# 7:48	9:28	1:22	
	# 2:00		10:20	7:53	3:40	E 83	107	76.09	SINGLE TRACK	6.09	FD	10:45	#12:44		# 8:08	9:38	1:38	
	# 2:37		10:55	8:40	4:22	W 82	91	83.73		7.64	G	10:55	#12:59		# 8:22	9:54	1:52	
	# 3:00		11:50	9:05	5:05	E 76	89	88.85	DOUBLE TRACK	5.12	WR	11:02	# 1:12		# 8:32	10:02	2:02	
	# 3:35		12:30pm	9:45	5:40	W 83	28	96.18		7.33	B	11:11	# 1:26		# 8:45	10:14	2:15	
	# 3:55		1:00	10:15	6:05			100.83	SINGLE TRACK	4.65	WD	11:18	1:34	L 1:38pm	8:56	10:22	2:25	
	A 4:00pm		A 1:10pm	A 10:25am	A 6:20am		1075	102.01		1.18		A 11:20am	A 1:40pm	A 1:45pm	A 9:00pm	A 10:35pm	A 2:30pm	
	Daily Ex. Sunday		Daily	Daily	Daily				ST. CLOUD LINE JUNCTION			Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily	Daily	
	571		401	433	409				WILLMAR			27	13	31	21	9	3	
	8:45		6:10	5:55	5:20				Time Over District Average Speed Per Hour			1:35	2:55	.07	2:50	2:10	2:17	
	12:17		12:6	12:6	14:07							47:43	25:73	8:6	26:8	32:30	32:57	

# FIRST DISTRICT—WILLMAR TO LONG LAKE.

EASTWARD. 3

FIRST CLASS						Time Table No. 1 In Effect May 30, 1920.	Distance from Willmar	SIGNS See Rule 3, Page 15	SECOND CLASS				THIRD CLASS			
32	14	28	22	2	10				418	402	416		572			
Passenger	Passenger	Express	Passenger	Passenger	Passenger				Time Freight	Time Freight	Time Freight		Local Freight			
Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	STATIONS			Daily	Daily	Daily		Daily Ex. Sunday			
	A 6.30 <sup>06</sup> <sub>06</sub>	A 4.05 <sup>06</sup> <sub>06</sub>	A 10.55 <sup>06</sup> <sub>06</sub>	A 8.15 <sup>06</sup> <sub>06</sub>	A 7.35 <sup>06</sup> <sub>06</sub>	ST. PAUL	102.01	R <sup>06</sup> DN WC Y	A 8.30 <sup>06</sup> <sub>06</sub>	A 9.30 <sup>06</sup> <sub>06</sub>	A 2.30 <sup>06</sup> <sub>06</sub>					
	6.05 <sup>06</sup> <sub>06</sub>	3.40 <sup>06</sup> <sub>06</sub>	10.30 <sup>06</sup> <sub>06</sub>	7.50 <sup>06</sup> <sub>06</sub>	7.10 <sup>06</sup> <sub>06</sub>	MINNEAPOLIS	91.46									
TRAINS BETWEEN LONG LAKE AND ST. PAUL WILL BE GOVERNED BY TERMINAL DIVISION TIME TABLE.																
	A 5.18 <sup>06</sup> <sub>06</sub>	A 2.55 <sup>06</sup> <sub>06</sub>	A 9.40 <sup>06</sup> <sub>06</sub>	A 7.10 <sup>06</sup> <sub>06</sub>	A 6.25 <sup>06</sup> <sub>06</sub>	LONG LAKE	75.05	R DN	A 6.00 <sup>06</sup> <sub>06</sub>	A 5.00 <sup>06</sup> <sub>06</sub>	A 11.59 <sup>06</sup> <sub>06</sub>		A 3.55 <sup>06</sup> <sub>06</sub>			
	5.08	2.45	9.28	6.55	6.12	MAPLE PLAIN	70.08	D P	5.45	4.25	11.00		3.30			
	4.53	2.30	9.12	6.37	5.54	DELANO	63.69	R DN W I	5.30	4.00	10.15		3.00			
	4.39	2.15	8.57	6.24	5.39	MONTROSE	67.00	D P	5.12	3.30	9.45		2.35			
	4.34	2.10	8.50	6.18	5.33	WAVERLY	54.22	D P	5.05	3.10	9.30		2.10			
	4.23	2.00	8.39	6.10	5.24	HOWARD LAKE	49.20	D P	4.50	2.45	8.57		1.45			
	4.15	1.55	8.32	6.05	5.18	SMITH LAKE	45.29	DN WC	4.40	2.30	8.25		1.20			
	4.07	1.48	8.26	6.00	5.12	COKATO	42.93	DNP	4.25	2.15	8.00		1.00			
	3.54	1.39	8.15	5.49	5.02	DASSEL	37.14	DN WP	4.05	1.39	7.35		12.10 <sup>06</sup> <sub>06</sub>			
	3.42	1.30	8.05	5.38	4.52	DARWIN	32.01	D P	3.42	1.10	6.55		11.00 <sup>06</sup> <sub>06</sub>			
	3.30	1.15	7.53	5.25	4.40	LITCHFIELD	25.92	DN W	3.00	12.44	6.25		9.30			
	3.10	12.59	7.38	5.12	4.22	GROVE CITY	18.28	D P	2.37	12.20 <sup>06</sup> <sub>06</sub>	5.50		8.40			
	3.00	12.40	7.27	5.05	4.15	ATWATER	13.16	DN W	2.25	11.50	5.20		8.00			
	2.45	12.30	7.12	4.55	4.05	KANDIYOHI	5.83	R P DN	2.10	11.11	4.50		7.35			
	A 2.37 <sup>06</sup> <sub>06</sub>	2.32	12.22	7.02	4.42	ST. CLOUD LINE JUNCTION	1.18		1.45	10.35	4.25		7.11			
	L 2.35 <sup>06</sup> <sub>06</sub>	L 2.30 <sup>06</sup> <sub>06</sub>	L 12.20 <sup>06</sup> <sub>06</sub>	L 7.00 <sup>06</sup> <sub>06</sub>	L 4.40 <sup>06</sup> <sub>06</sub>	WILLMAR	.00	R <sup>06</sup> DN WCTY O	L 1.40 <sup>06</sup> <sub>06</sub>	L 10.30 <sup>06</sup> <sub>06</sub>	L 4.20 <sup>06</sup> <sub>06</sub>		7.10 <sup>06</sup> <sub>06</sub>			
	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily				Daily	Daily	Daily		Daily Ex. Sunday			
	32	14	28	22	2	10			418	402	416		572			
	.02 30.0	2.48 28.8	2.35 29.12	2.40 28.1	2.30 30.00	2.30 30.00	Time Over District Average Speed Per Hour		4.20 17.3	8.30 11.54	7.39 9.08		8.45 8.05			

## Special Rules.

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

Extra trains may pass and run ahead of third class trains.

No. 10, 2 and 28 may register by card at Delano and Kandiyohi except when displaying signals.

Double track passing tracks located as follows: Delano and Long Lake, eastward passing tracks.

Lap passing tracks located as follows: Litchfield, Darwin, Dassel and Howard Lake. Eastward trains will use passing tracks on south side of main line when necessary to take siding.

Double passing tracks at Atwater and Cokato. Eastward trains will use track No. 2 when necessary to take siding.

Kandiyohi passing track located on north side of main line is a continuation of the west bound main line. Eastward trains using this passing track must protect against westward trains while crossing over.

The long siding north of main line extending between Montrose and Waverly stations will be known as Montrose passing track.

Eastward trains must not use this passing track unless so authorized by train order. Time for time table schedules, for Montrose, apply at Montrose station.

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.

YARD LIMITS: Willmar: One-half mile east of east switch.

INITIAL STATIONS.

Willmar for trains 2, 10, 14, 22, 28, 32, 402, 416, 418, 572.

TERMINAL STATIONS.

Long Lake for trains 2, 10, 14, 22, 28, 402, 416, 418, 572.

St. Cloud Line Junction for train 32.

4 WESTWARD.				SECOND DISTRICT—WILLMAR TO BRECKENRIDGE.														
THIRD CLASS				SECOND CLASS			Capacity of Side Tracks		Distance from Willmar	Time Table No. 1 In Effect May 30, 1920.		Telegraph Calls	FIRST CLASS					
587	597	529	327	401	433	409	Passenger	Trucks		3	27		13	185	187	9	183	
Local Freight	Local Freight	Local Freight	Mixed	Time Freight	Time Freight	Time Freight	Passenger	Trucks		Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger	Passenger		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily		
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday										Ex. Sunday	Ex. Sunday		Ex. Sunday		
L 7.00am				L 2.35pm	L 12.10pm	L 9.30am	1675	.00	DOUBLE TRACK	..... WILLMAR.....	WD	L 2.45am	L 11.22am	L 2.25pm		L 10.46pm		
								0.40	0.40	..... SOO CITY DIVISION JUNCTION.....								
402				416		10.00	E 82 WS3	22	6.59	..... PENNOCK.....	K	2.57	11.33	416		10.57		
7.40				3.30	1.05	10.20	E 82 WS2	53	13.98	..... KERKHOVEN.....	H	3.07	11.43	2.55		11.09		
8.15				3.40	1.50	10.35	84	38	18.42	..... MURDOCK.....	CK	3.20	11.49	3.05		11.19		
8.35				4.00	2.05	11.28	28	32	23.08	..... DE GRAFF.....	DG	3.35	11.55	3.15		11.28		
9.05				4.30	2.30	11.50	180-14-27-530	282	30.48	..... BENSON.....	BN	3.50	12.05pm	3.45	L 13.48	11.47		
9.35	L 7.00am					12.10pm			31.26	..... WATERTOWN LINE JUNCTION.....					A 3.47pm			
	A 7.26am			4.45	2.40	12.30	416	43	36.14	..... CLONTARF.....	CF	4.02	12.11	3.55		11.58		
10.05				5.00	2.55	12.50	588	11	41.96	..... HYNES.....		4.06	12.18	4.03		12.09pm		
10.20				5.20	3.20	1.10	E 84 WS3	70	46.35	..... HANCOCK.....	NC	4.14	12.24	4.15		12.19		
10.50				5.35	3.35	1.25	82		50.73	..... DE TERRE.....		4.20	12.30	4.22		12.28		
11.30									54.20	..... BROWNS VALLEY LINE JCT.....					L 9.50pm			
588-27				6.00	3.55	1.35	E 74 WS3	184	55.21	..... MORRIS.....	MR	4.35	12.39	4.30	A 10.00pm	402		
12.15pm				6.10	4.10	2.25	82		59.23	..... HAIG.....		4.42	12.45	4.46		1.05		
1.25				6.25	4.25	2.40	E 87 WS3	36	63.40	..... DONNELLY.....	DY	4.49	12.50	4.53		1.18		
1.40				6.40	5.00	3.00	83	21	69.37	..... MOOSE ISLAND.....		4.56	12.57	4.50		1.27		
2.05				6.55	5.20	3.15	E 83 WS2	46	73.84	..... HERMAN.....	HN	5.02	1.03	5.12		1.37		
2.30				7.10	5.40	3.30	83	30	78.75	..... NOK CROSS.....	RC	5.09	1.09	5.22		1.45		
2.55				7.30	6.00	3.50	587	20	85.18	..... CHARLESVILLE.....		5.19	1.16	5.30		2.00		
3.20									90.02	..... EVANSVILLE LINE JUNCTION.....								
3.50				7.45	6.25	4.05	E 83 W74	64	90.23	..... TINTAH.....	QN	5.27	1.22	5.40		2.08		
									92.37	..... M. ST. P. & S. S. M. RY. CROSSING.....								
									94.48	..... YARMOUTH.....								
4.35	L 3.20pm			8.05	6.45	4.20			94.90	..... ABERDEEN LINE JUNCTION.....		5.34	1.28	5.47		2.16		
4.52	3.30			8.15	7.00	4.30	81	134	97.39	..... CAMPBELL.....	CB	5.38	1.32	5.55		2.20		
5.25	3.45			8.35	7.30	5.04	83	24	104.55	..... DORAN.....	DO	5.53	1.41	6.10		2.54		
									110.84	..... N. P. RY. CROSSING.....						11.50		
A 6.00pm	A 4.05pm			A 9.00pm	A 8.00pm	A 5.30pm	1320	112.42	DOUBLE TRACK	..... BRECKENRIDGE.....	BR	A 6.10am	A 1.52pm	A 6.25pm		A 3.20am		
Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily		
Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday						Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday	Ex. Sunday		
587	597	529	327	429	433	409						3	27	13	185	187		
11.00	45	05	10	0.25	7.50	8.00						3.25	2.30	4.00	.02	.10		
10.01	24.0	12.0	6.00	17.54	14.35	14.00						32.78	44.97	28.0	24.9	6.0		

NOTE:  
For special rules see page 6.

## SECOND DISTRICT—BRECKENRIDGE TO WILLMAR.

EASTWARD. 5

FIRST CLASS								Time Table No. 1 In Effect May 30, 1926.	STATIONS	Notes from Breckenridge	SIGNS See Rule 3, Page 15.	SECOND CLASS		THIRD CLASS.			
10	14	186	28	188	184	2						402	416	598	328	530	588
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger						Time Freight	Time Freight	Local Freight	Mixed	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
A 3.30am	A 1.40pm		A 12.10pm			A 4.30am		WILLMAR.....	112.42	REDN WCT O		A 8.00am	A 3.30pm				A 6.30pm
								0.40 SOO CITY DIVISION JUNCTION.....	112.02	P Y							
3.19	1.20		11.52			4.15		6.19 PENNOCK.....	105.83	D N P R		587 7.10	401-13 2.40				6.10
3 3.07	433 1.05		27 11.43			4.00		7.39 KERKHOVEN.....	98.44	DN W		6.30	2.10				5.45
2.52	12.50		11.34			3.50		4.44 MURDOCK.....	94.00	D P		5.55	433 1.50				5.20
2.45	12.35		409 11.28			3.35		4.65 DE GRAFF.....	89.34	D P		5.25	1.30				4.55
2.30	12.20 12.05pm	409-14 A 12.10pm	27 11.13			3.25		7.40 BENSON.....	81.94	DN WC		4.45	1.00			27-409 A 11.55am	13- 4.30 185 3.30 401
		L 12.06pm						0.73 WATERTOWN LINE JUNCTION.....	81.16	P Y						L 11.50am	
2.03	11.57		11.03			3.18		4.88 CLONTARP.....	76.28	D P	2-3	3.57 3.18	409 12.30				3.15
1.56	11.47		10.56			3.11		5.82 HYNES.....	70.46	P		2.40	27 12.18pm				433 2.55
1.50	11.40		10.50			3.05		4.39 HANCOCK.....	66.07	DN		2.20	11.55				2.15
1.38	11.30		10.42			2.56		4.38 DE TERRE.....	61.70	P		2.00	11.40				1.55
				A 7.05am				3.45 BROWNS VALLEY LINE JCT.....	58.22	P Y				A 4.45pm			
402 1.30	416 11.23		10.35	L 7.00am		2.50		1.01 MORRIS.....	57.21	DN WC K	9-10	1.30 12.55	327-14 11.23		L 4.35pm		13- 1.35 587-27 12.10pm 409
1.05	11.07		10.22			2.39		4.02 HAIG.....	53.1			12.25	10.50				11.45
12.50	11.00		10.15			2.33		4.17 DONNELLY.....	49.02	DNP		12.10am	10.40				11.30
12.38	10.51		10.07			2.25		5.97 MOOSE ISLAND.....	43.05	P		11.45	10.20				10.51
12.28	10.44		588-416 10.00			2.18		4.47 HERMAN.....	38.88	DN W		11.30	588-28 10.00				10.00 28- 9.25 416
12.18	10.34		9.50			2.10		4.31 NORCROSS.....	33.67	D P		11.15	9.35				9.10
12.09am	10.24		9.40			2.00		6.43 CHARLESVILLE.....	27.24	P		10.50	9.15				8.50
								4.84 EVANSVILLE LINE JUNCTION.....	22.40								
11.58	10.15		9.30			1.47		0.21 TINTAM.....	22.19	DNPW		10.30	9.00				8.30
								3.14 M. ST. P. & S. M. RY. CROSSING.....	20.05	I							
								3.11 VARMOUTH.....	17.94								
11.46	10.05		9.21		A 2.45am	1.37		0.43 ABERDEEN LINE JUNCTION.....	17.82	P Y		10.10	8.40	A 7.05am			8.05
11.36 183	10.00		9.17		2.40 9 2.20	1.33		3.49 CAMPBELL.....	15.03	DN W R		10.00	8.30	6.55			7.55
11.19	9.48		9.05		2.05	1.20		7.16 DORAN.....	7.87	DNP		9.30	8.15	6.25			7.25
								6.29 N. P. RY. CROSSING.....	1.88	I							
L 11.05pm	L 9.35am		L 8.50am		L 1.50am	L 1.05am		1.58 BRECKENRIDGE.....	.00	REDN WCT K		L 9.00pm	L 8.00am	L 6.05am			L 7.00am
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily						Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
10	14	186	28	188	184	2						402	416	598	328	530	588
4.25 25.53	4.05 27.4	04 10.00	3.20 35.37	05 20.0	0.55 18.5	3.25 32.78						11.0 10.22	7.30 14.08	1.00 17.5	.10 12.0	.05 11.00	11.30 9.8

## NOTE:

For special rules see page 6.

**SPECIAL RULES FOR PAGE 4.**

**WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, EXCEPT**

**No. 10 AND No. 2 ARE SUPERIOR TO No. 183, CAMPBELL 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 westward trains must be clear at the time No. 27 is due to leave next station in the rear where time is shown, but not less than five (5) minutes.**

**Extra Trains may pass and run ahead of Third Class Trains.**

Fifth District trains will register at Morris.

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

Bulletin Boards are located at Breckenridge and Willmar.

Watertown Line Junction, Browns Valley Line Junction and the Evansville Line Junction 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. Third, Fifth and Sixth District trains must protect themselves before coming onto Second District track.

Nos. 587 and 588 may carry passengers when provided with proper transportation.

No. 9 will stop at Doran to let off passengers from St. Paul, Minneapolis, Duluth or Superior.

The normal position of the junction switches at Watertown Line Junction, Browns Valley Line Junction, Evansville Line Junction and Aberdeen Line Junction is for the second district.

Normal position of No. 1 lead switch west end of Willmar yard is for No. 1 track.

Normal position of switches at end of double track 300 feet east of depot Campbell, for eastward main track; Penock 200 feet west of depot for westward main track.

Westward trains on westward main line approaching Breckenridge Interlocker will give one long blast of whistle when desiring to enter Breckenridge yard via main line, one long and one short whistle to enter Breckenridge yard over westward freight lead, two long and one short whistles to enter over the eastward freight lead.

Nos. 8, 27, and 9 may register by card at Penock and Campbell, except when displaying signals.

First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

Double track passing tracks located as follows: Penock, eastward and westward passing tracks: Campbell westward passing track.

Lap passing tracks located as follows: Kerkhoven, Benson, Clontarf, Hancock, Donnelly and Herman. Westward trains use north passing track at Kerkhoven, Clontarf and Herman and south passing tracks at Benson, Hancock and Donnelly when necessary to take siding.

Double passing tracks located at Morris and Tintah. Westward trains will use track No. 1 when necessary to take siding. Extra trains may proceed on double track in the prevailing direction without orders after procuring clearance card form 219, revised, from dispatchers. See Rule 111.

Above instructions do not in any way alter the requirements as prescribed by transportation rules relative to inferior trains clearing the time of superior trains in the same direction. See Rules 85 and 86 and be governed accordingly.

Westward 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.

**INITIAL STATIONS.**

Willmar for trains 3, 9, 13, 27, 401, 409, 433, 587.

Benson for trains 185, 529.

Browns Valley Line Junction for trains 187, 327.

Aberdeen Line Junction for trains 183, 597.

**TERMINAL STATIONS.**

Watertown Line Junction for trains 185, 529.

Morris for trains 187, 327.

Breckenridge for trains 3, 9, 13, 27, 183, 597, 401, 409, 433, 587.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

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

**SPECIAL RULES FOR PAGES 4 AND 5.**

**Soo City Division First Class Trains at Willmar Passenger Station.**

All Willmar Division trains using main tracks between Willmar passenger station and Soo City Division Junction will look out for Soo City Division first class trains using these tracks.

**YARD LIMITS: Willmar: One-half mile west of wye switch.**

**Benson: One-half mile east of east switch and one-half mile west of west leg of wye switch.**

**Morris: One-half mile east of east switch and one-half mile west of west switch.**

**Breckenridge: One-half mile east of east yard switch.**

**SPECIAL RULES FOR PAGE 5.**

**WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS, EXCEPT**

**No. 10 AND No. 2 ARE SUPERIOR TO No. 183, CAMPBELL TO ABERDEEN LINE JCT.**

Fifth District trains will register at Morris.

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

Bulletin Boards are located at Willmar, Benson, Morris, Tintah, Campbell and Breckenridge.

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.

All trains reduce speed to 25 miles per hour through corporate limits at Benson.

Eastward trains will come to a full stop at Sioux City Division Junction, west of Willmar.

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

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

1500 feet east of the east "Y" switch, Browns Valley Line Jct., 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 westward trains only, and must not be used between the hours of seven (7:00) P. M. and six (6:00) A. M.

Eastward trains leaving Breckenridge on eastward main line, will, when approaching Breckenridge Interlocker, give one long whistle. Two short and one long whistle if leaving Breckenridge yard on eastward freight lead. One short and one long whistle leaving Breckenridge yard on westward freight lead.

Nos. 10, 2 and 28 may register by card at Campbell and Penock except when displaying signals.

Double track passing tracks located as follows: Penock eastward and westward passing tracks: Doran eastward passing track.

Lap passing tracks located as follows: Kerkhoven, Benson, Clontarf, Hancock, Donnelly and Herman. Eastward trains use north passing track at Benson, Hancock and Donnelly and south passing tracks at Kerkhoven, Clontarf and Herman when necessary to take siding.

Double passing tracks located at Morris and Tintah: Eastward trains will use No. 2 track when necessary to take siding.

Dispatcher's telephone is located in register booth at west wye switch at Aberdeen Line Junction and all Seventh District trains must call the dispatchers at Willmar and get clearance before coming onto Second District track.

All eastward Seventh District trains will report arriving time at Aberdeen Line Jct., to dispatcher by phone.

**INITIAL STATIONS.**

Watertown Line Jct. for trains 186, 530.

Morris for trains 188, 328.

Breckenridge for trains 2, 10, 14, 28, 184, 598, 402, 416, 588.

**TERMINAL STATIONS.**

Willmar for trains 2, 10, 14, 28, 402, 416, 588.

Benson for trains 186, 530.

Browns Valley Line Jct. for trains 188, 328.

Aberdeen Line Junction for trains 184, 598.

WESTWARD.

## THIRD DISTRICT—BETWEEN BENSON AND WATERTOWN.

EASTWARD. 7

		THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 1				FIRST CLASS		THIRD CLASS	
		529		185				In Effect May 30, 1920.		SIGNS		186		530	
		Local Freight		Passenger		Passing Tracks				See Rule 3, Page 15.		Passenger		Local Freight	
		Daily Ex. Sunday		Daily Ex. Sunday		Other Tracks		STATIONS.				Daily Ex. Sunday		Daily Ex. Sunday	
		L 7.00am		I 3.45pm	228	100	0.00	BENSON	BN	01.00	R DN WC	A 12.10pm		A 11.55am	
		# 7.25		# 3.47			0.78	WATERTOWN LINE JCT.		01.21	P Y	# 12.01pm		# 11.50	
		# 7.55		# 3.58		40	7.88	DANVERS	DR	84.11		# 11.44		# 11.30	
		# 8.30		# 4.13		39	15.83	HOLLOWAY	HO	76.16	D	# 11.30		# 11.00	
		# 9.30		# 4.27		58	21.96	APPLETON	AU	70.03	D W	# 11.17		# 10.35	
							22.73	C. M. & St. P. RY. CROSSING		69.26		K			
		530 # 10.05		# 4.42		39	30.65	LOUISBURG	BG	61.34		# 10.56		529 # 10.05	
		186 # 10.42		# 4.55		55	32	BELLINGHAM	BA	54.55	D W	# 10.42		# 9.45	
		# 11.20		# 5.14		40	46.34	NASSAU	NS	45.65		# 10.21		# 9.15	
		# 11.55		# 5.30		35	51.83	ALBEE	D	40.16	D C	# 10.09		# 9.00	
		# 12.30pm		# 5.44		41	57.98	LA BOLT	BO	34.01	W	# 9.55		# 8.40	
		# 1.10		# 6.01		17	65.56	STOCKHOLM	SK	26.43		# 9.38		# 8.20	
		# 1.50		# 6.16		55	72.52	SOUTH SHORE	VR	19.17	D W	# 9.24		# 8.00	
		# 2.15		# 6.29		35	78.77	FORESTVILLE		13.22		# 9.09		# 7.40	
		# 2.35		# 6.44		40	88.08	RAUVILLE		5.91		# 8.53		# 7.20	
							91.49	M. & ST. L. RY. CROSSING		0.50					
							91.80	C. & N. W. RY. CROSSING		0.19					
		A 3.00pm		A 7.00pm	40	174	91.99	WATERTOWN	WN	0.00	R DN WCT @ K L	A 8.40am		L 7.00am	
		Daily Ex. Sunday		Daily Ex. Sunday								Daily Ex. Sunday		Daily Ex. Sunday	
		529		185								186		530	
		8.00 11.49		3.20 27.6				Time Over District Average Speed Per Hour				3.30 26.31		4.55 19.00	

## Special Rules.

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

Extra Trains may pass and run ahead of Third Class Trains.

Bulletin Boards located at Benson and Watertown.

Trains will come to a full stop at Stop Board west of the Junction Switch west of Benson, and see that the way is clear before coming out on Main Line, and must flag very carefully within Benson yard limits, expecting to find Main Track occupied.

The connecting switch at wye at Benson, Watertown Line Jct., will be set for east leg of wye.

YARD LIMITS: Benson: One-half mile west of Watertown line junction switch.

Watertown: One-half mile east of east switch.

The Works Spur Track Located 1000 feet East of East Passing Track Switch Appleton, Opens West.

## INITIAL STATIONS.

Benson . . . for trains 185, 529.

Watertown " " 186, 530.

## TERMINAL STATIONS.

Benson . . . for trains 186, 530.

Watertown " " 185, 529.

8 **WESTWARD.** **FOURTH DISTRICT—BETWEEN WATERTOWN AND HURON.** **EASTWARD.**

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 1		STATIONS		SIGNS		FIRST CLASS		THIRD CLASS	
585	531	185	181	Passenger	Passenger	In Effect May 30, 1920.				See Rule 2, Page 10.		186	182	532	586
W. & S. F. No. 7	W. & S. F. No. 7	W. & S. F. No. 1	W. & S. F. No. 1	Daily Ex. Sunday	Daily Ex. Sunday							Daily Ex. Sunday	Daily Ex. Sunday	Local Freight	Local Freight
Local Freight	Local Freight	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Local Freight	Local Freight
Tue., Thur. and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.	Mon., Wed. and Fri.							Tue., Thur. and Sat.	Mon., Wed. and Fri.	Tue., Thur. and Sat.	Mon., Wed. and Fri.
L 8.00am	L 6.00am	L 7.05am	L 7.00am	40	174	0.00	..... WATERTOWN.....	WN	89.84	R DN WCT @ K	A 8.35am	A 8.30am	A 12.20pm	A 6.40pm	
A 8.05am	6.05	7.10	A 7.05am			0.10	..... W. & S. F. JCT.....		69.74	R	8.30	L 8.25am	12.15	L 6.35pm	
	* 6.50	* 7.25		40	9.90	9.90	..... GROVER.....	GR	59.04		* 8.10		* 11.55		
	* 7.55	* 7.40		43	10.25	4.25	..... HAZEL.....	HI	53.59		* 7.55		* 11.30		
						5.40	..... WATER TANK.....		48.13	W					
						1.45	C. M. & ST. P. RY. CROSSING		46.67	K					
	* 8.40	* 7.58		47	23.50	0.33	..... VIENNA.....	VN	46.34		* 7.39		* 10.55		
	* 9.30	* 8.16		40	32.06	8.56	..... WILLOW LAKES.....	WK	37.78	D	* 7.21		* 10.05		
	* 10.20	* 8.29		15	38.43	0.37	..... MELHAM.....		31.41		* 7.08		* 9.25		
	* 11.15	* 8.42		40	44.20	5.77	..... BANCROFT.....	BF	25.84		* 6.56		* 9.00		
	* 12.01pm	* 8.52		40	48.65	4.45	..... OSCOLA.....	SC	21.19	W	* 6.45		* 8.35		
	* 12.30	* 9.08		40	56.37	7.77	..... VALE.....	YA	13.47	D	* 6.27		* 8.05		
	* 12.55	* 9.18		40	60.70	4.39	..... SHEFFIELD.....		9.08		* 6.17		* 7.45		
	* 1.10	* 9.27		7	65.12	4.34	..... LUDLOW.....		4.72		* 6.08		* 7.15		
						1.32	..... WATER TANK.....		3.40	W					
						69.21	C. & N. W. RY. CROSSING		0.63						
	A 2.00pm	A 9.40pm		40	92	0.63	..... HURON.....	HU	0.00	R D @ CT K	L 6.00pm		L 7.00pm		
Tue., Thur. and Sat.	Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Sunday								Daily Ex. Sunday	Daily Ex. Sunday	Tue., Thur. and Sat.	Mon., Wed. and Fri.	
585	531	185	181								186	182	532	586	
.05 15.62	8.00 8.88	2.35 25.9	.05 15.62				Time Over District Average Speed Per Hour				2.35 25.90	.05 15.62	5.20 13.1	.05 15.62	

**Special Rules.**

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

Extra trains may pass and run ahead of Third Class Trains.

Bulletin Boards located at Watertown and Huron.

Trains cannot meet or pass at Melham.

**YARD LIMITS:** Watertown: One-half mile west of west switch.

Huron: One-half mile east of east switch.

Eastward trains will come to a full stop at stop board west of W. & S. F. Jct.

**INITIAL STATIONS.**

Watertown for trains 181, 185, 531, 585.

Watertown & Sioux Falls Jct. for trains 182, 586.

Huron for trains 186, 532.

**TERMINAL STATIONS.**

Watertown for trains 182, 186, 532, 586.

Watertown & Sioux Falls Jct. for trains 181, 585.

Huron for trains 185, 531.





## 10 WESTWARD.

## SEVENTH DISTRICT—BETWEEN ABERDEEN LINE JUNCTION AND ABERDEEN.

## EASTWARD.

THIRD CLASS			FIRST CLASS			Capacity of Side Tracks		Time Table No. 1 In Effect May 30, 1920.			Telegraph Code.	Distance from Aberdeen.	SIGNS See Rule 3, Page 15.	FIRST CLASS			THIRD CLASS		
		595			191	Passing Tracks.	Other Tracks.	Distance from Aberdeen Line Jct.	STATIONS	192						596			
		Local Freight			Passenger								Passenger			Local Freight			
		Daily Ex. Sunday			Daily								Daily			Daily Ex. Sunday			
		L. 7.05am			L. 2.45am			0.0	ABERDEEN LINE JUNCTION	118.94	R	P	Y	A 11.15pm		A 3.20pm			
		* 7.30			* 3.02	42	7.79	7.79	..... CHILDS .....	HI	111.15			*10.55		* 2.45			
								3.48	C. M. & ST. P. RY. CROSSING		107.67								
		* 7.55			* 3.10	17	11.35	0.08	..... FAIRMOUNT .....	FA	107.59	D		*10.45		* 2.25			
		* 8.10			* 3.13	25	13.01	1.56	..... DE VILLO .....		105.93			*10.42		* 2.10			
		* 8.25			* 3.23	43	17.88	4.87	..... SONORA .....		101.06			*10.32		* 1.55			
		* 9.15			* 3.40	64	25.43	7.55	..... HANKINSON .....	BI	98.51	D		*10.15		* 1.30			
							25.78	0.35	M. ST. P. & S. S. M. RY. Cros.		93.16								
							27.94	2.15	M. ST. P. & S. S. M. RY. Cros.		91.00								
		* 9.50			* 3.55	33	32.61	4.47	..... STILES .....		86.33	W		* 9.55		*12.40			
		*10.30			* 4.06	63	37.37	4.78	..... LIDGERWOOD .....	DK	81.57	D		* 9.45		*12.25pm			
		*10.55			* 4.20	37	43.50	6.13	..... GENESEO .....	GO	75.44			* 9.31		*11.45			
		*11.25			* 4.32	40	48.84	5.14	..... CAYUGA .....	SA	70.30			* 9.20		*11.25			
		*12.10pm			* 4.50	64	54.76	5.12	..... RUTLAND .....	RU	64.18	R DN WC		* 9.05		*11.00			
							55.63	0.27	FORBES LINE JUNCTION		68.91	Y							
		* 1.00			* 5.15	41	54.08	9.05	..... HAVANA .....	WB	54.86	D		* 8.45		*10.20			
		* 1.40			* 5.30	41	70.64	8.56	..... KIDDER .....	RO	48.30	W		* 8.32		* 9.55			
							74.14	3.50	C. M. & ST. P. RY. CROSSING		44.80								
		* 2.10			* 5.48	38	77.74	3.89	..... BURCH .....	CU	41.30			* 8.17		* 9.35			
		* 2.55			* 6.05	40	84.86	7.12	..... AMHERST .....	MN	34.08			* 8.02		* 9.15			
		* 3.45			* 6.20	40	91.21	8.35	..... CLAREMONT .....	QC	27.73	D W		* 7.47		* 8.55			
		* 4.15			* 6.33	40	96.62	5.41	..... HUFFTON .....	HU	22.32			* 7.35		* 8.30			
		* 4.50			* 6.46	40	102.02	5.40	..... PUTNEY .....	NY	18.92			* 7.23		* 8.15			
							105.41	3.39	..... WATER TANK .....		12.53	W							
		* 5.10			* 6.57	8	105.90	0.49	..... TACOMA PARK .....		13.04			* 7.13		* 8.05			
		* 5.40			* 7.05	40	109.65	3.75	..... PLANA .....		9.29			* 7.05		* 7.55			
							118.30	8.65	C. M. & ST. P. RY. CROSSING		0.64	K							
							118.32	0.02	C. & N. W. RY. CROSSING		0.62								
		A * 6.00pm			A * 7.30am	180	118.94	0.82	..... ABERDEEN .....	FN	0.0	R DN CTV	L 6.45pm			L 7.30am			
		Daily Ex. Sunday			Daily								Daily			Daily Ex. Sunday			
		595			191								192			596			
		10.55 10.59			4.45 24.8				Time Over District Average Speed Per Hour				4.30 26.22			7.50 15.3			

Westward trains are superior to eastward trains of same class.

Extra Trains may pass and run ahead of Third Class Trains.

Bulletin Boards are located at Rutland and Aberdeen.

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 and 192 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 Second District.

## Special Rules.

## INITIAL STATIONS.

Aberdeen Line Junction for trains 191, 595.

Aberdeen " " 192, 596.

## TERMINAL STATIONS.

Aberdeen Line Junction for trains 192, 596.

Aberdeen " " 191, 595.

YARD LIMITS: Rutland: One-half mile east of east switch and one-half mile west of west switch.  
Aberdeen: One-half mile east of transfer track switch.

WESTWARD.

## EIGHTH DISTRICT—BETWEEN RUTLAND AND FORBES.

EASTWARD.

11

SECOND CLASS										SECOND CLASS									
337										338									
Mixed										Mixed									
Daily Ex. Sunday										Daily Ex. Sunday									
L 7.00am										A 4.30pm									
64																			
40																			
0.00										R DN WC									
0.27										Y									
8.50										8.05									
* 7.25										* 4.05									
* 7.40										* 3.45									
11.53																			
13.02										1.19									
C. M. & ST. P. RY. CROSSING										49.90									
18.86										5.84									
* 8.10										* 3.25									
* 8.40										* 3.00									
24.97										6.11									
* 9.00										* 2.40									
29.31																			
41										33.61									
29.70										0.39									
C. & N. W. RY. CROSSING										33.22									
30.55										0.85									
* 9.15										22.37									
* 9.35										W									
*10.05										31.66									
*10.45										* 2.30									
A *11.35am										0.71									
Daily										31.66									
Ex. Sunday										* 2.20									
337										3.67									
4.32										GU									
14.3										27.99									
										* 2.00									
										08									
										SF									
										20.91									
										W									
										* 1.40									
										7.22									
										C. M. & ST. P. RY. CROSSING									
										13.59									
										0.22									
										ND									
										13.37									
										D									
										K									
										* 1.00pm									
										Daily									
										Ex. Sunday									
										338									

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

STATIONS.	Ruling Grade.	Class G1 3000-3094				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 G1-600-615 " G2-700-719 " F3-701-				Class D5-450-476 " E5-625-699 " E7-650-699 " 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 " B6-232-238 " B17-135-138 " B18-160-161 " B19-162-186			
		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	3200	2880	2560	2240	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
Willmar to Minneapolis	.4	4000	3600	3200	2800	3200	2900	2600	2150	2700	2450	2230	2110	2300	2080	1860	1750	1830	1650	1460	1380	1720	1550	1370	1290	1500	1350	1200	1120	1300	1150	1000	920	1200	1080	960	900
Willmar to Morris	.4	3200	2880	2560	2240	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
Morris to Breckenridge	.4	4000	3600	3200	2800	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
Breckenridge to Willmar	.4	4000	3600	3200	2800	3200	2800	2500	2350	2700	2450	2230	2110	2300	2080	1860	1750	1830	1650	1465	1375	1700	1530	1360	1275	1430	1290	1145	1075	1330	1240	1150	960	1100	990	880	825
Benson to Albee	.6					1600	1425	1275	1150	1450	1300	1175	1050	1100	1075	950	875	1350	1215	1080	1015	1130	1020	900	850	900	810	720	670	860	770	690	650				
Albee to South Shore	.75									1150	1035	925	800	1000	900	800	700	800	720	640	560	700	630	560	490	600	540	450	420	500	450	400	350	400	360	320	280
South Shore to Huron	.6													1425	1275	1150	1025	1275	1150	1025	925	1125	1000	875	750	1130	1015	880	850	1030	915	780	750	860	775	690	645
Huron to Willow Lakes	.6													1450	1200	1075	950	1150	1000	850	700	900	800	700	600	1030	925	825	775	930	825	725	675	800	720	640	600
Willow Lakes to Benson	.6									1700	1530	1380	1190	1530	1350	1200	1050	1250	1000	850	725	975	875	750	650	1130	1015	880	850	1030	915	780	750	860	775	690	645
Morris to Browns Valley	.6													1900	1650	1525	1475	1750	1600	1450	1350	1250	1125	1000	940	1050	945	840	790	850	845	740	690	810	730	650	610
Browns Valley to Morris	.76													1770	1525	1430	1300	1600	1450	1300	1200	1040	935	830	780	870	785	695	665	770	685	595	555	660	595	530	505
Evansville to Tintah	.6					1800	1650	1500	1400	1700	1550	1400	1300	1600	1450	1300	1100	1600	1440	1280	1045	1500	1350	1200	1125	1300	1240	1105	1035					1050	945	840	790
Tintah to Evansville	.5					1600	1450	1300	1200	1500	1350	1200	1100	1400	1250	1100	1000	1350	1215	1080	1015	1250	1125	1000	940	1050	945	840	790					800	720	640	600
Aberdeen Line Jct. to Aberdeen	.6													1900	1650	1630	1475	1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630
Aberdeen to Aberdeen Line Jct.	.85													1950	1750	1575	1475	1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630
Rutland to Forbes	.6																	1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630
Forbes to Rutland	.5																	1410	1270	1130	1060	1300	1240	1105	1035	1080	970	865	810					840	755	670	630

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.

Superheated engines are indicated with letter "S" following class number on engine cab and are rated to haul 500 tons more than engines not superheated. The above chart is rating for non-super-heated engines.  
 Chief Train Dispatcher may increase or decrease above rating as it may be found necessary

## Weights of Empty Freight Cars.

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture Cars, 40 to 50 foot	19 Tons
Caboose, 8 wheel	17 Tons
Caboose, 4 wheel	10 Tons
Flat Cars, 28 to 30 foot	9 Tons
Flat Cars, 33 and 34 foot	11 Tons
Flat Cars, 40 foot	12 Tons
Coal Cars	12 Tons
Gondola Cars	13 Tons
Ore Cars, Wood	12 Tons
Ore Cars, Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons

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.

## Weights of Passenger Equipment.

	Wooden	Steel Under-frame	Steel
Postal Cars,			
Nos. 1 to 21			67 Tons
Nos. 90 and 91			48 Tons
Nos. 50 to 69	54 Tons		
Nos. 107 to 114	43 Tons		
Baggage and Mail,			
Series 300 and 400	26 Tons		
Series 500 and 600	45 Tons		
Series 700	60 Tons		
Series 800		60 Tons	
Baggage and Express,			
Nos. 1000 to 1027	25 Tons		
Nos. 1050 to 1089	50 Tons		
Nos. 1100 to 1119		60 Tons	
Nos. 1588 to 1702	55 Tons		
Express Refrigerators,			
Nos. 1900 to 2097	Have weights stenciled on cars.		
Passenger and Baggage,			
Nos. 2100 to 2201	25 Tons		
Coaches,			
Nos. 3000 to 3241	27 Tons		
Nos. 3250 to 3606	48 Tons		
Nos. 3700 to 3724		52 Tons	

## Weights of Passenger Equipment—Cont.

	Wooden	Steel Under-frame	Steel
Coaches—Cont.			
Nos. 4000 to 4012	36 Tons		
Nos. 4013 to 4060	41 Tons		
Nos. 4100 to 4159	51 Tons		
Nos. 4200 to 4317	59 Tons		
Nos. 4500 to 4529			70 Tons
Tourist,			
Nos. 6520 to 6567	43 Tons		
Nos. 6568 to 6611	52 Tons		
Diners,			
Nos. 7010 to 7015	50 Tons		
Nos. 7020 to 7041	58 Tons		
Nos. 7100 to 7131	61 Tons		
Parlor Cars,			
Nos. 7500 to 7571	45 Tons		
Nos. 7572 to 7604	60 Tons		
Sleepers,			
Nos. 8000 to 8456	60 Tons		
Compartment—Observation,			
Nos. 9001 to 9035	63 Tons		
Business Cars,			
Average Weight	40 Tons		

## Weights of Dead Engines and Tanks.

Engines numbered below 200 series	80 Tons
Engines numbered in 200 series	90 Tons
Engines numbered in 300 series	86 Tons
Engines numbered in 400 series	110 Tons
Engines numbered in 500 series	115 Tons
Engines numbered in 600 series	120 Tons
Engines numbered in 700 series	140 Tons
Engines numbered in 800 series	155 Tons
Engines numbered in 900 series (except 992 to 997)	115 Tons
Engines numbered 992 to 997	95 Tons
Engines numbered 1000 to 1007	131 Tons
Engines numbered 1050 to 1069	144 Tons
Engines numbered 1079 to 1095	158 Tons
Engines numbered in 1100 and 1200 series	160 Tons
Engines numbered in 1300 series	160 Tons
Engines numbered 1400 to 1405	173 Tons
Engines numbered 1406 to 1425	188 Tons
Engines numbered in 1500 and 1600 series	179 Tons
Engines numbered in 1700 series	180 Tons
Engines numbered in 1800 series	219 Tons
Engines numbered in 1900 series	252 Tons
Engine Tank (Empty)	30 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

## Maximum Speed of Passenger and Freight Trains, Excepting No. 27.

	Between Passenger	Between Freight	Between Passenger	Between Freight
Long Lake and Breckenridge	55 miles per hour	35 miles per hour	Tintah and Evansville	35 miles per hour
Benson and Huron	35 miles per hour	25 miles per hour	Aberdeen Line Jct. and Aberdeen	40 miles per hour
Morris and Browns Valley	30 miles per hour	25 miles per hour	Rutland and Forbes	30 miles per hour

"Q1" Engines, not to exceed 30 miles per hour at any point.  
 "J" Engines, not to exceed 40 miles per hour at any point.

# AUTOMATIC BLOCK SIGNALS.

13

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, 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 the movement has been made and the switches locked.

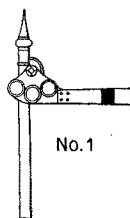
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The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

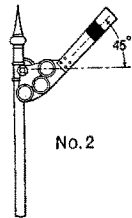
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

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



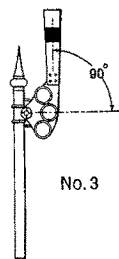
No. 1

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.  
Color. RED light at night.  
Indication. STOP.  
Name. STOP Signal.



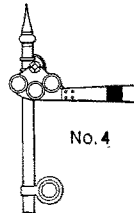
No. 2

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.  
Color. YELLOW light at night.  
Indication. PROCEED with CAUTION,  
prepared to stop at next signal.  
Name. CAUTION Signal.



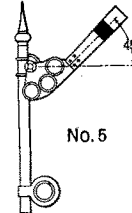
No. 3

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.  
Color. GREEN light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.



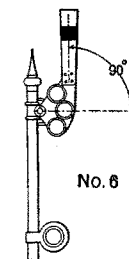
No. 4

HOME  
AUTOMATIC BLOCK SIGNAL.  
Color. Arm, RED light at night.  
Disc, RED light at night.  
Indication. STOP.  
Name. STOP Signal.



No. 5

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



No. 6

HOME  
AUTOMATIC BLOCK SIGNAL.  
Color. Arm, GREEN light at night.  
Disc, RED light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.

# INTERLOCKING SIGNALS.

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.
- (a) The speed of trains through the home signal zone of interlocking plants in use at railway crossings, railway junctions or draw bridges is restricted as follows:
- (b) Passenger trains holding main line route shall not exceed twenty-five miles per hour.

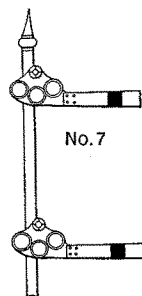
- (c) Passenger trains taking diverging route shall not exceed fifteen miles per hour.
- (d) Freight trains holding main line route shall not exceed eighteen miles per hour.
- (e) Freight trains taking diverging route shall not exceed ten miles per hour.
- (f) All trains moving against the current of traffic on double track or wherever governed by dwarf signals shall not exceed eight miles per hour.
- (g) Conditions may require a further speed restriction for all trains at draw bridges or other points as per special rules.
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.



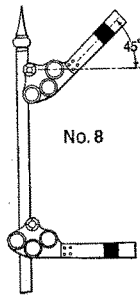
No. 7

## 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.



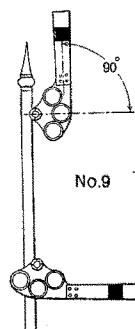
No. 8

## 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.



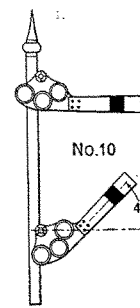
No. 9

## 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.



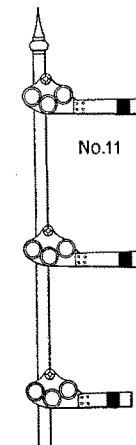
No. 10

## 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.



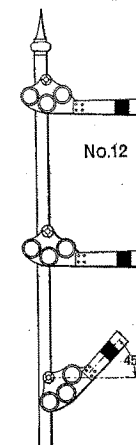
No. 11

## 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.



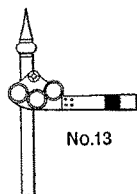
No. 12

## 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 with caution.

Name. CAUTION Signal.



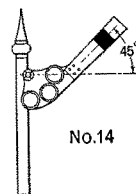
No. 13

## INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.

Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.

Name. STOP Signal.



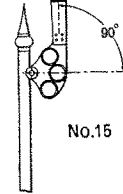
No. 14

## INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.

Indication. PROCEED with CAUTION, prepared to stop at Home Signal.

Name. CAUTION Signal.



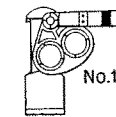
No. 15

## INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.

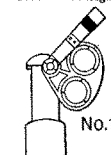
Indication. PROCEED.

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.

## SPECIAL RULES.

15

1. Car capacity of sidings is arrived at as follows:

The actual average length of G. N. freight equipment, exclusive of outfit, ore cars and cabooses is 42.14 ft.  
 over bumpers. Maximum draw bar pull.....35  
 Total.....42.49  
 (We call it 45 ft.)

Maximum length of locomotives used on Willmar Division is 79 ft. 1 in. (We call this 80 ft.)

Average length of caboose for the system is 36 ft. (We use 40 ft.)

Car capacity based on using 170 ft. from headblock to clearance point for passing tracks.  
 150 ft. for other tracks.

2. 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 employees 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 employee 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 employees, 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 employee 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.)

Minneapolis.....	Dr. R. J. Hill.
Howard Lake.....	Dr. A. G. Moffatt.
Dassel.....	Dr. A. C. Peterson.
Litchfield.....	Dr. A. W. Robertson.
Willmar.....	Dr. E. H. Frost.
Benson.....	Dr. B. J. Branton.
Morris.....	Dr. C. L. Scofield.
Herman.....	Dr. Chas. E. Caine.
Campbell.....	Dr. C. R. Christenson.
Breckenridge.....	Dr. John T. Leland.
	Dr. W. S. Wolfe.
	E. M. Rimer.

Breckenridge.....	Dr. C. P. Rice, Ophthalmic Surgeon.
Wahpeton.....	Dr. Jas. O'Brien.
Appleton.....	Dr. D. W. Little.
	Dr. B. F. Campbell.
Watertown.....	Dr. H. J. Barton.
	Dr. O. Haroldson.
Huron.....	Dr. J. L. Foxton.
Graceville.....	Dr. C. I. Oliver.
Brown's Valley.....	Dr. G. E. McGeary.
Lidgerwood.....	Dr. W. Christiansen.
Aberdeen.....	Dr. Geo. E. Countryman.
	Dr. H. J. Rock.
Ellendale.....	Dr. T. J. Devereaux.
Evansville.....	Dr. A. G. Maercklein.
Cokato.....	Dr. P. G. Cowing.
	Dr. Oscar J. R. Freed.

## TIME INSPECTORS.

St. Paul.....	A. L. Haman & Co., 352 Robert Street.
Minneapolis.....	Munns & Pomerleau, 221 Central Avenue.
Willmar.....	Anderson Bros.
Benson.....	F. C. Robbins.

Morris.....	E. McEyal.
Breckenridge.....	W. M. James.
Watertown.....	C. F. Halbak.
Aberdeen.....	D. G. Gallett.

M. J. JOHNSON, Dispatcher.  
 B. S. ALLARD, "  
 W. HENGSTLER, "  
 W. O. McCOY, Relief Dispatcher.

W. M. SCOTT, Dispatcher.  
 D. O. HAHN, "  
 J. H. TAYLOR, "

C. J. GOFF, Assistant Chief Dispatcher.  
 J. R. WELCH, Chief Dispatcher.  
 P. J. COLITON, Trainmaster.  
 M. L. GAETZ, "  
 F. H. LIVINGSTON, "

**Maximum Clearance Table to be observed in the loading of material on open cars.**

For Points Between	LIMIT OF LOAD—MEASUREMENT																		
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	WIDTH																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"	Max- imum Hgt.	Max- imum Wdth.
	HEIGHT																		
*Lines East of Cut Bank except Pacific Junction to Butte.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena.....	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C., via Marcus and Brookmere..	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry.....	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

\*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively.

**BILLING INSTRUCTIONS.**

As per Rules 114 and 198 of Instructions to Agents, waybills should not be issued for the movement of cabooses, bad order cars on their own wheels or empty freight cars, either system or foreign. Empty car slip, Form 300, should be used for this purpose. When moved in revenue freight trains, the following described equipment should be waybilled on D. H. Co. waybill, Form 16, at the weights shown below:

	Pounds		Pounds
Salvage of bad order car.....	30,000	Dozers.....	40,000
Dead engines.....	Actual weight	B. & B. outfit cars.....	28,000
Steam Shovels, 60 ton.....	120,000	First class coach (wood).....	86,000
" " 65 ton.....	130,000	Second class coach (wood).....	57,400
" " 70 ton.....	142,000	Coaches (steel).....	120,700
" " 95 ton.....	184,000	Tourist sleepers.....	84,900
Pile Drivers.....	112,000	Sleepers.....	111,800
Derrick Cars, 35 ton.....	121,400	Diner.....	108,400
" " 50 ton.....	160,400	Parlor.....	108,700
" " 60 ton.....	163,500	Baggage.....	65,000
" " 75 ton.....	148,000	Mail.....	114,700
" " 100 ton.....	174,500	Baggage and express.....	96,900
" " 150 ton.....	246,500	Express refrigerator.....	76,500
Rotary plows (95007 and 95008).....	200,000	Pass. and baggage.....	50,800
Rotary plows (others).....	127,000	Mail and baggage.....	57,000
		Mail, baggage and express.....	109,000

NOTE—The weights shown for steam shovels are net. If shipment includes a boom, 20,000 pounds should be added. If dipper and dipper sticks are included, 10,000 pounds should be added.

These instructions do not apply when equipment is moved in work trains.



