

GREAT NORTHERN RAILWAY



WILLIAMSON



TIME TABLE No. 2

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

SUNDAY, 11, 1920.

Superseding all previous time tables 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. 2		Telegraph Code	FIRST CLASS					
571				401	433	409	In Effect July 11, 1920.			13	31		21	9	3			
Local Freight				Time Freight	Time Freight	Time Freight	Passing Points	Other Trains	STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger			
Daily Ex. Sunday				Daily	Daily	Daily			Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					
				L. 3:00Am	L. 1:00Am	L. 9:00Am			.00	ST. PAUL	A	L. 9:20Am		L. 5:00Pm	L. 7:00Pm	L. 10:45Pm		
									10.55	MINNEAPOLIS	KA	9:50		5:30	7:30	11:15		
									10.55			10:00Am		5:35Pm	7:40Pm	11:30Pm		
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	10	26.98	DOUBLE TRACK	10.41 LONG LAKE	ON	L. 10:45Am		L. 6:10Pm	L. 8:16Pm	L. 12:08Am	
	* 7.40			7.20	4.45	1.15	W 82	20	31.38	4.37 MAPLE PLAIN	MA	* 10:55		* 6.20	8.25	12.14		
	* 8.20			7.40	5.00	1.35	E 83	64	38.32	6.59 DELANO	DA	* 11:09		* 6.33	8.34	12.24		
	* 8.58			8.00	5.20	2.00	Contin- uous	22	45.01	6.56 MONTROSE	MO	* 11:23		* 6.45	8.43	12.34		
	* 9.40			8.10	5.33	2.10	82	40	47.79	7.28 WAVERLY	WY	* 11:30		* 6.52	8.48	12.39		
	* 10.15			8.39	6.10	2.25	E 83	62	52.81	8.09 HOWARD LAKE	RD	* 11:42		* 7.04	8.57	12.46		
	* 10.55			9.05	6.30	2.40	W 82	45	55.72	8.91 SMITH LAKE	SY	* 11:50		* 7.10	9.02	12.51		
	* 11.30			9.18	6.45	2.52	E 87	31	59.08	9.35 COKATO	CT	* 11:59		* 7.18	9.08	12.56		
	672-13 11.50 11:40Pm			9.40	7.05	3.10	E 84	65	64.87	9.79 DASSEL	DS	672-571 * 12:10Pm		418 * 7.30	9.18	1.05		
	402 * 1.10			10.00	7.20	3.25	E 84	22	70.00	5.13 DARWIN	DN	* 12:23		* 7.40	9.28	1.13		
	* 2.00			10.20	7.53	3.40	E 82	107	76.09	6.25 LITCHFIELD	FD	402 * 12:44		* 7.50	* 9.38	* 1.20		
	* 2.37			10.55	8.40	4.29	E 90	63	83.73	7.54 GROVE CITY	G	* 12:59		* 8.07	9.54	1.35		
	* 3.00			11.50	9.05	5.05	E 76	89	88.85	5.12 ATWATER	WR	* 1.12		* 8.20	10.02	1.42		
	* 3.35			12.30Pm	9.45	5.40	82	28	96.18	7.33 KANDIYOHI	B	* 1.26		* 8.40	10.14	1.52		
	* 3.55			1.00	10.15	6.05			100.83	6.55 ST. CLOUD LINE JUNCTION		1.34	L. 1.38Pm	8.50	10.22	2.00		
	A 4.00Pm			A 1:10Pm	A 10:25Am	A 6:20Am			107.5	1.18 WILLMAR	WD	A 1.40Pm	A 1.45Pm	A 9:00Pm	A 10:35Pm	A 2:05Am		
	Daily Ex. Sunday			Daily	Daily	Daily						Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily		
	571			401	433	409						13	31	21	9	3		
	8.45			6.10	5.55	5.20						9.55	.07	2.50	2.19	1.57		
	8.6			12.17	12.6	14.07						25.73	8.5	26.8	32.39	38.45		
Time Over District Average Speed Per Hour																		

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 are located at Long Lake and Willmar.

Nos. 571 and 572 may carry passengers when provided with proper transportation.

Westward trains will come to full stop at stop board east of public crossing, east of St. Cloud Line Junction.

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

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

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 ascertain what track to use.

There is a dispatcher's telephone in booth east end passing tracks, Atwater, and at east end eastward passing track, Litchfield.

The normal position of cross over switch leading from Fergus Falls division lead to westward main track near water tank east end Willmar yard is for the Fergus Falls division lead.

INITIAL STATIONS.

Long Lake for trains 3, 9, 13, 21, 401, 400, 433, 571.

St. Cloud Line Junction for train 31.

TERMINAL STATIONS.

Willmar for trains 3, 9, 13, 21, 31, 401, 400, 433, 571.

Normal position of main line switches at end of double track 300 ft. west of depot Delano for westward main track, at Kandiyohi 200 ft. east of depot for eastward main track.

Nos. 3, and 9 may register by card at Delano and Kandiyohi except when Displaying Signals. All Willmar division trains may register by card at Long Lake 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: Maple Plain, westward passing track.

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

Double passing tracks located as follows: Cokato and Atwater. Westward trains will use track No. 1 when necessary to take siding.

Kandiyohi passing track located on north side of main line is a continuation of westward 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 track unless so authorized by train order. Time for time table schedules, for Montrose, apply at Montrose station.

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.

Do not exceed 10 miles per hour over bridge 50.3, half way between Waverly and Howard Lake with class N-1 and P-1 engines.

FIRST DISTRICT--WILLMAR TO LONG LAKE.

EASTWARD. 3

FIRST CLASS					Time Table No. 2 In Effect July 11, 1920.	STATIONS	Distance from Willmar	SIGNS See Rule 3, Page 15	SECOND CLASS			THIRD CLASS		
32	14	22	2	10					418	402	416	572		
Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Time Freight	Local Freight		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday		
	A 6.30 ³⁰ pm	A 10.55 ⁴⁰ am	A 8.15 ⁴⁰ am	A 7.35 ⁴⁰ am		ST. PAUL	102.91	R&DN WC Y	A 8.30 ³⁰ am	A 9.30 ³⁰ am	A 2.30 ⁴⁰ am			
	6.08 ³⁰ pm	10.39 ⁴⁰ am	7.59 ⁴⁰ am	7.10 ⁴⁰ am		MINNEAPOLIS	91.46							
TRAINS BETWEEN LONG LAKE AND ST. PAUL WILL BE GOVERNED BY TERMINAL DIVISION TIME TABLE.														
	A 5.18 ³⁰ pm	A 9.40 ⁴⁰ am	A 7.10 ⁴⁰ am	A 6.25 ⁴⁰ am		LONG LAKE	75.65	R DN	A 6.00 ³⁰ am	A 5.00 ³⁰ am	A 11.59 ³⁰ am	A 3.55 ³⁰ pm		
	5.08 ³⁰ pm	9.28 ⁴⁰ am	6.55 ⁴⁰ am	6.12 ⁴⁰ am		MAPLE PLAIN	70.08	D P	5.45 ³⁰ am	4.25 ³⁰ am	11.00 ³⁰ am	3.30 ³⁰ pm		
	4.53 ³⁰ pm	9.12 ⁴⁰ am	6.37 ⁴⁰ am	5.54 ⁴⁰ am		DELANO	63.69	R DN W I	5.30 ³⁰ am	4.00 ³⁰ am	10.15 ³⁰ am	3.00 ³⁰ pm		
	4.39 ³⁰ pm	8.58 ⁴⁰ am	6.24 ⁴⁰ am	5.39 ⁴⁰ am		MONTROSE	57.00	D P	5.12 ³⁰ am	3.30 ³⁰ am	9.45 ³⁰ am	2.35 ³⁰ pm		
	4.34 ³⁰ pm	8.50 ⁴⁰ am	6.18 ⁴⁰ am	5.33 ⁴⁰ am		WAVERTY	54.22	D P	5.05 ³⁰ am	3.10 ³⁰ am	9.30 ³⁰ am	2.10 ³⁰ pm		
	4.23 ³⁰ pm	8.39 ⁴⁰ am	6.10 ⁴⁰ am	5.24 ⁴⁰ am		HOWARD LAKE	49.20	D P	4.50 ³⁰ am	2.45 ³⁰ am	8.57 ³⁰ am	1.45 ³⁰ pm		
	4.16 ³⁰ pm	8.32 ⁴⁰ am	6.05 ⁴⁰ am	5.18 ⁴⁰ am		SMITH LAKE	46.29	DN WC	4.40 ³⁰ am	2.30 ³⁰ am	8.25 ³⁰ am	1.20 ³⁰ pm		
	4.07 ³⁰ pm	8.26 ⁴⁰ am	6.00 ⁴⁰ am	5.12 ⁴⁰ am		COKATO	42.93	DNP	4.25 ³⁰ am	2.15 ³⁰ am	8.00 ³⁰ am	1.00 ³⁰ pm		
	3.54 ³⁰ pm	8.15 ⁴⁰ am	5.49 ⁴⁰ am	5.02 ⁴⁰ am		DASSEL	37.14	DN WP	4.05 ³⁰ am	1.40 ³⁰ am	7.30 ³⁰ am	11.18 ³⁰ am		
	3.42 ³⁰ pm	8.05 ⁴⁰ am	5.38 ⁴⁰ am	4.55 ⁴⁰ am		DARWIN	32.01	D P	3.42 ³⁰ am	1.10 ³⁰ am	6.55 ³⁰ am	11.00 ³⁰ am		
	3.30 ³⁰ pm	7.53 ⁴⁰ am	5.25 ⁴⁰ am	4.45 ⁴⁰ am		LITCHFIELD	25.92	DN W	3.00 ³⁰ am	12.44 ³⁰ am	6.25 ³⁰ am	9.30 ³⁰ am		
	3.10 ³⁰ pm	7.38 ⁴⁰ am	5.12 ⁴⁰ am	4.29 ⁴⁰ am		GROVE CITY	18.28	D P	2.37 ³⁰ am	12.20 ³⁰ am	5.50 ³⁰ am	8.40 ³⁰ am		
	3.00 ³⁰ pm	7.27 ⁴⁰ am	5.05 ⁴⁰ am	4.22 ⁴⁰ am		ATWATER	13.16	DN W	2.25 ³⁰ am	11.50 ³⁰ am	5.20 ³⁰ am	8.00 ³⁰ am		
	2.45 ³⁰ pm	7.12 ⁴⁰ am	4.55 ⁴⁰ am	4.10 ⁴⁰ am		KANDIYOHI	5.83	R P DN	2.10 ³⁰ am	11.10 ³⁰ am	4.50 ³⁰ am	7.35 ³⁰ am		
	A 2.37 ³⁰ pm	2.32 ⁴⁰ am	7.02 ⁴⁰ am	4.42 ⁴⁰ am		ST. CLOUD LINE JUNCTION	1.18		1.45 ³⁰ am	10.35 ³⁰ am	4.25 ³⁰ am	7.11 ³⁰ am		
	L 2.36 ³⁰ pm	L 2.30 ³⁰ pm	L 7.00 ⁴⁰ am	L 4.40 ⁴⁰ am		WILLMAR	.00	R&DN WCTY O	L 1.40 ³⁰ pm	L 10.30 ³⁰ am	L 4.20 ³⁰ pm	L 7.10 ⁴⁰ am		
Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily	Daily	Daily	Daily Ex. Sunday		
32	14	22	2	10					418	402	416	572		
30.0	2.48	2.40	2.30	2.30		Time Over District Average Speed Per Hour			4.20	6.30	7.39	8.45		
	26.8	28.1	30.00	30.00					17.3	11.54	9.08	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.

Nos. 10 and 2 may register by card at Delano and Kandiyohi except when displaying signals.

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

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

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, 32, 402, 416, 418, 572.

TERMINAL STATIONS.

Long Lake for trains 2, 10, 14, 22, 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	Passenger Trucks	Other Trucks	Distance from Willmar	Time Table No. 2 In Effect July 11, 1920.		Telegraph Cable	FIRST CLASS					
589	597 (7th Dist. 596)	529	327 (5th Dist. 336)	401	433	409					3	13		185	187 (Fifth Dist. 190)	9	183 (7th Dist. 192)		
Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	Local Freight Daily Ex. Sunday	Mixed Daily Ex. Sunday	Time Freight Daily	Time Freight Daily	Time Freight Daily					STATIONS	Passenger Daily	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Passenger Daily	Passenger Daily		
L. 7:00am				L. 2:35pm	L. 12:10pm	L. 9:30am	1675	00			WILLMAR	WD	L. 2:15am	L. 2:25pm			L. 10:45pm		
								0.40			SOO CITY DIVISION JUNCTION								
402 s. 7:30				416 3:10	12:35	9:50	E 82 W 83	22	0.59		PENNOCK	K	2:30	s. 2:40			s. 10:57		
s. 8:00				3:30	1:05	10:10	E 82 W 82	53	13.98		KERKHOVEN	H	2:40	s. 2:55			s. 11:09		
s. 8:25				3:40	1:40	10:35	E 84 W 84	38	18.42		MURDOCK	CK	2:46	s. 3:05			s. 11:19		
590 s. 8:50				4:00	1:55	11:10	E 112 W 117	32	23.08		DE GRAFF	DG	2:53	s. 3:15			s. 11:28		
s. 9:35		L. 5:00am		4:30	2:30	11:50	E 80 W 82	282	30.48		BENSEN	BN	s. 3:10	s. 3:45	L. 3:45pm		s. 11:47		
		A. 6:05am						31.26			WATERTOWN LINE JUNCTION				A. 3:47pm				
s. 10:05				4:45	2:40	12:35	E 82 W 82	43	36.14		CLONTARF	CF	402-2 3:20	s. 3:55			s. 11:58		
s. 10:20				5:00	2:55	12:50	E 83 W 83	11	41.96		MYNES		3:32	4:03			12:09am		
s. 10:50				5:20	3:20	1:10	E 84 W 84	70	46.35		HANCOCK	NC	3:41	s. 4:15			s. 12:19		
11:05 ⁴¹⁰ 14				5:35	3:35	1:25	E 84 W 84	82	50.73		DE TERRE		3:47	4:22			12:28		
		L. 10:40am						54.20			BROWNS VALLEY LINE JCT.					L. 9:50pm			
s. 1:00pm		A. 10:50am		6:00	3:55	2:00	E 74 W 82	184	55.21		MORRIS	MR	s. 4:00	4:30 ³²⁸ 4:40		A. 10:00pm	402 s. 12:55		
1:10				6:10	4:10	2:25	E 82 W 82	82	59.23		HAIG		4:10	4:46			1:05		
s. 2:05				6:25	4:25	2:40	E 87 W 83	36	63.40		DONNELLY	DY	4:16	s. 4:53			s. 1:15		
s. 2:30				6:40	5:00	3:00	E 83 W 83	21	69.37		MOOSE ISLAND		4:24	f. 5:00			1:24		
s. 2:55				6:55	5:20	3:15	E 83 W 82	46	73.84		HERMAN	HN	4:30	s. 5:12			s. 1:35		
s. 3:20				7:10	5:40	3:30	E 83 W 82	30	78.75		NORCROSS	RC	4:37	s. 5:22			1:45		
409 s. 3:50				7:30	6:00	3:50	E 83 W 82	82	85.18		CHARLESVILLE		4:45	f. 5:30			2 2:00		
								90.02			EVANSVILLE LINE JUNCTION								
s. 4:15				7:45	6:25	4:05	E 83 W 74	64	90.23		TINTAH	QN	4:52	s. 5:40			s. 2:08		
								92.37			M. ST. P. & S. S. M. RY. CROSSING								
4:35	L. 3:20pm			8:05	6:45	4:20		94.48			YARMOUTH								
s. 4:52	s. 3:30			8:15	7:00	4:30		97.39			ABERDEEN LINE JUNCTION		4:59	5:47			2:16		
s. 5:25	s. 3:45			8:35	7:30	5:04		104.55			CAMPBELL	CB	5:03	s. 5:55			s. 2:35 ¹⁸⁴		
								110.84			DORAN	DO	5:15	s. 6:10			2:54		
								112.42			N. P. RY. CROSSING						s. 11:50		
A. 6:00pm	A. 4:05pm	Daily Ex. Sunday	Daily Ex. Sunday	A. 9:00pm	A. 8:00pm	A. 5:30pm					BRECKENRIDGE	BR	A. 5:30pm	A. 6:25pm	Daily Ex. Sunday	Daily Ex. Sunday	A. 3:20am	A. 12:10am	
589	597	529	327	401	433	409							3	13	185	187	9	183	
11.00 10.01	45 24.0	65 12.0	10 6.00	0.25 17.54	7.50 14.35	8.00 14.09					Time Over District Average Speed Per Hour		3.15 34.40	4.00 28.0	.02 24.9	.10 6.0	4.35 24.43	.55 18.5	

NOTE:
For special rules see page 6.

SECOND DISTRICT—BRECKENRIDGE TO WILLMAR.

EASTWARD. 5

FIRST CLASS							Time Table No. 2 In Effect July 11, 1920.	Distance from Breckenridge	SIGNS See Rule 3, Page 15.	SECOND CLASS		THIRD CLASS.				
10	14	186	188	184	2					402	416	598	328	530	588	590
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Time Freight	Time Freight	Local Freight	Mixed	Local Freight	Local Freight	Local Freight
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday
STATIONS																
A 3:30am	A 1:40pm				A 4:30am	WILLMAR.....	112.42	R	DN WCT O	A 8:00am	A 3:30pm					A 11:00am
						0.40 500 CITY DIVISION JUNCTION.....	112.02		P Y							
3.15	1.20				4.15	6.19 PENNOCK.....	105.83	DN	P R	7.10	401-14 2.40					10.30
3.00	1.05				4.00	7.39 KERKHOVEN.....	98.44	DN	W	6.30	2.05					10.10
2.45	12.50				3.50	4.44 MURDOCK.....	94.00	D	P	5.55	1.40					9.25
2.33	12.35				3.42	4.06 DE GRAFF.....	89.34	D	P	5.25	1.15					8.50
2.20	12.05pm	400-14 A 12:10pm			3.30	7.40 BENSON.....	81.94	DN	WC	4.45	12.50am			400 A 11:55am		8.00
		L 12:06pm				0.78 WATERTOWN LINE JUNCTION.....	81.16		P Y					L 11:50am		5.45
2.03	11.57				3.20	4.58 CLONTARP.....	76.28	D	P	3.30	12:07pm					5.30
1.56	11.47				3.11	5.82 HYNES.....	70.48		P	2.40	11.47					5.10
1.50	11.40				3.05	4.39 HANCOCK.....	66.07	DN		2.20	11.25					5.00
1.38	11.30				2.56	4.38 DE TERRE.....	61.70		P	2.00	11.10					4.40
						3.48 BROWNS VALLEY LINE JCT.....	58.22		P Y					A 4:45pm		
1.30	11.23				2.50	1.01 MORRIS.....	57.21	DN	WC K	1.30	11.00			14 A 11:00am		3
1.05	11.07				2.39	4.02 HAIG.....	53.19			12.25	10.25					10.35
12.50	11.00				2.33	4.17 DONNELLY.....	49.02	DN	P	12.10am	10.15					10.15
12.38	10.51				2.25	5.97 MOOSE ISLAND.....	48.05		P	11.45	10.00					9.30
12.28	10.44				2.18	4.47 HERMAN.....	38.88	DN	W	11.30	9.50					9.15
12.18	10.34				2.10	4.91 NORCROSS.....	35.67	D	P	11.15	9.35					8.30
12.09am	10.24				2.00	6.43 CHARLESVILLE.....	27.24		P	10.50	9.15					7.55
						4.84 EVANSVILLE LINE JUNCTION.....	22.40									
11.58	10.15				1.47	0.21 TINTAH.....	22.10	DN	PW	10.30	9.00					7.35
						2.14 M. ST. P. & S. S. M. RY. CROSSING.....	20.05		I							
						2.11 YARMOUTH.....	17.94									
11.45	10.05				1.37	0.42 ABERDEEN LINE JUNCTION.....	17.52		P Y	10.10	8.40			A 6:05am		7.10
11.30	10.00				1.33	2.49 CAMPBELL.....	16.03	DN	W R	10.00	8.30			5.55		7.00
11.19	9.48				1.20	7.16 DORAN.....	7.87	DN	P	9.30	8.15			5.20		6.20
						6.20 N. P. RY. CROSSING.....	1.58		I							
L 11:05pm	L 9:35pm				L 1:05am	1.58 BRECKENRIDGE.....	.00	R	DN WCT K	L 9:00pm	L 8:00am	L 5:00am			L 6:00am	
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily					Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Sunday	Daily Ex. Monday
10	14	186	188	184	2					402	416	598	328	530	588	590
4.25 25.53	4.05 27.4	10.00	10.00	18.5	3.25 32.78	Time Over District Average Speed Per Hour				11.0 10.22	7.30 14.98	1.05 16.20	1.10 12.0	1.05 11.00	11.35	6.30 7.03

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.

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

No. 589 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.

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. 3 and 9 may register by card at Pennoek and Campbell, except when displaying signals.

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

Lap passing tracks located as follows: Kerkhoven, DeGraff, Benson, Clontarf, Hancock, Donnelly and Herman. Westward trains use north passing track at Kerkhoven, DeGraff, 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.

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, 401, 409, 433, 589.

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, 183, 597, 401, 409, 433, 589.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

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

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.

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.

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.

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.

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.

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.

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.

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 and 2 may register by card at Campbell and Pennoek except when displaying signals.

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

Lap passing tracks located as follows: Kerkhoven, DeGraff, Benson, Clontarf, Hancock, Donnelly and Herman. Eastward trains use north passing track at Benson, Hancock and Donnelly and south passing tracks at Kerkhoven, DeGraff, 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.

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

Nos. 588 and 590 may carry passengers when provided with proper transportation.

INITIAL STATIONS.

Watertown Line Jct. for trains 186, 530.

Morris for trains 188, 328, 590.

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

TERMINAL STATIONS.

Willmar for trains 2, 10, 14, 402, 416, 590.

Benson for trains 186, 530.

Browns Valley Line Jct. for trains 188, 328.

Morris for No. 588.

Aberdeen Line Junction for trains 184, 598.

SPECIAL RULES FOR PAGES 4 AND 5.

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; Pennoek 200 feet west of depot for westward main track.

Fifth District trains will register at Morris.

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

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

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.

WESTWARD.

THIRD DISTRICT—BETWEEN BENSON AND WATERTOWN.

EASTWARD. 7

THIRD CLASS				FIRST CLASS				Capacity of Side Tracks		Distance from Benson.	Time Table No. 2 In Effect July 11, 1920.				Telegraph Cuts.	Distance from Watertown.	FIRST CLASS				THIRD CLASS			
529				185				Passing Tracks	Other Tracks		STATIONS.						186				530			
Local Freight				Passenger													Passenger				Local Freight			
Daily Ex. Sunday				Daily Ex. Sunday												Daily Ex. Sunday				Daily Ex. Sunday				
L. 6.00am				L. 3.45pm				228	100	0.00	BENSON	BN	91.99	R DN WC	A 12.10pm			A 11.55am						
# 6.05				# 3.47						0.78	WATERTOWN LINE JCT.		91.21	P Y	#12.01pm			#11.50						
# 6.30				# 3.58				40		7.88	DANVERS	DR	84.11		#11.44			#11.30						
# 7.00				# 4.13				39	15.83	7.95	HOLLOWAY	HO	76.16	D	#11.30			#11.00						
# 8.30				# 4.27				58	105	31.96	APPLETON	AU	70.03	D W	#11.17			#10.35						
										22.73	C. M. & St. P. RY. CROSSING		69.20	K										
# 9.00				# 4.42				39		30.05	LOUISBURG	LG	61.34		#10.56			#10.05						
# 9.45				# 4.55				85	32	37.14	BELLINGHAM	BA	54.85	D W	#10.42			# 9.45						
#10.21				# 5.14				40		46.34	NASSAU	NS	45.65		#10.21			# 9.15						
#11.00				# 5.30				35		51.83	ALBEE	D	40.16	D C	#10.09			# 9.00						
#11.25				# 5.44				41		57.98	LA BOLT	BO	34.01	W	# 9.55			# 8.40						
#11.55				# 6.01				17		65.56	STOCKHOLM	SK	26.43		# 9.38			# 8.20						
#12.30pm				# 6.16				65	36	72.82	SOUTH SHORE	VR	19.17	D W	# 9.24			# 8.00						
#12.50				# 6.29				35		78.77	FORESTVILLE		13.22		# 9.09			# 7.40						
# 1.20				# 6.44				40		86.08	RAUVILLE		5.91		# 8.53			# 7.20						
										91.49	M. & ST. L. RY. CROSSING		0.60											
										91.80	C. & N. W. RY. CROSSING		0.19											
A 2.00pm				A 7.00pm				40	174	91.99	WATERTOWN	WN	0.00	R DN WCT @ K L	B 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											3.30 28.31			4.55 19.00						
Time Over District Average Speed Per Hour																								

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.

Do not exceed 10 miles per hour over Bridge 52 about two miles west of Albee or over Bridge 94 about two miles west of Rauville with Class H-4, L-2, N-1 and P-1 engines.

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

Watertown: One-half mile east of east switch.

Tile 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	Distance from Watertown.	Time Table No. 2 In Effect July 11, 1920.		Telegraph Calls.	Distance from Huron.	SIGNS See Rule 3, Page 15.	FIRST CLASS				THIRD CLASS			
585 W. & S. F. No. 7		531		185		181 W. & S. F. No. 1				Passing Tracks	Other Tracks				STATIONS		186	182 W. & S. F. No. 2		532	586 W. & S. F. No. 8	
Local Freight Tue., Thur. and Sat.		Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday		Passenger Daily Ex. Sunday											Passenger Daily Ex. Sunday	Passenger Daily Ex. Sunday	Local Freight Tue., Thur. and Sat.	Local Freight Mon., Wed. and Fri.		
	L. 8.00Am	L. 6.00Am		L. 7.05pm	L. 7.00Am			40	174	0.00	..... WATERTOWN	WN	69.84	R DN WCT @ KA	A 8.35Am	A 8.30Am			A 12.20pm	A 1.55pm	
	A 8.05Am	6.05		7.10	A 7.05Am					0.10	..... W. & S. F. JCT.		69.74	R	8.30	L 8.25pm			12.15	L 6.35pm	
		* 6.50		* 7.25				40	9.90	9.30	..... GROVER	GR	59.94		* 8.10				* 11.55		
		* 7.56		* 7.40				43	16.25	6.35	..... HAZEL	H1	53.59		* 7.56				* 11.30		
									21.71	6.46	..... WATER TANK		48.13	W							
									23.17	1.46	..... 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	6.56	..... WILLOW LAKES	WK	37.78	D	* 7.21				* 10.05		
	* 10.20			* 8.29				15	38.43	6.37	..... MELHAM		31.41		* 7.08				* 9.25		
	* 11.15			* 8.42				40	44.20	5.77	..... BANCROFT	BF	25.64		* 6.56				* 9.00		
	* 12.01pm			* 8.52				40	48.65	4.45	..... OSCEOLA	SC	21.19	W	* 6.45				* 8.35		
	* 12.30			* 9.08				40	56.37	7.72	..... VALE	YA	13.47	D	* 6.27				* 8.05		
	* 12.55			* 9.18				40	60.78	4.39	..... SHEFFIELD		9.08		* 6.17				* 7.45		
	f 1.10			f 9.27				7	65.12	4.36	..... LUDLOW		4.72		f 6.08				f 7.15		
									66.44	1.32	..... WATER TANK		3.40	W							
									69.21	2.77	..... C. & N. W. RY. CROSSING		0.63								
										0.63	..... HURON	HU	0.00	R D @ CT KL	L 6.00Am			L 7.00Am			
	Tue. Thur. and Sat.	Mon. Wed. and Fri.		Daily Ex. Sunday	Daily Ex. Sunday			40	92	69.84					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 8.58		2.35 26.9	.05 15.62						Time Over District Average Speed Per Hour				2.35 26.90	.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.

WESTWARD.

FIFTH DISTRICT—BETWEEN BROWNS VALLEY LINE JUNCTION AND BROWNS VALLEY.

EASTWARD.

9

SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 2		STATIONS		SIGNALS		FIRST CLASS		SECOND CLASS	
335		189				In Effect July 11, 1920.				See Rule 3, Page 15.		190		336	
Mixed		Passenger										Passenger		Mixed	
Daily Ex. Sunday		Daily Ex. Sunday										Daily Ex. Sunday		Daily Ex. Sunday	
L. 4.45pm		L. 7.05am			1.01	BROWNS VALLEY LINE JCT.	46.20		Y		A 9.50pm		A 10.40am		
* 5.10		* 7.22		38	8.11	ALBERTA	A 39.10				* 9.34		* 10.10		
* 5.40		* 7.37		46	14.23	CHOKIO	KO 33.07				* 9.22		* 9.30		
* 6.05		* 7.53		20	20.22	JOHNSON	J 27.08				* 9.07		* 8.35		
					26.72	C. M. & ST. P. RY. CROSSING	20.58								
* 7.05		* 8.10		55	27.17	ORACEVILLE	GB 20.13	D W K			* 8.50		* 8.10		
* 7.25		* 8.23		39	33.04	BARRY	BX 14.26				* 8.34		* 7.05		
* 8.20		* 8.41		46	40.38	BEARDSLEY	BY 6.02	D			* 8.20		* 6.30		
					45.40	WATER TANK	1.00	W							
A 9.00pm		L 9.00am		39	61	BROWNS VALLEY	BV 0.00	R D CT			L 8.00pm		L 6.00am		
					49.16	LAKE TRAVERSE									
Daily Ex. Sunday		Daily Ex. Sunday									Daily Ex. Sunday		Daily Ex. Sunday		
335		189									190		336		
4.15		1.55				Time Over District					1.50		4.40		
11.1		24.5				Average Speed Per Hour					24.6		10.00		

Special Rules.

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

Bulletin Board located at Browns Valley.

Fifth District trains must protect themselves between Morris and Browns Valley Line Junction.

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.

Telephone booth at Browns Valley Line Junction. All trains arriving from Fifth District will procure a clearance from Dispatcher before occupying Main Line.

YARD LIMITS:

Browns Valley Line Jct. one-half mile west.

Browns Valley one-half mile east.

INITIAL STATIONS.

Browns Valley Line Junction for trains 189, 335.

Browns Valley for trains 190, 336.

TERMINAL STATIONS.

Browns Valley Line Junction for trains 190, 336.

Browns Valley for trains 189, 335.

WESTWARD.

SIXTH DISTRICT—BETWEEN TINTAH AND EVANSVILLE.

EASTWARD.

SECOND CLASS		FIRST CLASS		Capacity of Side Tracks		Time Table No. 2		STATIONS		SIGNALS		FIRST CLASS		SECOND CLASS	
339						In Effect July 11, 1920.				See Rule 3, Page 15.				340	
Mixed														Mixed	
Tue., Thur. and Sat.														Tue., Thur. and Sat.	
L. 3.00pm				80	106	0.00	EVANSVILLE	NS 32.52	R DN WCT					A 1.30pm	
						0.22	FERGUS FALLS DIV. JCT.	32.30							
* 3.20				44	6.88	ERDAHL	DA 25.54							* 1.00	
* 3.35				43	11.37	THORSBORG		21.15						* 12.25pm	
					14.42	M. ST. P. & S. S. M. RY. Cros.		18.10	I						
* 3.55				44	16.31	ELBOW LAKE	KA 16.21	W						* 11.50	
* 4.20				41	23.82	HEREFORD		8.70						* 11.10	
4.40					32.32	EVANSVILLE LINE JUNCT.		0.20						10.35	
A 4.45pm				166	73	32.52	TINTAH	QN 0.00	R DN W					L 10.30am	
Tue., Thur. and Sat.														Tue., Thur. and Sat.	
339														340	
1.45						Time Over District								3.00	
15.6						Average Speed Per Hour								10.8	

Westward trains are superior to eastward trains of same class, except

No. 340 is superior to No. 339, Tintah to Evansville.

Bulletin Board located at Tintah.

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.

Second District 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.

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.

INITIAL STATIONS.

Evansville for train 339.

Tintah " " 340.

TERMINAL STATIONS.

Evansville for train 340.

Tintah " " 339.

10 WESTWARD.

SEVENTH DISTRICT—BETWEEN ABERDEEN LINE JUNCTION AND ABERDEEN.

EASTWARD.

THIRD CLASS				FIRST CLASS				Capacity of Side Tracks		Time Table No. 2 In Effect July 11, 1920.		Telegraph Calls.		SIGNS See Rule 3, Page 15.		FIRST CLASS			THIRD CLASS		
595				191				Passing Tracks.	Other Tracks.	Distance from Aberdeen Jct.	STATIONS	Distance from Aberdeen.	R	P	Y	192			596		
Local Freight				Passenger												Passenger			Local Freight		
Daily Ex. Sunday				Daily												Daily			Daily Ex. Sunday		
			L 6.05am				L 2.45am			0.0	ABERDEEN LINE JUNCTION		118.94			A 11.15am			A 3.20am		
			# 6.25				# 3.02	42		7.79	CHILDS	HI	111.15			#10.55			# 2.45		
										3.48	C. M. & ST. P. RY. CROSSING		107.67								
			# 6.45				# 3.10	17		11.35	FAIRMOUNT	FA	107.59	D		#10.45			# 2.35		
			# 6.50				# 3.13	25		13.01	DE VILLO		105.93			#10.42			# 2.10		
			# 7.05				# 3.23	43		17.88	SONORA		101.06			#10.32			# 1.55		
			# 8.10				# 3.40	64	40	25.43	HANKINSON	BI	93.51	D		#10.15			# 1.30		
										25.78	M. ST. P. & S. S. M. RY. Cros.		93.16								
										27.94	M. ST. P. & S. S. M. RY. Cros.		91.00								
										32.61	STILES		86.33	W		# 9.55			#12.40		
			# 9.30				# 4.06	63		37.37	LIDGERWOOD	DK	81.57	D		# 9.45			#12.25am		
			# 9.55				# 4.20	37		43.50	GENESIO	GO	75.44			# 9.31			#11.45		
			#10.25				# 4.32	40		48.64	CAYUGA	SA	70.30			# 9.20			#11.25		
			595 10.40				# 4.50	64	40	54.76	RUTLAND	RU	64.18	R DN WC		# 9.05			595 11.00		
			11.35							55.03	FORBES LINE JUNCTION		63.91	Y							
							# 5.15	41		64.08	HAVANA	WB	54.86	D		# 8.45			#10.20		
			#12.05pm				# 5.30	41		70.64	KIDDER	RO	48.30	W		# 8.32			# 9.55		
			#12.25							74.14	C. M. & ST. P. RY. CROSSING		44.80								
							# 5.48	38		77.74	BURCH	CU	41.20			# 8.17			# 9.35		
			# 1.20				# 6.05	40		84.86	AMHERST	MN	34.08			# 8.02			# 9.15		
			# 2.00				# 6.20	40		91.21	CLAREMONT	QC	27.73	D W		# 7.47			# 8.55		
			# 2.20				# 6.33	40		96.62	HUFFTON	HU	23.32			# 7.35			# 8.30		
			# 2.45				# 6.46	40		102.02	PUTNEY	NY	16.92			# 7.23			# 8.15		
										105.41	WATER TANK		13.53	W							
			# 3.05				# 6.57	8		105.90	TACOMA PARK		13.04			# 7.13			# 8.05		
			# 3.25				# 7.05	40		109.65	PLANA		9.29			# 7.05			# 7.55		
										118.30	C. M. & ST. P. RY. CROSSING		0.64		K						
										118.32	C. & N. W. RY. CROSSING		0.62								
			A # 4.00pm				A # 7.30am	180		118.94	ABERDEEN	PN	0.0	R DN CTY		L 6.45pm			L 1.01		
			Daily Ex. Sunday				Daily									Daily			Daily Ex. Sunday		
			595				191									192			596		
			9.55 12.00				4.45 24.8									4.30 26.22			7.50 10.3		
Time Over District Average Speed Per Hour																					

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

STATIONS.	Ruling Grade	Class O1 3000-3094				Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1200-1224				Class G3-720-769 " G4-770-779 " J1-1600-1548 " J2-1550-1649 " J3-1649				Class G1-600-615 " G2-700-719 " F3-701-				Class D5-450-476 " E6-485-509 " E7-500-509 " F1-500-565 " F2-565-599				Class D4-400-426				Class D1-300-359 " D2-360- " E5-397 " 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 " B18-150-161 " 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	3200	2880	2560	2240	2400	2160	1920	1800	2000	1800	1600	1500	1800	1620	1440	1350	1530	1375	1225	1150	1420	1280	1140	1080	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	1938	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	1360	1190	1530	1350	1200	1080	1250	1090	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	950	845	740	690	810	730	650	610
Browns Valley to Morris.....	.75													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	1530	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 Tanker.....	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 weight 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	

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

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

"O1" Engines, not to exceed 30 miles per hour at any point
 "J" Engines, not to exceed 40 miles per hour at any point

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. 7030 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.....	96 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.....	153 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.
30 miles per hour is equivalent to one mile in 1 minute and 55 seconds.
25 miles per hour is equivalent to one mile in 2 minutes and 0 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.

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.

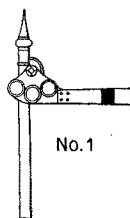
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The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

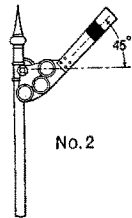
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

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



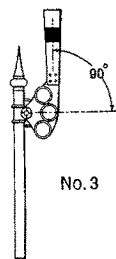
No. 1

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



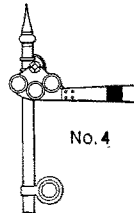
No. 2

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



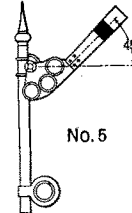
No. 3

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



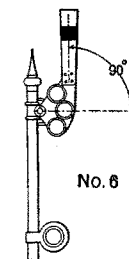
No. 4

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.

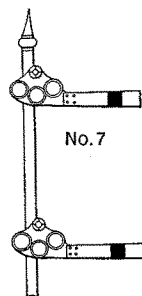
- (c) Passenger trains taking diverging route shall not exceed fifteen miles per hour.
- (d) Freight trains holding main line route shall not exceed eighteen miles per hour.
- (e) Freight trains taking diverging route shall not exceed ten miles per hour.
- (f) All trains moving against the current of 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.



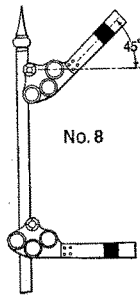
No. 7

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.



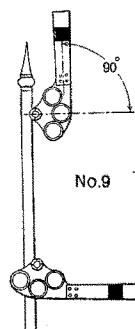
No. 8

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.



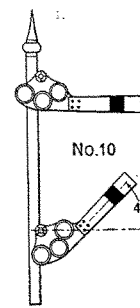
No. 9

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.



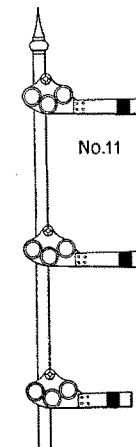
No. 10

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.



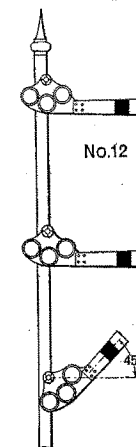
No. 11

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.



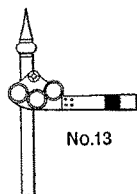
No. 12

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.



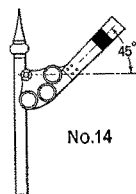
No. 13

INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.

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

Name. STOP Signal.



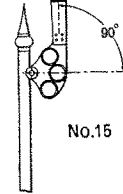
No. 14

INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.

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

Name. CAUTION Signal.



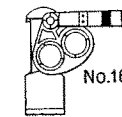
No. 15

INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.

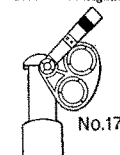
Indication. PROCEED.

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.

