

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surgeon,
Office phone FE 2-7508, House TA 2-4101,
1849 Medical Arts Bldg. Minneapolis, Minn.
- *Dr. Ernest R. Anderson, Assistant Chief Surgeon,
House TA 4-2671 Minneapolis, Minn.
- *Dr. F. J. Savage, Office phone Capital 4-3683,
House CA 6-5001, 439 Lowry Bldg. St. Paul, Minn.
- Dr. G. D. Brand, 202 Lowry Bldg. St. Paul, Minn.
- *Dr. Abbott Skinner,
666 Lowry Medical Arts Bldg. St. Paul, Minn.
- *Dr. Darrell E. Westover,
215 Lowry Medical Arts Bldg. St. Paul, Minn.
- Dr. D. A. Burlingame, Roentgenologist,
Lowry Medical Arts Bldg. St. Paul, Minn.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

- Dr. Frank E. Burch,
852 Lowry Medical Arts Bldg. St. Paul, Minn.
- Dr. Edward P. Burch,
852 Lowry Medical Arts Bldg. St. Paul, Minn.
- Dr. Charles E. Stanford,
1427 Medical Arts Bldg. Minneapolis, Minn.
- Dr. Malcolm A. McCannel,
325 Doctors Bldg. Minneapolis, Minn.

WATCH INSPECTORS

- Christensen, Herbert B., Inc.
144 East Fifth Street
Saint Paul, Minnesota
- H. W. Anderson,
1578 University Avenue
Saint Paul, Minnesota
- A. T. Veilleux
894 Rice Street
Saint Paul, Minnesota
- Pomerleau and Son
227 East Hennepin Avenue
Minneapolis, Minnesota
- Olson Jewelry Company
221 East Hennepin Avenue
Minneapolis, Minnesota
- Gustafson, Oscar P., Co.
410 Nicollet Avenue
Minneapolis, Minnesota
- Kavchar Jewelry
2218 Central Ave. N. E.
Minneapolis, Minnesota
- R. F. Berens & Son,
20 East Lake Street
Minneapolis, Minnesota

O. J. LORINSER,
Chief Dispatcher.

V. W. BICE,
Trainmaster.

P. D. FRASER,
Trainmaster.

J. G. TOOMEY,
Asst. Superintendent.

R. L. AASE,
Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS

WILLMAR DIVISION

TIME TABLE 318

Effective 12:01 A. M. Central Time.

Sunday, April 28, 1957

E. S. PINKERTON,
Superintendent Terminals.

J. P. CAMERON,
Superintendent.

R. N. WHITMAN,
Asst. Gen. Manager.

C. O. HOOKER,
General Manager.

A. W. CAMPBELL,
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

Time Table No. 318 Effective April 28, 1957		FIRST CLASS																	
		871	781	833	835	923	55	3	783	927	873	27	925	57	11	841			8
STATIONS		N. Pac. No. 65	C. G. W. No. 14	C. & N. W. No. 515	C. & N. W. No. 405	C. B. & Q. No. 47	G. N. No. 24	G. N.	C. G. W. No. 6	C. B. & Q. No. 45	N. Pac. No. 1	G. N.	C. B. & Q. No. 21	G. N. No. 20	G. N.	C. & N. W. No. 204			N. N.
Distance from St. Paul via Passenger Tracks.		Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily			D
..... SAINT PAUL.....		L 6.10Am	L 7.10Am	L 7.45Am	L 7.50Am	L 7.55Am	L 8.00Am	L 8.15Am	L 8.25Am	L 8.35Am	L 8.40Am	L 9.30Am	L 2.30Pm	L 3.30Pm	L 4.30Pm	L 6.25Pm			L 6.25Pm
AUTOMATIC SIGNALS	3.17 COMO AVE. TOWER.....	6.25	7.20	7.55	8.00	8.02	8.06	8.21	8.35	8.45	8.50	9.40	2.37	3.38	4.38	6.35			6.35
	7.40 MINNEAPOLIS.....	6.40Am	7.35Am	8.10Am	8.15Am	8.20Am	8.22Am	8.37 8.45	8.50Am	9.00Am	9.05 9.15	9.55 10.03	3.00Pm	3.52Pm	4.50 4.55	6.50Pm			7.40
	0.25 FIRST STREET.....										A 9.17Am								A 7.40
	1.35 LYNDALE JCT.....							A 8.48Am				A 10.07Am				A 4.58Pm			A 1.35

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

Time Table No. 318 Effective April 28, 1957		FIRST CLASS																	
		870	32	832	872	874	8	10	924	836	56	838	12	784	928	840			5
STATIONS		N. Pac. No. 26	G. N.	C. & N. W. No. 508	N. Pac. No. 12	N. Pac. No. 4	G. N.	G. N.	C. B. & Q. No. 22	C. & N. W. No. 203	G. N. No. 23	C. & N. W. No. 400	G. N.	C. G. W. No. 5	C. B. & Q. No. 24	C. & N. W. No. 514			C. N.
Distance from Lyndale Jct. via Passenger Tracks.		Daily	Daily	Daily Ex. Sun.	Daily	Daily Ex. Mon.	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily Ex. Sat.			L
..... SAINT PAUL.....		A 6.40Am	A 7.00Am	A 7.02Am	A 7.15Am	A 7.25Am	A 7.30Am	A 7.40Am	A 8.20Am	A 8.25Am	A 10.59Am	A 12.23Pm	A 1.00Pm	A 2.25Pm	A 3.55Pm	A 7.25Pm			A 6.40
AUTOMATIC SIGNALS	3.17 COMO AVE. TOWER.....	6.25	6.40	6.50	7.05	7.10	7.15	7.30	8.10	8.15	10.50	12.13	12.50	2.15	3.40	7.15			6.25
	7.40 MINNEAPOLIS.....	6.15 6.10	6.30 6.25	L 6.35Am	6.50 6.40	7.00 6.50	7.05 7.00	7.15 6.55	L 8.00Am	L 8.02Am	L 10.35Am	L 12.01Pm	12.40 12.35	L 2.00Pm	L 3.30Pm	L 7.00Pm			L 7.40
	0.25 FIRST STREET.....	L 6.08Am			L 6.38Am	L 6.48Am													L 0.25
	1.35 LYNDALE JCT.....		L 6.20Am				L 6.55Am	L 6.50Am					L 12.31Pm						L 1.35

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD

WESTWARD.

SECOND SUBDIVISION
NORTHTOWN AND MINNEAPOLIS

EASTWARD.

MAXIMUM PERMISSIBLE

Between

St. Paul and Minneapolis
First St. North, Minneapolis, and Lyndale Junction
Northtown and Van Buren St. N. E.
Van Buren St. N. E. and Harrison St. N. E.
Minneapolis Jct. and First St. North, Minneapolis.

SPEED RESTRICTIONS

Where Automatic Block and Interlocking Restricted Movement at RESTRICTED SPEED, such movement of train, obstruction, or switch not properly lined as thing that may require the speed of a train to be as much slower as necessary; and where conditions controlled so stop can be made in time to avoid accident.

ST. PAUL UNION DEPARTMENT

Trains or Engines heading in or out
Back up movement

SPECIAL INSTRUCTIONS FIRST AND SECOND SUBDIVISIONS
PAGES THREE AND FOUR

FIRST CLASS		Time Table No. 318 Effective April 28, 1957		FIRST CLASS	
19	23	STATIONS		24	20
G. N.	G. N.	Distance from Northtown.		G. N.	G. N.
Daily	Daily			Daily	Daily
L 6.06Pm	L 10.21Am			A 8.36Am	A 4.09Pm
6.11	10.27	2.29 MPLS. JCT. WYE.....		8.30	4.04
6.14	10.29	1.37 BRIDGE SWITCH.....		8.28	4.01
A 6.15Pm	A 10.30Am	0.20 MINNEAPOLIS.....		L 8.27Am	L 4.00Pm

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

SECOND CLASS

11			875	849	877	7	9	31	845	879	929									61	
N. W. 204			N. Pac. No. 25	C. & N. W. No. 401	N. Pac. No. 11	G. N.	G. N.	G. N.	C. & N. W. No. 501	N. Pac. No. 3	C. B. & Q. No. 23									G. N.	
Daily			Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily Ex. Sun.	Daily Ex. Sat.	Daily									Daily Ex. Sun.	
25Pm			L 6.40Pm	L 6.50Pm	L 8.50Pm	L 8.55Pm	L 9.00Pm	L 9.10Pm	L 9.25Pm	L 9.30Pm	L 10.30Pm										
35			6.50	7.00	9.00	9.03	9.10	9.16	9.35	9.40	10.37										
50Pm			7.05 7.10	A 7.15Pm	9.15 9.30	9.17 9.30	9.25 9.50	9.35 9.40	A 9.50Pm	9.55 10.15	A 10.55Pm									L 7.45Am	
			A 7.11Pm		A 9.31Pm					A 10.17Pm										7.47	
						A 9.33Pm	A 9.55Pm	A 9.43Pm													A 7.55Am

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

SECOND CLASS

40			58	926	788	28	876	4	878	930	850									60	
N. W. 514			G. N. No. 19	C. B. & Q. No. 52	C. G. W. No. 13	G. N.	N. Pac. No. 2	G. N.	N. Pac. No. 66	C. B. & Q. No. 48	C. & N. W. No. 406									G. N.	
Daily Sat.			Daily	Daily Ex. Sat.	Daily	Daily	Daily	Daily	Daily	Daily	Daily									Daily Ex. Sun.	
25Pm			A 6.45Pm	A 7.55Pm	A 8.35Pm	A 9.55Pm	A 10.30Pm	A 10.40Pm	A 10.57Pm	A 11.10Pm	A 11.25Pm										
15			6.35	7.40	8.20	9.45	10.15	10.25	10.42	11.00	11.12										
00Pm			L 6.20Pm	L 7.30Pm	L 8.10Pm	9.30 9.20	10.05 9.57	10.15 10.10	L 10.32Pm	L 10.50Pm	L 11.00Pm										A 4.45Pm
							L 9.55Pm														4.43
						L 9.15Pm		L 10.05Pm													L 4.35Pm

PREVIOUS TO EASTWARD TRAINS OF THE SAME CLASS.

MAXIMUM PERMISSIBLE SPEED.

Engine	Passenger	Freight
St. Paul and Lyndale Junction	55 M.P.H.	30 M.P.H.
St. N. E.	30 M.P.H.	30 M.P.H.
Harrison St. N. E.	45 M.P.H.	30 M.P.H.
St. North, Minneapolis	20 M.P.H.	20 M.P.H.

SPEED RESTRICTIONS.

Track and Interlocking Rules and Signal Indications require movement. SPEED, such movement must be made prepared to stop short of a not properly lined and on the lookout for broken rail or any speed of a train to be reduced; but not exceeding 15 MPH or less; and where conditions require the movement must be completed in time to avoid accident.

ST. PAUL UNION DEPOT PROPERTY.

Engine	Passenger	Freight
In or out	10 M.P.H.	10 M.P.H.
	8 M.P.H.	8 M.P.H.

STATIONS FIRST AND SECOND SUBDIVISIONS ON PAGES THREE AND FOUR.

SPEED RESTRICTIONS—Continued.

Between	Passenger	Freight
Trains and engines on track between east end of freight tracks, St. Paul and connection with Depot tracks, commonly known as Thumbs-Up	5 M.P.H.	5 M.P.H.
On eastward passenger track, Jackson St. overhead bridge located 1000 feet east of signal 2.2 and St. Paul	30 M.P.H.	20 M.P.H.
East End Stone Arch Bridge and Minneapolis	30 M.P.H.	20 M.P.H.
Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, C. & N. W. Ry. crossing, and CB&Q RR. crossing	Restricted Speed	Restricted Speed
Minneapolis Passenger Station wye track	8 M.P.H.	8 M.P.H.
Mulberry Street automatic interlocking plant with N. P. Ry.	15 M.P.H.	15 M.P.H.
Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and cross-overs	15 M.P.H.	15 M.P.H.
GN Class "P" and "S" or heavier engines and N. P. Class "A" or heavier engines, moving eastward light or handling train, entering Minneapolis Passenger Station tracks through turnouts at puzzle switches, First St. North, Minneapolis	5 M.P.H.	5 M.P.H.
Steam engines backing up	20 M.P.H.	20 M.P.H.

SPECIAL INSTRUCTIONS.

1. PASSENGER TRACKS:

Two right hand main tracks between Third Street, St. Paul, and St. Anthony Park.

Two left hand main tracks between St. Anthony Park and West end of Mill Pond Bridge.

FREIGHT TRACKS:

Two left hand main tracks between Third Street, St. Paul, and St. Anthony Park.

Two right hand main tracks between St. Anthony Park and Union Yard puzzles.

PASSENGER AND FREIGHT TRACKS:

Both main tracks between First Street North, Minneapolis, and Northtown, via Minneapolis Junction.

Five main tracks designated below between First Street North, Minneapolis, and Lyndale Junction:

No. 1, Switching lead—north track.

No. 2, Westward track for G. N. passenger and freight trains.

No. 3, Eastward track for G. N. passenger and freight trains.

No. 4, Westward track for freight trains and M. & St. L. Ry. passenger trains.

No. 5, Eastward track for freight trains and M. & St. L. Ry. passenger trains.

Trains using freight tracks Nos. 4 and 5 shall stop before passing over the Holden Street crossing and will not proceed until proper signal is received from switchtender.

ROUTING OF TRAINS AND ENGINES.

2. Switchtenders will route trains and engines at Minneapolis Passenger Station, First Street North, Second Street North, Holden Street, Lyndale Junction, Union Yard puzzles, Minneapolis Junction East Wye, West Wye, Van Buren Street, and Northtown. Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory.

TRAIN REGISTER AND CLEARANCE EXCEPTIONS.

3. Northtown—Lyndale Junction—Trains originating at these points will not require clearance when train order signal indicates proceed.
4. Minneapolis Passenger Station—All trains register and receive clearance.
5. C. & N. W. Ry. westward passenger trains arriving at Westminster Street Tower via East St. Paul may proceed to Third Street, St. Paul, over eastward passenger track without Great Northern clearance.

MINNEAPOLIS PASSENGER STATION.

6. Minneapolis—All trackage within switchtenders' limits from west end of Mill Pond Bridge east of depot extending through to eastward main track west of depot, and between First Street North and east leg of wye, will be considered depot station tracks of the Minneapolis Passenger Station, and while within these limits it will not be necessary to observe Rule 99 and last paragraph of Rule 854 of the Consolidated Code of Operating Rules and General Instructions.
7. There is no superiority of trains on depot station tracks. All trains and engines, with or without cars, entering and leaving depot station tracks will move only on hand signal from switchtenders and must approach and proceed within these limits at restricted speed expecting to find track occupied and be prepared to stop. A proceed signal from switchtender is no assurance that track ahead is clear.
8. Before starting westward train from Minneapolis Passenger Station, engineers will know way is clear at crossing beyond stop board before proceeding over the crossing, and the stop made by train in the west end of passenger station will be regarded as a stop for stop board at the west end of station.
9. Train, engines or cars must not be moved over Railroad Crossing of the C. & N. W. Ry. or the C. B. & Q. R. R. west of Minneapolis Passenger Station without flagman or member of crew in charge of movement first stationing themselves at crossing to prevent opposing movements. This rule not to apply to movements on freight tracks, which are covered by other rules.
10. Movement of Great Northern Railway Company's Class "P-2", "S-1" and "S-2" engines, series 2500 to 2588 inclusive; and Northern Pacific Railway Company's Class "A" to "A-5" inclu-

sive, series 2600 to 2689 inclusive, are restricted to use of tracks Nos. 5, 6, 7, 8, 9, 10 and 11 only. Account restricted clearance of elevator shaft west end of track No. 7, above mentioned type engines not to be backed past that elevator shaft near the west end of that track.

MISCELLANEOUS

11. Between St. Paul and Minneapolis Passenger Station, employees will not permit any part of their person to project beyond the sides of moving engines or cars. On trains, engines or cars having windshields, windows, doors or ventilators that open outward same should be kept closed between St. Paul and Minneapolis.
12. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuses must not be used, except in cases of emergency, and then only when held in hand and must be extinguished before leaving. The use of torpedoes is prohibited.
13. On westward passenger track, engineers on moving engines will keep engine bell ringing passing Great Northern Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue Tower.
14. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis. Eastward passenger extra trains may run ahead of first class trains between Lyndale Junction and Minneapolis, and westward passenger extra trains may run ahead of first class trains between Northtown and Minneapolis.

MINNEAPOLIS.

15. Eastward freight trains at Lyndale Junction, and westward freight trains at First Street North, may run ahead of first class trains between those points after receiving proceed signal from switchtender.
16. Rule D-97 is in effect on this Division.
17. Under Rule 2 of the Consolidated Code of Operating Rules, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
18. On the freight tracks between Como and 3rd Street, St. Paul, on all freight trains and switch transfer movements, brakemen and yardmen will be required to ride on top of cars and to see that sufficient number of hand brakes or retainers are set up to properly control the movement of such trains or transfers; and between Jackson Street and 3rd Street, the conductor or switchforeman will be required to be on the head end of the train or transfer.
19. Lyndale Junction—Eastward freight trains on Willmar line, having cars to set out at this point, will stop before passing eastward Home Signal to make set-out.
20. Minneapolis Junction—Trains must stop before passing over the crossing of the N. P. Ry. Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.
21. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.
22. Operation of Spring Switches. Spring switches of two different types are in use on this division.
- Without facing point lock:
- East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.
 - Four spring switches located at east end Minneapolis Junction Roundhouse.
 - leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.
 - leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.
 - leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.
 - East end Roundhouse lead opposite yard office. Normal position is for east lead #2.
- With facing point lock:
- East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.

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