COMPANY SURGEONS

*Dr. Roscoe C. Webb, Chief Surgeon.....Minneapolis, Minn.
*Dr. Ernest A. Anderson, Asst. Chief Surgeon, Minneapolis, Minn.
Dr. James N. Berbos .....Aberdeen, S. D.
*Dr. Carson B. Murdy .....Aberdeen, S. D.
Dr. William C. Kaufman.....Appleton, Minn.
*Dr. R. P. Griffin .....Benson, Minn.
Dr. Donald F. Holm .....Benson, Minn.
*Dr. Louis T. O'Brien .....Breckenridge, Minn.
Dr. C. W. Jacobson .....Breckenridge, Minn.
Dr. Theodore Greenfield .....Cokato, Minn.
Dr. Joseph C. Houts .....Dassel, Minn.
*Dr. A. G. Maercklein .....Ellendale, N. D.
Dr. Earl E. Suckow .....Garretson, S. D.
Dr. I. L. Oliver .....Graceville, Minn.
Dr. M. S. Nelson .....Granite Falls, Minn.
Dr. M. L. Ransom .....Hancock, Minn.
Dr. William H. Thomas .....Howard Lake, Minn.
*Dr. W. H. Saxton .....Huron, S. D.
Dr. O. W. Scholpp .....Hutchinson, Minn.
Dr. V. S. Irvine .....Lidgerwood, N. D.
Dr. Karl A. Danielson .....Litchfield, Minn.
*Dr. B. C. Ford .....Marshall, Minn.
Dr. F. D. Gray .....Marshall, Minn.
Dr. W. W. Yeager .....Marshall, Minn.
*Dr. Fred W. Behmler .....Morris, Minn.
Dr. Jack Guy .....New London, Minn.
Dr. C. R. Myre .....Paynesville, Minn.
Dr. C. A. Williams .....Pipestone, Minn.
Dr. T. J. Bloedel .....Osseo, Minn.
Dr. Hans Kuisk .....Rutland, N. D.
Dr. J. H. Singbeil .....Rutland, N. D.
*Dr. H. W. Goehrs .....St. Cloud, Minn.
Dr. G. H. Goehrs .....St. Cloud, Minn.
Dr. Vernon E. Neils .....St. Cloud, Minn.
*Dr. F. J. Savage.....St. Paul, Minn.
Dr. G. D. Brand .....St. Paul, Minn.
*Dr. Darrel E. Westover .....St. Paul, Minn.
*Dr. Abbott Skinner .....St. Paul, Minn
*Dr. A. L. McGilvra.....Sioux Center, Iowa
Dr. Arch F. O'Donoghue .....Sioux City, Iowa
*Dr. H. E. Rudersdorf .....Sioux City, Iowa
*Dr. S. A. Donahoe .....Sioux Falls, S. D.
*Dr. G. Robert Bartron .....Watertown, S. D.
*Dr. Walter E. Hinz .....Willmar, Minn.
*Dr. A. M. McCarthy .....Willmar, Minn.
*Dr. Clarence V. Bateman .....Wahpeton, N. D.
Dr. Chester B. McVay .....Yankton, S. D.

*Designates also Examining Surgeon.

OPHTHALMIC SURGEONS
(Eye Doctors)

Dr. Charles E. Stanford .....Minneapolis, Minn.
Dr. Malcolm A. McCannel .....Minneapolis, Minn.
Dr. Frank E. Burch .....St. Paul, Minn.
Dr. Edward P. Burch .....St. Paul, Minn.
Dr. W. T. Wenner .....St. Cloud, Minn.
Dr. James E. Reeder .....Sioux City, Iowa
Dr. Sidney F. Becker .....Sioux Falls, S. D.
Dr. Stanley S. Chunn .....Willmar, Minn.

ROENTGENOLOGIST
(X-Ray only)

Dr. Rolf M. Iverson .....Minneapolis, Minn.
Dr. David A. Burlingame .....St. Paul, Minn.

O. J. LORINSER, Chief Dispatcher.
V. W. BICE, Trainmaster.
C. A. KEIL, Trainmaster.
J. G. TOOMEY, Asst. Superintendent.
P. D. FRASER, Trainmaster.
J. H. BOYD, Trainmaster.
A. C. OOTHOUDT, Trainmaster.
R. L. AASE, Ass't Trainmaster.
G. W. McELHINNY, Ass't Trainmaster.
E. S. PINKERTON, Superintendent Terminals, Minneapolis.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 88

EFFECTIVE 12:01 A. M.

CENTRAL TIME

Sunday, June 9, 1957

J. P. CAMERON, Superintendent.
R. N. WHITMAN, Asst. General Manager.
C. O. HOOKER, General Manager.
A. W. CAMPBELL, General Superintendent Transportation.

Printed in U.S.A.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS	493 Daily	491 Daily	61 Daily Ex. Sunday	FIRST CLASS		9 Daily Ex. Sat.	31 Daily	27 Daily	Distance from St. Paul	STATIONS	Telegraph Calls
0	.....	.....	.....	.....	.....	.....	.....	.....	L 9.00Pm	L 9.10Pm	L 9.30Am	.....	ST. PAUL	A
11	.....	.....	.....	.....	.....	L 7.45Am	.....	.....	9.50Pm	9.40Pm	10.03Am	10.57	MINNEAPOLIS	S

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

.....	Yard	.....	.....	L 8.30Pm	L 7.00Am	L 8.00Am	.....	.....	L 9.55Pm (31)	L 9.43Pm (9)	L 10.07Am	12.17	LYNDALE JCT. ★ (1.60)	UD
A 24	W 80	35	.....	8.47	7.16	s 8.23	.....	.....	s10.11	9.56	10.20	23.90	WAYZATA (11.73)	WA
.....	.....	.....	.....	8.48	7.17	A 8.25Am	.....	.....	10.12	.....	10.21	24.23	HUTCHINSON JCT. (0.33)	.....
A 27	E 79	19	.....	8.52	7.21	.....	.....	.....	f10.16	9.59	10.24	27.00	LONG LAKE (2.77)	ON
A 32	W103	19	.....	8.59	7.27	.....	.....	.....	s10.23	10.03	10.29	31.37	MAPLE PLAIN (4.37)	MA
A 39	80	54	.....	9.10	7.35	.....	.....	.....	s10.35	10.10	10.35	38.36	DELANO ★ (6.99)	DA
A 45	Continuous	23	.....	.....	.....	.....	.....	.....	s10.44	.....	.....	45.06	MONTROSE (6.70)	MO
A 48	287	26	.....	.....	.....	.....	.....	.....	f10.49	.....	.....	47.83	WAVERLY (2.77)	WY
A 53	307	59	.....	.....	.....	.....	.....	.....	s11.00	.....	.....	52.84	HOWARD LAKE (5.01)	RD
A 59	148 168	155	.....	.....	.....	.....	.....	.....	s11.11	.....	10.53	59.15	COKATO (6.31)	CT
A 65	79	86	.....	.....	.....	.....	.....	.....	s11.21	.....	.....	64.94	DASSEL (5.79)	DS
A 70	47	19	.....	.....	.....	.....	.....	.....	f11.29	.....	.....	70.04	DARWIN (5.10)	DN
A 76	171 106	156	.....	10.00	8.22	.....	.....	.....	s11.37	10.40	s11.08	76.18	LITCHFIELD ★ (6.14)	FD
A 84	160	53	.....	.....	.....	.....	.....	.....	s12.01Am	.....	.....	83.86	GROVE CITY (7.68)	G
A 89	307	81	.....	.....	.....	.....	.....	.....	s12.09	.....	11.25	88.99	ATWATER (5.13)	WR
A 97	.....	33	.....	.....	.....	.....	.....	.....	f12.18	.....	.....	96.35	KANDIYOHI (7.36)	KD
A102	Yard	1661	.....	A 10.40Pm	A 9.00Am	.....	.....	.....	A 12.30Am	A 11.10Pm	A 11.40Am	102.19	WILLMAR ★ (5.84)	W
				2.10	2.00	.25			2.35	1.27	1.33		Time Over Subdivision	
				41.54	45.00	28.94			34.84	62.08	58.07		Average Speed Per Hour	

DOUBLE TRACK: LYNDALE JCT. ★ – HUTCHINSON JCT.; LONG LAKE – DELANO ★

DOUBLE TRACK: KANDIYOHI – WILLMAR ★

AUTOMATIC BLOCK SIGNALS: LYNDALE JCT. ★ – WILLMAR ★

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

CONDITIONAL STOPS

No. 27 stops at Wayzata to discharge passengers from Chicago and east and to pick up passengers destined Fargo and west where No. 27 is scheduled to stop.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88
Effective June 9, 1957

STATIONS	Distance from Willmar	SIGNS	FIRST CLASS 10 Daily Ex. Monday	32 Daily	28 Daily			SECOND CLASS 490 Daily	60 Daily Ex. Sunday	492 Daily	494 Daily		
ST. PAUL	102.19	K	A 7.40Am	A 7.00Am	A 9.55Pm								
10.57													
MINNEAPOLIS	91.62	K	7.15Am	6.30Am	9.30Pm				A 4.45Pm				
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.													
1.60													
LYNDALE JCT. ★	90.02	DNJW PX	A 6.50Am	A 6.18Am	A 9.15Pm			A 8.25Am	A 4.25Pm	A 6.25Pm	A 1.40Am		
11.73													
WAYZATA	78.29	DNPR	f 6.25	6.00	8.54			8.06	s 4.01	6.06	1.21		
0.33													
HUTCHINSON JCT.	77.96	PJ	6.22		8.53			8.05	L 3.56Pm	6.05	1.20		
2.77													
LONG LAKE	75.19	DP	s 6.18	5.56	8.50			8.01		6.01	1.16		
4.37													
MAPLE PLAIN	70.82	DP	s 6.10	5.51	8.45			7.54		5.54	1.09		
6.99													
DELANO ★	63.83	DNPW	s 5.57	5.43	8.37			7.40		5.40	12.55		
6.70													
MONTROSE	57.13	DP	s 5.43										
2.77													
WAVERLY	54.36	DP	s 5.23										
5.01													
HOWARD LAKE	49.35	DP	s 5.14										
6.31													
COKATO	43.04	DP	s 5.02		8.15								
5.79													
DASSEL	37.25	DPW	s 4.51										
5.10													
DARWIN	32.15	DP	s 4.41										
6.14													
LITCHFIELD ★	26.01	DNPW	s 4.30	5.07	s 7.57			6.50		4.50	12.05Am		
7.68													
GROVE CITY	18.33	DP	f 4.11										
5.13													
ATWATER	13.20	DP	f 4.03		7.43								
7.36													
KANDIYOHI	5.84	DP	s 3.53										
5.84													
WILLMAR ★		ORDNK BXWZ	L 3.40Am	L 4.40Am	L 7.25Pm			L 6.00Am		L 4.00Pm	L 11.15Pm		
Time Over Subdivision			3.10	1.38	1.50			2.25	.29	2.25	2.25		
Average Speed Per Hour			28.42	55.11	49.10			37.25	24.95	37.25	37.25		

DOUBLE TRACK — AUTOMATIC BLOCK SIGNALS — Double Track

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

CONDITIONAL STOPS

No. 28 stops at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS (326) 329 Daily Ex. Sunday	SECOND CLASS 495 Daily	SECOND CLASS 493 Daily	SECOND CLASS 491 Daily	FIRST CLASS 31 Daily	FIRST CLASS 27 Daily	FIRST CLASS 185 Daily Ex. Sunday	FIRST CLASS 51 Daily Ex. Sunday	FIRST CLASS 9 Daily Ex. Sunday	Distance from Willmar	STATIONS	Telegraph Calls
A102	Yard	1661	.....	L 12.30Pm	L 8.40Am	L 1.30Am	.....	L 11.12Pm	L 11.45Am	L 5.20Am	L 1.30Am / A 1.35Am	.....	WILLMAR ★	W
			.....	.....	.....	.....	.....	.....	.....	.....	.....	0.47	SIOUX CITY LINE JCT.	.....
A109	37	19	.....	.....	.....	.....	.....	.....	.....	s 5.32	.....	6.60	PENNOCK	K
A116	173	47	.....	.....	.....	.....	.....	.....	.....	s 5.45	.....	14.04	KERKHOVEN	KH
A121	.....	32	.....	.....	.....	.....	.....	.....	.....	s 5.55	.....	18.52	MURDOCK	CK
A125	138	39	.....	.....	.....	.....	.....	.....	.....	s 6.05	.....	23.08	DE GRAFF	DG
A133	356 / 140	272	.....	1.13	9.23	2.30	.....	11.39	s12.16Pm	A 6.20Am	.....	30.59	BENSON ★	BN
			.....	.....	.....	.....	.....	.....	.....	.....	.....	31.37	WATERTOWN LINE JCT.	.....
A138	139	38	.....	.....	.....	.....	.....	.....	.....	.....	s 1.35	36.26	CLONTARF	CF
A149	76	49	.....	.....	.....	.....	.....	.....	.....	.....	s 1.50	46.48	HANCOCK	NC
			.....	.....	.....	.....	.....	.....	.....	.....	.....	54.33	Browns Valley Line Jct.	.....
A157	82	218	.....	1.45	9.55	3.40	.....	12.01Am	s12.43	.....	s 2.22	55.33	MORRIS ★	MR
A166	145	41	.....	.....	.....	.....	.....	.....	.....	.....	s 2.37	63.55	DONNELLY	DY
A176	135	51	.....	.....	.....	.....	.....	.....	.....	.....	s 2.53	74.01	HERMAN	HR
A181	143	30	.....	2.15	10.25	4.17	.....	12.22	1.08	.....	s 3.16	78.90	NORCROSS	RC
A187	.....	24	.....	.....	.....	.....	.....	.....	.....	.....	3.24	85.37	CHARLESVILLE	.....
A193	150	64	.....	.....	.....	.....	.....	.....	.....	.....	s 3.32	90.40	TINTAH	QN
			.....	.....	.....	.....	.....	.....	.....	.....	.....	92.57	M. St. P. & S. S. M. Ry. Cross.	.....
			L 9.40Pm	.....	.....	.....	.....	.....	.....	.....	3.36	93.20	ABERDEEN LINE JCT.	.....
A200	264	108	s 9.55	.....	.....	.....	.....	.....	.....	.....	f 3.43	97.62	CAMPBELL ★	CB
A207	.....	21	f10.05	2.50	11.00	4.55	.....	12.43	1.35	.....	f 3.55	104.78	DORAN	OD
			.....	.....	.....	.....	.....	.....	.....	.....	.....	111.08	N.P.RY.CROSSING	.....
A214	Yard	1143	A 10.30Pm	A 3.05Pm	A 11.15Am	A 5.10Am	.....	A 12.53Am	A 1.45Pm	.....	A 4.10Am	112.66	BRECKENRIDGE ★	BR
			.50 / 23.35	2.35 / 43.61	2.35 / 43.61	3.40 / 30.72		1.41 / 66.92	2.00 / 56.33	1.00 / 30.59	.05 / 5.64	3.25 / 32.97	Time Over Subdivision / Average Speed Per Hour	

TWO MAIN TRACKS

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88
Effective June 9, 1957

STATIONS	Distance from Breckenridge	SIGNS	FIRST CLASS 10 Daily Ex. Monday	32 Daily	186 Daily Ex. Sunday	28 Daily	52 Daily Ex. Sunday			SECOND CLASS 490 Daily	(325) 330 Daily Ex. Sunday	492 Daily	494 Daily
TWO MAIN TRACKS: WILLMAR ... ★ ..	112.66	BDNWR OKXZ	A 3.25Am	A 4.37Am	A 7.00Pm	A 7.18Pm	A 11.59Pm			A 4.25Am		A 12.40Pm	A 8.45Pm
0.47													
SIOUX CITY LINE JCT.	112.19	JPX					L 11.55Pm						
6.13													
PENNOCK	106.06	DP	f 3.12		s 6.45								
7.44													
KERKHOVEN	98.62	DP	s 3.02		s 6.32								
4.48													
MURDOCK	94.14	DP	f 2.54		s 6.23								
4.56													
DE GRAFF	89.58	DP	f 2.46		s 6.14								
7.51		DNP											
BENSON ... ★ ..	82.07	RKXW	s 2.35	4.05	L 6.00Pm	s 6.44				3.35		11.38	7.45
0.78													
WATERTOWN LINE JCT.	81.29	PYJ											
4.89													
CLONTARF	76.40	DP	f 2.20										
10.22													
TWO MAIN TRACKS: HANCOCK	66.18	DP	f 2.07										
7.85													
Browns Valley Line Jct.	58.33	PYJ DNW											
1.00													
MORRIS ... ★ ..	57.33	TXP	s 1.55	3.40		s 6.15				2.52		11.00	7.05
8.22													
DONNELLY	49.11	DP	f 1.34										
10.46													
HERMAN	38.65	DP	s 1.20										
4.89													
NORCROSS	33.76	DPW	s 1.11	3.16		5.50				2.00		10.25	6.30
6.47													
CHARLESVILLE	27.29	P	1.02										
5.03													
TINTAH	22.26	DP	f12.54										
2.17													
M. St. P. & S. S. M. Ry. Cross	20.09	I											
0.63													
ABERDEEN LINE JCT.	19.46	PJ	12.49								A 8.20Am		
4.42													
CAMPBELL ... ★ ..	15.04	DP	f12.44								s 8.05		
7.16													
DORAN	7.88	DP	f12.35	2.51		5.24				1.15	s 7.40	9.35	5.45
6.30													
TWO MAIN TRACKS: N.P.RY.CROSSING ..	1.58	PIX											
1.58		RDNWB											
BRECKENRIDGE .. ★	.....	YOKXZ	L 12.25Am	L 2.42Am		L 5.15Pm				L 1.00Am	L 7.30Am	L 9.20Am	L 5.30Pm
Time Over Subdivision			3.00	1.55	1.00	2.03	.04			3.25	.50	3.20	3.15
Average Speed Per Hour			37.55	58.78	30.59	54.95	7.05			32.97	23.35	33.80	34.66

AUTOMATIC BLOCK SIGNALS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 437 Daily	SECOND CLASS 405 Daily	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	Distance from Lyndale Jct.	Time Table No. 88 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS 8 Daily	FIRST CLASS 12 Daily	FIRST CLASS 4 Daily	SECOND CLASS 438 Daily
0	.....	.....	.....	.....	L 8.55Pm	L 4.30Pm	L 8.30Am	.....	.....ST. PAUL.....	A	74.82	K	A 7.30Am	A 1.00Pm	A 10.10Pm	.....
									10.57							
11	.....	.....	.....	.....	9.30PM	4.55Pm	9.00Am	.....	.....MINNEAPOLIS.....	S	64.25	K	7.05Am	12.40Pm	9.45Pm	.....
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.																
									1.60			P				
.....	Yard	.....	L 8.25Pm	L 7.30Am	L 4 9.33Pm	L 4.58Pm	L 9.04Am	.....	.....LYNDALE JCT....★.	UD	62.65	RDNWXJ	A 6.55Am	A 12.31Pm	A 7 9.30Pm	A 3.00Am
									0.76							
.....	.....	.....	.....	.....	.....	.....	.....	0.76	.M. W. R. R. CROSSING.	.....	61.89	I	.....	.....	.....	.....
									0.83							
.....	.....	.....	.....	.....	.....	.....	.....	1.59	.....M. W. JCT.....	.....	61.06	J	.....	.....	.....	.....
									3.41							
17	87	44	8.35	7.40	f 9.40	5.05	9.11	5.00	.....ROBBINSDALE.....	RB	57.65	DPX	f 6.45	12.23	9.22	2.47
									1.34							
.....	.....	.....	.....	.....	.....	.....	.....	6.34	.M.St.P.&S.S.M.Ry.Cross..	.....	56.31	IP	.....	.....	.....	.....
									5.14							
24	92	72	8.45	7.50	f 9.50	5.12	9.18	11.48	.....OSSEO.....	SI	51.17	DP	f 6.37	12.16	9.15	2.35
									9.01							
33	99	19	4 9.05	8.05	f 9.59	5.22	9.27	20.49	.....ROGERS.....	RO	42.16	DP	f 6.27	12.06PM	437 9.05	2.20
									6.26							
39	93	29	9.15	8.15	f10.07	5.29	9.34	26.75	.....ALBERTVILLE.....	SA	35.90	DP	f 6.20	11.59	8.56	2.07
									8.43							
48	79	43	9.27	8.28	f10.16	5.37	9.42	35.18	.....MONTICELLO.....	MC	27.47	DNPW	f 6.11	11.51	8.46	1.52
									7.57							
55	29	.....	9.38	8.40	10.23	5.44	9.49	42.75	.....ENFIELD.....	.....	19.90	P	6.03	11.44	8.38	1.37
									2.20							
57	.....	34	9.42	8.44	10.26	5.46	9.52	44.95	.....HASTY.....	.....	17.70	P	6.00	11.42	8.35	1.32
									5.03							
62	80	13	9.50	8.52	f10.32	5.51	9.57	49.98	.....CLEARWATER.....	CW	12.67	DP	f 5.55	11.37	8.30	1.20
									12.67			BDNKOR				
75	Yard	1501	A 10.10Pm	A 9.20Am	A 10.50Pm	A 6.06Pm	A 10.15Am	62.65	.....ST. CLOUD....★..	DX	.....	TWXYZ	L 5.40Am	L 11.23AM	L 8.15PM	L 12.45Am
TRAINS BETWEEN ST. CLOUD AND RICE JCT. WILL BE GOVERNED BY SIXTH SUBDIVISION SCHEDULES.																
			1.45	1.50	1.17	1.08	1.11		Time Over Subdivision				1.15	1.08	1.20	2.15
			35.79	34.17	48.81	55.28	52.93		Average Speed Per Hour				50.12	52.28	46.88	27.84

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 335 Mon., Wed., Thur., Fri.	Distance from Morris	Time Table No. 88 Effective June 9, 1957 STATIONS	Telegraph Calls	Distance from Browns Valley	SIGNS	SECOND CLASS 336 Mon., Wed., Thur., Fri.
A157	.....	.....	L 7.30Am	.....	.....MORRIS.....★..	MR	47.37	RWDB NXKI	A 4.00Pm
TRAINS BETWEEN BROWNS VALLEY LINE JCT. AND MORRIS WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.									
					1.01				
.....	.....	.....	L 7.35Am	1.01	..BROWNS VALLEY LINE JCT...	.....	46.36	XPYJ	A 3.50Pm
					7.21				
D 6	.....	31	s 8.05	8.22	.....ALBERTA.....	AB	39.15	D	s 3.30
					6.05				
D12	.....	57	s 8.35	14.27	.....CHOKIO.....	KO	33.10	D	s 3.05
					5.90				
D18	.....	21	s 8.55	20.17	.....JOHNSON.....	J	27.20	D	s 2.30
					6.59				
.....	.....	.....	.....	26.76	.C. M. ST. P. & P. RY. CROSSING.	.....	20.61	.....	.....
					0.45				
D25	.....	50	s 9.25	27.21	.....GRACEVILLE.....	GB	20.16	D	s 2.00
					5.88				
D31	.....	56	s 9.45	33.09	.....BARRY.....	BX	14.28	D	s 1.30
					7.35				
D39	.....	39	s10.25	40.44	.....BEARDSLEY.....	BY	6.93	D	s 1.00
					6.93				
D45	.....	57	A 11.00Am	47.37	.....BROWNS VALLEY.....	BV	.....	RDXY	L 12.30Pm
			3.30		Time Over Subdivision				3.30
			13.53		Average Speed Per Hour				13.53

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD — FIFTH SUBDIVISION — EASTWARD 7

Time Table No. 88
Effective June 9, 1957

Station Numbers	Capacity of Tracks	SECOND CLASS 61 Daily Ex. Sat. and Sunday	Distance from Hutchinson Jct.	STATIONS	Telegraph Calls	Distance from Hutchinson	SIGNS	SECOND CLASS 60 Daily Ex. Sat. and Sunday
.....	.....	L 8.25Am	.....	HUTCHINSON JCT.	.....	44.09	PJ	A 3.56Pm
				3.11				
B 3	12	s 8.35	3.11	CRYSTAL BAY	.....	40.98	.....	s 3.46
				3.16				
B 6	97	s 8.45	6.27	SPRING PARK	PK	37.82	D	s 3.20
				1.90				
B 8	31	s 8.55	8.17	MOUND	MU	35.92	D	s 3.10
				4.57				
B13	35	s 9.08	12.74	ST. BONIFACIUS	NI	31.35	D	s 2.55
				4.18				
B17	13	s 9.18	16.92	MAPLE	.....	27.17	.....	s 2.45
				3.63				
B21	17	s 9.28	20.55	MAYER	KY	23.54	D	s 2.35
				3.80				
B24	26	s 9.40	24.35	NEW GERMANY	NG	19.74	D	s 2.25
				3.68				
B28	49	s10.00	28.03	LESTER PRAIRIE	PR	16.06	D	s 2.10
				7.83				
B36	23	s10.30	35.86	SILVER LAKE	.....	8.23	.....	s 1.50
				8.23				
B44	88	A 11.00Am	44.09	HUTCHINSON	HO	.....	RDWY	L 1.30Pm
		2.35		Time Over Subdivision				2.26
		17.06		Average Speed Per Hour				18.11

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

WESTWARD — SIXTH SUBDIVISION — EASTWARD

Time Table No. 88
Effective June 9, 1957

Station Numbers	Car Capacity Sidings	Car Capacity Other Tracks	SECOND CLASS 427 Daily	FIRST CLASS 29 Daily Ex. Sunday	FIRST CLASS 7 Daily	FIRST CLASS 11 Daily	FIRST CLASS 3 Daily	Distance from St. Cloud	STATIONS	Telegraph Calls	Distance from Willmar Jct.	SIGNS	FIRST CLASS 8 Daily	FIRST CLASS 12 Daily	FIRST CLASS 30 Daily Ex. Sunday	FIRST CLASS 4 Daily	SECOND CLASS 428 Daily
75	Yard	1501	L 6.00Am	L 11.30Pm	L 11.00Pm	L 6.08Pm	L 10.20Am	.....	ST. CLOUD ★	DX	56.41	BDNOK RWXYZ	A 5.35Am	A 11.22Am	A 6.35Pm	A 8.10Pm	A 12.35Pm
									0.73								
.....	.....	.....	6.05	A 11.33Pm	A 11.02Pm	A 6.10Pm	A 10.22Am	0.73	RICE JCT.	.....	55.68	LJPX	L 5.32Am	L 11.20Am	L 6.30Pm	L 8.07Pm	12.30
									9.60								
-10	57	32	6.25	.....	.....	.....	.....	10.33	ROCKVILLE	.....	46.08	P	.....	.....	.....	.....	12.10
									4.81								
I-15	110	73	6.35	.....	.....	.....	.....	15.14	COLD SPRING	CG	41.27	DP	.....	.....	.....	.....	12.01Pm
									4.49								
I-20	54	35	6.45	.....	.....	.....	.....	19.63	RICHMOND	RI	36.78	DP	.....	.....	.....	.....	11.53
									6.21								
I-26	.....	35	7.00	.....	.....	.....	.....	25.84	ROSCOE	XN	30.57	DP	.....	.....	.....	.....	11.40
									5.43								
I-31	51	36	7.15	.....	.....	.....	.....	31.27	PAYNESVILLE	SY	25.14	DPWX	.....	.....	.....	.....	11.30
									0.76								
.....	.....	.....	.....	.....	.....	.....	.....	32.03	M. ST. P. & S. S. M. RY. CROSSING	.....	24.38	IX	.....	.....	.....	.....	.....
									4.69								
I-37	.....	40	7.28	.....	.....	.....	.....	36.72	HAWICK	.....	19.69	P	.....	.....	.....	.....	11.17
									6.61								
I-43	50	38	7.40	.....	.....	.....	.....	43.33	NEW LONDON	ND	13.08	DPX	.....	.....	.....	.....	11.05
									4.31								
I-48	100	29	7.50	.....	.....	.....	.....	47.64	SPICER	CR	8.77	DP	.....	.....	.....	.....	10.55
									8.77			BDNOK RWXZ					
.....	.....	.....	A 8.10Am	.....	.....	.....	.....	56.41	WILLMAR	.....	.....		.....	.....	.....	.....	L 10.30Am
			2.10	.03	.02	.02	.02		Time Over Subdivision				.03	.02	.05	.03	2.05
			26.03	14.60	21.90	21.90	21.90		Average Speed Per Hour				14.60	21.90	8.76	14.60	27.07

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 419 Daily	SECOND CLASS 417 Daily	FIRST CLASS	FIRST CLASS 51 Daily Ex. Sunday	Distance from Willmar	Time Table No. 88 Effective June 9, 1957 — STATIONS	Telegraph Calls	Distance from Garretson	SIGNS	FIRST CLASS 52 Daily Ex. Sunday	FIRST CLASS	SECOND CLASS 418 Daily	SECOND CLASS 420 Daily
A-102	.....	.....	L 418 5.30Pm	L 5.00Am	.....	L 1.30Am	.....	.....WILLMAR.....★··	W	127.91	BDNKOR WXZ	A 11.59Pm	.....	A 419 5.20Pm	A 2.30Am
TRAINS BETWEEN SIOUX CITY LINE JUNCTION AND WILLMAR WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES															
.....	.....	.....	L 5.35Pm	L 5.10Am	.....	L 1.35Am	0.47	.....SIOUX CITY LINE JCT.	.....	127.43	JPX	A 11.55Pm	.....	A 5.10Pm	A 2.22Am
I- 64	55	12	5.50	5.25	.....	f 1.43	5.97	5.50 ..... PRIAM.....	.....	121.93	P	f11.44	.....	4.55	2.10
I- 70	50	32	6.03	5.40	.....	s 1.54	11.99	6.02 .....RAYMOND.....	RA	115.91	DP	s11.38	.....	4.43	51 1.55
.....	.....	.....	.....	.....	.....	.....	19.09	7.10 .....M. W. RY. CROSSING.....	.....	108.81	I	.....	.....	.....	.....
I- 77	116	47	6.15	5.55	.....	s 2.08	19.55	0.46 .....CLARA CITY.....	CA	108.35	DP	s11.26	.....	4.27	1.45
I- 83	61	38	6.25	6.05	.....	s 2.20	25.48	5.93 .....MAYNARD.....	MY	102.42	DP	s11.14	.....	4.15	1.33
I- 87	.....	35	6.31	6.11	.....	f 2.25	29.21	3.73 .....ASBURY.....	.....	98.69	P	f11.07	.....	4.07	1.25
.....	.....	.....	.....	.....	.....	.....	33.15	3.94 ..C. M. ST. P. & P. RY. CROSSING..	.....	94.75	I	.....	.....	.....	.....
I- 92	97	130	6.40	6.22	.....	s 2.40	34.59	1.44 .....GRANITE FALLS.....	GX	93.31	DP	s11.00	.....	3.57	1.15
I- 97	49	11	6.50	6.32	.....	f 2.47	40.02	5.43 .....LORNE.....	.....	87.88	P	f10.35	.....	3.46	1.05
.....	.....	.....	.....	.....	.....	.....	43.90	3.88 ....M. & ST. L. RY. CROSSING....	.....	84.00	I	.....	.....	.....	.....
I-102	58	35	7.00	6.44	.....	s 2.59	44.22	0.32 .....HANLEY FALLS.....	HY	83.68	DP	s10.28	.....	3.36	12.55
I-109	50	37	7.11	6.55	.....	s 3.10	50.39	6.17 .....COTTONWOOD.....	C	77.51	DP	s10.05	.....	3.25	12.45
I-116	.....	35	7.23	7.10	.....	s 3.22	57.70	7.31 .....GREEN VALLEY.....	GV	70.20	DP	s 9.55	.....	3.13	12.34
I-121	148	144	7.35	7.25	.....	s 3.30	63.07	5.37 .....MARSHALL.....	MD	64.83	DNXP	s 9.45	.....	3.03	12.25
.....	.....	.....	.....	.....	.....	.....	63.21	0.14 .....C. & N. W. RY. CROSSING.....	.....	64.69	.....	.....	.....	.....	.....
I-128	51	32	7.52	7.40	.....	s 3.55	69.76	6.55 .....LYND.....	YD	58.14	DP	s 9.23	.....	2.48	12.05Am
I-134	50	38	8.07	7.55	.....	s 4.07	76.01	6.25 .....RUSSELL.....	RS	51.89	DP	s 9.13	.....	2.38	11.55
I-142	.....	38	8.22	8.10	.....	s 4.20	83.88	7.87 .....FLORENCE.....	F	44.02	DP	s 8.58	.....	2.25	11.42
I-147	100	56	52 8.40	8.20	.....	s 4.32	88.89	5.01 .....RUTHTON.....	RV	39.01	DP	s 419 8.40	.....	2.15	11.33
I-155	.....	37	8.55	8.35	.....	s 4.47	96.73	7.84 .....HOLLAND.....	HD	31.17	DP	s 8.27	.....	2.00	11.17
.....	.....	.....	.....	.....	.....	.....	105.22	8.49 ....C. R. I. & P. RY. CROSSING....	.....	22.68	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	105.24	0.02 .....C. & N. W. RY. CROSSING.....	.....	22.66	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	105.30	0.06 ..C. M. ST. P. & P. RY. CROSSING..	.....	22.60	.....	.....	.....	.....	.....
I-164	30	69	9.15	8.50	.....	s 5.25	105.53	0.23 .....PIPESTONE.....	NE	22.37	DNP	s 8.13	.....	1.45	11.00
I-170	120	35	9.28	9.05	.....	s 5.38	112.27	6.74 .....IHLEN.....	.....	15.63	P	s 7.48	.....	1.30	10.45
I-175	53	108	9.40	9.13	.....	s 5.48	116.88	4.61 .....JASPER.....	JA	11.02	DP	s 7.39	.....	1.22	10.35
I-183	50	35	10.00	9.27	.....	s 6.03	124.58	7.70 .....SHERMAN.....	FS	3.32	DP	s 7.27	.....	1.08	10.20
I-186	145	220	A 420 10.10Pm	A 9.35Am	.....	A 6.10Am	127.90	3.32 .....GARRETSON.....	JC	.....	BDNK PRXY	L 7.20Pm	.....	L 1.00Pm	L 419 10.10Pm
			4.35 27.80	4.25 28.85		4.35 27.80		Time Over Subdivision Average Speed Per Hour				4.35 27.80		4.10 30.58	4.12 30.34

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 419 Daily	SECOND CLASS 417 Daily	FIRST CLASS	FIRST CLASS 161 Daily Ex. Sunday	Distance from Garretson	STATIONS	Telegraph Calls	Distance from Sioux City	SIGNS	FIRST CLASS 162 Daily Ex. Sunday		SECOND CLASS 418 Daily	SECOND CLASS 420 Daily
I-186	145	220	L 10.30Pm	L 9.35Am	.....	L 6.20Am	.....	GARRETSON	JC	94.87	BDNP RKXY	A 7.00Pm	.....	A 1.00Pm	A 9.30Pm
							6.21								
IA-7	49	30	10.50	9.50	.....	f 6.32	6.21	BOOGE	.....	88.66	P	f 6.47	.....	12.45	9.10
							4.44								
.....	.....	.....	.....	.....	.....	.....	10.65	C. & N. W. RY. CROS'G	.....	84.22	I	.....	.....	.....	.....
							6.68								
IA-17	100	37	11.10	10.10	.....	s 6.54	17.33	HILLS	HS	77.54	DP	s 6.25	.....	12.25	8.45
							0.38								
.....	.....	.....	.....	.....	.....	.....	17.71	I. C. RY. CROSSING	.....	77.16	I	.....	.....	.....	.....
							6.04								
IA-23	100	43	11.23	10.23	.....	s 7.07	23.75	LESTER	.....	71.12	P	s 6.12	.....	12.12Pm	8.32
							0.22								
.....	.....	.....	.....	.....	.....	.....	23.97	C. R. I. & P. RY. CROSSING	.....	70.90	I	.....	.....	.....	.....
							6.68								
IA-30	101	34	11.38	10.35	.....	s 7.21	30.65	ALVORD	AD	64.22	DP	s 5.58	.....	11.59	8.20
							5.69								
IA-36	50	31	11.50	10.45	.....	s 7.33	36.34	DOON	DO	58.53	DP	s 5.46	.....	11.50	8.05
							8.96								
IA-45	.....	19	12.05Am	11.01	.....	f 7.50	45.30	PERKINS	.....	49.57	P	s 5.29	.....	11.33	7.52
				418										417	
IA-52	100	72	12.20	**11.20**	.....	s 8.06	52.88	SIOUX CENTER	UX	41.99	DNP	s 5.13	.....	**11.20**	7.40
							8.04								
IA-61	.....	17	12.32	11.35	.....	s 8.21	60.92	MAURICE	.....	33.95	P	s 4.57	.....	10.50	7.20
							5.14								
IA-66	41	29	12.40	11.47	.....	s 8.32	66.06	STRUBLE	SB	28.81	DP	s 4.47	.....	10.38	7.10
							7.39								
IA-73	.....	.....	12.58	12.01Pm	.....	f 8.47	73.45	WEST LeMARS	.....	21.41	P	f 4.32	.....	10.25	6.55
							5.15								
IA-78	43	51	1.06	12.11	.....	s 8.58	78.60	MERRILL	.....	16.27	P	s 4.21	.....	10.15	6.45
							5.46								
.....	.....	.....	.....	.....	.....	.....	84.06	WREN TOWER	GS	10.81	DNIP	.....	.....	.....	.....
							1.36								
IA-85	51	30	1.18	12.25	.....	s 9.13	85.42	HINTON	HI	9.45	DP	s 4.07	.....	10.00	6.30
							6.56								
.....	.....	.....	.....	.....	.....	.....	91.98	I. C. RY. CROSSING	.....	2.89	M	.....	.....	.....	.....
							2.89				BDNKO			161	
IA-97	Yard	.....	A 1.40Am	A 12.45Pm	.....	A **9.30**Am	94.87	SIOUX CITY	SX	.....	RWXZ	L 3.50Pm	.....	L **9.40**Am	L 6.10Pm
			3.10	3.10		3.10		Time Over Subdivision				3.10		3.20	3.20
			29.96	29.96		29.96		Average Speed Per Hour				29.96		28.46	28.46

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS (C. & N. W. No. 37) 293 Mon., Wed., Fri.	SECOND CLASS 317 Daily Ex. Sunday	SECOND CLASS 579 Daily	FIRST CLASS 51 Daily Ex. Sunday	Distance from Garretson	STATIONS	Telegraph Calls	Distance from Yankton	SIGNS	FIRST CLASS 52 Daily Ex. Sunday	SECOND CLASS 318 Daily Ex. Sunday	SECOND CLASS 580 Daily	SECOND CLASS (C. & N. W. No. 38) 294 Mon., Wed., Fri.
I-186	Yard	256	.....	.....	L 12.01Am	L 6.30Am	.....	GARRETSON	JC	81.26	BDNKPRXY	A 7.02Pm	.....	A 4.40Pm	.....
I-194	.....	37	.....	.....	s12.20	s 6.44	8.26	8.26 CORSON	.....	73.00	P	s 6.48	.....	s 4.20	.....
.....	.....	.....	.....	.....	.....	.....	14.45	6.19 C. & N. W. RY. CROSSING	.....	66.81	I	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	17.97	3.52 I. C. RY. CROSSING	.....	63.29	X	.....	.....	.....	.....
.....	.....	.....	.....	.....	12.45	7.00	18.14	0.17 SIOUX FALLS JCT.	.....	63.12	JP	6.31	.....	4.02	.....
I-205	39	488	.....	L 7.40Am	A 12.50Am	A 7.02Am	18.40	0.26 SIOUX FALLS	SU	62.86	BDNKPRXY	L 6.30Pm	A 5.40Pm	L 4.00Pm	.....
.....	.....	.....	.....	.....	.....	.....	18.59	0.19 C. M. ST. P. & P. RY. CROS'G.	.....	62.67	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	18.80	0.21 C. R. I. & P. RY. CROSSING	.....	62.46	.....	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	19.13	0.33 14th STREET YARD	.....	62.13	X	.....	.....	.....	.....
I-215	.....	23	.....	s 8.10	.....	.....	29.32	10.19 TEA	.....	51.94	.....	.....	s 5.10	.....	.....
I-222	.....	50	.....	s 8.35	.....	.....	36.01	6.69 LENNOX	OX	45.25	D	.....	s 4.45	.....	.....
.....	.....	.....	.....	.....	.....	.....	36.22	0.21 C. M. ST. P. & P. RY. CROS'G.	.....	45.04	I	.....	.....	.....	.....
I-231	.....	36	.....	s 9.05	.....	.....	44.62	8.40 DAVIS	D	36.64	D	.....	s 4.00	.....	.....
.....	.....	.....	.....	.....	.....	.....	48.16	3.54 C. & N. W. RY. CROSSING	.....	33.10	I	.....	.....	.....	.....
I-238	.....	35	.....	s 9.30	.....	.....	52.02	3.86 VIBORG	VB	29.24	D	.....	s 3.20	.....	.....
I-245	.....	34	.....	s10.00	.....	.....	59.40	7.38 IRENE	RN	21.86	D	.....	s 2.50	.....	.....
I-255	.....	22	.....	s10.30	.....	.....	68.58	9.18 VOLIN	VO	12.68	D	.....	s 2.20	.....	.....
.....	.....	.....	L 5.00Pm	10.32	.....	.....	69.08	0.50 G. N. JCT.	.....	12.18	RJ	.....	2.10	.....	A 7.35Pm
I-260	.....	18	s 5.18	s10.50	.....	.....	74.42	5.34 MISSION HILL	.....	6.84	.....	.....	s 1.55	.....	s 7.18
.....	.....	.....	A 5.35Pm	11.05	.....	.....	79.77	5.35 C. & N. W. JCT.	.....	1.49	RJ	.....	1.40	.....	L 7.00Pm
.....	.....	.....	.....	.....	.....	.....	79.86	0.09 C. M. ST. P. & P. RY. CROS'G.	.....	1.40	M	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	80.38	0.52 C. M. ST. P. & P. RY. CROS'G.	.....	.88	M	.....	.....	.....	.....
.....	.....	.....	.....	.....	.....	.....	80.68	0.30 C. & N. W. RY. CROSSING	.....	.58	M	.....	.....	.....	.....
I-267	Yard	172	.....	A 11.15Am	.....	.....	81.26	0.58 YANKTON	YK	.....	BDKRXY	.....	L 1.30Pm	.....	.....
			.35 18.32	3.35 17.54	.49 22.53	.32 34.50		Time Over Subdivision Average Speed Per Hour				.32 34.50	4.10 15.08	.40 27.60	.35 18.32

Westward trains are superior to eastward trains of the same class, except No. 580 is superior to No. 579 Sioux Falls to Garretson and No. 318 is superior to No. 293 C&NW Jct. to G. N. Jct.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88
Effective June 9, 1957

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 265 Tues., Thur., Saturday	Distance from Watertown	STATIONS	Telegraph Calls	Distance from Sioux Falls	SIGNS	SECOND CLASS 266 Mon., Wed., Friday
C-92	Yard	324	L 7.00Am		WATERTOWN	WN	103.66	BDNK ORX	A 1.00Pm
TRAINS BETWEEN W. & S. F. JCT. AND WATERTOWN WILL BE GOVERNED BY ELEVENTH SUBDIVISION SCHEDULES.									
			L 7.05Am	1.27	W. & S. F. JCT.		102.39	RJX	A 12.55Pm
				2.97					
WS-4	9		f 7.13	4.31	FOLEY		99.42		f12.45
				6.59					
WS-11	29		s 7.30	10.83	THOMAS		92.83		s12.25
				7.26					
WS-18	32		s 7.50	18.09	HAYTI	H	85.57	D	s12.05Pm
				5.32					
WS-23	27		s 8.15	23.41	LAKE NORDEN	NR	80.25	D	s11.45
				6.62					
WS-30	29		s 8.35	30.03	BADGER	B	73.63	D	s11.20
				9.18					
				39.21	C. & N. W. RY. CROSSING.		64.45	M	
				0.19					
WS-39	34		s 9.20	39.40	ARLINGTON	AR	64.26	D	s10.45
				0.97					
				40.37	C. & N. W. RY. CROSSING.		63.29	I	
				8.86					
WS-49	26		s10.00	49.23	SINAI	SN	54.43	D	s10.00
				6.02					
WS-55	48		s10.20	55.25	NUNDA	NU	48.41	D	s 9.25
				5.76					
WS-61	28		s10.35	61.01	RUTLAND, S. D.	RU	42.65	D	s 9.00
				6.26					
				67.27	C. M. ST. P. & P. RY. CROS.		36.39		
				0.01					
WS-67	26		s11.00	67.28	WENTWORTH	WH	36.38	D	s 8.35
				7.62					
WS-75	42		s11.25	74.90	CHESTER	CH	28.76	D	s 8.05
				7.61					
WS-82	45		s11.55	82.51	COLTON	CO	21.15	D	s 7.30
				5.82					
WS-88	15		s12.15Pm	88.33	LYONS		15.33		s 7.05
				5.59					
WS-94	14		s12.35	93.92	CROOKS		9.74		s 6.40
				3.79					
WS-98	8			97.71	QUINCY		5.95		
			A 1.00Pm	2.84 100.55	WEST JCT. (C. M. St. P. & P.)		3.11		L 6.15Am
TRAINS BETWEEN WEST JCT. AND EAST JCT. WILL BE GOVERNED BY C. M. St. P. & P. TIME TABLE									
			L 1.05Pm	1.77 102.32	EAST JCT. (C. M. St. P. & P.)		1.34		A 6.10Am
			A 1.10Pm	1.08 103.40	SIOUX FALLS JCT.		.26	JP	L 6.05Am
TRAINS BETWEEN SIOUX FALLS JCT. AND SIOUX FALLS WILL BE GOVERNED BY NINTH SUBDIVISION SCHEDULES.									
I-205	39	488	A 1.15Pm	0.26 103.66	SIOUX FALLS	SU		BDNK PRXY	L 6.00Am
			6.05		Time Over Subdivision				6.50
			16.79		Average Speed Per Hour				14.94

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 18 THROUGH 22.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Siding	Car Capacity: Other Tracks	SECOND CLASS 529 Daily Ex. Sunday	SECOND CLASS 531 Daily Ex. Sunday	FIRST CLASS	FIRST CLASS 185 Daily Ex. Sunday	Distance from Benson	STATIONS	Telegraph Calls	Distance from Huron	SIGNS	FIRST CLASS 186 Daily Ex. Sunday	SECOND CLASS 530 Daily Ex. Sunday	SECOND CLASS 532 Daily Ex. Sunday
A133						L 6.25Am		BENSON ★	BN	161.83	BDNPK RWX	A 5.55Pm		

TRAINS BETWEEN WATERTOWN LINE JCT. AND BENSON WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULES.

			L 8.00Am			L 6.28Am	0.78	0.78 WATERTOWN LINE JCT.		161.05	JXPY	A 5.53Pm	A 8.05Pm	
C 9		34	s 8.30			s 6.42	7.88	7.10 DANVERS	DR	153.95	D	s 5.40	f 7.50	
C 16		33	s 9.00			s 6.56	15.83	7.95 HOLLOWAY	OW	146.00	D	s 5.27	f 7.30	
C 22	45	167	s11.30			s 7.10	21.96	6.13 APPLETON	AU	139.87	DNX	s 5.15	s 7.15	
							22.73	0.77 C. M. ST. P. & P. RY. CROS.		139.10				
C 30		34	s12.15Pm			s 7.26	30.65	7.92 LOUISBURG	BG	131.18	D	s 4.57	f 6.45	
C 37	44	26	s12.50			s 7.38	37.14	6.49 BELLINGHAM	BA	124.69	D	s 4.45	f 6.30	
C 46		35	s 1.30			s 7.53	46.34	9.20 NASSAU	NA	115.49	D	s 4.32	f 6.10	
C 52	45	26	s 2.05			s 8.05	51.82	5.48 ALBEE		110.01		s 4.22	f 5.55	
C 58		36	s 2.45			s 8.20	57.98	6.16 LA BOLT	BO	103.85	D	s 4.12	f 5.40	
C 66		15	s 186 4.00			s 8.37	65.57	7.59 STOCKHOLM	SK	96.26	D	s 529 4.00	f 5.20	
C 73	43	31	s 530 5.00			s 8.53	72.82	7.25 SOUTH SHORE	VR	89.01	D	s 3.48	f 529 5.00	
C 86		35	f 5.30			f 9.15	86.08	13.26 RAUVILLE		75.75		f 3.26	f 4.30	
							91.49	5.41 M. & ST. L. RY. CROSSING.		70.34				
						A 9.25	91.80	0.31 C. & N. W. RY. CROSSING.		70.03		L 3.15		
C 92	Yard	324	A 5.50Pm	L 3.30Am		L 9.35	91.99	0.19 WATERTOWN	WN	69.84	BDNK ORX	A 3.05	L 4.15Pm	A 1.30Pm
				3.35		9.39	93.26	1.27 W. & S. F. JCT.		68.57	RJX	3.02		1.25
C102		34		s 3.55		s 9.55	101.89	8.63 GROVER		59.94		s 2.47		s 1.00
C109		37		s 4.15		s10.07	108.24	6.35 HAZEL	Z	53.59	D	s 2.35		s12.35
							115.16	6.92 C. M. ST. P. & P. RY. CROS.		46.67				
C116		41		s 4.40		s10.20	115.17	0.01 VIENNA	VA	46.66	D	s 2.20		s12.10Pm
C124		35		s 5.05		s10.34	124.05	8.88 WILLOW LAKE	WK	37.78	D	s 2.03		s11.40
C130		5		f 5.20		s10.47	130.33	6.28 MELHAM		31.50		f 1.49		f11.15
C136		35		s 5.35		s 532 10.58	136.19	5.86 BANCROFT	BF	25.64	D	s 1.38		s 185 11.00
C141		35		s 5.50		s11.07	140.64	4.45 OSCEOLA	SC	21.19	D	s 1.28		s10.30
C149		36		s 6.10		s11.22	148.36	7.72 YALE	YA	13.47	D	s 1.12		s10.00
							161.19	12.83 C. & N. W. RY. CROSSING.		0.64				
C162	Yard	202		A 7.00Am		A 11.45Am	161.83	0.64 HURON	HU		I BDR WYX	L 12.45Pm		L 9.15Am
			9.50	3.30		5.17		Time Over Subdivision				5.08	3.50	4.15
			9.27	19.95		30.48		Average Speed Per Hour				31.37	23.79	16.43

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 325 Daily Ex. Sunday	Distance from Soo. Line Jct.	STATIONS	Telegraph Calls	Distance from Aberdeen	SIGNS	SECOND CLASS 326 Daily Ex. Sunday
.....	.....	.....	L 8.20Am	.....	ABERDEEN LINE JCT.	.....	.....	JP	A 9.40Pm
E45	.....	36	A 8.25Am	.....	0.68 G. N. JCT.	.....	.....	J	L 9.37Pm
TRAINS BETWEEN G. N. JCT. AND SOO LINE JCT. WILL BE GOVERNED BY M. ST. P. & S. S. M. RY. TIME TABLE.									
.....	.....	.....	L 9.42Am	.....	29.00 SOO. LINE JCT.	.....	91.30	J	A 8.16Pm
E70	.....	23	f 9.53	4.74	4.74 STILES	.....	86.56	.....	f 8.06
E74	.....	54	s10.10	9.53	4.79 LIDGERWOOD	DK	81.77	D	s 7.54
E80	.....	32	s10.25	15.68	6.15 GENESEO	GO	75.62	D	s 7.35
E86	.....	34	s10.39	20.83	5.15 CAYUGA	CU	70.47	D	s 7.20
E92	50	35	s11.05	26.96	6.13 RUTLAND, N. D.	RJ	64.34	BDKRX	s 7.05
.....	.....	.....	.....	27.23	0.27 FORBES LINE JCT.	.....	64.07	YJX	.....
F9	.....	36	s11.33	36.32	9.09 HAVANA	WB	54.98	D	s 6.26
F16	.....	35	s11.53	42.90	6.58 KIDDER	KS	48.40	D	s 6.08
.....	.....	.....	.....	46.42	3.52 C. M. ST. P. & P. RY. CROSSING.	.....	44.88	.....	.....
F24	.....	9	s12.13Pm	51.60	5.18 WEST BRITTON	.....	39.70	.....	s 5.44
F30	.....	35	s12.31	57.15	5.55 AMHERST	MN	34.15	D	s 5.30
F36	.....	34	s12.49	63.52	6.37 CLAREMONT	QC	27.78	D	s 5.12
F42	.....	21	f 1.05	68.88	5.36 HUFFTON	.....	22.42	.....	s 4.54
F47	.....	24	s 1.21	74.35	5.47 PUTNEY	UN	16.95	D	s 4.41
F51	.....	7	f 1.31	78.25	3.90 TACOMA PARK	.....	13.05	.....	s 4.32
F55	.....	23	f 1.41	82.02	3.77 PLANA	.....	9.28	.....	f 4.23
.....	.....	.....	.....	90.66	8.64 C. M. ST. P. & P. RY. CROSSING.	.....	0.63	I	.....
.....	.....	.....	.....	90.67	0.01 C. & N. W. RY. CROSSING	.....	0.62	I	.....
F64	Yard	175	A 2.15Pm	91.30	0.63 ABERDEEN	FN	.....	BDK RXY	L 4.00Pm
			4.33		Time Over Subdivision				4.16
			20.06		Average Speed Per Hour				21.40

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SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

Time Table No. 88

Effective June 9, 1957

Station Numbers	Car Capacity: Sidings	Car Capacity: Other Tracks	SECOND CLASS 337 Daily Ex. Sat. and Sunday	Distance from Rutland	STATIONS	Telegraph Calls	Distance from Forbes	SIGNS	SECOND CLASS 338 Daily Ex. Sat. and Sunday
E92	50	35	L 11.10Am	.....	RUTLAND, N. D.	RJ	63.03	BDKRX	A 4.55Pm
				0.27	0.27 FORBES LINE JCT.	.....	62.76	XYJ	
E110	.....	34	s12.01Pm	18.91	18.64 STRAUBVILLE	.....	44.12	.....	s 4.05
				29.77	10.86 C. & N. W. RY. CROSSING	.....	33.26	.....	
E126	.....	34	s12.38	35.01	5.24 GUELPH	GU	28.02	D	s 3.25
E134	.....	35	f12.53	42.10	7.09 SILVER LEAF	.....	20.93	.....	f 3.05
				49.42	7.32 C. M. ST. P. & P. RY. CROSSING.	.....	13.61	.....	
E141	.....	55	s 1.20	49.65	0.23 ELLENDALE	N	13.38	D	s 2.45
E155	Yard	103	A 1.55Pm	63.03	13.38 FORBES	FO	.....	DRXY	L 2.10Pm
			2.45		Time Over Subdivision				2.45
			22.92		Average Speed Per Hour				22.92

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 15 THROUGH 23.

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

(a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.

(b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

Except as directly affected by speed restrictions prescribed in Item 1—ALL SUBDIVISIONS—and other speed restrictions covered by Item 2 under individual Subdivisions, the 45 degree signs designate zone speed territories and the numerals thereon indicate in miles per hour the maximum permissible speed which will govern until the next zone sign is reached.

When the movement is from a higher to a lower speed zone, the zone sign is located approximately one mile from the point where the lower speed becomes effective. At the end of this one mile is located a reflectorized angular Restricting Sign, yellow background with black stripes, indicating the point where lower speed becomes effective. Lower speed to govern until entire train passes next zone sign.

When the movement is from a lower to a higher speed zone, the 45 degree sign is located at the point where speed may be increased.

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

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

The 45 degree sign has two sets of figures. The numerals preceded with the letter "P" apply to passenger trains. The numerals preceded with the letter "F" apply to freight and mixed trains and to passenger trains when handling freight cars, except where freight cars are equipped with steel wheels, air signal and steam heat lines passenger train speeds will apply.

(c) Speed shown on Speed Limit Plate on engines must not be exceeded.

(d) Steam engines backing up ..... 20 MPH

Steam engines in forward motion running light or with caboose only ..... 35 MPH

Diesel engines light or with caboose only..... 50 MPH

When cabooses are handled in passenger service trains will not exceed speed of:
when handling cabooses X-100, X-198 to X-810..... 65 MPH
cabooses X-830 to X-749 ..... 50 MPH

Trains handling, not in actual service, derricks, pile drivers, ditchers, cranes, shovels, Jordan Spreaders, wedge plows, etc. on Main Lines ..... 30 MPH

except on 6 degree curves or sharper and on branch lines ..... 15 MPH

Trains handling ore cars or air dump cars loaded with ore or gravel and scale test car on Main Lines..... 30 MPH

except on 6 degree curves or sharper, and on Branch Lines ..... 20 MPH

Unless conditions require a further speed restriction, trains or engines, moving against the current of traffic on double track through interlockings ..... 15 MPH

Trains or engines moving on main routes actuating points of spring switches ..... 35 MPH

Trains or engines moving in facing point direction at spring switches without facing point lock ..... 25 MPH

Trains or engines through No. 20 turnouts..... 35 MPH

End of double track at:
Delano, two miles west of Atwater.
End of two main tracks at:
Pennock, Hancock, Morris and Doran.
Crossovers at:
Two miles east of depot at Delano.
Two miles west of depot at Atwater.
Willmar, just west of Stock Yards.
Benson, east movement crossover.
Two miles east of depot at Morris.
Montrose and Waverly siding east and west switches.
Howard Lake, east and west switches.
Cokato, east and west switches.
Dassel, east and west switches of control siding.
Darwin, east switch of siding.
Litchfield, east switch of control siding.
Grove City, west switch of control siding.
Atwater, east switch of control siding.
Kerkhoven, east and west switches.
Benson, east switch of control siding.
Donnelly, east and west switches.
Herman, east and west switches.
Norcross, east and west switches.
Campbell, west switch of control siding.
Robbinsdale, east and west switches.
Sioux City, east switch 26th street yard.

Trains or engines through all other turnouts..... 15 MPH

(e) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel engines, or immediately next to caboose, occupied outfit or passenger cars. These commodities must not be placed in trains at such locations as will conflict with the rules governing the handling of explosives, inflammables or acids. In double track territory, engineers on trains containing such cars must at all times use extreme care to avoid slack running in or out when passing or being passed by other trains.

On single track, trains containing such cars must be at stop when on siding or adjacent track when meeting or being passed by other trains, except when there are more cars than siding will hold, it is permissible for such train to pull by other train at restricted speed.

2. MOVEMENT OF ENGINES DEAD IN TRAINS.

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

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

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

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

Switcher and road switcher type Diesel engines G.N. numbers 1 through 232, and 600 through 722, moving dead in freight **trains are to be handled near rear of train and behind helper engines. Where more than one unit is moved such units must be separated by a freight car.**

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

Trains handling Great Northern steam engines dead in train with side rods on both sides will not exceed 40 MPH; and without side rods will not exceed 10 MPH.

Trains handling foreign line steam engines with side rods on both sides will not exceed speed designated by Superintendent; and without side rods will not exceed 10 MPH.

Engines that have any of the truck or driving wheels removed will not be moved in a train without authority of Superintendent.

Trains handling Diesel and Gas-Electric engines in tow dead in train will not exceed following speeds:

Engine Number	Maximum Speed
1 thru 19, 24 thru 28, 75 thru 170	50 MPH
20 thru 23, 29 thru 33, 175 thru 232, 247 thru 251, 253 thru 259, 262, 263, 271 thru 274, 276 thru 279, 307 thru 317, 400 thru 474, 550 thru 589, 600 thru 678, 681 thru 722	65 MPH
260, 261, 266 thru 270, 275, 280, 281, 350 thru 365, 500 thru 512, 679, 680	79 MPH
2303 thru 2324	50 MPH
2325 thru 2350	60 MPH

3. Before leaving any engine terminal enginemen will make proper tests and inspections of water glasses, gauge cocks, water column and injectors, and will not leave the terminal unless all these are in proper working order.

   Should enginemen on steam engines find that the water is not in sight in water glasses, and if water cannot be raised to bottom gauge cock or water glass by opening throttle, on oil burning engines the fire must be extinguished immediately and on coal burning engines the fire must be knocked out or smothered to the extent there will be no damage done to the crown sheet. If water can be raised to the bottom gauge cock or water glass the water level should be built up by use of the pump, or injector, or both.

   Should the low water alarm whistle blow, on any engine so equipped, enginemen will immediately ascertain where the water level is in the boiler by blowing out water glasses and water column, and being sure that water glass mounting valves are open and if water cannot be raised to the bottom gauge cock or water glass by opening throttle, enginemen will be governed by instructions in the preceding paragraph.

4. Under Rule 24, engine number only will be displayed in indicators on engines so equipped. This will also apply when our engines are operating over Northern Pacific Tracks. Between Klamath Falls and Chemult, Southern Pacific Rules will govern.

5. When two or more Diesel units are coupled together the numerals and suffix letter, where provided, of the leading unit will be illuminated at all times when in service.

   The numerals and suffix letter of trailing units must not be illuminated.

   The numerals and suffix letter of the leading unit only will be used in train orders as prescribed by Consolidated Code Rule 206.

6. Gas-Electric engines must not be fueled while occupied by passengers, or coupled to cars occupied by passengers.

7. Air hose on engines must be hooked up in hose fastener when not in use.

8. **EMPLOYES WILL BE GOVERNED AS FOLLOWS ON ENGINES, PASSENGER AND FREIGHT CARS EQUIPPED WITH ROLLER BEARINGS:**

   Roller bearing failures on cars or engines equipped with roller bearing journal boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and engine or valve oil added. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with metal strap which must be cut off with chisel before plug can be removed. After the oil has been added and plug replaced, the train should proceed at reduced speed and care exercised until it is apparent that the box will run cool. If fire develops in roller bearing box on any equipment, it must be closely watched, train moved slowly, and Superintendent notified from first available point of communication, who will prescribe for the movement.

   Some engines and cars equipped with roller bearings have heat indicators or stench bombs inserted in the housing of boxes which release a strong pungent odor in the event of excessive journal box temperatures. When this odor is detected, train must be stopped at once and box located. Compare the temperature of this box with the other boxes on the same engine or car, check the oil level, and if there is no evidence of overheating, train may proceed, but if the box is overheating proceed only as instructed in the preceding paragraph.

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

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

   SECOND SUBDIVISION

   WILLMAR—At passenger depot.
   MORRIS—In frost box at west end depot platform.

   THIRD SUBDIVISION

   MONTICELLO—At depot.
   ST. CLOUD—In frost box at depot.

   SEVENTH SUBDIVISION

   GARRETSON—In frost box east of depot.
   MARSHALL—In service building east of depot.

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

    Rule 2A of the consolidated code of operating rules and general instructions does not apply to employees of the Great Northern Railway.

11. Brakemen with less than one year of experience should not be used as flagman except in emergency, and then Superintendent will be notified by wire.

12. When operating snow machines in non-block signal territory, no train should be permitted to follow closer than a station apart; when that can not be done, they will be blocked not less than thirty minutes apart.

13. After severe blizzard or dirt storm, employes on first train over road must exercise care to avoid accident caused by striking drift without first having drifts faced with hand shovels, cutting in far enough to get beyond the hard snow and giving a perpendicular wall to strike against instead of slope or wedgelike shape. When operating snow dozer, conductor in charge will ride in the dozer. On snow and dirt dozers every precaution must be taken to see that cage, flangers and wings clear all obstacles when in service and are properly secured when in through trains, and dozers properly turned. Hand screws must be tightened to raise flanger on dozers as high as possible before making a back-up movement, and must not be released until the dozing work is actually to start. Hand screws holding the cage on dozers must be tightened or chains otherwise fastened except when dozer has air in cylinders and is attended by an employe.

14. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.

15. Unless otherwise provided when passenger trains are operated against current of traffic on double track or through sidings, conductors shall notify Railway Postal Clerks, train shall stop at points where U. S. mail is usually picked up and conductors are responsible for delivery of mail to Postal car.

16. Conductors will report by wire all flat spots on wheels of passenger cars. Any cars having flat spots on wheels of more than two and one-half inches long must be set out.

17. Engineers finding flat spots on Diesel engines in excess of two and one-half inches will immediately notify Superintendent, who will prescribe for their movement.

18. Due to limited overhead clearance at tunnels and structures, employees are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

19. The Railway Company is responsible for proper handling of perishable freight on road and at points where Western Fruit Express Company do not maintain representatives. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

20. Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

    Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

    When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than 2nd car from engine, occupied caboose or passenger car.

    When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

    When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

    When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas-burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift.

    Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

    Terminal or pick-up points enroute must furnish conductor and engineer Form 250 showing consecutively location in train of all cars placarded "Explosives". At points other than terminals where crews change, notice will be transferred from crew to crew.

    Employes will be guided by further instructions governing handling of loaded tank cars, Explosives, Inflammables, Corrosive Liquids, and Poison Gas found in I.C.C. Regulations and Consolidated Code Rules 726(C) and 808.

21. In Automatic Block Signal territory, the absence of the lunar light on a spring switch signal, Rule 501 E, page 114, of the Consolidated Code, will not be regarded as an imperfectly displayed signal, as prescribed by Rule 27, when the Automatic Block Signal governing movement over such switch indicates "Proceed." This does not modify Rule D524.

22. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a "lunar white" light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

    The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

    Trains, departing from stations, either from siding or main track in trailing point movement actuating points of spring switches, a member of crew must observe indication of governing signal in opposite direction after rear end of train has passed through switch to ascertain if switch points return to normal position. If this signal indicates Stop and no immediate train movement or other cause is evident report the fact to Superintendent from first available point of communication.

    During and immediately following snow storms or violent wind storms, spring switches must be operated by hand and relined to normal position before heading out through switch in trailing point movement, actuating switch points, to insure switch is in proper operating condition.

    INDICATORS AT SPRING SWITCHES.

    Spring switch indicators consisting of a red and yellow light unit or a single yellow light unit (all units normally dark) mounted on an iron mast is located at the clearance point of a siding. The switch-key-controller mounted on the mast must be operated by a member of the crew who, together with engineer, must observe and be governed by its indication before fouling main track or making movement from siding to main track through a spring switch in automatic signal territory, unless the movement is made immediately after an opposing train has passed the switch and Automatic Signal at leaving end of siding indicates "Proceed".

    If Indicator displays a yellow light when switch-key-controller is operated, train or engine movement to main track may be made immediately in accordance with train rights and operating rules. Display of yellow light must continue until leading wheels have passed clearance point.

    If Indicator does not display a yellow light when switch-key-controller is operated, train or engine movement to main track may be made in accordance with train rights and operating rules, after operating spring switch by hand waiting three minutes and taking every precaution to provide proper protection.

    To operate Switch Indicator, insert switch key in controller and turn clockwise toward "R", hold a few seconds and remove key. If yellow light is displayed and intended movement is not made, insert switch key in controller and turn counter-clockwise toward "N" to restore signal system to normal condition to avoid delay to trains on main track.

    Switch-key-controller must never be operated toward "N" after having been operated toward "R" if intended movement to main track is to be made.

23. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.

24. **DRAGGING EQUIPMENT DETECTOR INDICATOR** consists of a single white light unit (normally dark) with circular background mounted on signal or other mast. When white light is displayed, train must be stopped and inspected for dragging equipment. Notify Superintendent from first available point of communication.

25. Rule 204(A) prescribes that copies of train orders will be furnished the rear trainman, such orders will only be furnished on trains designated:

    Nos. 3, 4, 7, 8, 9, 10, 27, 28, 31, 32 and sections thereof; also extra passenger train whether operated as section of regular train or as a passenger extra.

26. OSCILLATING EMERGENCY RED HEADLIGHT will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINEMEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished under the following conditions:

When standing at initial and final terminal of run.

When train is being switched from rear.

When train is in the clear on siding.

When operating in double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B). In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.

Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights must familiarize themselves with the operation of the lights.

27. Rule D-97 is in effect on this division.

28. St. Paul Union Depot and Minneapolis, in order to facilitate the handling of patients arriving on cots in baggage cars and who require use of wheel chair or stretcher, conductors will wire Union Depot Company, St. Paul, or Stationmaster, Minneapolis, describing the class of service required.

29. Great Northern crews when making interchange on foreign line railway track will be governed by the rules and bulletins of such line.

30. This is authority to honor passes of tenant line railways' train and engine men between Twin Cities, except on Trains 31 and 32.

31. Arrangements have been made with the M. & St. L. Railway Company to honor interline tickets reading via that line from St. Paul on our trains from St. Paul to Minneapolis, and Conductors will honor all such tickets accordingly. All such tickets honored should be endorsed "Honored, G. N. St. Paul to Minneapolis", and make notation on Form and number of tickets honored in ticket report to Auditor Passenger Receipts.

32. Rule 19 figures 2 to 9 inclusive, and Rule 19B are supplemented as follows:
When the rear car of a passenger train is equipped with built-in electric markers, or when the rear unit of an engine, moving light, is equipped with electric signal lamps, they must be lighted by day and by night to be considered as markers. The requirement for showing green to the front, or direction of movement, and green to the side will not apply.

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

FIRST SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Lyndale Jct. and Willmar	79 MPH	50 MPH

2. **SPEED RESTRICTIONS.**
Delano No. 27 passing depot ..... 40 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Wayzata, register only for Fifth Subdivision trains.
Willmar, Nos. 31 and 32 will register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Lyndale Jct., Hutchinson Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive, and at Lyndale Jct. only when train order signal indicates proceed.

5. Lyndale Jct., eastward freight trains on Willmar Line having cars to set out at this point will stop before passing eastward Home Signal to make set-out.

6. Crossings as herein shown at the following stations are equipped with automatic signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
Long Lake, Crossing East of depot; and crossing two and one-half miles West.
Maple Plain, Budd Street, West of depot.
Dassel, 3rd & 4th Streets.
Litchfield, Miller, Sibley and Holcomb Avenues.
Atwater, Main Street crossing East of depot.

7. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 32.1 and MP 33.1 just west of Maple Plain.
Eastward trains, between MP 87 and MP 86 two miles west of Grove City.

8. **CROSSOVERS ON DOUBLE TRACK.**

Facing Point	Trailing Point
	Mile Post 13 ..... 400 feet west of.
	Mile Post 15 ..... 400 feet west of.
	Mile Post 19 ..... 700 feet west of.
Wayzata	Long Lake ..... Just east of Depot.
	Long Lake ..... Just west of Depot.
Mile Post 37	Maple Plain ..... Just east of Depot.
1600 feet east of.	Mile Post 37 ..... 1600 feet east of.
	Just west of end of double track west of Atwater.
	Kandiyohi ..... Just east of Depot.

Willmar, double crossover just west of stockyard.

9. **INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
CTC extends between M.P. 36.7 about 2 miles east of depot Delano and Willmar.
Double track extends between Lyndale Jct. and just west of depot Delano and between M.P. 91.1 about 2 miles west of depot Atwater and Willmar.
Willmar is the control station for the CTC under the supervision of train dispatcher.

Controlled sidings are located at:
Montrose-Waverly
Howard Lake
Cokato
Dassel—South of main track.
Litchfield—South of main track.
Grove City
Atwater

Non-controlled sidings are located at:
Delano—South of eastward main track, cap. 80 cars.
Dassel—North of main track, cap. 79 cars.
Darwin—Cap. 47 cars.
Litchfield—North of main track, cap. 106 cars.

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

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

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

EASTWARD AGAINST THE CURRENT TRAFFIC
Signal 92.6
Eastward governing home signal end of double track Atwater.
Eastward governing home signal at west crossover east of Delano.

WESTWARD AGAINST THE CURRENT TRAFFIC
Signal 99.9

SINGLE TRACK-EASTWARD MOVEMENTS
Signal 89.6
Governing home signal east siding switch Atwater.

SIDING AT ATWATER-WESTWARD MOVEMENTS
Westward governing home signal.

SECOND SUBDIVISION

(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Passenger	Freight
Willmar and Breckenridge	79 MPH	50 MPH

2. **TRAIN REGISTER EXCEPTIONS.**
Willmar, Nos. 31 and 32 will register by ticket.
Benson, register only for trains originating and terminating.

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Sioux City Line Jct., Watertown Line Jct., Browns Valley Line Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. **INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
CTC extends between Willmar and mile post 212 one and one quarter miles east of N.P. Ry. crossing east of Breckenridge.
Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:
Sioux City Line Junction and Pennock
Hancock and west switch Morris
Doran and Breckenridge
Willmar is the control station for CTC under the supervision of train dispatcher.

Controlled sidings are located at:
Kerkoven
DeGraff
Benson—North of main track
Clontarf
Donnelly
Herman
Norcross
Tintah
Campbell

Dwarf signals located at leaving end of controlled sidings—and Aberdeen Line Jct.—when displaying a single green indication—is not covered by interlocking rules of the Consolidated Code. Indication will be "Proceed on Main Route."

Non-controlled sidings are located at:
Pennock—Cap. 37 cars
Benson—South of main track—cap. 138 cars
Hancock—Cap. 76 cars
Morris—South of south main track—cap. 82 cars

Switches of non-controlled sidings are Hand Operated and equipped with electric locks. Before using non-controlled siding—permission must be obtained from the train dispatcher.

All Main Track switches within CTC—except as follows—are hand operated and equipped with electric locks-governed by Rule 283:
All Controlled sidings
Benson—Double crossover at MP 132.
Morris—Double crossover at MP 155.
Aberdeen Line Jct.

End of main tracks at:
Pennock
Hancock
Morris
Doran

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

Pennock—Eastward governing automatic block signal 103.6 on North Main Track.
Westward governing automatic block signal 107.5 on South Main Track.

Benson—At double crossover MP 132 for westward movements from Main Track to controlled siding—and for eastward movements from controlled siding to Main Track.

Morris—At double crossover MP 155 for westward from the South Main Track to the North Main Track: and for eastward movements from the North Main Track to the South Main Track.

Between Doran and Breckenridge—

Eastward controlled signals on North Main Track at MP 212 and end of Main Tracks Doran.

Automatic block signals 210.7 and 212.1 on South Main for westward movements: and—Automatic block signal 208.6 on North Main for eastward movements.

Consolidated Code Rules 251, 253 and 254 are in effect between the end of CTC at mile post 212 one and one quarter miles east of N. P. Ry. crossing east of Breckenridge and end of double track Breckenridge.

5. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains between MP 110 and MP 111 one mile west of Pennock.
Eastward trains between MP 205 and MP 204 two miles east of Doran.

6. **MANUAL INTERLOCKINGS.**
Breckenridge, 1.58 miles east of .....N. P. Ry. crossing
Whistle signals for routes:
Main track .....1 long.
South freight lead .....1 long, 1 short.
North freight lead .....2 long, 1 short.

7. **AUTOMATIC INTERLOCKINGS.**
Tintah, 2.17 miles west of.....MStP&SSM RR. crossing

8. Crossings as herein shown are equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
Pennock, Highway crossing just West of Depot.
Kerkhoven, 9th Street crossing East of Depot.
Norcross, Highway crossing just West of Depot.
Tintah, Highway crossing West of Depot.
Doran, Crossing about one-fourth mile East of Depot.

9. Westward Twelfth Subdivision trains will require M.St.P.&S.S.M. Ry. clearance at Campbell.

THIRD SUBDIVISION

(Osseo Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **SPEED RESTRICTIONS.**
Bridge 50.3, Clearwater, O-8, Q-1, R, S-1, N-3 ..... 10 MPH
Sharp curve just west of Bridge 50.4, Clearwater, Heavier than O-1 ..... 25 MPH

3. **TRAIN REGISTER EXCEPTIONS.**
Lyndale Jct., all trains register by ticket.
St. Cloud, Nos. 11 and 12 will register by ticket.

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

5. Crossings as herein shown are equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
St. Cloud, 3rd Street North.
Monticello, Pine Street and Elm Street.
Robbinsdale, 42nd Street west of depot.
Albertville, two and one half miles east of, at Trunk Highway 241.

6. Track north of main track extending approximately 2 miles eastward from depot, St. Cloud, is known as LONG LEAD and must be kept clear for meeting and passing of trains.

7. **SPRING SWITCHES WITH FACING POINT LOCK.**
Robbinsdale, east and west siding switch.
Osseo, east and west siding switch.
Rogers, east and west siding switch.
Albertville, east and west siding switch.
Monticello, east and west siding switch.
Clearwater, east and west siding switch.
Normal position is for main track.

8. **MANUAL INTERLOCKINGS.**
Robbinsdale, 1.34 miles west of.....MStP&SSM. RR. crossing

9. **AUTOMATIC INTERLOCKINGS.**
Lyndale Jct., 0.76 miles west of .....M.W. Ry. crossing

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

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

12. **INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.**
CTC extends between the westward controlled signal just west of Lyndale Jct. and the controlled signals and switch at M.W. Jct. Lyndale Jct. yard office is the control station for the CTC under control of operator under supervision of train dispatcher.
Eastward M.W. trains at M.W. Jct. will not require clearance Form A as prescribed by CTC Rule 271 but will be governed by signal indication.

FOURTH SUBDIVISION

(Browns Valley Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Browns Valley Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

FIFTH SUBDIVISION

(Hutchinson Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Hutchinson Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

3. **SWITCH INDICATORS.**
Hutchinson Jct. indicator is located near hand operated junction switch. Push buttons and instructions for their operation are in the iron box locked with a switch lock.

4. Crossing as herein shown is equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
St. Bonifacius, Highway crossing of Trunk Highway No. 7.

SIXTH SUBDIVISION
(St. Cloud Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

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

2. **SPEED RESTRICTIONS.**
Between Home Signals of Interlockings at: ..... 20 MPH
Rice Jct.
Paynesville.

3. **TRAIN REGISTER EXCEPTIONS.**
St. Cloud, Nos. 11 and 12 will register by ticket.

4. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
(a) At Rice Jct., a proceed indication on the eastward home signal will authorize Dakota Division eastward trains to proceed to St. Cloud without a clearance.

5. **MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.**
Rice Jct. .....junction switch to Dakota Division
This switch is electrically controlled by operator at the depot, St. Cloud.

6. **AUTOMATIC INTERLOCKINGS.**
Paynesville, 0.76 miles west of .....MStP&SSM. RR. crossing

7. Industry tracks at the following stations are restricted for use of engines larger than O-4 class. Rockville, Cold Spring, Richmond, Paynesville, New London Company gravel pit, New London, Spicer.

SEVENTH SUBDIVISION
(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Diesel or Gas-Electric Passenger	Freight
Willmar and Garretson	55 MPH	40 MPH

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

3. **CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).**
At Sioux City Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

4. Pipestone, trains and engines using CRI&P main track between G.N. interchange track switch and east end of CRI&P siding, must move at restricted speed, and must be governed by current operating rules and time table of CRI&P Ry.

5. **AUTOMATIC INTERLOCKINGS.**
Granite Falls, 1.44 miles east of.....CMStP&P. RR. crossing
Hanley Falls, 0.32 miles east of.....M&StL. Ry. crossing
Granite Falls, push button controls are located on east end of depot, at crossover switches, at east siding switch, and on eastward home signal. Trains and engines occupying main track at depot or lining east siding switch or crossover switches, for movements out of siding automatically set up route for eastward movement through interlocking at CMStP&P crossing, provided no conflicting movement on CMStP&P track, and will hold this set up for a period of approximately four minutes, after which, if route is not used, automatic interlocking control can be taken away by CMStP&P trains or engines approaching crossing. If an eastward train occupies main track at depot for meeting trains or station work for a period in excess of four minutes, trainman must operate push button at depot or at crossover switches to obtain interlocking route. If an eastward train occupies main track between eastward approach and home signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on home signal to obtain interlocking route. Push button boxes must be kept closed and locked except when in use.

6. **SEMI-AUTOMATIC INTERLOCKINGS.**
Clara City, 0.46 miles east of.....M.W. Ry. crossing
If a train is stopped by a Stop-indication and no immediate conflicting train movement is evident, and both smash boards are in reverse position, trainman may signal train to proceed over the crossing after making certain that gates are set against conflicting route. If smash boards are not in reverse position, trainman shall operate them by hand with crank attached to mechanism.

7. Crossings as herein shown are equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signals must be cleared for highway traffic by operating controllers. When crossing is to be fouled, controllers must first be operated to set signals at stop position against highway traffic.
Maynard, just east of depot.
Pipestone, Main street.

8. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 7 and MP 8 between Priam and Raymond.
Eastward trains, between MP 121 and MP 122 between Jasper and Sherman.

EIGHTH SUBDIVISION
(Main Line)

1. **MAXIMUM PERMISSIBLE SPEED FOR TRAINS.**

Between	Diesel or Gas-Electric Passenger	Freight
Garretson and Sioux City	55 MPH	40 MPH

2. **SPEED RESTRICTIONS.**
I. C. RR. Crossing, 2.89 miles east of Sioux City..... 10 MPH
Between Home Signals of Interlockings at: ..... 20 MPH
Booge.
Hills.
Wren Tower.

3. **MANUAL INTERLOCKING.**
Wren Tower .....I.C. RR. crossing

4. **AUTOMATIC INTERLOCKINGS.**
Booge, 4.44 miles west of .....C&NW. Ry. crossing
Hills, 0.38 miles west of .....I.C. RR. crossing
Lester, 0.22 miles west of .....CRI&P. Ry. crossing

5. **RAILROAD CROSSINGS PROTECTED BY GATES.**
Sioux City, 2.89 miles east of.....I.C. RR. crossing
Normal position is clear for Great Northern.

6. Garretson. Crossing at Dowes St. equipped with automatic crossing signals and switch controllers. When engines or cars are standing in circuit but crossing not fouled, signal must be cleared for highway traffic by operating controller, when crossing is to be fouled, controller must first be operated to set signals at stop position against highway traffic.

7. **SPEED TEST BOARDS.**
Engineers shall test speed of their trains passing following points as compared with Speed Table:
Westward trains, between MP 134 and MP 135 between Booge and C.&N.W. Ry. crossing.
Eastward trains, between MP 208 and MP 209 between Merrill and Wren Tower.

8. **SPRING SWITCHES WITH FACING POINT LOCK.**
Sioux City, east switch 26th street yard—normal position for yard lead.

NINTH SUBDIVISION

(Yankton Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Garretson and Sioux Falls	40 MPH	30 MPH
Sioux Falls and Volin	40 MPH	25 MPH
Volin and Mission Hill	25 MPH	25 MPH
Mission Hill and Yankton	40 MPH	25 MPH

2. SPEED RESTRICTIONS.

Yankton, CMStP&P RR. crossing ..... 10 MPH
C&NW. Ry. crossing ..... 10 MPH
Between Home Signals of Interlockings at: ..... 20 MPH
Sioux Falls.
Lennox.
Davis.
Garretson, Nos. 51 and 52 will run at restricted speed within yard limits.

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). Great Northern clearance issued to No. 293 at Volin and No. 294 at Yankton will clear train at G. N. Jct. and C. & N. W. Jct., respectively.

4. Sioux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

5. AUTOMATIC INTERLOCKINGS.

Sioux Falls, 3.96 miles east of.....C&NW. Ry. crossing
Lennox, 0.21 miles west of .....CMStP&P. RR. crossing
Davis, 3.54 miles west of .....C&NW. Ry. crossing

6. RAILROAD CROSSINGS PROTECTED BY GATES.

Yankton, 0.58 miles east of .....C&NW. Ry. crossing
0.88 miles east of .....CMStP&P. RR. crossing
Normal position is clear for Great Northern.
1.41 miles east of .....CMStP&P. RR. crossing
Normal position is stop for Great Northern.

TENTH SUBDIVISION

(Watertown Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Sioux Falls and Watertown	35 MPH	25 MPH

2. SPEED RESTRICTIONS.

Arlington, within city limits ..... 10 MPH
Between Home Signals of Interlocking at Arlington..... 20 MPH

3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). At W. & S. F. Jct., Sioux Falls Jct., trains for which these points are initial stations may proceed on authority of clearance under which such trains arrive.

4. Sioux Falls, train and engine movements over Sixth and Eighth Street crossings will be protected by assigned watchmen between the hours of 5:00 A.M. and 9:00 P.M. daily, except Sunday. All train and engine movements over these crossings must be protected by a member of the crew on the ground at the crossing in advance of the movement outside of assigned hours of watchmen.

5. AUTOMATIC INTERLOCKINGS.

Arlington, 0.97 miles west of .....C&NW. Ry. crossing

6. RAILROAD CROSSINGS PROTECTED BY GATES.

Arlington, 0.19 miles east of .....C&NW. Ry. crossing
Normal position is clear for Great Northern.

ELEVENTH SUBDIVISION

(Huron Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Benson and Grover	40 MPH	30 MPH
Grover and Huron	35 MPH	25 MPH

2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: ..... 20 MPH
Appleton.
Huron.
Watertown, within city limits ..... 6 MPH

3. TRAIN REGISTER EXCEPTIONS.

Watertown, all trains register and receive clearance.

4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). At Watertown Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

5. AUTOMATIC INTERLOCKINGS.

Appleton, 0.77 miles west of .....CMStP&P. RR. crossing
Huron, 0.64 miles east of.....C&NW. Ry. crossing

TWELFTH SUBDIVISION

(Aberdeen Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

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

2. SPEED RESTRICTIONS.

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

3. AUTOMATIC INTERLOCKINGS.

Aberdeen, 0.62 miles east of .....C&NW. Ry. crossing
0.64 miles east of .....CMStP&P. RR. crossing

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

THIRTEENTH SUBDIVISION

(Forbes Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Diesel or Gas-Electric Passenger	Freight
Rutland and Forbes	30 MPH	25 MPH

2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B). At Forbes Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

3. Employees on 13th Subdivision will arrange to make watch comparison with Dispatcher through Agent at Rutland, having Agent sign comparison card. Watches must be presented to an official watch inspector during the month of August for regular annual inspection.

WATCH INSPECTORS

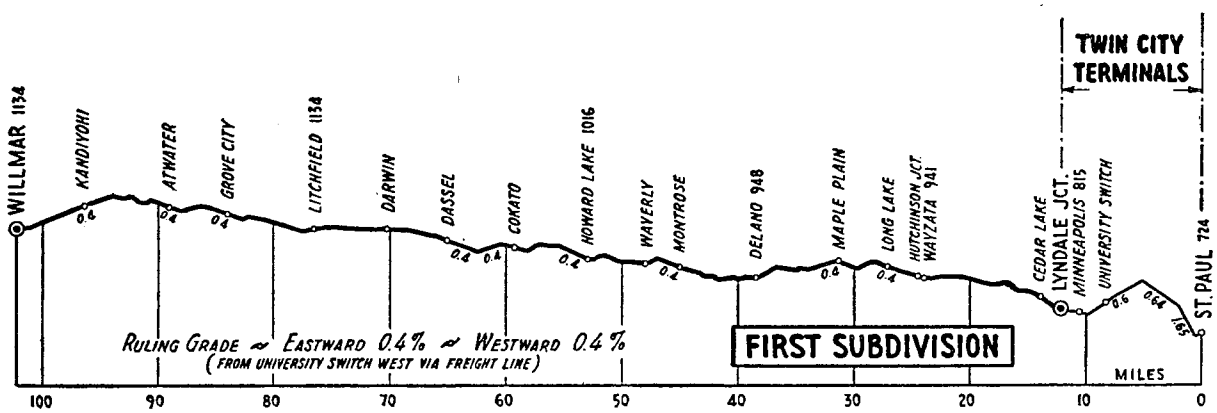
H. W. Anderson, 1578 University Ave., St. Paul, Minn.
Herbert B. Christensen, Inc., 144 E. 5th Street, St. Paul, Minn.
A. T. Veilleux, 894 Rice Street, St. Paul, Minn.
Kavchar Jewelry, 2218 Central, Minneapolis, Minn.
Olson Jewelry Co., 211 East Hennepin Ave., Minneapolis, Minn.
Oscar P. Gustafson Co., 404 Nicollet Ave., Minneapolis, Minn.
Pomerleau & Son, 227 East Hennepin Ave., Minneapolis, Minn.
R. F. Berens & Son, 20 East Lake Street, Minneapolis, Minn.
Weber Jewelry & Music Co., 714 St. Germain St., St. Cloud, Minn.
Lundman's Jewelry, 210 West 4th Street, Willmar, Minn.
Paffrath & Son, 317 West 4th Street, Willmar, Minn.
E. O. Kellenberger, 624 Atlantic Avenue, Morris, Minn.
Nordahl Jewelry, 107 North 5th St., Breckenridge, Minn.
Smith Jewelry Co., 225 So. Phillips Avenue, Sioux Falls, S. D.
Brodkey & Goodsite, 400 4th St., Sioux City, Iowa.
Grand Credit Jewelers, 627 4th Street, Sioux City, Iowa.
Haugen Jewelry Co., Garretson, S. D.
Fox Jewelry Co., Yankton, S. D.
Haywoods Jewelry, Watertown, S. D.

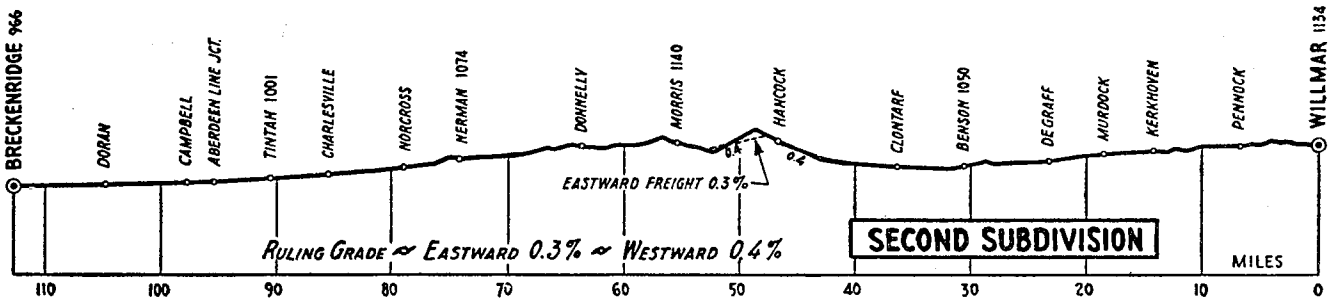
SPEED TABLE

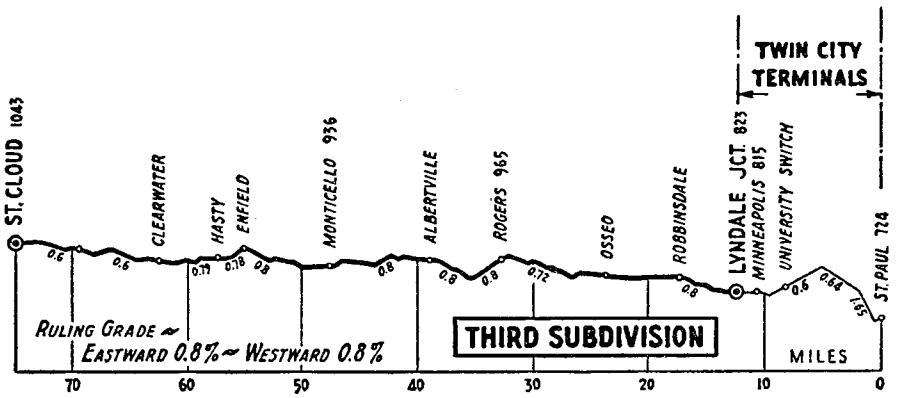
Time Min.	Per Mile Sec.	Miles Per Hour	Time Min.	Per Mile Sec.	Miles Per Hour
	46	78.3	1	18	46.2
	47	76.6	1	20	45.0
	48	75.0	1	22	43.9
	49	73.5	1	24	42.9
	50	72.0	1	26	41.9
	51	70.6	1	28	40.9
	52	69.2	1	30	40.0
	53	67.9	1	33	38.7
	54	66.7	1	36	37.5
	55	65.5	1	39	36.4
	56	64.3	1	42	35.8
	57	63.2	1	45	34.8
	58	62.1	1	50	32.7
	59	61.0	1	55	31.3
1	0	60.0	2	—	30.0
1	1	59.0	2	10	27.7
1	2	58.1	2	20	25.7
1	3	57.1	2	30	24.0
1	4	56.3	2	40	22.5
1	5	55.4	3	—	20.0
1	6	54.5	3	30	17.1
1	7	53.7	4	—	15.0
1	8	52.9	5	—	12.0
1	9	52.2	6	—	10.0
1	10	51.4	7	—	8.6
1	12	50.0	8	—	7.5
1	14	48.6	9	—	6.7
1	16	47.4	10	—	6.0

BUSINESS TRACKS

NAME	LOCATION	Capacity Cars	Switch Opens
Third Subdivision			
Tileston Mill Spur	3.50 miles east of St. Cloud	288	East
Crystal Lumber Co. Spur	1.56 miles west of Robbinsdale	3	West
Oscar Roberts Co. Inc.	1.57 miles east of Osseo	8	West
Fifth Subdivision			
Cox Bros. Spur	0.53 miles west of Spring Park	2	West
Sixth Subdivision			
Empire Quarry Spur	2.47 miles west of Rice Jct.	141	East
North Star Granite Corp. Spur	4.23 miles west of Rice Jct.	41	West
Cold Spring Granite Spur	5.01 miles west of Rice Jct.	7	East
Gravgaard Spur	1.84 miles west of Hawick	7	E & W
New London Materials and Construction Co.	3.01 miles west of Hawick	34	E & W
New London Gravel Pit	1.73 miles east of New London	151	E & W
Steel Tanks Inc.	1.25 miles east of New London	6	East
Green Lake Ice Spur	.67 mile east of Spicer	22	East
Seventh Subdivision			
Readi-Mix and Oil Spur	0.58 mile west of Marshall	6	East
Ninth Subdivision			
Lawrence Spur	5.50 miles west of Corson	45	E & W
Crampton Spur	6.98 miles west of Corson	22	West
Naomi Spur	2.50 miles west of Lennox	7	East
Twelfth Subdivision			
Great Northern Ry. Industry Tracks	Hankinson, N. D.	190	East on M.St.P. & S.S.M. Ry. Track







Elevation--- 175