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**COMPANY SURGEONS**

- \*Dr. Abbott Skinner, Chief Medical Officer,  
Office CA 4-7876—Home MI 8-2650,  
666 Lowry Medical Arts Bldg. .... St. Paul, Minn.
- \*Dr. Charles T. Eginton, Asst. to Chief Medical Officer,  
Office CA 4-7876—Home MI 9-5473,  
666 Lowry Medical Arts Bldg. .... St. Paul, Minn.
- \*Dr. Darrell E. Westover,  
215 Lowry Medical Arts Bldg. .... St. Paul, Minn.
- \*Dr. John F. Alden,  
1151 Lowry Medical Arts Bldg. .... St. Paul, Minn.
- Dr. D. A. Burlingame, Roentgenologist,  
Lowry Medical Arts Bldg. .... St. Paul, Minn.
- \*Dr. Ernest R. Anderson,  
Office FE 2-7508—Home TA 4-2671,  
1849 Medical Arts Bldg. .... Minneapolis, Minn.

\*Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS**

(Eye Doctors)

- 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  
1573 University Avenue  
Saint Paul, Minnesota
- A. T. Veilleux  
894 Rice Street  
Saint Paul, Minnesota
- O. H. Arosin Co.  
414 Robert Street  
Saint Paul, Minnesota
- Pomerleau and Son  
227 East Hennepin Avenue  
Minneapolis, Minnesota
- Gustafson, Oscar P., Co.  
410 Nicollet Avenue  
Minneapolis, Minnesota
- Kavchar Jewelry  
2213 Central Ave. N. E.  
Minneapolis, Minnesota
- R. F. Berens & Son  
20 East Lake Street  
Minneapolis, Minnesota

**O. J. LORINSER,**  
Chief Dispatcher.

**A. R. McKEEN,**  
Trainmaster.

**P. B. RASMUSSEN,**  
Trainmaster.

**F. L. HENRY,**  
Trainmaster.

**J. G. TOOMEY,**  
Asst. Superintendent.

# GREAT NORTHERN RAILWAY COMPANY

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## TWIN CITY TERMINALS

### WILLMAR DIVISION

# TIME TABLE 330

Effective 12:01 A. M. Central Time.

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## Sunday, April 26, 1959

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**E. S. PINKERTON,** Gen. Supervisor Terminals.

**H. J. SURLS,** Superintendent.

**R. N. WHITMAN,** 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. 330  Effective April 26, 1959		FIRST CLASS													
		871	833	835	781	923	55	3	873	27	925	783	57	11	849
STATIONS	Distance from St. Paul via Passenger Tracks.	N. Pac. No. 65	C. & N. W. No. 515	C. & N. W. No. 405	C. G. W. No. 14	C. B. & Q. No. 47	G. N. No. 24	G. N.	N. Pac. No. 1	G. N.	C. B. & Q. No. 21	C. G. W. No. 6	G. N. No. 20	G. N.	C. & N. W. No. 401
		Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily
	.....SAINT PAUL.....	L 5.55Am	L 6.40Am	L 6.45Am	L 7.10Am	L 7.50Am	L 8.00Am	L 8.30Am	L 8.40Am	L 9.30Am	L 2.35Pm	L 4.25Pm	L 4.30Pm	L 5.30Pm	L 5.50Pm
	3.17 .....COMO AVE. TOWER.....	6.01	6.46	6.51	7.16	7.56	8.06	8.36	8.46	9.36	2.41	4.31	4.36	5.36	5.56
	7.40 .....MINNEAPOLIS.....	A 6.25Am	A 7.10Am	A 7.15Am	A 7.35Am	A 8.15Am	A 8.22Am	A 8.52Am	9.05 9.15	9.55 10.03	A 2.55Pm	A 4.50Pm	A 4.52Pm	A 5.50Pm	A 6.15Pm
0.25 .....FIRST STREET.....	10.82							A 9.17Am							
1.35 .....LYNDALE JCT.....	12.17								A 10.07Am						

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

Time Table No. 330  Effective April 26, 1959		FIRST CLASS														
		870	10	32	874	872	8	924	836	838	56	12	928	840	58	
STATIONS	Distance from Lyndale Jct. via Passenger Tracks.	N. Pac. No. 26	G. N.	G. N.	N. Pac. No. 4	N. Pac. No. 12	G. N.	C. B. & Q. No. 22	C. & N. W. No. 203	C. & N. W. No. 400	G. N. No. 23	G. N.	C. B. & Q. No. 24	C. & N. W. No. 514	G. N. No. 19	
		Daily	Daily Ex. Mon.	Daily	Daily Ex. Mon.	Mon. Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	
	.....SAINT PAUL.....	12.17	A 6.40Am	A 6.45Am	A 7.00Am	A 7.15Am	A 7.15Am	A 7.30Am	A 8.22Am	A 8.40Am	A 11.20Am	A 11.59Am	A 2.00Pm	A 3.55Pm	A 6.25Pm	A 7.45Pm
	3.17 .....COMO AVE. TOWER.....	9.00	6.25	6.30	6.40	7.00	7.00	7.15	8.10	8.25	11.11	11.45	1.50	3.40	6.10	7.30
	7.40 .....MINNEAPOLIS.....	1.40	6.15 6.10	6.20 6.05	6.30 6.25	6.50 6.40	6.50 6.40	7.05 7.00	L 8.00Am	L 8.15Am	L 11.01Am	L 11.35Am	L 1.40Pm	L 3.30Pm	L 6.00Pm	L 7.20Pm
0.25 .....FIRST STREET.....	1.35	L 6.08Am			L 6.38Am	L 6.38Am										
1.35 .....LYNDALE JCT.....			L 5.59Am	L 6.18Am			L 6.55Am									

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD

WESTWARD.

SECOND SUBDIVISION  
MINNEAPOLIS AND NORTH TOWN

EASTWARD.

FIRST CLASS				Distance from Minneapolis	Time Table No. 330				FIRST CLASS			
11	57	3	55		56	12	58	4				
G. N.	G. N. No. 20	G. N.	G. N. No. 24	Effective April 26, 1959	G. N. No. 23	G. N.	G. N. No. 19	G. N.				
Daily	Daily	Daily	Daily		Daily	Daily	Daily	Daily				
STATIONS				AUTOMATIC SIGNALS	STATIONS							
.....MINNEAPOLIS.....					.....MINNEAPOLIS.....							
0.20 .....BRIDGE SWITCH.....					0.20 .....BRIDGE SWITCH.....							
1.37 .....MPLS. JCT. WYE.....					1.37 .....MPLS. JCT. WYE.....							
2.29 .....NORTHTOWN.....					2.29 .....NORTHTOWN.....							
L 5.55Pm	L 5.00Pm	L 9.00Am	L 8.27Am	0.20	A 11.30Am	A 1.35Pm	A 7.15Pm	A 9.54Pm				
5.56	5.01	9.01	8.28	1.57	11.29	1.34	7.14	9.51				
5.58	5.03	9.03	8.30	3.86	11.27	1.32	7.12	9.49				
A 6.04Pm	A 5.09Pm	A 9.09Am	A 8.36Am		L 11.21Am	L 1.26Pm	L 7.06Pm	L 9.43Pm				

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

MAXIMUM PERMISSIBLE SPEED

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 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 FOR TRAINS  
PAGES THREE AND FOUR

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

	841	875	879	877	7	9	31	929										
	C. & N. W. No. 204	N. Pac. No. 25	N. Pac. No. 3	N. Pac. No. 11	G. N.	G. N.	G. N.	C. B. & Q. No. 23										
	Daily	Daily	Daily Ex. Sat.	Sat. Only	Daily	Daily Ex. Sat.	Daily	Daily										
	L 6.55Pm	L 7.15Pm	L 8.50Pm	L 8.50Pm	L 8.55Pm	L 9.00Pm	L 9.10Pm	L 10.40Pm										
	7.01	7.21	8.56	8.56	9.01	9.06	9.16	10.46										
	A 7.20Pm	7.40 7.45	9.15 9.35	9.15 9.35	9.17 9.30	9.20 9.45	9.35 9.40	All.00Pm										
		A 7.46Pm	A 9.37Pm	A 9.37Pm														
					A 9.33Pm	A 9.50Pm	A 9.43Pm											

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

	788	28	850	876	784	4	878	930										
	C. G. W. No. 13	G. N.	C. & N. W. No. 406	N. Pac. No. 2	C. G. W. No. 5	G. N.	N. Pac. No. 66	C. B. & Q. No. 48										
	Daily	Daily	Daily	Daily	Daily Ex. Sat.	Daily	Daily	Daily										
	A 8.35Pm	A 9.55Pm	A 10.10Pm	A 10.15Pm	A 10.25Pm	A 10.26Pm	A 10.42Pm	A 10.50Pm										
	8.20	9.40	9.55	10.00	10.10	10.11	10.27	10.40										
	L 8.10Pm	9.30 9.20	L 9.45Pm	9.50 9.42	L 10.00Pm	L 10.01Pm	L 10.17Pm	L 10.30Pm										
				L 9.41Pm														
		L 9.15Pm																

PREVIOUS TO EASTWARD TRAINS OF THE SAME CLASS.

MAXIMUM PERMISSIBLE SPEED.

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

SPEED RESTRICTIONS.

Track and Interlocking Rules and Signal Indications require movement. Such movement must be made prepared to stop short of 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 continued in time to avoid accident.

ST. PAUL UNION DEPOT PROPERTY.

Location	Passenger	Freight
On or out	10 M.P.H.	10 M.P.H.
	8 M.P.H.	8 M.P.H.

THIRD AND SECOND SUBDIVISIONS ON PAGES THREE AND FOUR.

SPEED RESTRICTIONS—Continued.

Location	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.
Eastward train and engine movements, on eastward passenger track, with or without cars, between Jackson St. overhead bridge and Third Street, 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.
For movements between Home Signals of Interlocking at Mulberry Street:		
With the current of traffic on Main Tracks	30 M.P.H.	15 M.P.H.
Against the current of traffic on main tracks and on other than main tracks	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.

## 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.

## MISCELLANEOUS

10. Between St. Paul and Minneapolis Passenger Station, employes

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.

11. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuseses 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.
12. 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.
13. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis; between Minneapolis and Lyndale Jct.; and between Minneapolis and Northtown.

## MINNEAPOLIS.

14. 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.
15. Rule D-97 is in effect on this Division.
16. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen. Rule 2A of the consolidated code of operating rules and general instructions does not apply to employes of the Great Northern Railway.
17. 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.
18. 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.
19. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.
20. Operation of Spring Switches. Spring switches of two different types are in use on this division.

## Without facing point lock:

- (a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.
- (b) Four spring switches located at east end Minneapolis Junction Roundhouse.
- (1) leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.
- (2) leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.
- (3) leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.
- (4) East end Roundhouse lead opposite yard office. Normal position is for east lead #2.

## With facing point lock:

- (a) East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.
21. 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.
22. 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.
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. When operating snow dozer, conductor in charge will ride in the dozer.



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