

### COMPANY SURGEONS

*Dr. Abbott Skinner, Chief Medical Officer.....	St. Paul, Minn.
*Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer .....	St. Paul, Minn.
*Dr. Robert S. Flom .....	St. Paul, Minn.
*Dr. Carson B. Murdy .....	Aberdeen, S. D.
*Dr. William C. Kaufman .....	Appleton, Minn.
*Dr. R. P. Griffin .....	Benson, Minn.
Dr. Robert H. Nelson .....	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. I. L. Oliver .....	Graceville, Minn.
Dr. Carl L. Lundell .....	Granite Falls, Minn.
*Dr. W. H. Saxton .....	Huron, S. D.
Dr. Kenneth H. Peterson .....	Hutchinson, Minn.
Dr. V. S. Irvine .....	Lidgerwood, N. D.
*Dr. B. C. Ford .....	Marshall, Minn.
Dr. Phillip C. Hedenstrom .....	Marshall, Minn.
Dr. J. E. Eckdale .....	Marshall, Minn.
*Dr. Ernest R. Anderson .....	Minneapolis, Minn.
Dr. William E. Stephens .....	Minneapolis, Minn.
Dr. William E. Hart .....	Monticello, Minn.
*Dr. R. A. Rossberg .....	Morris, Minn.
*Dr. Jack Guy .....	New London, Minn.
Dr. T. J. Bloedel .....	Osseo, Minn.
Dr. C. R. Myre .....	Paynesville, Minn.
*Dr. Everett J. Schmitz .....	St. Cloud, Minn.
*Dr. G. H. Goehrs .....	St. Cloud, Minn.
*Dr. Vernon E. Neils .....	St. Cloud, Minn.
*Dr. John F. Alden .....	St. Paul, Minn.
*Dr. Darrel E. Westover .....	St. Paul, Minn.
*Dr. A. L. McGilvra .....	Sioux Center, Iowa
*Dr. H. E. Rudersdorf .....	Sioux City, Iowa
*Dr. John W. Donahoe .....	Sioux Falls, S. D.
*Dr. G. Robert Bartton .....	Watertown, S. D.
*Dr. Lloyd C. Gilman .....	Willmar, Minn.
*Dr. Walter E. Hinz .....	Willmar, Minn.
*Dr. A. M. McCarthy .....	Willmar, Minn.
*Dr. R. P. Michels .....	Willmar, Minn.
Dr. Chester B. McVay .....	Yankton, S. D.

\*Designates also Examining Surgeon.

### OPHTHALMOLOGISTS (Eye Doctors)

Dr. Malcolm A. McCannel .....	Minneapolis, Minn.
Dr. Richard C. Horns .....	Minneapolis, Minn.
Dr. Donald C. Sterner .....	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.

### ROENTGENOLOGISTS (X-Ray only)

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

P. B. RASMUSSEN, Asst. Superintendent.  
 J. G. TOOMEY, Asst. Superintendent.  
 F. L. HENRY, Asst. Superintendent.  
 D. W. HARTUNG, Chief Dispatcher.  
 K. W. BATCHELLER, Master Mechanic.  
 G. T. RASMUSON, Trainmaster.  
 M. M. DONAHUE, Trainmaster.  
 A. D. POWERS, Trainmaster.  
 J. H. BOYD, Trainmaster.  
 R. D. NELSON, Trainmaster.  
 A. Q. FORD, Traveling Engineer.  
 R. C. LIGGETT, Traveling Engineer.  
 J. B. MURRAY, Traveling Engineer.

# GREAT NORTHERN RAILWAY COMPANY

## WILLMAR DIVISION

# TIME TABLE 121

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, May 23, 1965

W. L. SMITH, Superintendent

R. N. WHITMAN, General Manager.

H. J. SURLS,  
General Superintendent Transportation.

Printed in U.S.A.

## 2 WESTWARD

## FIRST SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS		Distance from St. Paul	Time Table No. 121 Effective May 23, 1965		Telegraph Calls	Distance from Breckenridge	SIGNS	FIRST CLASS			SECOND CLASS (325)
	Sidings	Other Tracks	5	(326) 329	31	27							32	14		
			TOFC													
			Daily Ex. Sat.	Daily Ex. Sun.	Daily	Daily							Daily	Daily		
00427					L 9.50Pm	L 8.30Am		ST. PAUL	U	214.85	K	A	6.55Am	A 9.55Pm		
03001					10.30Pm	9.15Am	10.57	MINNEAPOLIS	S	204.28	K		6.20Am	9.25Pm		

## TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. ARE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.

03004	Yard		L 9.00Pm		L 10.34Pm	L 9.19Am	12.17	DOUBLE TRACK	{ 1.60 LYNDALE JCT. ★ 11.73 WAYZATA 3.10 LONG LAKE 4.37 MAPLE PLAIN 8.99 DELANO ★ 9.47 WAVERLY 5.01 HOWARD LAKE 6.31 COKATO 5.79 DASSEL 5.10 DARWIN 6.14 LITCHFIELD ★ 7.68 GROVE CITY 5.13 ATWATER 2.36 KANDIYOHI 5.84 WILLMAR ★ 8.60 PENNOCK 7.44 KERKHOVEN 4.48 MURDOCK 4.56 DE GRAFF 7.51 BENSON ★ 5.87 CLONTARF 10.22 HANCOCK 8.85 MORRIS ★ 8.22 DONNELLY 10.46 HERMAN 4.89 NORCROSS 11.50 TINTAH 2.80 ABERDEEN LINE JCT. 4.42 CAMPBELL ★ 7.16 DORAN 7.88 BRECKENRIDGE ★	ABS	UD	202.68	DNJPX	A 5.59Am	A 9.10Pm		
03014	200	58	9.15	10.48	9.33	23.90	WA				190.95	DPJ	5.45	8.49			
03018		19				27.00	MA				187.85	P					
03022		15				31.37	MA				183.48	DP					
03029	188	54					38.36		DA	176.49	DP						
03038		26					47.83		WY	167.02	DP						
03043	307	59					52.84		RD	162.01	DP						
03050	148	155					59.15		CT	155.70	DP						
03056	159	139					64.94		DS	149.91	DP						
03061		48					70.04		DN	144.81	DP						
03067	171	262			s 10.25		76.18		FD	138.67	DNP			s 7.50			
03074		59					83.86		G	130.99	DP						
03080	190	50					88.99		WR	125.86	DP						
03087		33					96.35		KD	118.50	DP						
03093	Yard	1661	A 11.10Pm		A 12.06Am	A 10.55	102.19	CTC	W	112.66	ORDNK PTBWZJ	L 4.15	L 7.17				
03099		56			L 12.10	L 11.00	108.79		K	106.06	DP	A 4.10	A 7.09				
03107	173	47					116.23		KH	98.62	DP						
03111		32					120.71		CK	94.14	DP						
03116		52					125.27		DG	89.58	DP						
03123	356	412				s 11.31	132.78		BN	82.07	JYDNPK			s 6.35			
03129	139	38					138.45			76.40	P						
03139		125					148.67		NC	66.18	DP						
03148	400	300				s 11.59	157.52		MR	57.33	DNYTP			s 6.05			
03156	145	41					165.74		DY	49.11	DP						
03167	135	51					176.20		HR	38.65	DP						
03172	143	30					181.09		RC	33.76	DP						
03183	150	41					192.59		QN	22.26	DP						
03186					L 8.45Pm		195.39			19.46	PJ						A 8.35Am
03190	264	108		s 8.55			199.81		CB	15.04	DP					s 8.25	
03198		21		s 9.05			206.97		OD	7.88	DP					s 8.10	
03205	Yard	1143		A 9.20Pm	A 2.01Am	A 1.00Pm	214.85		BR		RDNWB PYOKZ	L 2.04Am	L 5.02Pm			L 8.00Am	
				2.10 41.54	3.27 58.75	3.41 55.03		Time Over Subdivision Average Speed Per Hour				3.55 51.75	4.08 49.04			3.35 33.86	

## WESTWARD

## SECOND SUBDIVISION

## EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from St. Paul	Time Table No. 121 Effective May 23, 1965	STATIONS	Telegraph Calls	Distance from Willmar	SIGNS	FIRST CLASS			SECOND CLASS
	Sittings	Other Tracks	437	405	7	11	3							8	28	4	406
			Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
00427					L 7.50Pm	L 4.30Pm	L 7.15Am			ST. PAUL	A	181.23	K	A 7.00Am	A 3.10Pm	A 8.05Pm	
03001					8.40Pm	5.05Pm	7.55Am	10.57		MINNEAPOLIS	S	120.66	K	6.22Am	2.35Pm	7.30Pm	

## TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. ARE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.

03004	Yard		L 8.15Pm	L 1.10Pm				12.17	LYNDALE JCT. ★	CTC	UD	119.06	DIJNPRX				A 3.00Am
09001								13.76	M. W. JCT.			117.47	J				
09005	87	44	8.25	1.20				17.17	ROBBINSDALE		RB	114.06	DPX				2.47
09011	92	72	8.35	1.30				23.65	OSSEO		SI	107.58	DP				2.35
09020	99	19	8.48	1.43				32.66	ROGERS		RO	98.57	DP				2.20
09027	93	29	9.00	1.55				38.92	ALBERTVILLE		SA	92.31	DP				2.07
09035	79	43	9.14	2.08				47.35	MONTICELLO		MC	83.88	DP				1.52
09050	80	13	9.35	2.30				62.15	CLEARWATER		CW	69.08	DP				1.20
07390	Yard	1501	A 10.05Pm	A 3.00Pm				74.82	ST. CLOUD ★		DX	56.41	BDNKOR WXYZ				L 12.45Am
00501		182			L 9.42Pm	L 6.08Pm	L 8.57Am		EAST ST. CLOUD				DNPIX	A 4.43Am	A 1.11Pm	A 6.08Pm	
07390	Yard	1501			A 9.50	A 6.16	A 9.05	74.82	ST. CLOUD ★		DX	56.41	BDNKOR WXYZ	L 4.35	L 1.03	L 6.00	
07388					L 9.55	L 6.18	L 9.08	75.55	RICE JCT.			55.68	IPX	A 4.30	A 1.00	A 5.56	
07379	57	39						85.15	ROCKVILLE			46.08	P				
07374	110	73						89.96	COLD SPRING		CG	41.27	DP				
07370		42						94.45	RICHMOND		RI	36.78	DP				
07364		35						100.66	ROSCOE		XN	30.57	DP				
07358		51						106.09	PAYNESVILLE			25.14	IPX				
07346	50	38						118.15	NEW LONDON		ND	13.08	DPX				
07342		35						122.46	SPICER		CR	8.77	DP				
03093	Yard	1661						131.23	WILLMAR ★		W		BDNOK TRWXX				
			1.50	1.50	0.15	0.12	0.13		Time Over Subdivision Average Speed Per Hour					0.16	0.14	0.14	2.15
			34.17	34.17	9.08	11.35	10.43							8.51	9.73	9.73	27.84

## WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Morris	Time Table No. 121 Effective May 23, 1965		Telegraph Calls	SIGNS
STATIONS						
03148			MORRIS	★	MR	RDBNK PYJ
54507	31	8.22	ALBERTA		AB	D
54513	57	14.27	CHOKIO		KO	D
54519	21	20.17	JOHNSON		J	D
54526	50	27.21	GRACEVILLE		GB	DU
54532	56	33.09	BARRY		BX	D
54539	39	40.44	BEARDSLEY		BY	D
54546	57	47.37	BROWNS VALLEY		BV	DT

## WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Wayzata	Time Table No. 121		Telegraph Calls	SIGNS
			Effective May 23, 1965			
			STATIONS			
03014	.....	.....	.....WAYZATA.....		WA	DPRJ
51706	97	6.60	.....5.60 .....SPRING PARK.....		PK	D
51709	31	8.50	.....1.90 .....MOUND.....		MU	D
51713	35	13.07	.....4.57 .....ST. BONIFACIUS.....		NI	D
51721	17	20.88	.....7.81 .....MAYER.....		KY	D
51728	49	28.36	.....7.48 .....LESTER PRAIRIE.....		PR	D
51744	88	44.42	.....16.06 .....HUTCHINSON.....		HO	DY

Westward trains are superior to eastward trains of the same class on the Second, Third, and Fourth Subdivisions except as follows:  
 Nos. 8 and 28 are superior to Nos. 3, 7 and 11 between Rice Junction and St. Cloud Passenger Station. No. 4 is superior to Nos. 3 and 7 between Rice Junction and St. Cloud Passenger Station. No. 4 is superior to No. 11 between Rice Junction and East St. Cloud.  
 SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## 4 WESTWARD

## FIFTH SUBDIVISION

## EASTWARD

Station Numbers	Car Capacity		SECOND CLASS				Distance from Willmar	Time Table No. 121		Telegraph Calls	SIGNS	SECOND CLASS			
	Sidings	Other Tracks				419		Effective May 23, 1965	420						
						Daily			Daily						
03093						L 9.30Am		..... WILLMAR.....★	W	BDNKOR JWXP	A	8.35Pm			
07320	50	32				10.00	11.99	..... RAYMOND.....	RA	DP		8.05			
07312	160	52				10.10	19.55	..... CLARA CITY.....	CA	DPI		7.53			
07306	61	38				10.20	25.48	..... MAYNARD.....	MY	DP		7.43			
07297	97	130				10.36	34.59	..... GRANITE FALLS.....	GX	DPI		7.27			
07288	56	35				10.56	44.22	..... HANLEY FALLS.....	HY	DPI		7.10			
07281	50	37				11.05	50.39	..... COTTONWOOD.....	C	DP		7.01			
07274		35				11.17	57.70	..... GREEN VALLEY.....		P		6.50			
07270	148	156				11.25	63.07	..... MARSHALL.....★	MD	DNXPU		6.40			
07256	50	38				11.50	76.01	..... RUSSELL.....	RS	DP		6.19			
07248		38				12.02Pm	83.88	..... FLORENCE.....	F	DP		6.08			
07243	100	56				12.10	88.89	..... RUTHON.....	RV	DP		6.00			
07235		37				12.21	96.73	..... HOLLAND.....	HD	DP		5.45			
07226	30	69				12.35	105.53	..... PIPESTONE.....	NE	DPU		5.30			
07220	120					12.45	112.27	..... IHLEN.....		P		5.15			
07215	53	108				12.52	116.88	..... JASPER.....	JA	DP		5.05			
07207		55				1.03	124.58	..... SHERMAN.....		P		4.52			
07204	145	220				1.10	127.90	..... GARRETSON.....★	JC	DNKPRXY		4.45			
07187	100	37				1.40	145.23	..... HILLS.....		PI		4.12			
07180	100	42				1.50	151.65	..... LESTER.....		PI		4.02			
07173	101	34				2.00	158.55	..... ALVORD.....	AD	DP		3.52			
07168	50	31				2.09	164.24	..... DOON.....	DO	DP		3.42			
07151	100	72				2.34	180.78	..... SIOUX CENTER.....★	UX	DNP		3.17			
07138	41	29				2.54	193.96	..... STRUBLE.....		P		2.54			
07125	110	51				3.11	206.50	..... MERRILL.....		P		2.30			
07119							211.96	..... WREN TOWER.....	GS	DNIP					
07118	51	30				3.21	213.32	..... HINTON.....	HI	DP		2.20			
17 109	Yard					A 3.40Pm	222.77	..... SIOUX CITY.....★	SX	BDNKOW RXZ	L	2.00Pm			
						6.10 36.12		Time Over Subdivision Average Speed Per Hour				6.35 33.84			

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## WESTWARD

## SIXTH SUBDIVISION

## EASTWARD 5

Station Numbers	Capacity of Tracks					Distance from Garretson	Time Table No. 121		Telegraph Calls	SIGNS					
							Effective May 23, 1965								
							STATIONS								
07204	220	.....	.....	.....	.....		..... GARRETSON.....★	JC	DNKPRXY	.....	.....	.....	.....		
54418	527	.....	.....	.....	.....	18.40	..... 18.40 SIOUX FALLS.....★	SU	UJBD KPRXY	.....	.....	.....	.....		
							Time Over Subdivision								
							Average Speed Per Hour								

## WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Geneseo Jct.	Time Table No. 121		Telegraph Calls	SIGNS	SECOND CLASS	
		325			Effective May 23, 1965				326	
		Daily Ex. Sun.			STATIONS				Daily Ex. Sun.	
03186	.....	L	8.35Am	.....	..ABERDEEN LINE JCT..	0.68	.....	JP	A	8.45Pm
54601	36	A	8.40Am	.....	.....G. N. JCT.....		.....	J	L	8.42Pm

## TRAINS BETWEEN G. N. JCT. AND GENESEO JCT. ARE GOVERNED BY SOO LINE R. R. TIME TABLE

54645	.....	L	10.15Am	.....	..... GENESEO JCT.....	J	A	6.55Pm		
54646	28	s	10.35	0.66	..... GENESEO.....	GO	D	s 6.50		
54651	34	s	10.49	5.81	..... 5.15 CAYUGA.....	CU	D	s 6.35		
54657	85	s	11.15	11.04	..... 6.13 RUTLAND, N. D.....	RJ	BDJY KRX	s 6.20		
54666	36	s	11.40	21.30	..... 9.36 HAVANA.....	WB	D	s 5.35		
54673	35	s	11.55	27.88	..... 6.58 KIDDER.....	KS	D	s 5.20		
.....	.....	.....	.....	31.40	..... 3.52 MILW. R. R. CROSSING.....	U	.....	.....		
54687	35	s	12.25Pm	42.13	..... 10.73 AMHERST.....	MN	D	s 4.50		
54694	34	s	12.40	48.50	..... 6.37 CLAREMONT.....	QC	D	s 4.35		
54704	24	s	1.05	59.33	..... 10.83 PUTNEY.....	.....	s	4.08		
54721	175	A	1.45Pm	76.28	..... 16.95 ABERDEEN.....	FN	BDIKRY	L 3.30Pm		
			3.30		Time Over Subdivision			3.25		
			21.79		Average Speed Per Hour			22.32		

## WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	SECOND CLASS		Distance from Rutland	Time Table No. 121		Telegraph Calls	SIGNS	SECOND CLASS	
		337			Effective May 23, 1965				338	
		Mon., Wed. and Fri.							Mon., Wed. and Fri.	
STATIONS										
54657	35	L	11.40Am	.....	..... RUTLAND, N. D. ....	RJ	BDJY KRX	A	5.25Pm	
				29.77	29.77 C. & N. W. RY. CROSSING		U			
54935	34	s	1.10Pm	35.01	5.24 GUELPH			s	3.55	
54949	55	s	1.50	49.65	14.64 ELLENDALE	N	DU	s	3:15	
54963	44	A	2.25Pm	63.03	13.38 FORBES	FO	DRY	L	2.40Pm	
			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 on the Sixth, Seventh and Eighth Subdivisions.

No. 337 and No. 338 will stop at Straubville and will stop on flag at Silver Leaf for revenue passengers.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

# 6 WESTWARD NINTH SUBDIVISION EASTWARD

Station Numbers	Car Capacity		SECOND CLASS	Distance from Benson	Time Table No. 121		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			Effective May 23, 1965	530			
			Daily Ex. Sat.						Daily Ex. Sun.
STATIONS									
03123	.....	.....	L 4.15 <sup>Am</sup>	.....	.....	BENSON.....★	BN	DNPKR JY	A 4.30 <sup>Pm</sup>
54007	.....	34	s 4.40	7.88	.....	DANVERS.....	DR	D	f 4.10
54015	.....	33	s 5.00	15.83	.....	HOLLOWAY.....	OW	D	f 3.52
54021	45	167	s 6.10	21.96	.....	APPLETON.....	AU	DNXI	s 3.40
54030	.....	34	s 6.35	30.65	.....	LOUISBURG.....	BG	D	f 3.10
54036	.....	43	s 6.55	37.14	.....	BELLINGHAM.....	BA	D	f 2.55
54046	.....	35	s 7.25	46.34	.....	NASSAU.....	NA	D	f 2.35
54051	.....	45	s 7.40	51.82	.....	ALBEE.....	.....	.....	f 2.23
54057	.....	36	s 8.00	57.98	.....	LA BOLT.....	.....	.....	f 2.10
54065	.....	15	s 8.20	65.57	.....	STOCKHOLM.....	SK	D	f 1.55
54072	43	31	s 8.40	72.82	.....	SOUTH SHORE.....	VR	D	f 1.40
54091	Yard	324	s 9.30	91.99	.....	WATERTOWN.....	WN	BDNK UOXJ	s 1.00
54101	.....	34	s 9.55	101.89	.....	GROVER.....	.....	.....	s 12.16
54107	.....	37	s 10.15	108.24	.....	HAZEL.....	Z	D	s 12.01 <sup>Pm</sup>
54114	.....	41	s 10.35	115.17	.....	VIENNA.....	VA	UD	s 11.45
54123	.....	35	s 11.25 <sup>530</sup>	124.05	.....	WILLOW LAKE.....	WK	D	s 11.25
54135	.....	35	s 11.55	136.19	.....	BANCROFT.....	.....	.....	s 10.55
54140	.....	35	s 12.10 <sup>Pm</sup>	140.64	.....	OSCEOLA.....	.....	.....	s 10.45
54148	.....	36	s 12.30	148.36	.....	YALE.....	YA	D	s 10.30
54161	Yard	202	A 1.00 <sup>Pm</sup>	161.83	.....	HURON.....	HU	IDRY	L 10.00 <sup>Am</sup>
8.45 18.49									
Time Over Subdivision Average Speed Per Hour									
6.30 24.89									

# WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watertown	Time Table No. 121 Effective May 23, 1965		Telegraph Calls	SIGNS
			STATIONS			
54091	324	.....	.....WATERTOWN.....		WN	BDNK UORXJ
54217	32	18.09	.....18.09 .....HAYTI.....		H	D
54222	27	23.41	.....5.32 .....LAKE NORDEN.....		NR	D
54229	29	30.03	.....6.62 .....BADGER.....		B	D
54238	34	39.40	.....9.37 .....ARLINGTON.....		AR	DI
54248	26	49.23	.....9.83 .....SINAI.....		SN	D
54254	48	55.25	.....6.02 .....NUNDA.....		NU	D
54260	28	61.01	.....5.78 .....RUTLAND, S. D. ....			
54266	26	67.28	.....6.27 .....WENTWORTH.....		WH	DU
54274	42	74.90	.....7.62 .....CHESTER.....		CH	D
54281	45	82.51	.....7.61 .....COLTON.....		CO	D
54297	.....	100.55	.....18.04 .....WEST JCT. (C. M. St P. & P.).....			
<b>TRAINS BETWEEN WEST JCT. AND EAST JCT. ARE GOVERNED BY C. M. St. P. &amp; P. R. R. TIME TABLE</b>						
54298	.....	102.32	.....1.77 .....EAST JCT. (C. M. St. P. & P.).....			BDK UPRXYJ
54418	527	103.66	.....1.34 .....SIOUX FALLS.....★		SU	
54420	.....	104.39	.....0.73 .....14th STREET YARD.....			X
54435	50	121.27	.....16.88 .....LENNOX.....		OX	D
54444	36	129.88	.....8.61 .....DAVIS.....			
54452	35	137.28	.....7.40 .....VIBORG.....		VB	D
54459	34	144.66	.....7.35 .....IRENE.....		RN	D
54474	18	159.68	.....15.02 .....MISSION HILL.....			
54481	172	166.52	.....6.84 .....YANKTON.....		YK	DRM

Westward trains are superior to eastward trains of the same class on the Ninth and Tenth Subdivisions except No. 530 is Superior to No. 529.  
SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

## ALL SUBDIVISIONS

## 1. SPEED RESTRICTIONS GENERAL.

The following speed limits apply to trains and engines operating under the conditions outlined, unless rules or conditions require a further reduction.

50 MPH—Diesel engines light or with caboose only.

35 MPH—Trains or engines on main routes, actuating the points of spring switches; trains or engines thru No. 20 turnouts at following locations:  
End of double track at Wayzata.  
Wayzata, east and west switches.  
End of two main tracks at MP 98 and MP 105.  
Crossover just west of stockyards at Willmar and east crossover switch at Benson.  
Delano, east and west switches.  
Howard Lake, east and west switches.  
Cokato, east and west switches.  
Dassel, east and west switches of control siding.  
Litchfield, east switch of control siding.  
Atwater, east and west switches.  
Kerkhoven, east and west switches.  
Benson, east switch of control siding.  
Morris, east and west switches.  
Donnelly, east and west switches.  
Herman, east and west switches.  
Norcross, east and west switches.  
Campbell, west switch.  
M.P. 212, east switch of control siding.  
Robbinsdale, east and west switches.  
Sioux City, east switch 26th street yard.

30 MPH—On Main lines, when handling following equipment in trains, not in actual service but on own wheels, derricks, cranes, pile drivers, Jordan spreaders, shovels, wedge plows, scale test car, also ore cars series 80000 thru 94250 and air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

25 MPH—Trains handling logs; trains or engines moving in facing point direction at spring switches without facing point lock; trains or engines thru No. 15 turnouts at following locations:  
Clontarf, west switch of control siding.

20 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or sharper curves of Main Lines, scale test car, ore cars series 80000 thru 94250, air dump cars X-2000 thru X-2096, X-7000 thru X-7049 when such cars are loaded with ore or gravel.

15 MPH—Trains handling the following equipment on Branch Lines or on 6 degree or shaper curves of Main Lines, derricks, cranes, pile drivers, Jordan spreaders, shovels and wedge plows.  
Trains or engines moving thru interlockings against the current of traffic on double track; trains or engines thru all other turnouts, except equilateral turnouts, and those shown previously in this item.

1(a). Rule 240 W of the Consolidated Code of Operating Rules is modified to permit handling Great Northern cars 60276 through 60279, 61000 through 61009 and 61500 through 61524 in passenger trains at passenger train speeds.

## 2. MOVEMENT OF ENGINES DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight and mixed trains. Diesel engines 1 thru 196 or any road switcher unit not equipped with alignment control couplers must be towed as single units. On engines 550 thru 599, coupler alignment control lock blocks must be "DOWN" when coupled in multiple unit operation.

Following road switchers are equipped with alignment control couplers:

227 through	230
550 "	599 (lock blocks)
600 "	699
700 "	734
900 "	915
2000 "	2035
2500 "	2523
3000 "	3040

Single unit diesel engines, or multiple unit groups (when such groups consist of road freight, road passenger, or engines with alignment control couplers), when towed dead in freight trains, are to be handled not less than five (5) cars nor more than fifteen (15) cars behind the road engine. There should not be more than five (5) units in a group. Additional such units or groups of units must be separated by not less than five (5) cars. When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH.....	1 thru 10, 14 thru 16, 24 thru 28, 75 thru 162, 165 thru 170.
79 MPH.....	350 thru 375, 500 thru 512, 679, 680, 2350, 2509 thru 2523, 3026 thru 3040.
65 MPH.....	All other diesel engine units.

3. Except at points where it is necessary to classify trains, open cars loaded with poles, piling, lumber, timber, pipe, or other lading which might shift, should be placed as close as possible to the head end of trains, but not next to engine, caboose, occupied outfit car, passenger car or another unprotected car containing commodities which might be subject to damage. Loaded trailer-on-flat cars and multi-level automobile cars are not included in this category. In double track territory, trains handling such cars must use extreme care to avoid slack running in or out when passing or being passed by other trains. In single track territory, trains handling such cars must be at stop when on siding or other track to meet or be passed by other trains, except when they have more cars than siding will hold, it is permissible for such trains to pull by each other at restricted speed. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be maintained by members of the crew, and if a car dumps its load, train must be stopped at once and protection provided as prescribed by the rules.

Great Northern tie flats in series X-4800 to X-4975 and X-4410, whether loaded or empty, must be handled on rear of train.

4. 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.

5. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.

6. 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.

7. 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.



8. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners and other designated officers.

Rule 3 (C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are: Elgin, B. W. Raymond model, 13/0 size, 23 jewels. Ball Official Standard, 1604 B, stainless steel, 13/0 ligne, 21 jewels, Bulova Accutron Railroad Approved Model, Bulova Model 23J and Hamilton 505 R. R. Electric Special.

9. Regarding Consolidated Code Rule 103.

In addition to complying with the provisions of this rule, members of a crew will be governed by the following: When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection. Exception—In the movement of a through yard transfer or of a light engine being handled only by hostlers, it is not necessary for a member of the crew to be on the ground at the crossing.

10. Employees are prohibited from riding or walking on the roof of any moving car, except when absolutely necessary in the passing of signals, and then only when they place themselves near the middle of the car.

11. Supplementing Rule 7(A) and 12 of The Consolidated Code of Operating Rules. When movement being made is controlled by hand, flag or lantern signals, the employees involved will give or relay such signals directly to the engineer.

The last paragraph of Rule 7(A) of The Consolidated Code of Operating Rules is revised as follows: When backing or pushing a train, engine or cars in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals or of his light by which such signals are given, must be regarded as a stop signal, except when movement is under control of a trainman on the leading car that is equipped with back-up air brake or hose or pipe.

12. 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.

13. "The Consolidated Code of Operating Rules, Edition of 1959, in addition to the following instructions will govern Great Northern employees while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:

(a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at restricted speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions.

The limits of The St. Paul Union Depot Company property extend from connection with the Northern Pacific Ry. and Great Northern Ry. tracks at Third Street and connection with CMStP&P-CB&Q R. R. tracks opposite depot roundhouse, on the east, to connection with the CGW Ry. and the CMStP&P R. R. tracks at Robert Street on the west.

(b) The timetable of the St. Paul Union Depot Company is for information only. Employees of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.

(c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.

(d) Under Rule 15, the use of torpedoes is prohibited.

(e) Under Rule 11, burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

# **THE FOLLOWING RULES APPLY ONLY ON THE ST. PAUL UNION DEPOT COMPANY PROPERTY:**

(f) There is no superiority of trains within the limits of St. Paul Union Depot Company property.

(g) Within the limits of the St. Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches. The entrance to and all movements on this property will be made only on authority of hand signals from switchtenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switchtenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

(h) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender in the direction of the movement, each must receive an acknowledgment before signaling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

(i) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductor must see that trainmen are stationed so hand or light signals may be used, in case of any emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up air brake valve before starting and it must be known that brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.

(j) Headlights must be dimmed while on shed tracks.



# FIRST SUBDIVISION

(Main Line)

## 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	Freight
Lyndale Jct. and Breckenridge.....	79 MPH	60 MPH

## 2. TRAIN REGISTER EXCEPTIONS.

Willmar, register is for freight trains only.

## 3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

All trains must obtain Clearance Form A at Willmar.

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.

Westward Seventh Subdivision trains will require Soo Line R.R. clearance at Breckenridge.

## 4. 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.

No. 14 stops at Wayzata to discharge passengers from Fargo and west and to pick up passengers destined Chicago and east.

## 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 setout.

## 6. All movements on house track over State Aid road No. 11 just west of depot Campbell, all movements on industry track over 4th Street Crossing Donnelly and 4th Street Crossing Waverly must be protected by flagman.

At Wayzata, when switching over Barry Avenue Crossing, or when standing on either main track, and a train is approaching on adjacent track, a member of the crew standing at the station will protect the crossing on the ground.

## 7. SPEED TEST BOARDS.

Engineers shall test speed of their trains passing following points as compared with Speed Table:

Westward trains, between MP 18.75 and MP 19.75 five miles east of Wayzata.

Eastward trains, between MP 87 and MP 86 two miles west of Grove City.

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.

## 8. CROSSOVERS ON DOUBLE TRACK AND TWO MAIN TRACKS.

Facing Point	Trailing Point
	Mile Post 15.....400 feet west of.
	Mile Post 19.....700 feet west of.

Willmar, double crossover just west of stockyard.

## 9. Consolidated Code Rules 251, 251(A), 253 and 254 are in effect on the double track between Lyndale Jct. and beginning of CTC at end of double track Wayzata. The use of these rules does not modify Rule 99.

## 10. INSTRUCTIONS GOVERNING OPERATION OF TRAIN AND ENGINES WITHIN CENTRALIZED TRAFFIC CONTROL SYSTEM.

Two main tracks known as—NORTH MAIN and SOUTH MAIN—extends between the following points:

MP 98 and MP 105.

Willmar is the control station for CTC under the supervision of train dispatcher.

## THE FOLLOWING SIGNALS ARE LOCATED TO THE LEFT OF THE TRACK WHICH THEY GOVERN:

Eastward on North Main Track:

Signal 99.4.

Westward on South Main Track:

Signal 99.5.

Benson:

Double crossover at MP 182 for westward movements from Main Track to controlled siding—and for eastward movements from controlled siding to Main Track.

Morris:

Eastward governing home signal on siding at east end of siding.

## 11. MANUAL INTERLOCKINGS.

N. P. Ry. crossing.....1.58 miles east of Breckenridge  
Remotely controlled by operator at Breckenridge.

## 12. AUTOMATIC INTERLOCKINGS.

Soo Line R.R. crossing .....2.17 miles west of Tintah

## 13. Diesel radiator and boiler water stations.

Willmar.

Morris.

## 14. At Wayzata, when the route is properly lined for a westward train to proceed from the westward main track to single main track, the signal aspect displayed on the westward approach signal will be yellow over green. (See C. M. St. P. & P. Rule 240-E, Figure 1, page 104 in the Consolidated Code of Operating Rules). The indication of this signal means "Approach next signal prepared to proceed on diverging route".

At Wayzata, when a green under red aspect is displayed on the dwarf signal for a movement from siding to eastward main track, Rule 240K Figure 1 will apply.

## 15. At Litchfield, when a green under red aspect is displayed on the dwarf signal for a movement from siding to main track, Rule 240K Figure 1 will apply.

## 16. At Mile Post 98 east of Willmar, when the route is properly lined for a westward train to proceed from single track to South Main track, the signal aspect displayed on the westward approach signal will be yellow over green.

At stockyards crossover east of Willmar, when the route is properly lined for a westward train to proceed from North Main track to South Main track, the signal aspect displayed on the westward approach signal will be yellow over green.

At Mile Post 105 west of Willmar, when the route is properly lined for an eastward train to proceed from single track to the South Main track, the signal aspect displayed on the eastward approach signal will be yellow over green.

(See C. M. St. P. & P. Rule 240-E, Figure 1, page 104 in the Consolidated Code of Operating Rules). The indication of this signal means "Approach next signal prepared to proceed on diverging route".

## 17. At Sioux City Line Jct. just west of Willmar, when a green under red aspect is displayed on the dwarf signal for a movement from South Main Track to North Main Track, Rule 240K Figure 1 will apply.



## SECOND SUBDIVISION

(Osseo Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Lyndale Junction and St. Cloud .....	50 MPH
St. Cloud and Willmar .....	40 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: .....	20 MPH
Rice Jct.	
Paynesville.	

### 3. TRAIN REGISTER EXCEPTIONS.

Lyndale Jct., all trains register by ticket.  
St. Cloud, First Class Trains 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.

All trains must obtain Clearance Form A at St. Cloud.

Trains originating at East St. Cloud may proceed without a clearance.

Trains originating at Rice Jct. may proceed without a clearance.

At M. W. Jct., eastward M. W. trains will not require a clearance.

### 5. All movements on industry track over Noble Avenue Crossing, 1000 feet east of depot Robbinsdale, must be protected by flagman.

All movements on the North Maiers Transfer & Storage track St. Cloud must be protected by flagman when crossing 25th Avenue.

### 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. AUTOMATIC INTERLOCKINGS.

M.W. Ry. crossing .....0.76 miles west of Lyndale Jct.

Soo Line RR. crossing .....1.34 miles west of Robbinsdale

Soo Line RR. crossing .....0.76 miles west of Paynesville

### 9. MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.

Rice Jct.

This switch is electrically controlled by operator at St. Cloud.

### 10. Diesel radiator and boiler water stations.

Monticello.  
St. Cloud.

## THIRD, FOURTH, FIFTH AND SIXTH SUBDIVISIONS

(Browns Valley, Hutchinson, Sioux City and Sioux Falls Lines)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Morris and Browns Valley .....	35 MPH
Wayzata and Hutchinson .....	25 MPH
Willmar and Sioux City .....	49 MPH
Garretson and Sioux Falls .....	30 MPH

### 2. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: .....	20 MPH
Clara City.	
Hanley Falls.	
C.&N.W. Ry. Crossing 6.68 miles east of Hills.	
Hills.	
Wren Tower.	
CMStP&P. RR. crossing 1.13 miles west of Sioux City.	
Sioux Falls.	

Garretson, within city limits .....

20 MPH

I. C. RR. Crossing, 2.89 miles east of Sioux City .....

10 MPH

### 3. TRAIN REGISTER EXCEPTIONS.

Garretson, Register only for trains originating and terminating.

### 4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

All trains must obtain Clearance Form A at Garretson.

### 5. 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.

### 6. AUTOMATIC INTERLOCKINGS.

CMStP&P. RR. crossing .....1.44 miles east of Granite Falls

C&NW. Ry. crossing .....0.32 miles east of Hanley Falls

C&NW. Ry. crossing .....6.68 miles east of Hills

I.C. RR. crossing .....0.88 miles west of Hills

CRI&P. Ry. crossing .....0.22 miles west of Lester

CMStP&P. RR. crossing .....1.13 miles west of Sioux City

C&NW. Ry. crossing .....3.96 miles east of Sioux Falls

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.

CMStP&P. RR. crossing 1.13 miles west of Sioux City is under supervisory control of CMStP&P Operator West Yard.

### 7. MANUAL INTERLOCKING.

I.C. RR. crossing .....Wren Tower

## 8. SEMI-AUTOMATIC INTERLOCKINGS.

M.W. Ry. crossing.....0.46 miles east of Clara City

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.

## 9. RAILROAD CROSSINGS PROTECTED BY GATES.

I.C. RR. crossing .....2.89 miles east of Sioux City  
Normal position is clear for Great Northern.

## 10. 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.

Westward trains, between MP 184 and MP 185 between Garretson and C.&N.W. Ry. crossing.

Eastward trains, between MP 208 and MP 209 between Merrill and Wren Tower.

## 11. Diesel radiator and boiler water stations.

Garretson.

Marshall.

12. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between stations on the Third and Fourth Subdivisions and Form Z train order is not required between the above stations. If it becomes necessary to operate a following train when there is still a train between the above stations, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

SEVENTH, EIGHTH, NINTH AND TENTH  
SUBDIVISIONS

(Aberdeen, Forbes, Huron and Watertown-Yankton Lines)

## 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Geneseo Jct. and Aberdeen.....	45 MPH
Rutland and Forbes .....	25 MPH
Benson and Huron .....	35 MPH
Watertown and Yankton .....	25 MPH

## 2. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

At Aberdeen Line Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.

All trains must obtain Clearance Form A at Sioux Falls.

Westward Seventh Subdivision trains will require Soo Line R.R. clearance at Breckenridge.

Eastward Seventh Subdivision trains will require Soo Line R.R. clearance at Aberdeen.

## 3. SPEED RESTRICTIONS.

Between Home Signals of Interlockings at: .....	20 MPH
Aberdeen.	
Appleton.	
Huron.	
Arlington.	
Lennox.	
Davis.	

Watertown, within city limits .....	6 MPH
Arlington, within city limits .....	10 MPH
Sioux Falls, within city limits .....	15 MPH
approaching 6th & 8th street crossings .....	6 MPH
Yankton, CMStP&P. RR. crossing .....	10 MPH

## 4. AUTOMATIC INTERLOCKINGS.

C&NW. Ry. crossing .....	0.62 miles east of Aberdeen
CMStP&P. RR. crossing .....	0.64 miles east of Aberdeen
CMStP&P. RR. crossing .....	0.77 miles west of Appleton
C&NW. Ry. crossing .....	0.64 miles east of Huron
C&NW. Ry. crossing .....	0.97 miles west of Arlington
CMStP&P. RR. crossing .....	0.21 miles west of Lennox
C&NW. Ry. crossing .....	3.54 miles west of Davis

## 5. RAILROAD CROSSINGS PROTECTED BY GATES.

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

6. Unless otherwise instructed, protection against following trains, as required by Consolidated Code Rule 99, is not necessary between Geneseo Jct. and Aberdeen on the Seventh Subdivision; between stations on the Eighth and Ninth Subdivisions; between Watertown and West Jct. and between Sioux Falls and Yankton on the Tenth Subdivision and Form Z train order is not required between the above stations. If it becomes necessary to operate a following train when there is still a train between the above stations, the train ahead must be notified to protect against the following train. If this is not practical, the following train must be notified to protect against the train ahead.

## SPEED TABLE

Time Per Mile			Miles		
Min.	Sec.	Per Hour	Min.	Sec.	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
<b>First Subdivision</b>			
Montrose .....	6.70 miles west of Delano .....	23	E & W
Charlesville .....	6.47 miles west of Norcross .....	24	E & W
<b>Second Subdivision</b>			
Tileston Mill Spur .....	3.50 miles east of St. Cloud .....	288	East
Crystal Lumber Co. Spur .....	1.56 miles west of Robbinsdale .....	3	West
Midway Platt Co. Spur .....	2.00 miles east of Osseo .....	11	East
Oscar Roberts Co. Inc. ....	1.57 miles east of Osseo .....	8	West
North Star Concrete Co. Spur	0.50 miles west of Osseo .....	19	West
St. Cloud Rendering Co. Spur .....	5.50 miles west of Clearwater ..	6	East
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
Hawick .....	5.45 miles west of Paynesville ..	40	E & W
Gravgaard Spur .....	7.29 miles west of Paynesville ..	7	E & W
New London Materials and Construction Co. ....	8.46 miles west of Paynesville ..	34	E & W
New London Gravel Pit .....	1.73 miles east of New London ..	250	E & W
Steel Tanks, Inc. ....	1.25 miles east of New London ..	6	East
<b>Fourth Subdivision</b>			
Cox Bros. Spur .....	0.53 miles west of Spring Park ..	2	West
Maple .....	4.18 miles west of St. Bonifacius ..	13	West
New Germany .....	3.80 miles west of Mayer .....	26	E & W
Silver Lake .....	7.83 miles west of Lester Prairie .....	23	West
<b>Fifth Subdivision</b>			
Priam .....	5.97 miles west of Willmar .....	18	West
Asbury .....	3.73 miles west of Maynard .....	35	E & W
Readi-Mix and Oil Spur .....	0.58 mile west of Marshall .....	6	East
Appleton Silo Company Spur ..	1.00 mile west of Marshall .....	6	East
Lynd .....	6.69 miles west of Marshall .....	17	West
Perkins .....	8.96 miles west of Doon .....	19	E & W
Maurice .....	8.04 miles west of Sioux Center ..	2	East
<b>Sixth Subdivision</b>			
Corson .....	8.26 miles west of Garretson .....	37	E & W
Pathfinder Spur .....	12.38 miles west of Garretson ..	27	West
Lawrence Spur .....	13.76 miles west of Garretson ..	45	E & W
Crampton Spur .....	15.24 miles west of Garretson ..	22	West
<b>Seventh Subdivision</b>			
Lidgerwood .....	5.70 miles east of Geneseo Jct. ....	33	E & W
Hankinson .....	17.90 miles east of Geneseo Jct. ....	55	E & W
Huffton .....	5.36 miles west of Claremont ..	21	E & W
<b>Eighth Subdivision</b>			
Straubville .....	18.64 miles west of Forbes Line Jct. ....	34	E & W
Silver Leaf .....	7.09 miles west of Guelph .....	7	West
<b>Ninth Subdivision</b>			
Rauville .....	13.26 miles west of South Shore ..	34	E & W
<b>Tenth Subdivision</b>			
Foley .....	4.24 miles west of Watertown ..	9	E & W
Lyons .....	5.82 miles west of Colton .....	15	E & W
Crooks .....	11.41 miles west of Colton .....	14	E & W
Tea .....	10.92 miles west of Sioux Falls ..	23	E & W
Naomi Spur .....	2.50 miles west of Lennox .....	7	East
Volin .....	9.18 miles west of Irene .....	22	E & W

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