

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. D. W. Hannon.....	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. 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 Barton	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.

F. W. LANE, Asst. Superintendent.
F. L. HENRY, Asst. Superintendent.
D. W. HARTUNG, Chief Dispatcher.
T. R. HAMILTON, Master Mechanic.
E. L. CONAWAY, Trainmaster.
G. T. RASMUSON, Trainmaster.
M. M. DONAHUE, Trainmaster.
A. D. POWERS, Trainmaster.
E. M. MARTIN, Trainmaster.
H. T. DIMMERMAN, Trainmaster.
L. O. WAXBERG, Traveling Engineer.
R. C. LIGGETT, Traveling Engineer.
J. B. MURRAY, Traveling Engineer.

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 125

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Thursday, June 1, 1967

W. L. SMITH, Superintendent.

R. N. WHITMAN, General Manager.

H. J. SURLS,
General Superintendent Transportation.

Printed in U.S.A.

EASTWARD

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 7 THROUGH 12.

WESTWARD

SECOND SUBDIVISION

EASTWARD 3

Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from St. Paul	Time Table No. 125 Effective June 1, 1967	STATIONS	Telegraph Calls	Distance from Willmar	SIGNS	FIRST CLASS			SECOND CLASS
			437	405	7	11	3							8	28	4	406
	Sidings	Other Tracks	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Daily
00427					8.30Pm	5.45Pm	7.30Am			ST. PAUL	U	131.15	KO	A 7.15Am	A 4.00Pm	A 7.50Pm	
03001					9.10Pm	6.10Pm	7.55Am	10.57		MINNEAPOLIS	S	120.58	CKQ	6.40Am	3.30Pm	7.25Pm	

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

03004	Yard		8.15Pm	1.10Pm				12.17	1.60	LYNDALE JCT.	CTC	UD	118.98	ACJPK RXY				A 3.00Am
09001								13.76	1.59	M. W. JCT.			117.39	J				
09005	84	44	8.25	1.20				17.17	3.41	ROBBINSDALE		RB	113.98	OP				2.47
09011	90	76	8.35	1.30				23.65	6.48	OSSEO		SI	107.50	OP				2.35
09020	98	19	8.48	1.43				32.65	9.00	ROGERS		RO	98.50	OP				2.20
09027	91	29	9.00	1.55				38.92	6.27	ALBERTVILLE		SA	92.23	OP				2.07
09035	77	54	9.14	2.08				47.35	8.43	MONTICELLO		MC	83.80	OP				1.52
09050	77	13	9.35	2.30				62.15	14.80	CLEARWATER		CW	69.00	OP				1.20
07390	Yard	1572	A 10.05Pm	A 3.00Pm				74.82	12.67	ST. CLOUD		DX	56.33	BCFKP QRTWYZ				12.45Am
00501		194			10.14Pm	7.15Pm	8.57Am		1.54	EAST ST. CLOUD			2.27	CIPY	A 5.08Am	A 2.01Pm	A 6.08Pm	
07390	Yard	1572			10.21	7.23	9.05	1.54		ST. CLOUD		DX	0.73	BCFKP QRTWYZ	5.00	1.53	6.00	
07388					A 10.32Pm	A 7.27Pm	A 9.10Am	2.27		RICE JCT.				IJPY	4.53Am	1.47Pm	5.54Pm	
07379	50	57						84.92	10.10	ROCKVILLE			46.23	P				
07374	108	79						89.92	5.00	COLD SPRING		CG	41.23	OP				
07370		55						94.41	4.49	RICHMOND		RI	36.74	OP				
07358		55						106.05	11.64	PAYNESVILLE			25.10	AP				
07346	48	37						118.11	12.06	NEW LONDON		ND	13.04	OPY				
07342		35						122.42	4.31	SPICER		CR	8.73	OP				
03093	Yard	1845						131.15	8.73	WILLMAR		W		BCFKP QRTWXYZ				
			1.50	1.50	0.18	0.12	0.13			Time Over Subdivision Average Speed Per Hour					0.15	0.14	0.14	2.15
			34.2	34.2	7.6	11.3	10.5								9.1	9.7	9.7	27.8

WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Morris	Time Table No. 125 Effective June 1, 1967	Telegraph Calls	SIGNS
STATIONS					
03148	.....	.....	MORRIS..... 8.22	MR	CJKPQRT
54507	31	8.22	ALBERTA..... 6.05	AB	O
54513	57	14.27	CHOKIO..... 5.90	KO	O
54519	23	20.17	JOHNSON.....	J	O
54526	53	27.21	GRACEVILLE..... 5.88	GB	OU
54532	55	33.09	BARRY..... 7.35	BX	O
54539	40	40.44	BEARDSLEY..... 6.93	BY	O
54546	53	47.37	BROWNS VALLEY.....	BV	OT

WESTWARD FOURTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Wayzata	Time Table No. 125		Telegraph Calls	SIGNS
			Effective June 1, 1967			
			STATIONS			
03014	.....	.....	.....WAYZATA.....		WA	JOPR
51706	100	6.60	.....6.60.....SPRING PARK.....		PK	O
51721	20	20.88	.....14.28.....MAYER.....		KY	O
51728	47	28.36	.....7.48.....LESTER PRAIRIE.....		PR	O
51744	86	44.42	.....16.06.....HUTCHINSON.....		HO	OT

Westward trains are superior to eastward trains of the same class on the Second Subdivision except as follows:
Nos. 4, 8 and 28 are superior to Nos. 3, 7 and 11 between Rice Junction and St. Cloud Passenger Station.

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. 125		Telegraph Calls	SIGNS	SECOND CLASS			
	Siding	Other Tracks				419		Effective June 1, 1967	STATIONS			420			
						Daily						Daily			
03093						9.30 ^{Am}		.....	.....	W	BCFJKP QRTWXYZ	A 8.35 ^{Pm}			
07320	49	32				10.00	11.99	.....	.....	RA	OP	8.05			
07312	158	64				10.10	19.55	.....	.....	CA	AOP	7.53			
07306	59	38				10.20	25.48	.....	.....	MY	OP	7.43			
07297	95	130				10.36	34.59	.....	.....	GX	AOPQ	7.27			
07288	56	35				10.56	44.22	.....	.....	HY	AOP	7.10			
07281	48	37				11.05	50.39	.....	.....	C	OP	7.01			
07270	145	156				11.25	63.07	.....	.....	MD	OPQUY	6.40			
07256	48	37				11.50	76.01	.....	.....	RS	OP	6.19			
07248		36				12.02 ^{Pm}	83.86	.....	.....	F	OP	6.08			
07243	96	53				12.10	88.89	.....	.....	RV	OP	6.00			
07235		37				12.21	96.73	.....	.....	HD	OP	5.45			
07226	29	69				12.35	105.53	.....	.....	NE	OPQU	5.30			
07220	118					12.45	112.27	.....	.....		P	5.15			
07215	50	101				12.52	116.88	.....	.....	JA	OP	5.05			
07204	140	220				1.10	127.89	.....	.....	JC	KOPQRTY	4.45			
07187	100	37				1.40	145.23	.....	.....		AP	4.12			
07180	98	42				1.50	151.64	.....	.....		AP	4.02			
07173	98	34				2.00	158.53	.....	.....	AD	OP	3.52			
07168	48	31				2.09	164.23	.....	.....	DO	OP	3.42			
07151	99	75				2.34	180.77	.....	.....	UX	OPQ	3.17			
07138	38	29				2.54	193.96	.....	.....		P	2.54			
07125	110	51				3.11	206.50	.....	.....		P	2.30			
07119							211.96	.....	.....	GS	CIP				
07118	50	30				3.21	213.31	.....	.....	HI	OP	2.20			
07109	Yard					A 3.40 ^{Pm}	222.78	.....	.....	SX	BFKOPQR TWYZ	2.00 ^{Pm}			
						6.10 36.1			Time Over Subdivision Average Speed Per Hour			6.35 33.8			

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. 125		Telegraph Calls	SIGNS				
							Effective June 1, 1967							
							STATIONS							
07204	220	.....	.....	.....	.....		.....GARRETSON.....		JC	KOPQRTY BFJKOPQ RTUWYZ	.....	.....	.....	.....
54418	539	.....	.....	.....	.....	18.40	.....18.40.....SIOUX FALLS.....		SU		.....	.....	.....	.....

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks		Distance from Geneseo Jct.	Time Table No. 125 Effective June 1, 1967	Telegraph Calls	SIGNS	
STATIONS							
03186	.....	.....	.....	..ABERDEEN LINE JCT.. 0.88	.....	JP	.....
54601	36	.....	.....	..G. N. JCT.. .....	.....	J	.....

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

54645	.....	.....	.....	.....	.....		GENESEO JCT.....		J		.....	.....	.....	.....
54646	28	.....	0.90	.....	.....		0.90 GENESEO.....		GO	O	.....	.....	.....	.....
54651	34	.....	6.06	.....	.....		5.16 CAYUGA.....		CU	O	.....	.....	.....	.....
54657	82	.....	12.19	.....	.....		6.13 RUTLAND, N. D.....		BJ	BJKO RT	.....	.....	.....	.....
54666	35	.....	21.55	.....	.....		9.36 HAVANA.....		WB	O	.....	.....	.....	.....
54673	35	.....	28.12	.....	.....		6.57 KIDDER.....		KS	O	.....	.....	.....	.....
.....	.....	.....	31.65	.....	.....		3.53 MILW. R. R. CROSSING.....			U	.....	.....	.....	.....
54687	33	.....	42.38	.....	.....		10.73 AMHERST.....		MN	O	.....	.....	.....	.....
54694	48	.....	48.75	.....	.....		6.37 CLAREMONT.....		QC	O	.....	.....	.....	.....
54704	24	.....	59.58	.....	.....		10.83 PUTNEY.....				.....	.....	.....	.....
54721	175	.....	76.53	.....	.....		16.95 ABERDEEN.....		FN	ABKO RT	.....	.....	.....	.....

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks		Distance from Rutland	Time Table No. 125		Telegraph Calls	SIGNS	
				Effective June 1, 1967				
				STATIONS				
54657	82	.....	.....	.....	RUTLAND, N. D.....	RJ	BJKO RT	.....
		.....	29.77	.....	29.77 C. & N. W. RY. CROSSING.....		U	.....
54935	34	.....	35.01	.....	5.24 GUELPH.....			.....
54949	53	.....	49.65	.....	14.64 ELLENDALE.....	N	OU	.....
54963	43	.....	63.03	.....	13.38 FORBES.....	FO	ORT	.....
	

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. 125		Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks			Effective June 1, 1967	530			
			Daily Ex. Sat.						STATIONS	Daily Ex. Sun.
03123			4.15 ^{Am}		BENSON	BN	CJKPQRT	A	4.30 ^{Pm}
54007		34	4.40	7.88	DANVERS	DR	O		4.10
54015		33	5.00	15.83	HOLLOWAY	OW	O		3.52
54021	46	164	6.10	21.96	APPLETON	AU	AO		3.40
54030		34	6.35	30.65	LOUISBURG				3.10
54036		47	6.55	37.14	BELLINGHAM	BA	O		2.55
54046		34	7.25	46.34	NASSAU	NA	O		2.35
54057		35	8.00	57.98	LA BOLT				2.10
54065		15	8.20	65.57	STOCKHOLM	SK	O		1.55
54072	44	21	8.40	72.82	SOUTH SHORE	VR	O		1.40
54091	Yard	324	9.30	91.99	WATERTOWN	WN	BJKOTUY		1.00
54101		34	9.55	101.89	GROVER				12.16
54107		35	10.15	108.24	HAZEL	Z	O		12.01 ^{Pm}
54114		41	10.35	115.17	VIENNA	VA	OU		11.45
54123		35	11.25 ⁵³⁰	124.05	WILLOW LAKE	WK	O		11.25 ⁵²⁹
54135		35	11.55	136.19	BANCROFT				10.55
54140		35	12.10 ^{Pm}	140.64	OSCEOLA				10.45
54148		40	12.30	148.36	YALE	YA	O		10.30
54161	Yard	212	A 1.00 ^{Pm}	161.83	HURON	HU	ABORT		10.00 ^{Am}
			8.45 18.5		Time Over Subdivision Average Speed Per Hour				6.30 24.9

WESTWARD TENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Watertown	Time Table No. 125 Effective June 1, 1967	Telegraph Calls	SIGNS
STATIONS					
54091	324	.....	.....WATERTOWN 18.09	WN	BJKO TUY
54217	32	18.09	.....HAYTI 5.32	H	O
54222	27	23.41	.....LAKE NORDEN 6.62	NR	O
54229	30	30.03	.....BADGER	B	O
54238	29	39.40	.....ARLINGTON 9.33	AR	AO
54248	26	49.23	.....SINAI 6.02	SN	O
54254	48	55.25	.....NUNDA	NU	O
54266	21	67.28	.....WENTWORTH 7.62	WH	OU
54274	42	74.90	.....CHESTER 7.61	CH	O
54281	53	82.51	.....COLTON 18.04	CO	O
54297	.....	100.55	....WEST JCT. (C. M. St P. & P.).....	.....	.....
TRAINS BETWEEN WEST JCT. AND EAST JCT. ARE GOVERNED BY C. M. St. P. & P. R. R. TIME TABLE					
54298	.....	102.32	....EAST JCT. (C. M. St. P. & P.)..... 1.34	.....	BJKOPQ RTUWYZ
54418	539	103.66	.....SIoux FALLS 0.73	SU	Y
54420	.....	104.39	.....14th STREET YARD 16.88	.....	O
54435	35	121.27	.....LENNOX	OX	
54452	34	137.28	.....VIBORG 7.38	VB	O
54459	34	144.66	.....IRENE 21.86	RN	O
54481	170	166.52	.....YANKTON	YK	MOR

Westward trains are superior to eastward trains of the same class on the Ninth Subdivision 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.

Kerkhövén, 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 95039 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 on flat cars except cars equipped with permanent steel side stakes; 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 95039, 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, 61500 through 61524, 65731 and 65734 in passenger trains at passenger train speeds.

2. MOVEMENT OF DIESEL UNITS DEAD IN TRAINS.

Engine 2350 must be handled on rear of freight or mixed trains. Diesel engines 1 through 195 are not equipped with alignment control couplers and when in tow in freight or mixed trains must be handled singly, not in groups, and not less than 5 cars or more than 15 cars from the road engine. Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road engine.

Engines 550 through 599 must have coupler alignment control lock blocks in "Down" position when such units are used in multiple operation.

When towing diesel engines dead in trains the following speeds must not be exceeded:

MAXIMUM SPEED	ENGINE NUMBER
50 MPH	1 thru 195.
79 MPH	320 thru 333, 350 thru 375, 400 thru 417, 500 thru 512, 679, 680, 2350, 2500 thru 2529, 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 reduced 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. Rule 14 of the Consolidated Code of Operating Rules is modified by the following instructions on trackage of the Great Northern Railway Company:

In the absence of a red signal two miles beyond the yellow-red flag, train or engine must STOP and not proceed until a proceed signal given with a yellow flag or a yellow light is received, or verbal permission is received.

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. Regarding Rule 2 of the Consolidated Code of Operating Rules. 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. 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.

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.

Westward trains off Seventh Subdivision will not require a clearance at Aberdeen Line Jct.

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. Lyndale Jct., if automatic block signal indicates Stop, after stopping, if a proceed signal is received from switch tender train may proceed at restricted speed. This modifies Rule 509 of the Consolidated Code of Operating Rules relative to calling the train dispatcher.

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, 252, 253 and 254 are in effect on the double track between Lyndale Jct. and beginning of CTC at end of double track Wayzata.

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 132 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. MAIN TRACK SWITCH NOT EQUIPPED WITH ELECTRIC LOCK:

Maple Plain—Paper Products Spur. Trains or engines using this spur track must keep main track switch open unless main track is occupied by engine or cars and this track must not be used to meet or be passed by other trains or engines.

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. crossing2.17 miles west of Tintah

13. Diesel radiator and boiler water stations.

Willmar.
Morris.

SECOND SUBDIVISION

(Osseo Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Freight
Lyndale Junction and St. Cloud	50 MPH
St. Cloud and Willmar	45 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 or 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.
Normal position is for main track.
8. **AUTOMATIC INTERLOCKINGS.**
M.W. Ry. crossing0.76 miles west of Lyndale Jct.
Soo Line RR. crossing1.34 miles west of Robbinsdale
Soo Line RR. crossing0.76 miles west of Paynesville
9. **MANUAL INTERLOCKING WITH DUAL CONTROL SWITCHES.**
Rice Jct.
This switch is 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. crossing1.44 miles east of Granite Falls
C&NW. Ry. crossing0.32 miles east of Hanley Falls
C&NW. Ry. crossing6.69 miles east of Hills
I.C. RR. crossing0.37 miles west of Hills
CRI&P. Ry. crossing0.22 miles west of Lester
CMStP&P. RR. crossing1.13 miles west of Sioux City
C&NW. Ry. crossing3.95 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 absolute 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 absolute signals for a period in excess of four minutes, trainman must operate push button at east siding switch or on absolute 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. crossingWren Tower
8. **SEMI-AUTOMATIC INTERLOCKINGS.**
M.W. Ry. crossing.....0.46 miles east of Clara City
9. **RAILROAD CROSSINGS PROTECTED BY GATES.**
I.C. RR. crossing2.90 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 134 and MP 135 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 on the Third and Fourth Subdivisions and Form Z train order is not required. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

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 RR. clearance at Aberdeen or Rutland, N. D.

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 0.63 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 0.89 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; 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. One train must not be permitted to follow another train until both trains have been instructed by train order to protect to the rear as prescribed by Rule 99.

SPEED TABLE

Time Per Mile Min.	Sec.	Miles Per Hour	Time Per Mile Min.	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	35.3
	57	63.2	1	45	34.3
	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

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NAME	LOCATION	Capacity Cars	Switch Opens
First Subdivision			
Long Lake	3.12 miles west of Wayzata.....	22	West
Montrose	6.70 miles west of Delano	23	E & W
Charlesville	6.47 miles west of Norcross	24	E & W
Second Subdivision			
Tileston Mill Spur.....	3.50 miles east of St. Cloud.....	11	East
Crystal Lumber Co. Spur.....	1.56 miles west of Robbinsdale	2	West
Midway Platt Co. Spur.....	2.57 miles east of Osseo.....	11	East
Osseo Concrete Co. Spur.....	1.57 miles east of Osseo.....	10	West
North Star Concrete Co. Spur.....	0.90 miles west of Osseo.....	14	West
K&K Mfg. Co. Spur.....	0.19 miles west of Rogers.....	7	West
Northern States Power Co. Spur	3.00 miles west of Monticello.....	35	East
Central Bi-Products Co. Spur.....	5.76 miles west of Clearwater.....	5	East
Empire Quarry Spur.....	2.47 miles west of Rice Jct.....	82	East
North Star Granite Corp. Spur.....	4.23 miles west of Rice Jct.....	40	West
Cold Spring Granite Spur.....	5.01 miles west of Rice Jct.....	10	East
Roscoe	6.21 miles west of Richmond.....	34	E & W
Hawick	5.45 miles west of Paynesville.....	39	E & W
Gravgaard Spur	7.29 miles west of Paynesville.....	8	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
Trinity Steel Co.	1.25 miles east of New London	6	East
Fourth Subdivision			
Cox Bros. Spur.....	0.53 miles west of Spring Park	2	West
Mound	1.90 miles west of Spring Park.....	43	E & W
St. Bonifacius	6.47 miles west of Spring Park.....	34	E & W
New Germany	3.82 miles west of Mayer.....	27	E & W
Silver Lake	7.83 miles west of Lester Prairie	23	West
Fifth Subdivision			
Priam	5.97 miles west of Willmar.....	20	West
Asbury	3.73 miles west of Maynard.....	39	E & W
Green Valley	5.39 miles east of Marshall.....	34	E & W
Readi-Mix and Oil Spur.....	0.53 mile west of Marshall.....	6	East
Appleton Silo Company Spur.....	0.79 mile west of Marshall.....	5	East
Jerzak Constn. Co. Spur.....	1.50 miles west of Marshall.....	6	East
Lynd	6.70 miles west of Marshall.....	13	West
Southwestern Minnesota Dairy Assn. Spur	1.00 miles west of Russell.....	12	West
Sherman	3.31 miles east of Garretson.....	55	E & W
Perkins	8.96 miles west of Doon.....	18	East
Sixth Subdivision			
Corson	8.26 miles west of Garretson.....	41	E & W
Pathfinder Spur	8.59 miles west of Garretson.....	28	West
Lawrence Spur	13.76 miles west of Garretson.....	45	E & W
Crampton Spur	15.24 miles west of Garretson.....	22	West
Seventh Subdivision			
Lidgerwood	5.45 miles east of Geneseo Jct.....	38	E & W
Hankinson	17.69 miles east of Geneseo Jct.....	56	E & W
Huffton	5.36 miles west of Claremont.....	20	E & W
Eighth Subdivision			
Straubville	18.65 miles west of Forbes Line Jct.	34	E & W
Ninth Subdivision			
Albee	5.48 miles west of Nassau.....	30	East
Rauville	13.26 miles west of South Shore	34	E & W
Tenth Subdivision			
Foley	4.24 miles west of Watertown.....	9	E & W
Rutland, S. D.	6.27 miles east of Wentworth.....	27	E & W
Lyons	5.82 miles west of Colton.....	15	E & W
Crooks	11.41 miles west of Colton.....	14	E & W
Tea	10.97 miles west of Sioux Falls	22	E & W
Naomi Spur	2.50 miles west of Lennox.....	7	East
Davis	8.61 miles west of Lennox.....	36	E & W
Volin	9.19 miles west of Irene.....	22	E & W
Mission Hill	6.85 miles east of Yankton.....	19	E & W

Page 12 (outside rear cover) is blank.