

# 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. Felix A. Gudio, Jr. ....	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 .....	Oaseo, 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.

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

# GREAT NORTHERN RAILWAY COMPANY

# WILLMAR DIVISION

# TIME TABLE 128

EFFECTIVE 12:01 A. M.

CENTRAL STANDARD TIME

Sunday, June 30, 1968

R. H. SHOBER, Superintendent.

R. N. WHITMAN, General Manager.

H. J. SURLES,  
General Superintendent Transportation.

Printed in U.S.A.

## 2 WESTWARD

## FIRST SUBDIVISION

## EASTWARD

Station Number	Car Capacity		FIRST CLASS				Distance from St. Paul	Time Table No. 128		Telegraph Calls	Distance from Breckenridge	SIGNS	FIRST CLASS						
	Siding	Other Tracks			31	27		Effective June 30, 1968						32	28				
					Daily	Daily		STATIONS					Daily	Daily					
00427					8.35pm	9.00am		ST. PAUL	U	214.85	KO	A 7.10am	A 3.30pm						
03001					9.05pm	9.35am	10.57	MINNEAPOLIS	S	204.28	CKQ	6.35am	3.00pm						
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. ARE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.																			
03004	Yard				9.09pm	9.39am	12.17	DOUBLE TRACK	LYNDALE JCT. 1.00 11.73 WAYZATA 7.47 MAPLE PLAIN	ABS	UD	202.68	CJPQXY	A 6.20am	A 2.40pm				
03014	212	54			9.23	9.53	23.90				WA	190.95	JOP	6.05	2.20				
03022		47					31.87				MA	183.48	OP						
03029	198	57					38.86	DOUBLE TRACK	DELANO 6.99 9.47 WAVERLY 5.01 HOWARD LAKE 6.30 COKATO 5.80 DASSEL	ABS	DA	176.49	OPQ						
03038		26					47.83				WY	167.02	OP						
03043	301	60					52.84				RD	162.01	OP						
03050	134	159					59.14	DOUBLE TRACK	COKATO 5.80 DASSEL	ABS	CT	155.71	OP						
03056	159	139					64.94				DS	149.91	OP						
03061		48					70.04				DN	144.81	OP						
03067	162	288				10.45	76.18	DOUBLE TRACK	LITCHFIELD 6.14 GROVE CITY 7.66 ATWATER 5.13 KANDIYOHI	CTC	FD	138.67	OPQ		1.20				
03074		65					83.86				G	130.99	OP						
03080	190	61					88.99				WR	125.86	OP						
03087		31					96.35	DOUBLE TRACK	KANDIYOHI	ABS		118.50	P						
03093	Yard	1845			10.38	11.15	102.19				DOUBLE TRACK	WILLMAR 5.84 PENNOCK 6.60 KERKHOVEN 7.44 MURDOCK	CTC	W	112.66	BCFKPQ RTWXYZ	4.30	12.50	
03099		61			10.40	11.20	108.79							K	106.06	OP	4.25	12.40	
03107	166	47					116.23	KH	98.62	OP									
03111		72					120.71	DOUBLE TRACK	MURDOCK	CTC	CK	94.14	OP						
03116		55					125.27				DG	89.58	OP						
03123	351	355				11.50	132.78				BN	82.07	CJPKQT		12.05pm				
03129	128	38					138.49	DOUBLE TRACK	CLONTARF 5.71 HANCOCK 10.18 MORRIS	CTC		76.36	P						
03139		136					148.67				NC	66.18	OP						
03148	395	295				12.18pm	157.52				MR	57.33	CJPKQT		11.35				
03156	136	41					165.74	DOUBLE TRACK	DONNELLY 8.22 HERMAN 10.46 NORCROSS 4.89 TINTAH 11.50 ABERDEEN LINE JCT.	CTC	DY	49.11	OP						
03167	127	60					176.20				HR	38.65	OPQ						
03172	132	30					181.09				RC	33.76	OP						
03183	141	41					192.69	DOUBLE TRACK	TINTAH 2.50 CAMPBELL 4.42 DORAN 7.16 BRECKENRIDGE	CTC	QN	22.26	OP						
03188							195.39					19.46	PJ						
03190	263	132					199.81				CB	15.04	OPQ						
03198		31					206.96	DOUBLE TRACK	DORAN 7.16 BRECKENRIDGE	CTC	OD	7.89	OP						
03205	Yard	1200			A 12.25am	A 1.15pm	214.85				BR		BCFKPQ RTWYZ	2.20am	10.45am				
					3.16 62.0	3.36 56.3	Time Over Subdivision Average Speed Per Hour						4.00 50.6	3.55 51.7					

Eastward trains are superior to westward trains of the same class except on DOUBLE TRACK and in CTC TERRITORY.

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. 128 Effective June 30, 1968	STATIONS	Telegraph Calls	Distance from Willmar	SIGNS	FIRST CLASS			SECOND CLASS
	Siding	Other Tracks	437	405		7	3							8	4		
			Daily	Daily		Daily	Daily							Daily	Daily		
00427						8.30pm	7.30Am			ST. PAUL	U	131.15	KO	A 7.00Am	A 7.50pm		
03001						9.10pm	7.55Am	10.57		MINNEAPOLIS	S	120.58	CKQ	6.25Am	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.	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		118.98	P				2.47
09011	90	76	8.35	1.30				23.05	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		92.23	P				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		69.00	P				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	8.57Am			EAST ST. CLOUD		2.27	CIPY	A 4.58Am	A 6.08pm		
07390	Yard 1572					10.21	9.05			ST. CLOUD	DX	0.73	BCFKP QRTWYZ	4.50	6.00		
07388						10.30	9.08		1.54	RICE JCT.			LJPY	4.45	5.56		
						A 10.32pm	A 9.10Am		2.27					4.43Am	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		36.74	P				
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 QRTWYZ				
			1.50	1.50		0.18	0.13			Time Over Subdivision				0.15	0.14		2.15
			84.2	34.2		7.6	10.6			Average Speed Per Hour				9.1	9.7		27.8

## WESTWARD THIRD SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Morris	Time Table No. 128		Telegraph Calls	SIGNS
			Effective June 30, 1968			
			STATIONS			
03148			MORRIS		MR	CJKPQRT
54507	31	8.22	ALBERTA			
54513	57	14.27	CHOKIO		KO	O
54519	23	20.17	JOHNSON			
54526	53	27.21	GRACEVILLE		GB	OU
54532	55	33.09	BARRY			
54539	40	40.44	BEARDSLEY		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. 128 Effective June 30, 1968	Telegraph Calls	SIGNS
			STATIONS		
03014			WAYZATA	WA	JOPR
51706	100	6.60	SPRING PARK	PK	O
51721	20	20.88	MAYER	KY	O
51728	47	28.36	LESTER PRAIRIE	PR	O
51744	86	44.42	HUTCHINSON	HO	OT

Eastward trains are superior to westward trains of the same class on the Second Subdivision except as follows:

Nos. 4 and 8 between East St. Cloud 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. 128		Telegraph Calls	SIGNS	SECOND CLASS			
	Sidings	Other Tracks				419		Effective June 30, 1968	420						
						Daily		STATIONS	Daily						
03093						9.30 <sup>Am</sup>		.....WILLMAR.....	W	BCFJKP QRTWXYZ	A	8.35 <sup>Pm</sup>			
07320	49	32				10.00	11.99	.....RAYMOND.....	RA	OP		8.05			
07312	158	64				10.10	19.55	.....CLARA CITY.....	CA	AOP		7.53			
07306	59	38				10.20	25.48	.....MAYNARD.....	MY	OP		7.43			
07297	95	130				10.36	34.59	.....GRANITE FALLS.....	GX	AOPQ		7.27			
07288	56	35				10.56	44.22	.....HANLEY FALLS.....	HY	AOP		7.10			
07281	48	37				11.05	50.39	.....COTTONWOOD.....	C	OP		7.01			
07270	145	156				11.25	63.07	.....MARSHALL.....	MD	OPQUY		6.40			
07256	48	37				11.50	76.01	.....RUSSELL.....	RS	OP		6.19			
07248		36				12.02 <sup>Pm</sup>	83.86	.....FLORENCE.....		P		6.08			
07243	96	53				12.10	88.89	.....RUTHYON.....	RV	OP		6.00			
07235		37				12.21	96.73	.....HOLLAND.....	HD	OP		5.45			
07226	29	69				12.35	105.53	.....PIPESTONE.....	NE	OPQU		5.30			
07220	118					12.45	112.27	.....IHLEN.....		P		5.15			
07215	50	101				12.52	116.88	.....JASPER.....	JA	OP		5.05			
07204	140	220				1.10	127.89	.....GARRETSON.....	JC	KOPQRTY		4.45			
07187	100	37				1.40	145.23	.....HILLS.....		AP		4.12			
07180	98	42				1.50	151.64	.....LESTER.....		AP		4.02			
07173	98	34				2.00	158.53	.....ALVORD.....	AD	OP		3.52			
07168	48	31				2.09	164.23	.....DOON.....	DO	OP		3.42			
07151	99	75				2.34	180.77	.....SIOUX CENTER.....	UX	OPQ		3.17			
07138	38	29				2.54 <sup>420</sup>	193.96	.....STRUBLE.....		P		2.54 <sup>419</sup>			
07125	110	51				3.11	206.50	.....MERRILL.....		P		2.30			
07119							211.96	.....WREN TOWER.....	GS	CIP					
07118	50	30				3.21	213.31	.....HINTON.....	HI	OP		2.20			
07109	Yard					A 3.40 <sup>Pm</sup>	222.78	.....SIOUX CITY.....	SX	BFKOPQR TWYZ		2.00 <sup>Pm</sup>			
						6.10 36.1		Time Over Subdivision Average Speed Per Hour				6.35 39.8			

Eastward trains are superior to westward 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 Garrison	Time Table No. 128		Telegraph Calls	SIGNS					
							Effective June 30, 1968								
							STATIONS								
07204	220						GARRETSON 18.40		JC	KOPQRTY BEJKOPQ RTUWYZ					
54418	539					18.40	SIOUX FALLS		SU						

WESTWARD SEVENTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks	Distance from Genesee Jct.	Time Table No. 128		Telegraph Calls	SIGNS
			Effective June 30, 1968			
			STATIONS			
03186			ABERDEEN LINE JCT.			JP
54601	36		0.68 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	GENESEO					
54651	34	6.06	CAYUGA					
54657	82	12.19	RUTLAND, N. D.		RJ	BJKO RT		
54666	35	21.55	HAVANA		WB	O		
54673	35	28.12	KIDDER		KS	O		
		31.65	MILW. R. R. CROSSING			U		
54687	33	42.38	AMHERST		MN	O		
54694	48	48.75	CLAREMONT		QC	O		
54704	24	59.58	PUTNEY					
54721	175	76.53	ABERDEEN		FN	ABKO RT		

WESTWARD EIGHTH SUBDIVISION EASTWARD

Station Numbers	Capacity of Tracks		Distance from Rutland	Time Table No. 128		Telegraph Calls	SIGNS	
				Effective June 30, 1968				
				STATIONS				
54657	82			... RUTLAND, N. D. ... 29.77	RJ	BIKO RT		
54935	34		29.77	C. & N. W. RY. CROSSING 5.24		U		
			35.01	GUELPH				
54949	53			14.64 ELLENDALE	N	OU		
54963	43		49.65	13.38 FORBES		RT		
			63.03					

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. 128 Effective June 30, 1968	Telegraph Calls	SIGNS	SECOND CLASS
	Sidings	Other Tracks						
			529 Daily Ex. Sat.					530 Daily Ex. Sun.
03123			4.15Am		BENSON	BN	CJKPQRT	4.30Pm
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		31	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	12.01Pm
54114		41	10.35	115.17	VIENNA	VA	OU	11.45
54123		35	11.25	124.05	WILLOW LAKE	WK	O	11.25
54135		35	11.55	136.19	BANCROFT			10.55
54140		35	12.10Pm	140.64	OSCEOLA			10.45
54148		40	12.30	148.36	YALE			10.30
54161	Yard	212	1.00Pm	161.83	HURON	HU	ABORT	10.00Am
			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. 128 Effective June 30, 1968	Telegraph Calls	SIGNS
54091	324		WATERTOWN	WN	BJKO TUY
54217	32	18.09	HAYTI		
54222	27	23.41	LAKE NORDEN	NR	O
54229	30	30.03	BADGER		
54238	29	39.40	ARLINGTON	AR	AO
54248	26	49.23	SINAI		
54254	48	55.25	NUNDA		
54266	21	67.28	WENTWORTH		U
54274	42	74.90	CHESTER	CH	O
54281	53	82.51	COLTON	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.)		BFJKOPQ RTUWYZ
54418	539	103.66	SIoux FALLS	SU	
54420		104.39	14th STREET YARD		Y
54435	35	121.27	LENNOX	OX	O
54452	34	137.28	VIBORG	VB	O
54459	34	144.66	IRENE	RN	O
54481	170	166.52	YANKTON	YK	MOR

Eastward trains are superior to westward trains of the same class on the Ninth Subdivision.  
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 Wilmar 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.

Clontarf, east and west switches.

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.

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 sharper 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 426, 500 thru 512, 679, 680, 2350, 2500 thru 2538, 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. 28 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.

At Wayzata, when switching industry track, over Ferndale Crossing, a member of the crew will protect the crossing on the ground.

Morris, at 5th, 6th and 7th Streets, all train movements made over the South Industry Track crossings, and at 7th Street on the North Industry track crossing, must be preceded by a member of the crew on the crossing to warn highway traffic of impending movement over these crossings.

### 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. Rule 268A applies.

### 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.

## SECOND SUBDIVISION

(Osseo Line)

### 1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS.

Between	Passenger	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.

When switching on industry track and siding over State Aid Road 150 just west of Rogers depot, a member of the crew will protect crossing on the ground.

All movements on the North Maiera 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.

The above spring switches are identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104 (H) of the Consolidated Code of Operating Rules.

8. **AUTOMATIC INTERLOCKINGS.**

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

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 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 .....6.69 miles east of Hills

I.C. RR. crossing .....0.37 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 .....3.95 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. crossing .....Wren 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. crossing .....2.90 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 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 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	1	18	46.2
		47	1	20	45.0
		48	1	22	43.9
		49	1	24	42.9
		50	1	26	41.9
		51	1	28	40.9
		52	1	30	40.0
		53	1	33	38.7
		54	1	36	37.5
		55	1	39	36.4
		56	1	42	35.8
		57	1	45	34.8
		58	1	50	32.7
		59	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**

11

	NAME	LOCATION	Capacity Cars	Switch Opens
<b>First Subdivision</b>				
03018	Long Lake .....	3.12 miles west of Wayzata.....	22	West
03086	Montrose .....	6.70 miles west of Delano.....	23	E & W
03178	Charlesville .....	6.47 miles west of Norcross.....	24	E & W
<b>Second Subdivision</b>				
09059	Tileston Mill Spur.....	3.50 miles east of St. Cloud.....	11	East
09007	Crystal Lumber Co. Spur.....	1.56 miles west of Robbinsdale.....	2	West
09009	Midway Platt Co. Spur.....	2.57 miles east of Osseo.....	11	East
09010	Osseo Concrete Co. Spur.....	1.57 miles east of Osseo.....	10	West
09013	North Star Concrete Co. Spur.....	0.90 miles west of Osseo.....	14	West
09021	K&K Mfg. Co. Spur.....	0.19 miles west of Rogers.....	7	West
09038	Northern States Power Co. Spur .....	3.00 miles west of Monticello.....	35	East
09056	Central Bi-Products Co. Spur..	5.76 miles west of Clearwater.....	5	East
07385	Empire Quarry Spur.....	2.47 miles west of Rice Jct.....	82	East
07384	North Star Granite Corp. Spur	4.23 miles west of Rice Jct.....	40	West
07383	Cold Spring Granite Spur.....	5.01 miles west of Rice Jct.....	10	East
07364	Roscoe .....	6.21 miles west of Richmond.....	34	E & W
07353	Hawick .....	5.45 miles west of Paynesville.....	39	E & W
07351	Rural Coop Power Assn.....	7.29 miles west of Paynesville.....	8	E & W
07350	New London Materials and Construction Co. ....	8.46 miles west of Paynesville.....	34	E & W
07348	New London Gravel Pit .....	1.73 miles east of New London.....	250	E & W
07347	Trinity Steel Co. ....	1.25 miles east of New London.....	6	East
<b>Fourth Subdivision</b>				
51708	Cox Bros. Spur.....	0.53 miles west of Spring Park.....	2	West
51709	Mound .....	1.90 miles west of Spring Park.....	43	E & W
51713	St. Bonifacius .....	6.47 miles west of Spring Park.....	34	E & W
51724	New Germany .....	3.82 miles west of Mayer.....	27	E & W
51729	Cominco American Inc. Spur.....	0.25 miles west of Lester Prairie.....	8	East
51736	Silver Lake .....	7.83 miles west of Lester Prairie .....	23	West
<b>Fifth Subdivision</b>				
07326	Priam .....	5.97 miles west of Willmar.....	20	West
07303	Asbury .....	3.73 miles west of Maynard.....	39	E & W
07274	Green Valley .....	5.39 miles east of Marshall.....	34	E & W
07268	Readi-Mix and Oil Spur.....	0.58 mile west of Marshall.....	6	East
07267	Appleton Silo Company Spur.....	0.79 mile west of Marshall.....	5	East
07265	Jerzak Constn. Co. Spur.....	1.50 miles west of Marshall.....	6	East
07262	Lynd .....	6.70 miles west of Marshall.....	13	West
07250	Southwestern Minnesota Dairy Assn. Spur .....	1.00 miles west of Russell.....	12	West
07207	Sherman .....	3.31 miles east of Garretson.....	55	E & W
07159	Perkins .....	8.96 miles west of Doon.....	18	East
<b>Sixth Subdivision</b>				
54408	Corson .....	8.26 miles west of Garretson.....	41	E & W
54409	Pathfinder Spur .....	8.59 miles west of Garretson.....	23	West
54414	Lawrence Spur .....	13.76 miles west of Garretson.....	45	E & W
54415	Crampton Spur .....	15.24 miles west of Garretson.....	22	West
<b>Seventh Subdivision</b>				
54639	Lidgerwood .....	5.45 miles east of Geneseo Jct.....	38	E & W
54627	Hankinson .....	17.69 miles east of Geneseo Jct.....	56	E & W
54699	Huffton .....	5.36 miles west of Claremont.....	20	E & W
<b>Eighth Subdivision</b>				
54919	Straubville .....	18.65 miles west of Forbes Line Jct. ....	34	E & W
<b>Ninth Subdivision</b>				
54051	Albee .....	5.48 miles west of Nassau.....	30	East
54085	Rauville .....	13.26 miles west of South Shore.....	34	E & W
<b>Tenth Subdivision</b>				
54203	Foley .....	4.24 miles west of Watertown.....	9	E & W
54260	Rutland, S. D. ....	6.27 miles east of Wentworth.....	27	E & W
54287	Lyons .....	5.82 miles west of Colton.....	15	E & W
54293	Crooks .....	11.41 miles west of Colton.....	14	E & W
54429	Tea .....	10.97 miles west of Sioux Falls.....	22	E & W
54438	Naomi Spur .....	2.50 miles west of Lennox.....	7	East
54444	Davis .....	8.61 miles west of Lennox.....	36	E & W
54468	Volin .....	9.19 miles west of Irene.....	22	E & W
54474	Mission Hill .....	6.85 miles east of Yankton.....	19	E & W