- R.J. REMIARZ, Superintendent
- R. BUNKER, General Manager
- J. BINISH, Motive Power Supt.
- J. BRATT, NP Superintendent
- D. COMPLIN, Ass't. General Manager
- E. URSEM, NP Bridges and Buildings Supt.
- M. MORNARD, Chief Dispatcher
- M. AMFAHR, Chief Dispatcher
- L. MCCALL, Yardmaster
- B. FLANARY, Yardmaster
- D. VOS, Trainmaster
- J. THOMAS, Trainmaster
- E. SCHWAB, Trainmaster
- S. THOMPSON, Trainmaster

GREAT NORTHERN RAILWAY COMPANY

WILLMAR DIVISION

TIME TABLE 85

EFFECTIVE 12:01 A.M.
CENTRAL TIME

Sunday, May 28, 1956

2	WE	STV	WARD					TH	IRD SUBDIVISIO	ΟN						EASTW	ARD
<u>د</u> ي		Car SECOND		CLASS		FIRST CLASS		om t.	Time Table No. 85	Calls	ш			FIRST CLASS		SECOND	CLASS
Station Numbers	gs	r Ks	437	405	7	11	3	Distance from Lyndale Jct.	Effective May 28, 1956	Telegraph (Distance from St. Cloud	SIGNS	8	12	4	406	
	Sidings	Other Track	Daily	Daily	Daily	Daily	Daily		STATIONS				Daily	Daily	Daily	Daily	
0	******				L 8.55 Pm	L 5.30 Pm	L 8.30 Am	.>.>.	ST. PAUL	Α	74.82	К	A 7.30 Am	A 2.00 Pm	A 10.30 Pm		
11	******				9.26 Pm	5.55 Pm	9.00 Am		MINNEAPOLIS	S		К	7.05 Am		10.05 Pm		
				TR	AINS BETWE	EN ST. PAU	L AND LYNI	DALE	JCT. WILL BE GOVERN	ED E	Y TW	N CITY T	ERMINALS	TIME TABLE			
	Yard		L 8.40 Pm	L 7.30 Am	L 9.30 Pm	L 5.58 Pm	L 9.03 Am		1.61 LYNDALE JCT. 0.76	UD	62.64	RDNWXJ	A 6.55 Am	1.31 Pm	9,50 Pm	A 3.00 Am	
						,,,,,,,,,,,,,,,,,	***********	0.76	M.W.R.R. CROSSING		61.88		., .,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	., .,.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	.,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,		
17	41	24	8.50	7.40	4 f 9.40	6.05	9.09	4.99	A 23 ROBBINSDALE 1.34	RB	57.65	DP	f 6.45	1.23	7 9.40	2.47	
		,,,,,,						6.33	M.St.P.&S.S.M.Ry. Cross. 5.14		56.31	ΙP					
24	44	34	9.00	7.50	f 9.48	6.12	9.15	11,47		SI	51.17	DP	f 6.37	1.16	9.30	2.35	
33	49	9	9.17	8.05	f 9.58	6.22	9.24	20.47	9:00 ROGERS 6:27	RO	42.17	DP	r 6.27	1.06	9.17	2.20	
39	Staging	12	10.00	8.50	f 10.17	6.49	9.57	26.74		SA	35.90	DP	f 6.09	12.40	8.48	1.13	
48	24	21	10.04	8.54	f 10.25	6.52	10.01	35.17	8.43 MONTICELLO 7.56	МС	27.47	DNPW	f 6.06	12.38	8.45	1.11	
55	12		10.05	8.55	10.26	6.53	10.02	42.73	ENFIELD		19.91	Р	5,59	12.37	8.44	1.10	
57		17	10.06	8.56	10.27	6.54	10.03	44.94	2.21 HASTY 5.03		17.70	Р	5.58	12.36	8.43	1.09	
62	24		10.07	8.57	f 10.33	6.55	10.04	56.57		CW	6.07	DP	f 5.57	12.35	8.42	1.08	
75	Yard		A 10.30 Pm		A 10.50 Pm					DX		BDNKOR TWXYZ		L 12.23 Pm	L 8.25 Pm	L 12.45 Am	
					TRAINS BET	WEEN ST.C	LOUD AND I	RICE	JCT. WILL BE GOVERNE	ED B	Y SIX	TH SUBD	IVISION SCI	HEDULES			
			1.50 34.16	1.50 34.16	1.20 46.88	1.08 55.27	1.12 52.20		Time Over Subdivision Average Speed Per Hour				1.15 50.11	1.08 55.27	1.40 44.74	2.15 27.84	
\vdash			34.10	34.10	40.00	55.27	52.20		Average Speed Per Hour	-			30.11	33.21	44.74	21.04	

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

CONDITIONAL STOPS

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

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5-6

WESTWARD SIXTH SUBDIVISION																EASTV	VARD
. 8	Ca Capa		SECOND CLASS		FIRST	CLASS		я	Time Table No. 85	slls	Е			FIRST CLASS			SECOND CLASS
Station Numbers	82	ır ks	427	29	7	11	3	Distance from St. Cloud	Effective May 28, 1956	Telegraph Calls	Distance from Willmar Jct.	SIGNS	8	12	30	4	428
	Sidings	Other Tracks	Daily	Daily	Daily	Daily	Daily	Dista St. C	STATIONS	Tele	Dist		Daily	Daily	Daily	Daily	Daily
												BDNKOR					
75	Yard		L 6.00 Am	L 11.30 Pm	L 11.00 Pm	L 7.08 Pm	L 10.20 Am		ST. CLOUD	DX	56.38	TWXYZ	A 5.35 Am	A 12.22 Pm	A 7.35 Pm	A 8.20 Pm	A 1.05 Pm
			6.03	A 11.33 Pm	A 11.02 Pm	A 7.10 Pm	A 10.22 Am	0.87	RICE JCT.		55.51	IJPX	L 5.32 Am	L 12.20 Pm	L 7.30 Pm	L 8.17 Pm	1.02
	·····		6.05					1.47	0.6 WAITE PARK		54.91						1.00
I-10	17		6.09					2.87	1.40 ROCKVILLE 2.33	RK	53.51	DP					12.56
I-15	13	24	6.16					5.20		CG	51.18	DP					12.49
I-20	19	34	6.27					8.93	RICHMOND	RI	47.45	DP					12.38
I-26	Stagino	9	6.30					9.93	1.00 ROSCOE 21.31	XN	46.45	DP					12.35
1-31	25	12	7.20					31.24		SY	25.14	DPW					11.50 Pm
		21	**********					32.00	M.St.P.&S.S.M.Ry. Cross 4.69		24.38	1					
1-37		***	7.35					36.69	HAWICK 6.62		19.69	Р					11.30
1-43	25	17	7.50					43.31	NEW LONDON	ND	13.07	DP					11.05
1-48	50		8.00					47.62		CR	8.76	DP					11.05
			а 8.20 Ат					56.38	8.76 WILLMAR JCT.			XPJ					L 10.30 Am
			2.20	0.03	0.02	0.02	0.02		Time Over Subdivision				0.03	0.02	0.05	0.03	2.35
			24.16	14.00	21.00	21.00	21.00		Average Speed Per Hour				14.00	21.00	8.40	14.00	21.82

Westward trains are superior to eastward trains of the same class except as follows:

Nos. 4, 8, 12 and 30 are superior to Nos. 3, 7, 11 and 29 between Rice Junction
and St. Cloud Passenger Station.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 4-6

								Γ	AK	OTA DIVI	SIC	ΟN							3
	WE	STV	WARD						FIR	ST SUBDIVIS	SIC	N						EASTW	VARD
r si	Ca Capa		SECOND	CLASS		FIRST C	CLASS		trom	Time Table No. 85	Salls	ш			FIRST CLASS		SECOND CLASS		
Station Numbers	SS.	S	437	405	29	7	11	3	nce fro Jet.	Effective May 28, 1956	Telegraph (Distance from St. Cloud	SIGNS	8	12	30	4	406	
	Sidings	Other Tracks	Daily	Daily	Daily	Daily	Daily	Daily	Distance f Rice Jct.	STATIONS	Teleg	Dista St. CI		Daily	Daily	Daily	Daily	Daily	
			L 10.45 Pm	L 10.20 Am	L 11.30 Pm	L 11.00 Pm	L 7.08 Pm	L 10.20 Am		RICE JCT. 1.27		164.39	IJPX	A 5.35 Am	A 12.22 Pm	A 7.35 Pm	A 8.20 Pm	A 11.12 Pm	
82	Stagin	11	10.48	10.23	s 11.33	11.03	7.11	10.23	1.27	ST. JOSEPH 7.67	JO	163.12	DP	5.32	12.19	s 7.32	8.17	11.09 Pm	
85		2	406		f 11.48		********	*********	8.94	COLLEGEVILLE 5.40		155.45	Р		**********	f 7.12	*********	127 20	
90	36	12	11.43	12.08 Pm	s 11.56	11.16	7.22	10.31	14.34	AVON	VN	150.05	DPW	5.13	11.03	s 7.04	10.14	437, 29 11.56	
96	36	25	11.55	438 12.20	s 12.10 Am	406 11.23	7.29	10.38	20.39	6.05 ALBANY	BY	62.64	DNP	5.04	10.54	s 6.52	10.05	11.23	
102	34	19	12.04 Am	12.29	s 12.20	11.30	7.40	12 10.45	26.66	6.27 FREEPORT	FR	137.73	DP	4.55	3 10.45	11 s 6.40	9.56	11.08	
108	39	41	12.14	12.42	s 12.31	11.37	7.47	10.52	32.62	5.96 MELROSE	su	131.77	DP	4.47	10.35	s 6.30	9.48	10.58	
117	41	59	12.30	1.11	s 12.45	s 11.51	s 8.01	s 11.06	40.90	8.28 SAUK CENTRE	AU		BDNR WX	s 4.36	s 10.24	s 6.16	s 9,37	10.39	
			12.30	1.11	12.70		. 0.01	11.00	41.06	0.16 PARK RAPIDS JCT		123.33	JP	7.30	- 10.24	0.10	- 7251		
										0.64 N.P. Ry. Crossing									
									41.70	7.00		122.69	1						
124	34	13	12.45	1.31	f 1.00	12.02 Am	8.12	11.17	48.70	WEST UNION 5.81		115.69	DP	4.24	10.12	f 6.04	9.25	10.23	
130	34	40	12.54	1.46	s 1.10	12.09	8.19	11.27	54.51	OSAKIS 5.66	KS	109.88	DPW	4.16	10.04	s 5.54	9.17	10.12	
136	34	15	1.03	1.58	s 1.19	12.16	8.26	11.34	60.17	NELSON 5.60	N	104.22	DP	4.08	9.56	s 5.44	9:09	10.02	
141	41	65	1.13	2.14	s 1.29	s 12.25	s 8.34	s 11.42	65.77	ALEXANDRIA 6.56	RA	98.62	DNP	s 3.58	s 9.47	s 5.33	s 8.59	9.52	
148	34	11	1.23	2.24	s 1.44	12.37	8.44	11.52	72.33	GARFIELD	G	92.06	DP	3.43	9,32	s 5.15	8.44	9.42	
154	34	21	1.33	2.34	s 1.54	12.46	8.52	12.01 Pm	78.06	5.73 BRANDON	BN	86.33	DP	3.33	9.23	s 5.04	8.35	9.32	
159	57	84	1.46	2.55	s 2.06	s 12.54	8.59	12.08	83.21	5.15 EVANSVILLE	NS	81.18	BCDNP WX	s 3.25	9.16	s 4.55	8.28	9.23	
163		5			f 2.14				87.93	4.72 MELBY		76.46	DNPW			s 4.40			
168	55	14	2.05	3.33	s 2.22	1.07	9.16	12.24	92.12	4.19 ASHBY	В	72.27	Р	3.12	9.04	s 4.33	8.16	9.07	
178	34	16	2.16	3.48	s 2.37	1.19	9.28	12.37	99.82	7.70 DALTON	DO		DP	3.01	8.54	s 4.24	8.06	8.52	
178	94		2.10	3.40	s 2.37	1.17	7.20	12.31	99.62	10.44		04.57	UP	3.01	6.34	S 4.24	6.00	0.32	
									110.26	N.P. Ry. Crossing PELICAN JCT		54.13	IJ						
187	31	121	8 2.40	30 4.08	8 s 2.50	s 1.34	406 9.40	s 12.50	110.93	0.67 FERGUS FALLS	GS	53.46	BDN WX	29, 437 s 2,50	s 8.40	405 s 4.08	s 7.52	11 8.40	
195	45	13	29 3.14	4.23	437 r 3.04	1.46	8.52	1.02	119.21	8.28 CARLISLE	CA	45.18	DP	2.23	8.26	r 3,45	7.38	8.05	
204	34	15	3.31	4.37	s 3.17	1.57	9.05	1.15	127.82	8.61 ROTHSAY	RT		DPW	2.12	8.16	s 3.34	7.28	7.47	
210	34	9	3.46	4.49	s 3.11	8 2.04	9.15	1.25	134.60	6.78 LAWNDALE	WN		DPW	2.04	8.07	s 3.34	7.19	7.35	
						l				7.21			BDNRW						
217	Yard	25/	3.59	5.04	s 3.42	s 2.20	s 9.29	s 1.42	141.81	BARNESVILLE 1.04	DO		XY	s 1.52	s 7.57	s 3.13	s 7.10	7.20	
l	·····				A 3.44 Am	A 2.22 Am	9.41	A 1.45 Pm		6.95	l	21.54	UPX	L 1.45 Am	7.53	L 3.04 Pm	L 7.03 Pm		
226	34	16	4.14	5.19			9.52		149.80	BAKER 6.57	BK		DP		7.44			7.05	
232	24	16	4.26	5.38			10.02		156.37	SABIN 3.24	SB	8.02	DP		7.35			6.53	
235	ļ	24				l	10.07		159.61	RUTHRUFF 4.78		4.78	P DNIJR		7.30	ļ			
			4.39 Am	5.54 Pm	<u> </u>		A 10.15 Pm		164.39	MOORHEAD JCT.	MJ		WX		L 7.24 Am	<u> </u>		L 6.40 Pm	
_			5.19	6.36	4.11	3.26	N MOORHE 4.04	AD JCT. AND 3.32	FAR	GO JCT. WILL BE (Time Over Subdivision	GOV	ERNED	BYM	3.51	ON TIME TAI	3LE 4.26	3.34	5.29	
			30.92	24.91	34.15	41.61	40.42	40.43		Average Speed Per Hour				37.10	40.59	32.22	40.05	29.98	
							Wastwa	rd trains or	0.0110	mor to continued	tenii	20 Of +1	20.000	a alacc					

No. 29 will stop on flag at Brandon to discharge revenue passengers from Twin Cities or east thereof.

SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5-6

4							MESABI DIVISION							
	WESTWARD SECOND SUBDIVISION											EASTW	EASTWARD	
rs.		Car SECOND CLAS		CLASS	FIRST CLASS		Time Table No. 85	Calls	ш		FIRST CLASS	SECOND	SECOND CLASS	
Station Numbers	SS	_ s	315	411			Effective May 28, 1956	Telegraph (Distance from St. Cloud	SIGNS		316	412	
- 2	Sidings	Other Tracks	Daily	Daily		Distance from Lyndale Jct.	STATIONS	Teleg				Daily	Daily	
		******	,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,,	L 1.42 Am			BROOK PARK JCT.		59.63	JPWI			A 10.40 Pm	
J54	******	4		1.55		5.00	QUAMBA	QU	54.63	P			10.25	
J48		29		2.09		10.87	5.87 MORA	MA	48.76	DP			10.10	
J41	44	15		2.27		18.43	7.56 OGILVIE	GO	41.20	DP			9.50	
J34		6		2.43		25.31	6.88 BOCK		34.32	P			9.32	
J28	45	35	L 11.35 Am	3.13		30.53	5.22 MILACA 0.64	MU	29.10	BRDPX		А. 10.55 Аш	9.20	
			A 11.40 Am	3.18		31.17	MILACA JCT.		28.46	PJW		L 10.50 Am	9.05	
J25	*******	16		3.25		33.82	2.65 FORESTON 5.72	KN	25.81	Р			8.55	
J18		15		3,38		39.54	OAKS 277	οх	20.09	Р			8.41	
J17		5		3.45		42.34	RONNEBY		17.32	Р			8.33	
J14	44	21		3.51		44.62	FOLEY 12.87	FY	15.01	DP			8.25	
J10	Staging	16		5.12		57.49	PARENT		. 2.14	Р			7.38	

Westward trains are superior to eastward trains of the same class, except No. 316 is superior to No. 315 between Milaca Jct. and Milaca. SEE ADDITIONAL SPECIAL INSTRUCTIONS PAGES 5-6

0.27

0.27 N. P. RY. CROSSING 0.27 EAST ST. CLOUD 1.6 ST. CLOUD

Time Over Subdivision

Average Speed Per Hour

57.76

58.03

Yard

G63

75

5.13

5.14

3.03 19.55

10.00

5.20 Am

EΑ

DX 0.00

1.87

1.60

DNPIX

X BDNKOR

TWXYZ

7.37

7.36

3.34 16.72

0.05 10.00

7.30 Pm

ALL SUBDIVISIONS

1. SPEED RESTRICTIONS GENERAL.

- (a) Where Automatic Block and Interlocking Rules and Signal Indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced: but not exceeding 15 MPH or as much slower as necessary; and where conditions require the movement must be controlled so stop can be made in time to avoid accident.
- (b) Maximum permissible speed of passenger, freight and mixed trains will be designated by distinctive reflectorized roadway signs set in an upward angle of 45 degrees.

The 45 degree sign has two sets of figures. The numerals preceded with letter "P" apply to passenger trains, and letter "F" to freight and mixed trains.

(c) Steam engines backing up
Steam engines in forward motion running light or
with caboose only
Diesel engines light or with caboose only
Trains handling non-revenue Great Northern cars
that are equipped with "K" type air brake valves
are to be operated in trains not exceeding fifteen
cars and at speeds not exceeding
Trains handling, not in actual service, derricks,
pile drivers, ditchers, cranes, shovels, Jordan
Spreaders, wedge plows, etc. on Main Lines 30 MPH
except on 6 degree curves or sharper and on
Branch lines
Trains handling ore cars or air dump cars loaded
with ore or gravel and scale test cars on Main
lines
except on 6 degree curves or sharper and on
Branch lines
Trains or engines moving on main routes actuating
points of spring switches
Trains or engines moving in facing point direction
at spring switches without facing point lock 25 MPH
Trains or engines through all other turnouts

(d) Open cars loaded with poles, piling, lumber, timber, pipe or other lading which might shift, shall be handled as far as possible in pole trains or local trains. Except at points where it is necessary to classify trains, such cars should be placed as close as possible to the head end of the train but shall not be placed immediately next to Diesel or Electric engines, or immediately next to caboose, occupied outfit or passenger cars. There commodities must not be placed in trains in such locations as will conflict with the rules governing the handling of explosives, inflammables, or acids.

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

 Placarded loaded tank cars handled in through freight trains shall not be nearer than 3rd car from engine, occupied caboose or passenger car.

Cars placarded "Explosives", "Inflammable", "Corrosive Liquids", or "Poison Gas" handled in through trains, local and mixed trains, shall not be nearer than 8th car from engine, occupied caboose or passenger car.

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

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

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

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

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

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

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

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

- 3. Rule D-97 is in effect on this division.
- Great Northern crews when making interchange on foreign line railway track will be governed by the rules and bulletins of such line.

6 THIRD SUBDIVISION

(Mainline) (Osseo Line)

2. SPEED RESTRICTIONS

- 3. TRAIN REGISTER EXCEPTIONS
- St. Cloud, Nos. 11 and 12 will register by ticket.
- 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.
- Industry tracks at the following stations are restricted for use of engines larger than O-4 class. Robbinsdale, Osseo, Rogers, Albertville, Monticello, Clearwater.

SIXTH SUBDIVISION

(St. Cloud Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS

Between Passenger Freight Willmar Jct. And St. Cloud.......45 MPH......40 MPH

2. SPEED RESTRICTIONS

Between home signals of interlockings at:20 MPH Rice Jct.
Paynesville.

3. TRAIN REGISTER EXCEPTIONS

St. Cloud, Nos. 11 and 12 will register by ticket.

- 4. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).
 - (a) At Rice Jct., a proceed indication on the eastward home signal will authorize Dakota Division eastward trains to proceed to St. Cloud without a clearance.
 - (b) At Willmar Jct., trains for which this point is initial station may proceed on authority of clearance under which such trains arrive.
- MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jet.junction switch to Dakota Division This Switch is electronically controlled by operator at the depot, St. Cloud.

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

DAKOTA DIVISION FIRST SUBDIVISION

(Mainline)

- SPEED RESTRICTIONS
 Bridge 65.7, 3 mi. west of St. Cloud, Q-1, R20 MPH
- 3. CLEARANCE PROVISIONS AND EXCEPTIONS RULE 83(B).

Dakota Division clearance received at St. Cloud will clear westward trains at Rice Jct.

 MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.

Rice Jct. - junction and yard lead switches to Willmar Division Rice Jct., switches are electronically controlled by operator at the depot, St. Cloud.

MESABI DIVISION SECOND SUBDIVISION

(Milaca Line)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS

Between Passenger Freight Brook Park Jct. And East St. Cloud 50 MPH40 MPH

2. SPEED RESTRICTIONS

Between home signals of interlockings at:......20 MPH
Brook Park Jct.
East St. Cloud.

Between St. Cloud and East St. Cloud trains will be governed as follows:

Eastward trains to 2nd Subdivision must secure clearance at St. Cloud and must know before leaving there that route is clear at N.P. Ry. Crossing, East St. Cloud.

Westward trains from East Side Line will be governed by interlocking signal at N.P. Ry. Jct.

Westward trains from 2nd subdivision will be governed by interlocking signal at East St. Cloud.

Operator East St. Cloud will secure authority from operator St. Cloud before clearing interlocking signal for westward trains.

4. SPRING SWITCHES WITHOUT FACING POINT LOCK.

St. Cloud, east yard lead switch Eighth Ave.

Normal position is for yard lead.

Eastward trains on main track have preference over eastward trains on yard lead.

5. MANUAL INTERLOCKINGS



