

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
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2 WESTWARD				THIRD SUBDIVISION							EASTWARD								
Station Numbers	Car Capacity		SECOND CLASS		FIRST CLASS			Distance from Lyndale Jct.	Time Table No. 85			Telegraph Calls	Distance from St. Cloud	SIGNS	FIRST CLASS			SECOND CLASS	
	Sidings	Other Tracks	437	405	7	11	3		Effective May 28, 1956						8	12	4	406	
			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	A	74.82	K	A 7:30 Am	A 2:00 Pm	A 10:30 Pm				
11					9:26 Pm	5:55 Pm	9:00 Am		MINNEAPOLIS	S	64.25	K	7:05 Am	1:40 Pm	10:05 Pm				
TRAINS BETWEEN ST. PAUL AND LYNDALE JCT. WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE																			
	Yard		L 8:40 Pm	L 7:30 Am	L 9:30 Pm	L 5:58 Pm	L 9:03 Am		LYNDALE JCT.	UD	62.64	BDNWXJ	A 6:55 Am	1:31 Pm	9:50 Pm	A 3:00 Am			
								0.76	M.W.R.R. CROSSING		61.88	I							
17	41	24	8:50	7:40	f 9:40	6:05	9:09	4.99	ROBBINSDALE	RB	57.65	DP	f 6:45	1:23	9:40	2:47			
								6.33	M.St.P.&S.S.M.Ry. Cross		56.31	IP							
24	44	34	9:00	7:50	f 9:48	6:12	9:15	11.47	OSSEO	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	ROGERS	RO	42.17	DP	f 6:27	1:06	9:17	2:20			
39	Staging	12	10:00	8:50	f 10:17	6:49	9:57	26.74	ALBERTVILLE	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	MONTICELLO	MC	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	P	5:59	12:37	8:44	1:10			
57		17	10:06	8:56	10:27	6:54	10:03	44.94	HASTY		17.70	P	5:58	12:36	8:43	1:09			
62	24		10:07	8:57	f 10:33	6:55	10:04	56.57	CLEARWATER	CW	6.07	DP	f 5:57	12:35	8:42	1:08			
75	Yard		A 10:30 Pm	A 9:20 Am	A 10:50 Pm	A 7:06 Pm	A 10:15 Am	62.64	ST. CLOUD	DX		BDNKROR TWXYZ	L 5:40 Am	L 12:23 Pm	L 8:25 Pm	L 12:45 Am			
TRAINS BETWEEN ST.CLOUD AND RICE JCT. WILL BE GOVERNED BY SIXTH SUBDIVISION SCHEDULES																			
			1.50	1.50	1.20	1.08	1.12		Time Over Subdivision				1.15	1.08	1.40	2.15			
			34.16	34.16	46.88	55.27	52.20		Average Speed Per Hour				50.11	55.27	44.74	27.84			

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							EASTWARD								
Station Numbers	Car Capacity		SECOND CLASS	FIRST CLASS			Distance from St. Cloud	Time Table No. 85			Telegraph Calls	Distance from Willmar Jct.	SIGNS	FIRST CLASS				SECOND CLASS	
	Sidings	Other Tracks	427	29	7	11		3	Effective May 28, 1956					8	12	30	4	428	
			Daily	Daily	Daily	Daily		Daily	STATIONS					Daily	Daily	Daily	Daily	Daily	
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	BDNKROR 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	IJXP	L 5:32 Am	L 12:20 Pm	L 7:30 Pm	L 8:17 Pm	1:02		
			6:05					1.47	WAITE PARK		54.91						1:00		
I-10	17		6:09					2.87	ROCKVILLE	RK	53.51	DP					12:56		
I-15	13	24	6:16					5.20	COLD SPRING	CG	51.18	DP					12:49		
I-20	19	34	6:27					8.93	RICHMOND	RI	47.45	DP					12:38		
I-26	Staging	9	6:30					9.93	ROSCOE	XN	46.45	DP					12:35		
I-31	25	12	7:20					31.24	PAYNESVILLE	SY	25.14	DPW					11:50 Pm		
		21						32.00	M.St.P.&S.S.M.Ry. Cross		24.38	I							
I-37			7:35					36.69	HAWICK		19.69	P					11:30		
I-43	25	17	7:50					43.31	NEW LONDON	ND	13.07	DP					11:05		
I-48	50		8:00					47.62	SPICER	CR	8.76	DP					11:05		
			A 8:20 Am					56.38	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

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 20 MPH
- Steam engines in forward motion running light or with caboose only 35 MPH
- Diesel engines light or with caboose only 50 MPH
- 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 40 MPH
- 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 15 MPH
- Trains handling ore cars or air dump cars loaded with ore or gravel and scale test cars on Main lines 30 MPH
- except on 6 degree curves or sharper and on Branch lines 20 MPH
- Trains or engines moving on main routes actuating points of spring switches 35 MPH
- Trains or engines moving in facing point direction at spring switches without facing point lock 25 MPH
- Trains or engines through all other turnouts 15 MPH

(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.

2. 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 and 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.

4. 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)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS
Between Passenger Freight
Lyndale Jct. And St. Cloud75 MPH..... 50 MPH
2. SPEED RESTRICTIONS
Bridge 50.3, Clearwater, O-8, Q-1, R, S-1, N-3 10 MPH
Sharp curve just west of Bridge 50.4, Clearwater,
Heavier than O-125 MPH
3. TRAIN REGISTER EXCEPTIONS
St. Cloud, Nos. 11 and 12 will register by ticket.
4. 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.
5. 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. Cloud45 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.
5. MANUAL INTERLOCKINGS WITH DUAL CONTROL SWITCHES.
Rice Jct.junction switch to Dakota Division
This Switch is electronically controlled by operator at the depot, St. Cloud.
6. 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)

1. MAXIMUM PERMISSIBLE SPEED FOR TRAINS
Between Passenger Freight
Rice Jct. And Moorhead Jct..... 60 MPH50 MPH
2. 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.
6. 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.
3. 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.

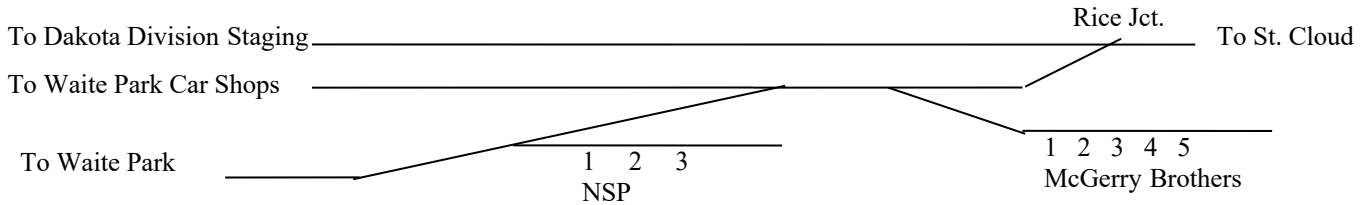
Westward trains from 2nd subdivision will be governed by interlocking signal at East St. Cloud.

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.

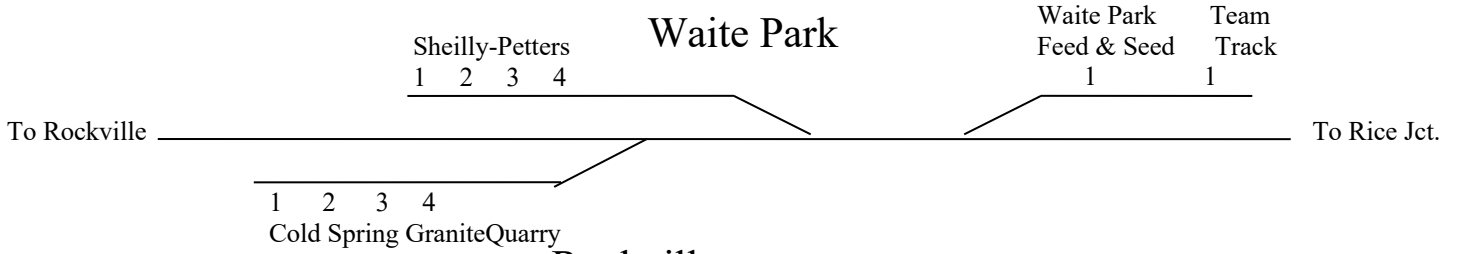
Eastward trains on main track have preference over eastward trains on yard lead.
5. MANUAL INTERLOCKINGS
East St. Cloud..... N. P. Ry. Crossing

Rice Junction

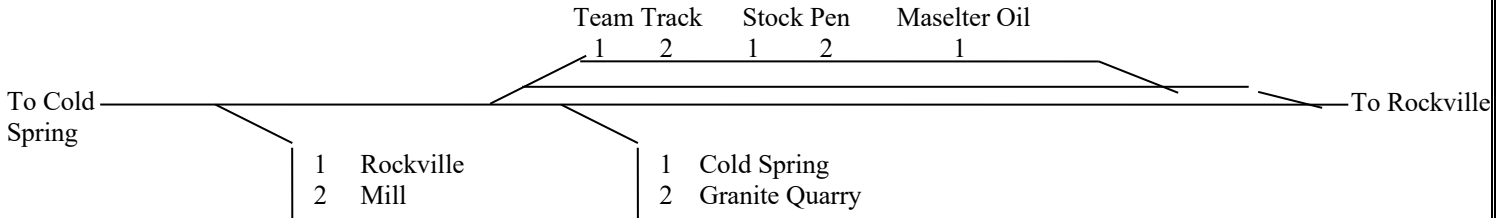
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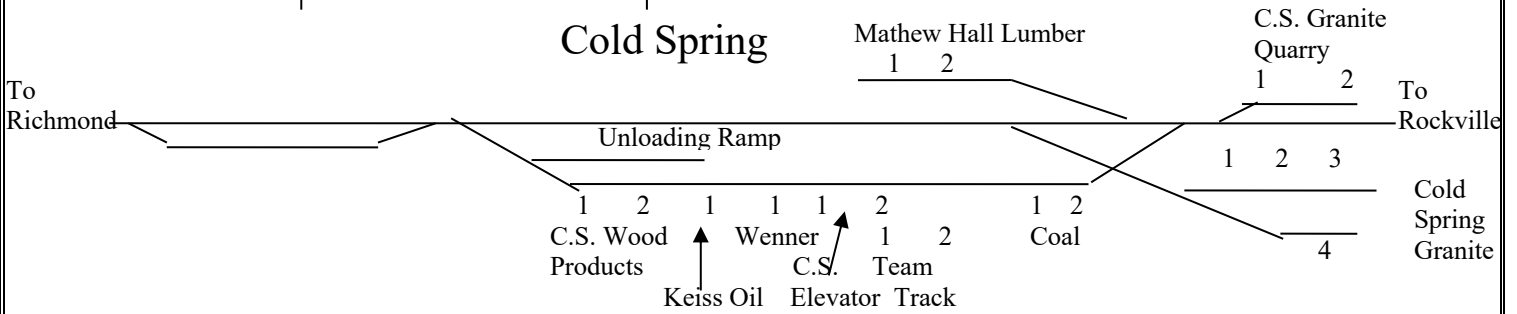
Waite Park



Rockville



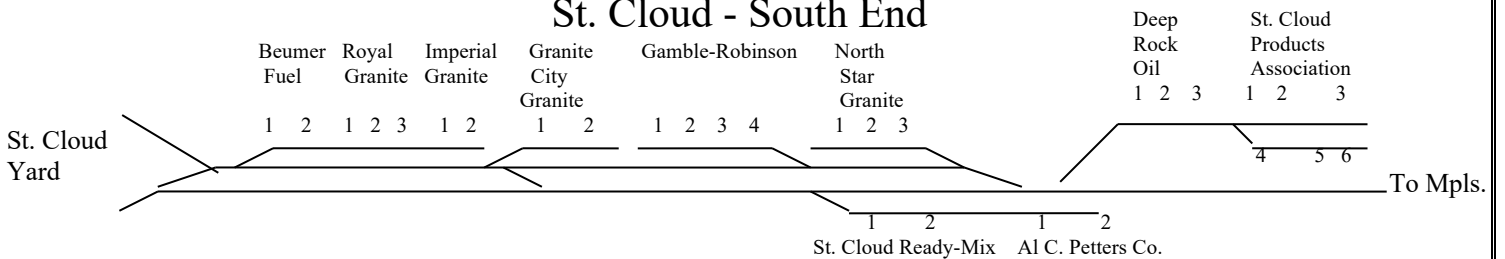
Cold Spring



Richmond



St. Cloud - South End



Schematic of the Great Northern Railway – Willmar Division

