

GREAT NORTHERN RAILWAY LINE.

ST. CLOUD & FERGUS FALLS DIVISION.

GREAT NORTHERN RAILWAY

Time Table No. 47.

TO TAKE EFFECT AT TWELVE-ONE (12:01) O'CLOCK A. M.,

SUNDAY, MAY 26TH, 1901.

General Rules, regulating the Movement of Trains, are contained in Book of Rules for the Government of the Operating Department, a copy of which must be in possession of each employe in the Train Service while on duty.

This Time Table is in no case intended for the information of the public, nor as an advertisement of the time or hours of any train. The Company reserves the right to vary from it at pleasure. It is for the information of employes only.

L. W. BOWEN, Asst. Superintendent.
R. W. BRYAN, Superintendent.

J. M. GRUBER, Asst. Gen'l Superintendent.
F. E. WARD, General Superintendent.

ST. CLOUD AND FERGUS FALLS DIVISION--Main Line--St. Paul to Barnesville.

TRAINS GOING WEST.

TRAINS GOING WEST.																							
STATIONS.	Dist. from St. Paul.	Car Capacity of Siding															Telegraph Offices	Dist. from St. Paul.	STATIONS.				
			Third Class		Third Class		Third Class		Third Class		Second Class		First Class		First Class					First Class		First Class	
			No. 105	No. 103	No. 101	No. 129	No. 37	No. 131	No. 7	No. 3	No. 1	No. 105	No. 103	No. 101	No. 129	No. 37				No. 131	No. 7	No. 3	No. 1

SPECIAL RULES.

West Bound Trains are superior to East Bound Trains of the same class.

Yard Limit Boards have been placed in each direction from St. Cloud, Melrose, Alexandria, Fergus Falls, and east of Barnesville.
Trains will date from the time they are due to leave Terminal Stations.

Trains Nos. 131 and 32, will be continuous runs from Coon Creek Junction to Brook Park. Coon Creek Junction and Brook Park are terminal stations for these trains.
Trains Nos. 31 and 132 will be continuous runs from Brook Park to Coon Creek Junction. Brook Park and Coon Creek Junction are terminal stations for these trains.

The track from Anoka Station to and including the Mill Sidings west of Rum River will be considered as Anoka Yard.
Car capacities of sidings include passing, house and elevator tracks, and is based on 40 foot cars.
Conductors of all Trains will use short line time table of Terminals Division between Coon Creek Junction, Minneapolis and St. Paul, and be governed by its time and regulations. This time table is not to be used between those points.

No Side Track at Geneva Beach.
Freight Train No. 101 between Coon Creek Junction and Melrose, No. 102 between Melrose and Clearwater Junction, and Nos. 103 and 104 between Melrose and Barnesville, will carry passengers when provided with permits and proper transportation.

C. E. LEVERICH, Chief Train Dispatcher.

ST. CLOUD AND FERGUS FALLS DIVISION--Main Line--Barnesville to St. Paul.

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TRAINS GOING EAST.

TRAINS GOING EAST.																						
STATIONS.	Dist. from Barnesville.	Telegraph Offices	First Class		First Class		First Class		First Class		Third Class		Third Class		Third Class		Third Class				Tel. Calls.	STATIONS.
			No. 2		No. 4		No. 8		No. 132		No. 130		No. 102		No. 104		No. 106					
			Passenger		Passenger		Passenger		Passenger		Way Freight		Way Freight		Way Freight		Park Rapids Way Freight					
St. Paul	317.38	D N	5 40 PM Ar	2 30 PM Ar	7 30 AM Ar	10 05 AM Ar														A	St. Paul	
Minneapolis		D N	5 10 PM Ar	2 00 PM Ar	7 00 AM Ar	9 40 AM Ar														S	Minneapolis	
Coon Creek Jct.	196.50	D N	4 40 PM Ar			9 07 AM Ar	4 55 PM Ar													CK	Coon Creek Jc	
Anoka	5.73	D	4 32 PM Ar			8 58 AM Ar	4 32 PM Ar													CWTO	Anoka	
Itasca	7.01		4 21 PM Ar			8 44 AM Ar	3 30 PM Ar													IC	Itasca	
Elk River	4.83	D N	4 14 PM Ar			8 36 AM Ar	2 45 PM Ar													W VR	Elk River	
Baileys	4.89		4 04 PM Ar			Daily Ex. Sunday	Tue. Thur. & Sat														Baileys	
Big Lake	4.19	D	3 58 PM Ar																	W BI	Big Lake	
Becker	7.89		3 46 PM Ar																		Becker	
Clear Lake	7.04	D	3 35 PM Ar																	W RC	Clear Lake	
Haven	6.01		3 26 PM Ar																		Haven	
East St. Cloud	5.17		3 18 PM Ar																		East St. Cloud	
St. Cloud	1.48	D N	3 15 PM Ar	12 18 PM Ar	4 40 AM Ar	11 00 AM Ar														CWY O	St. Cloud	
St. Joseph	6.87	D	3 10 PM Ar	12 09 PM Ar	4 25 AM Ar	10 15 AM Ar														JO	St. Joseph	
Collegeville	2.77		2 53 PM Ar	12 06 PM Ar	4 20 AM Ar	9 55 AM Ar															Collegeville	
Avon	5.40	D	2 43 PM Ar	11 58 AM Ar	4 10 AM Ar	9 30 AM Ar														W VN	Avon	
Albany	6.05	D	2 31 PM Ar	11 48 AM Ar	3 57 AM Ar	8 52 AM Ar														BY	Albany	
Freeport	6.25	D	2 19 PM Ar	11 37 AM Ar	3 45 AM Ar	8 15 AM Ar														FR	Freeport	
Melrose	5.94	D N	2 07 PM Ar	11 27 AM Ar	3 35 AM Ar	7 35 AM Ar														SU	Melrose	
Melrose	108.98	D N	2 07 PM Ar	11 27 AM Ar	3 35 AM Ar	5 15 PM Ar	4 50 PM Ar													CW T	Melrose	
Sauk Centre	8.30	D N	1 50 PM Ar	11 08 AM Ar	3 15 AM Ar	4 30 PM Ar	4 20 PM Ar													STW OX	Sauk Centre	
West Union	7.80	D	1 33 PM Ar	10 57 AM Ar	3 00 AM Ar	3 40 PM Ar	Daily Ex. Sunday													WU	West Union	
Osakis	5.79	D	1 20 PM Ar	10 48 AM Ar	2 48 AM Ar	3 15 PM Ar														W KS	Osakis	
Nelson	5.71	D	12 51 PM Ar	10 40 AM Ar	2 37 AM Ar	2 40 PM Ar														N	Nelson	
Geneva Beach	2.49		12 41 PM Ar		2 32 AM Ar																Geneva Beach	
Alexandria	2.90	D N	12 35 PM Ar	10 31 AM Ar	2 26 AM Ar	2 08 PM Ar														CW	Alexandria	
Garfield	6.76		12 18 PM Ar	10 21 AM Ar	2 12 AM Ar	1 10 PM Ar														G	Garfield	
Brandon	5.69	D	12 02 PM Ar	10 12 AM Ar	2 00 AM Ar	12 30 PM Ar														BN	Brandon	
Evansville	5.15	D N	11 51 PM Ar	10 03 AM Ar	1 50 AM Ar	11 51 PM Ar														CW T	Evansville	
Melby	4.55		11 39 PM Ar			11 05 PM Ar															Melby	
Ashby	4.44	D	11 30 PM Ar	9 48 AM Ar	1 31 AM Ar	10 50 PM Ar														W B	Ashby	
Dalton	7.63	D	11 15 PM Ar	9 36 AM Ar	1 15 AM Ar	10 10 PM Ar														DA	Dalton	
Parkdale	6.09		11 02 PM Ar	9 25 AM Ar	1 02 AM Ar	9 40 PM Ar															Parkdale	
Fergus Falls	4.59	D N	10 52 PM Ar	9 18 AM Ar	12 50 AM Ar	9 18 PM Ar														CWTOX	Fergus Falls	
Carlisle	8.59		10 34 PM Ar	9 03 AM Ar	12 34 AM Ar	8 25 PM Ar														CA	Carlisle	
Rothsay	8.60	D	10 18 PM Ar	8 48 AM Ar	12 16 AM Ar	7 50 PM Ar														W RT	Rothsay	
Lawndale	6.56		10 03 PM Ar	8 37 AM Ar	12 02 AM Ar	7 20 PM Ar														Wn	Lawndale	
Barnesville	7.04	D N	9 50 AM Ar	8 25 AM Ar	11 50 PM Ar	6 45 AM Ar														CW T	Barnesville	
			Daily Except Sunday	Daily	Daily																	
			No. 2	No. 4	No. 8	No. 132	No. 130	No. 102	No. 104	No. 106												

SPECIAL RULES.

West Bound Trains are superior to East Bound Trains of the same class.

Wye switch at St. Cloud connecting Clearwater Branch and main line west of coal shed, will be kept set for Clearwater Branch.
 Registering stations: Coon Creek Junction, Elk River, St. Cloud, Melrose, Evansville and Barnesville.
 No. 105 will register arrival and No. 106 will register departure at Sauk Centre.
 Coon Creek Junction and Barnesville are terminal stations for trains Nos. 1 and 2.

Reformatory near St. Cloud will be a flag stop for Nos. 1 and 2.
 Coon Creek Junction, Melrose and Barnesville are terminal stations for freight trains.
 Clearwater Junction and Barnesville are terminal stations for trains Nos. 3, 4, 7 and 8.
 Melrose and Clearwater Junction are terminal stations for No. 102.
 Nos. 3 and 4 will register by card at Evansville.
 No side track at Collegeville.

The Track between East St. Cloud and Sauk Rapids is included in St. Cloud Yard Limits.
 Trains must run carefully between Elk River Junction and Elk River, looking out for Princeton Line trains; and between St. Cloud and St. Cloud Junction, looking out for trains of St. Cloud and Willmar Line, and between Sauk Center and Park Rapids Line Junction looking out for Park Rapids line trains.
 Coon Creek Jct. and Milaca are terminal stations for trains Nos. 129 and 130

Stop Boards are placed at N. P. Crossing 1/4 mile west of Sauk Centre and just east of Fergus Falls; also junction of Willmar Line near west end of St. Cloud yard and just west of Princeton Line junction, 1/4 mile west of Elk River.
 Nos. 3 and 4 will not observe stop boards at junction Willmar Line near west end St. Cloud yard. All other trains must govern their movements in accordance.

C. E. LEVERICH, Chief Train Dispatcher

PRINCETON BRANCH

[illegible]

West Bound Trains are superior to East Bound Trains of the same class.

Trains Nos. 129 and 130, between Anoka and Milaca, will carry passengers when provided with permits and proper transportation.

Trains must come to a full stop at stop-board within 300 feet of Junction at Elk River, and must run cautiously between Elk River and Elk River Junction, looking out for Main Line trains.

👉 Trains on Princeton Branch will register at Elk River and Milaca.

☞ West-bound trains must come to a full stop at stop-board for Milaca Junction, and all trains must run with extreme caution between Milaca and Milaca Junction.

➤ Junction Switch at Elk River Junction will be kept set for Main Line.

✎ Junction Switch at Milaca Junction will be kept set for Hinckley Branch

HINOKLEY BRANCH.

[illegible]

West Bound Trains are superior to East Bound Trains of the same class.

*All east-bound trains will come to a full stop at stop-board within 300 feet of Junction $\frac{1}{2}$ mile west of Milaca, and all trains will run with extreme care between Milaca and Milaca Junction.

Trains Nos. 127 and 128, between Brookpark and St. Cloud, will carry passengers when provided with permits and proper transportation.

 Trains will register at St. Cloud, Milaca and Brookpark.
 Stop-Boards at junction of Main Line and Hinckley Branch near East St. Cloud, and N. P. Crossing, East St. Cloud.

 Brookpark and St. Cloud are terminal stations for Nos. 127 and 128.
 Stop boards at Junction of Eastern Minn. Ry., at Brookpark.

☞ Junction Switch west of Milaca will be kept set for Hinekley Branch.

PELICAN RAPIDS BRANCH.

TRAINS GOING WEST.										STATIONS.										TRAINS GOING EAST.													
Second Class										Car Capacity of Sidings	Distances from St. Paul.											Second Class											
No. 137																						No. 138											
Mixed																						Mixed											
Pues., Thur. & Sat. 3 45 PM De										186.29	D N	Fergus Falls.... CWTOX										22.61	GS	s 9 00 AM Ar									
										186.50		East N.P. Junction..... 19										22.40											
s 3 50										186.59		West N.P. Junction..... 7.88										22.21	s	8 55									
s 4 25										33 194.57	D	Elizabeth 7.55										14.33	BE	s 8 25									
s 4 55										30 202.12		Erharts 6.78										6.78	s	7 50									
s 5 30 PM Ar										62 208.90	D	Pelican Rapids CWT										0.	P	s 7 20 AM De Pues., Thur. & Sat.									

Trains of Pelican Rapids Branch will register at Fergus Falls and Pelican Rapids. Conductors and Enginemen of these Trains must know that their way is clear between West N. P. Junction and East N. P. Junction, Fergus Falls, and must move only under the protection of a flag between those points.

C. E. LEVERICH, Chief Train Dispatcher

ST. CLOUD AND FERGUS FALLS DIVISION.

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CLEARWATER BRANCH.

TRAINS GOING WEST.				Car Capacity of Siding ^a	Distances from St. Paul.	STATIONS.	Distances from St. Cloud.	Telegraph Calls	TRAINS GOING EAST.					
First Class		First Class							First Class		First Class		Third Class	
No. 7		No. 3							No. 4		No. 8		No. 102	
Passenger		Passenger							Passenger		Passenger		Way Freight	
	Daily		Daily		10.44	D N .Minneapolis CWT	64.86	S	2 00	PM Ar	s 7 00	AM Ar	.....	.....
	9 00	PM Do	9 30	AM Do		1.56								
					12.00	D N .Clearwater Jct..	63.30	UD	1 55	PM Ar	s 6 55	AM Ar	s 5 15	PM Ar
	9 05	PM Do	9 35	AM Do		5.10								
	9 16	.....	9 45	.....	18	 Robbinsdale . X	58.20	. . .	1 45	.....	s 6 44	.....	f 4 55	.....
	9 16	.....	9 45	.....		6.52								
	9 29	.....	9 55	.....	33	D Osseo W	51.68	RS	1 36	.....	s 6 30	.....	s 4 27	.....
	9 29	.....	9 55	.....		4.26								
	9 38	.....		.....	27.88	 Maple Grove.....	47.42	.....			f 6 20	.....	f 4 02	.....
	9 38	.....		.....		4.74								
	9 47	.....	10 07	.....	27	 Rogers.....	42.68	.....	1 23	.....	s 6 10	.....	s 3 48	.....
	9 47	.....	10 07	.....		6.25								
	10 00	.....	10 17	.....	35	D ... St. Michaels.....	36.43	SA	1 14	.....	s 5 55	.....	s 3 22	.....
	10 00	.....	10 17	.....		8.42								
	10 17	s 10 31	.....	41	47.29	D ... Monticello .. W	28.01	MO	1 01	.....	s 5 40	.....	s 2 50	.....
	10 17	s 10 31	.....		7.50									
	f 10 32	.....	.....	35	54.79	..Silver Creek Siding ...	20.51	.....	.....		f 5 24	.....	f 2 19	.....
	f 10 32	.....	.....		2.21									
	10 37	.....	10 46	.....	41	 Hasty.....	18.30	.....	12 46	.....	s 5 19	.....	f 2 09	.....
	10 37	.....	10 46	.....		5.69								
	10 47	.....	10 54	.....	31	D ... Clearwater... W	12.61	CW	12 38	.....	s 5 08	.....	s 1 45	.....
	10 47	.....	10 54	.....		6.57								
	f 11 01	.....	11 04	.....	33	 St. Augusta.....	6.04	.....	12 28	.....	f 4 54	.....	f 1 10	.....
	f 11 01	.....	11 04	.....		6.04								
	11 15	PM Ar	11 13		75.30	D N .. St. Cloud ..CWO	0.	WA	12 20	PM Do	s 4 40	AM Do	s 12 45	PM Do
	11 15	PM Ar	11 13						Daily	PM Do	Daily	AM Do	Daily	PM Do
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East switch of Clearwater Branch Wye at St. Cloud will be kept set for Clearwater Branch Main Line. Wye switch at St. Cloud connecting Clearwater branch and main line west of coal shed will be kept set for Clearwater branch.

- Registering Stations at St. Cloud, Clearwater Junction and Minneapolis.
- No Side-Track at Maple Grove.
- All Trains will come to a full stop at Clearwater Junction, Terminal Division, near Elevator A, Minneapolis Yard. Conductors and Enginemen must provide themselves with Current Time Table of Terminal Division, and read carefully Special Rule in regard to Spring Park and Hutchinson Junction Trains. These trains must have an absolutely clear track within the time specified in this rule.
- Stop-Boards at Junction Switch of Main Line and Clearwater Branch, at St. Cloud, and at Soo Line Crossing $1\frac{1}{2}$ miles west of Robbinsdale.
- No. 102 will carry passengers when provided with freight train permits and proper transportation.
- Clearwater Junction and Barnesville are terminal stations for trains Nos. 3, 4, 7 and 8.
- Nos. 2 and 4 will register by card at Clearwater Junction.

ST. CLOUD AND WILLMAR BRANCH.

TRAINS GOING WEST.				Car Capacity of Sidings	Distances from St. Paul.	STATIONS.	Distance from Willmar.	Telegraph Calls.	TRAINS GOING EAST.					
Third Class		First Class							First Class		Third Class			
No. 111		No. 5							No. 6		No. 112			
Way Freight		Passenger							Passenger		Way Freight			
	Daily Ex. Sunday 8 30 AM Do	Daily Ex. Sunday 11 05 AM Do		.....	75.12	DN .. St. Cloud ..CWO .66	57.61	WA	s 3 15 PM Ar	s 8 20 PM Ar				
	s 8 35	11 07			75.78	.. St. Cloud Junct.. 2.60	56.95		3 10	s 8 10				
	f 8 46	11 12		11	78.38	O'Brien..... 6.97	54.35		3 04	f 8 00				
	s 9 10	s 11 24		110	85.35	Rockville..... 4.90	47.38	s	2 51	s 7 33				
	s 9 40	s 11 33		34	90.25	D ..Cold Springs. W 4.39	42.48	CG	s 2 42	s 7 10				
	s 10 15	s 11 43		110	94.64	D ....Torah..... 6.44	38.09	CH	s 2 33	s 6 45				
	s 10 45	s 11 54		42	101.08	D ....Roscoe..... 5.21	31.65	XN	s 2 21	s 6 20				
	s 11 25	s 12 04 PM		125	106.29	D ..Paynesville.. WX 5.52	26.44	SY	s 2 11	s 5 50				
	s 12 01 PM	s 12 16		42	111.81	Hawick..... 6.43	20.92	K	s 1 59	s 5 20				
	s 12 26 5 PM	s 12 26 PM 111		110	118.24	D ..New London..... 4.48	14.49	ND	s 1 49	s 5 00				
	s 1 40 Mt 6	s 12 35		105	122.72	D ....Spicer.... W 4.13	10.01	C	s 1 40 Mt 111	s 4 35				
		f 12 43			126.85	Grue..... 5.88	5.88		f 1 32					
	s 2 30 PM Ar	s 12 55 PM Ar Mt 6			122.78	DN ....Willmar..CWT	0.	W	s 1 20 PM Do Daily Ex. Sunday	s 3 45 PM Do Daily Ex. Sunday				

- Registering Stations at St. Cloud and Willmar. Trains must flag themselves between St. Cloud and St. Cloud Junction, keeping sharp lookout for Main Line trains.
- Trains will come to a full stop at stop-board before reaching switch at St. Cloud Junction; said switch, except when in use by trains of the St. Cloud and Willmar Line, will be kept set for Main Line.
- No side track at Grue.
- Willmar and Milaca are terminal stations for trains Nos. 5 and 6.
- Willmar and St. Cloud are terminal stations for trains Nos. 111 and 112.
- Trains Nos. 111 and 112, between St. Cloud and Willmar, will carry passengers when provided with permits and proper transportation.
- Interlocking signals govern crossing with Minneapolis, St. Paul, E. Saulte Ste Marie Railway at Paynesville. Signals on each side of crossing are located as follows: Distant signals 1500 feet, home signals 300 feet. A dwarf signal is located on transfer track 250 feet from connection switch of "Soo Line" main track. Derailing switch is located in transfer track 300 feet from Soo Line, main track switch.

West Bound Trains are superior to East Bound Trains of the same class.

- Clocks at Minneapolis Junction, Melrose and Barnesville are designated as standard clocks.
- Conductors and Enginemen starting from a terminal where there is no standard clock will upon arrival at a point where there is standard clock register as provided by rule 17 (a).

PARK RAPIDS BRANCH.

TRAINS GOING WEST.										TRAINS GOING EAST.									
				Car Capacity of Sidings	Distances from St. Paul.	STATIONS.	Distances from Cass Lake.	Telegraph Calls.	First Class		Third Class								
									No. 105		No. 109		No. 110		No. 106				
									Way Freight		Passenger		Passenger		Way Freight				
									Daily Ex Sunday 10 10 AM Do		Daily Ex Sunday 2 00 PM Do		s 1 00 PM Ar		3 45 PM Ar				
					116.70	DN .Sank Centre C W T O X	140.43	CN	s 1 00 PM Ar		3 45 PM Ar								
						9.91													
					126.61	Little Sank.....	130.52		s 12 35		f 2 45								
						3.97													
				20	130.58	Round Prairie.....	126.55		s 12 24		s 2 30	Mt 109							
						4.74													
				48	135.32	D Long Prairie... W	121.81	NE	s 12 12	Mt 105	s 2 00								
						7.83													
				34	143.15	D Browerville.....	113.98	VI	s 11 53		s 1 15	Mt 105							
						5.39													
				25	148.54	D Clarissa.....	108.59	X	s 11 40		s 12 55								
						4.68													
				42	153.22	D Eagle Bend...C W T	103.91	GD	s 11 29		s 12 30								
						7.47													
				10	160.69	D Bertha.....	96.44	BR	s 11 12		s 12 01 PM								
						4.06													
				33	164.75	D Hewitt.....	92.38	HW	s 11 01		s 11 30								
						8.14													
				122	172.89	D Wadena ... W X	84.24	WD	s 10 45	PM 106	s 10 45	110 PM							
						4.26													
				34	177.15	Leaf River.....	79.98		f 10 31		f 10 10								
						9.99													
				83	187.14	D Sebekra ... CW	69.99	SK	s 10 10		s 9 40								
						8.75													
				33	195.89	D Menahga.....	61.24	MH	s 9 53		s 9 07								
						4.17													
					300.06	Hurons.....	57.07		f 9 45		f 8 45								
						7.84													
				98	207.90	D Park Rapids..C W T	49.23	J	9 30		s 8 10								
						6.61													
				65	214.51	D Dorset.....	42.62		f 9 18		f 7 20								
						5.47													
				65	219.98	Nevis.....	37.15		f 9 06		f 7 00								
						6.08													
				65	226.06	D Akeley..... W	31.07	CK	s 8 52		s 6 35								
						9.50													
				65	235.56	D Walker..... X	21.57	K	s 8 30		s 5 35								
						5.17													
				65	240.73	D Leech Lake... W	16.40		f 8 20		f 5 05								
						6.81													
				65	247.57	Wilkinson.....	9.56		f 8 10		f 4 35								
						9.56													
					257.13	DN ..Cass Lake.....	0.	CS	7 50 AM Do	4 00 AM Do									
									Daily Ex. Sunday	Daily Ex. Sunday									

- West bound trains are superior to East bound trains of the same class.
- Registering Station at Sauk Centre and Cass Lake.
- Stop Boards at N. P. Crossing $\frac{1}{2}$ mile west of Sauk Centre.
- Cass Lake and Melrose are terminal stations for trains Nos. 105 and 106.
- Nos. 105 and 106 will carry passengers when provided with freight train permits and proper transportation.
- Trains of this line will flag themselves between Park Rapids Line Junction and Sauk Centre.
- Draw bridges located as follows: Kabekona River three (3) miles west of Walker, and at Steamboat River, one and one-half ($1\frac{1}{2}$) miles west of Wilkinson.
- B. & N. M. crossing one and one-half ($1\frac{1}{2}$) miles west of Walker.
- Cass Lake and Sauk Centre are terminal stations for 109 and 110.
- Trains of this line will flag themselves between West Main Line Wye Switch and Cass Lake.
- Yard limit board has been placed East of Cass Lake "Y."
- Interlocking signals govern crossing with Northern Pacific Railway at Wadena. Signals on each side of the crossing are located as follows: Distant signals 1500 feet, home signals 300 feet.

C. E. LEVERICH, Chief Train Dispatcher.

Capacity of Different Classes of Engines in Tons in Addition to Weight of Engine, Tender and Caboose.

STATIONS	Ruling Grade	20x26 180 Lbs	19x32 210 lbs.	19x26 180 Lbs	19x24 180 Lbs.	19x24 150 Lbs.	18x24 145 Lbs.	17x24 145 Lbs
Northtown Jct. to St. Cloud, E. Line.	.5	1800	2200	1600	1500	1300	1050	950
St. Cloud to Barnesville,	.6	1610	2000	1450	1350	1150	900	800
Barnesville to Evansville,	.6	1610	1950	1350	1250	1050	800	700
Evansville to Melrose,	.6	1780	2300	1600	1500	1300	1050	950
Melrose to St. Cloud,	.6	1850	2300	1700	1600	1375	1100	975
St. Cloud to Northtown Jct., E. Line,	.5	2000	2400	1850	1700	1475	1200	1075
St. Cloud to Sandstone,	.6	1700	2250	1600	1500	1300	1050	950
Sandstone to St. Cloud,	.6	1700	2250	1600	1500	1300	1050	950
St. Cloud to Willmar,	.6	1700	2250	1600	1500	1300	1050	950
Willmar to St. Cloud,	.6	1700	2250	1600	1500	1300	1050	950
Clearwater Jct. to St. Cloud, W. Line,	.8	1300	1850	1250	1150	950	700	600
St. Cloud to Clearwater Jct., W. Line,	.8	1300	1850	1250	1150	950	700	600
Sauk Centre to Cass Lake.	.8	1400	.....	1350	1250	1050	800	700
Cass Lake to Sauk Centre.	.66	1600	.....	1500	1400	1200	950	850
Elk River to Milaca,	.6	1610	.....	1500	1400	1200	950	850
Milaca to Elk River,	.6	1700	.....	1600	1500	1300	1050	950
Fergus Falls to Pelican Rapids,	1.0	1300		1200	1100	900	650	550
Pelican Rapids to Fergus Falls,	.8	1600		1500	1400	1200	950	850

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St. Cloud.....	Dr. W. L. Beebe and Dr. Gustave Schwyzer	Pelican Rapids	Dr. D. F. Rae
Melrose.....	Dr. P. A. Hilbert	Milaca.....	Dr. G. W. Nichols
Sauk Centre.....	Dr. J. A. Dubois	Mora.....	Dr. A. J. Lewis
Osakis.....	Dr. C. M. Long	Winckley.....	Dr. D. W. Cowan and Dr. E. L. Stephan
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Evansville.....	Dr. C. W. Meckstroth	Paynesville.....	Dr. G. P. Ferree
Fergus Falls.....	Dr. T. N. McLean	Eagle Bend.....	Dr. J. S. Tyler
Barnesville.....	Dr. F. H. Alexander	Monticello	Dr. R. F. Lynch
Long Prairie.....	Dr. C. R. Christie	Walker.....	Dr. F. L. Wilcox

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