

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

WILLMAR DIVISION.

TIME TABLE NO. 80

To Take Effect at Twelve-One (12:01) o'clock A. M.

Sunday, May 29, 1904.

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 Employee in 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 Employees only.

R. L. KNEBEL,
Assistant Superintendent.

L. W. BOWEN,
Superintendent.

E. L. BROWN,
Ass't Gen'l Superintendent.

GEORGE T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

WILLMAR DIVISION.—WAYZATA TO WILLMAR. **TRAINS GOING WEST**

STATIONS.	Distance from St. Paul	Second Class	Third Class											First Class	First Class	First Class	Car Capacity of Billings.	Water and Fuel Tons Scale	STATIONS.
		No. 217	No. 241											No. 3	No. 11	No. 9			
		Fast Freight	Local Freight											Passenger	Passenger	Passenger			
		Daily 10 15 PM De	Daily Ex. Sunday 8 00 AM De											Daily 5 00 PM De	Daily Ex. Sunday 8 25 AM De	Daily 7 55 PM De			
St. Paul.....	00																		St. Paul.....
10.44 Minneapolis.....	10.44													5 00 PM De	8 25 AM De	7 55 PM De			Minneapolis.....
12.48 Wayzata.....	22.92													5 00 PM De	10 00 AM De	8 25 PM De			Wayzata.....
4.05 Long Lake.....	26.38	8 05	8 25											5 00 PM De	10 00 AM De	8 25 PM De	90	W	Long Lake.....
4.73 Maple Plain.....	31.73	8 20	8 50											5 00 PM De	10 00 AM De	8 25 PM De	90	W	Maple Plain.....
5.71 Delano.....	38.44	8 40	9 20											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Delano.....
6.59 Montrose.....	45.03	4 02	10 05											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Montrose.....
7.77 Waverly.....	47.80	4 12	10 30											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Waverly.....
8.51 Howard Lake.....	49.11	4 30	11 10											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Howard Lake.....
9.55 Smith Lake.....	55.76	4 48	11 30											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Smith Lake.....
10.53 Cokato.....	59.11	5 00	11 55											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Cokato.....
11.57 Dassel.....	64.89	5 33 Mt 10	12 31 PM											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Dassel.....
12.57 Darwin.....	70.08	5 54	1 00											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Darwin.....
13.05 Litchfield.....	76.11	6 20	1 45											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Litchfield.....
14.07 Groove City.....	83.78	6 50	2 15											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Groove City.....
15.12 Atwater.....	88.90	7 10	2 36 Mt 2											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Atwater.....
16.42 Kandiyohi.....	96.32	7 40 Mt 242	3 25											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Kandiyohi.....
17.59 Willmar Yard.....	101.30	8 00 AM Ar	4 00 PM Ar											5 00 PM De	10 00 AM De	8 25 PM De	94	W	Willmar Yard.....
18.74 Willmar.....	102.05													5 00 PM De	10 00 AM De	8 25 PM De	94	W	Willmar.....

West Bound Trains are Superior to East Bound Trains of the same Class.

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

Standard clock is located at telegraph office at Willmar Passenger Depot and Willmar Yard Office. Conductors of freight trains, and Engineers running without Conductors, must register their arrival and departure at Wayzata and Willmar Yard Office. Conductors of passenger trains must register their arrival and departure at Wayzata and Willmar Passenger Depot. Conductors and Engineers of all trains using tracks between St. Paul and Wayzata must be governed by current Terminal Division time table governing movement of trains between those points.

Switch Engines must not occupy the main track against delayed Passenger trains except by special order or when protected by semaphore or flagman but this will not release Engineers of such trains from the strict observance of Rule 40. Car Capacity of sidings includes passing, house and elevator tracks, and is based on 40 foot cars. Wayzata and Willmar Yard are sidings for trains 217, 241, 242 and 243. Wayzata and Willmar Passenger Depot are Terminals for trains 3, 4, 9, 10, 11 and 12.

CAPACITY OF DIFFERENT CLASSES OF ENGINES

IN TONS

In Addition to Weight of Engine, Tender and Caboose.

Weather Rating { 1 When temperature is 20 above zero or over.
2 Very frosty or wet, zero to 20 above.
3 Zero to 10 below zero.
4 Below 10 below zero.

WILLMAR DIVISION.

STATIONS	Siding Cuts	19x32—210 lbs.				20x26—180 lbs.				19x26—180 lbs.				19x24—180 lbs.				19x24—150 lbs.				18x24—145 lbs.				17x24—145 lbs.			
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
		1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
Minneapolis to Willmar..	.6	2000	1800	1800	1500	1700	1530	1380	1275	1460	1314	1168	1095	1420	1278	1136	1065	1200	1080	960	900	900	810	720	675	820	738	656	615
Willmar to Minneapolis..	.6	2100	1890	1680	1575	1700	1530	1380	1275	1590	1377	1224	1147	1420	1278	1136	1065	1200	1080	960	900	900	810	720	675	820	738	656	615

A. M. DEVERELL, Chief Train Dispatcher.

3

West Bound Trains are Superior to East Bound Trains of the Same Class.
Freight trains Nos. 241 and 243 carry passengers when provided with tickets and Freight Train Permit.
Yours Lumber house located west of Wagona, Delano and Duessel and east of Wilmar. All trains will run
within the limits prescribed thereby, expecting to find main track occupied.
All trains will reduce speed to 15 miles an hour over filled bridge No. 33 one mile west of Long Lake.

COMPANY SURGEONS.

[illegible]

ANDERSON BROS., - - - - - WILLMAR
S. JACOBS & CO., 518-520 Nicollet Ave., - - - - - MINNEAPOLIS

NOTE:—Empty flat and coal cars must be hauled behind all loaded cars and empty box, stock or refrigerator cars.