

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

WILLMAR DIVISION

TIME TABLE No. 100

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

SUNDAY, FEBRUARY 28, 1909.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

C. S. STEWART, Superintendent.

W. D. SCOTT, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst General Manager.

J. M. GRUBER, General Manager.

							THIRD CLASS.	SECOND CLASS.				FIRST CLASS.					Capacity of Side Tracks		Distances From St. Paul.	TIME TABLE No. 100.	
							571	417	409	403	401	31	21	13	9	3	Passing Tracks.	Other Tracks.		IN EFFECT FEBRUARY 28, 1909.	
							Local Freight	Time Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger				STATIONS.	
							Leave Daily Ex Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily					
								4.30 AM	10.00 PM	12.01 AM	7.45 PM		6.05 PM	9.20 AM	7.30 PM	10.20 PM			.00	ST. PAUL.....A	
													6.30 6.35 PM	9.55 AM	7.55 8.08 PM	10.52 PM		10.44	10.44	MINNEAPOLIS.....KA	
TRAINS BETWEEN ST. PAUL AND LONG LAKE WILL BE GOVERNED BY																					
							s 10 7.00 AM	8.30 AM	2.15 AM	404 3.45 AM	402 11.10 PM		s 7.10 PM	10.30 AM	s 8.41 PM	402 11.28 PM	104	14	26.98	DN16.54 LONG LAKE.....ON	
							s 7.35	8.50	2.30	4.00	11.25		s 7.20	s 10.41	8.50	11.37	92	30	31.73	D.....4.75 MAPLE PLAIN.....MA	
							s 8.20	22 9.20	404 2.50	4.25	3 11.48		s 7.34	s 10.55	9.00	401 11.48	176	60	38.44	DN.....6.71 DELANO.....DA	
							s 22 9.03	9.40	3.15	4.50	12.15 AM		s 7.50	s 11.10	9.13	11.59	88	27	45.03	D.....6.59 MONTROSE.....MO	
							s 9.30	9.48	3.23	4 5.09	12.25		s 8.00	s 11.18	402 9.20	12.04 AM	88	49	47.80	D.....2.77 WAVERLY.....WY	
							s 417 10.03	571 10.03	3.40	5.31	12.43		s 8.12	s 11.32	9.29	12.13	177	76	53.11	D.....5.31 HOWARD LAKE.....RD	
							s 572 11.05	10.23	3.55	10 5.49	1.05		s 402 8.18	s 572 11.40	9.34	12.18	88	49	55.76	DN.....2.65 SMITH LAKE.....SY	
							s 11.30	572 10.40	4.05	6.05	404 1.20		s 8.27	s 11.50	9.40	12.23	91	44	59.11	D.....3.35 COKATO.....CT	
							s 410-13 12.03 PM	11.05	4 4.30	6.30	1.38		s 8.40	s 571-410 12.03 PM	9.51	12.34	177	57	64.89	D.....5.78 DASSEL.....DS	
							s 12.25	410 11.30	4.45	6.45	1.51		s 8.51	s 12.16	10.02	404 12.43	88	38	70.06	D.....5.17 DARWIN.....DN	
							s 1.20	11.48	10 5.10	7.10	2.15		s 9.05	s 12.34	s 10.20	s 12.53	188	110	76.11	DN.....6.05 LITCHFIELD.....FD	
							s 1.50	12.15 PM	5.40	22 7.45	2.38		s 9.21	s 12.49	10.33	1.06	96	79	83.78	D.....7.67 GROVE CITY.....G	
							s 2.15	12.33	6.05	572 8.05	2.55		s 9.32	s 1.00	10.42	1.14	175	87	88.90	DN.....5.12 ATWATER.....WR	
							s 14 2.45	1.00	6.35	8.25	4 3.26		s 9.47	s 1.15	404 10.54	1.28	88	31	96.32	D.....7.42 KANDIYOHI.....B	
							3.05	1.15	6.50	8.40	3.55	1.32 PM	9.55	1.22	11.03	1.35			100.85	4.53 ST. CLOUD LINE JUNCTION.....	
							3.10 PM	13-31 1.25 PM	572-22 7.00 AM	8.45 AM	4.00 AM	417 1.35 PM	404 10.00 PM	417 1.30 PM	11.10 PM	1.40 AM	1500	102.05	DN-R.....1.2 WILLMAR.....WD		
							Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
							571	417	409	403	401	31	21	13	9	3					
							8.10 9.8	4.55 15.2	4.45 15.8	5.00 15.1	4.50 15.5	.03 21.0	2.50 26.5	3.00 25.0	2.29 30.2	2.12 34.1				Time Over District. Average Speed Per Hour.	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will reduce speed to 10 miles an hour over filled bridge No. 30, one (1) mile west of Long Lake, and over sink hole 1 1/4 miles east of Maple Plain.

A derail switch is located on east end of House track at Grove City.

Trains will stop at stop board two hundred feet east of St. Cloud Line Junction, and know the way is clear before proceeding.

Yard limit board is located 3500 feet east of east switch, Willmar yard.

Train No. 3 will register by Card at Long Lake and slow down so operator can hand up Terminal Clearance.

INITIAL STATIONS.

Long Lake.....for trains 3, 9, 13, 21, 31, 401, 403, 409, 417 and 571.

St. Cloud Line Jct. " " 31.

There are lap passing tracks at the following stations: Howard Lake, Dassel and Litchfield. When necessary to take siding at Howard Lake, Dassel or Litchfield, west bound trains will occupy passing track on north side of main line. Double passing tracks at Delano and Atwater. West bound trains will occupy track No. 1, when necessary to take siding.

The switch at St. Cloud Line Junction will be set and locked for Willmar division main line.

Bulletin boards are located at Long Lake and Willmar.

No. 571 may carry passengers when provided with transportation and freight train permits.

TERMINAL STATIONS.

Willmar.....for trains 3, 9, 13, 21, 31, 401, 403, 409, 417 and 571.

TIME TABLE No. 100. IN EFFECT FEBRUARY 28, 1909.		Distance From Willmar.	Water, Coal, Wye, Turntables and Scales.	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.							
				4	10	14	22	32	402	404	410	572							
				Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Local Stock	Time Freight	Local Freight							
				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday							
STATIONS.																			
.....ST. PAUL.....A		102.05	WCOY	7.15Am	8.00Am	6.30Pm	10.55Am		1.25Am	6.00Am	6.25Pm								
10.44MINNEAPOLIS.....KA		91.61	Y	6.40Am	7.35 7.25Am	6.05Pm	10.30 10.25Am												

TERMINAL DIVISION TIME TABLE																			
DN.....	3.09 LONG LAKE.....ON.	75.07		5.55Am	571 6.50Am	5.20Pm	9.48Am		401-3 11.10Pm	403 3.45Am	4.08Pm	2.40Pm							
D.....	4.75 MAPLE PLAIN.....MA	70.32		5.43	6.38	s 5.08	s 9.34		10.45	3.25	3.30	s 2.20							
DN.....	6.71 DELANO.....DA	63.61	W	s 5.30	6.26	s 4.53	s 9.20		10.05	409 2.50	3.45	s 1.50							
D.....	6.59 MONTROSE.....MO	57.02		5.16	6.11	s 4.39	s 9.03		9.35	2.20	2.10	s 1.10							
D.....	2.77 WAVERLY.....WY	54.25		403 5.09	6.05	s 4.34	s 8.57		9 9.20	2.10	1.50	s 12.50							
D.....	5.31 HOWARD LAKE.....RD	48.94		4.56	5.55	s 4.23	s 8.46		8.45	1.50	1.20	s 12.18Pm							
DN.....	2.65 SMITH LAKE.....SY	46.20	WC	4.48	403 5.49	s 4.15	s 8.40		21 8.13	1.35	1.05	s 11.40 13 11.05 571							
D.....	3.35 COKATO.....CT	42.04		4.41	5.43	s 4.07	s 8.33		8.05	401 1.20	12.40	s 417 10.40							
D.....	5.78 DASSEL.....DS	37.16	W	409 4.30	5.32	s 3.54	s 8.22		7.45	1.00	571-13 12.03Pm	s 10.05							
D.....	5.17 DARWIN.....DN	31.00		4.18	5.22	s 3.42	s 8.12		7.25	3 12.43	417 11.30	s 9.35							
DN.....	6.05 LITCHFIELD.....FD	25.94	W	s 4.05	409 5.10	s 3.30	s 8.00		7.00	12.05Am	11.05	s 9.10							
D.....	7.07 GROVE CITY.....G	18.27		3.51	4.53	s 3.10	s 7.45		6.25	11.40	10.40	s 8.30							
DN.....	5.12 ATWATER.....WR	13.15	W	3.41	4.45	s 3.00	s 7.30		5.55	11.20	10.25	s 403 8.05							
D.....	7.42 KANDIYOHL.....B	4.57		401 3.26	4.33	s 2.45	s 7.12		5.20	9 10.54	10.00	s 7.30							
.....	4.53 ST. CLOUD LINE JUNCTION.....	1.2		3.16	4.24	2.32	7.02	2.37Pm	5.02	10.17	9.42	7.12							
DN-R.....	1.2 WILLMAR.....WD	.00	WCTO	3.10Am	4.20Am	2.30Pm	409-572 7.00AM	2.35Pm	5.00Pm	21 10.15Pm	9.40Am	409-22 7.10Am							
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily	Leave Daily Ex. Sunday							
				4	10	14	22	32	402	404	410	572							
Time Over District. Average Speed Per Hour.				2.45 28.0	2.30 30.0	2.50 26.5	2.45 27.4	.02 30.00	6.10 12.2	5.30 13.6	6.28 11.6	7.30 9.8							

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

No. 572 may carry passengers when provided with transportation and freight train permits.

See page 2 for lap and double passing tracks. When necessary to take siding, east bound trains will occupy the passing track on south side of main line at Litchfield, Dassel and Howard Lake. At Atwater and Delano east bound trains will occupy passing track No. 2.

INITIAL STATIONS.

Willmar.....for trains 4, 10, 14, 22, 32, 402, 404, 410 and 572.

All trains will register at Willmar and Long Lake.

At Willmar register for freight trains is in Dispatcher's office and for passenger trains at Freight office, 8 a. m. to 8 p. m., and at Ticket office in passenger station 8 p. m. to 8 a. m.

TERMINAL STATIONS.

Long Lake.....for trains 4, 10, 14, 22, 402, 404, 410 and 572.
St. Cloud Line Jct. " " 32.

THIRD CLASS.				SECOND CLASS.						FIRST CLASS.						Capacity of Side Tracks		Distance From Willmar.	TIME TABLE No. 100. IN EFFECT FEBRUARY 28, 1909.	
	339	587	593 (B.V. Line 596)	417	409	403	401	335 (Aberd'n L. 336)	329	187 (B. V. Line 180)	183 (Aberd'n L. 192)	185	13	9	3	Passing Tracks.	Other Tracks.			
	Freight Leave Tues. Thur. and Sat.	Local Freight Leave Daily Ex. Sunday	Mixed Leave Daily Ex. Sunday	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Time Freight Leave Daily	Mixed Leave Daily Ex. Sunday	Mixed Leave Daily Ex. Sunday	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily	Passenger Leave Daily					
		6.30Am		13 2.30Pm	8.15Am	9.15Am	4.45Am						417 2.25Pm	11.15Pm	1.45Am		1500	DN-R.....WILLMAR.....W		
																		0.4WILLMAR & S. F. RY. JCT.....		
	s 6.55			402 2.50	8.35	9.40	5.10						s 402 2.38	11.30	1.57	87	30	6.6 D.....PENNOCK.....K		
	s 7.25			3.10	8.55	10.16	5.32						s 2.51	s 11.45	2.09	174	67	14. DN.....KERKHOVEN.....H		
	s 7.50			3.22	9.10	10.28	5.45						s 3.00	s 11.56	2.16	87	45	18.4 D.....MURDOCK.....CK		
	s 8.15			3.34	9.25	10.39	6.00						s 3.09	f 12.05Am	2.24	85	49	23.1 D.....DE GRAFF.....DG		
	s 9.00			588 4.00	9.48	11.00	6.25		10.30Am			13 3.35Pm	s 185-588 3.27	s 12.25	s 2.37	172	192	30.4 DN-R.....BENSON.....BN		
									s 10.35Am			3.40Pm						31.3WATERTOWN LINE JCT..E.H.B		
	s 9.38			4.15	10.20	11.15	6.45						s 3.39	12.37	2.47	87	30	36.1 D.....CLONTARF.....CF		
	s 10.00			4.30	10.40	402 11.35	7.05						3.50	12.48	10 2.56	87	20	41.9HYNES.....		
	402-409 s 11.00			4.45	402-587 11.00	14 11.57	7.25						s 4.02	s 1.00	3.05	175	89	46.4 D.....HANCOCK.....NC		
			4.15Pm							11.15Am								54.2BROWNS VALLEY LINE JCT.W.H.B.		
	14-11.40 58812.40Pm		13-188 4.25Pm	404 5.15	1411.30 58811.45	588 12.45Pm	8.00			14-409 11.20Am			4.15 4.25 593	s 4 1.24	s 3.20	169	211	55.2 DN-R.....MORRIS.....MR		
	s 403 1.20			6.00	12.15Pm	587 1.20	8.25						s 404 4.41	s 1.35	3.34	87	44	63.4 D.....DONNELLY.....DY		
	s 2.00			6.30	12.40	1.45	8.40						f 4.53	1.45	3.44	88	29	69.2MOOSE ISLAND.....		
	s 2.40			7.00	1.05	2.05	9.02						s 5.05	s 10 1.55	3.54	88	56	73.8 DN.....HERMAN.....HN		
	s 404 3.20			7.25	1.30	2.30	588 9.25						s 5.17	2.04	4.01	87	40	78.7 D.....NORCROSS.....RC		
	s 3.40			7.45	2.00	404 2.55	9.50						f 5.29	2.14	4.10	83	30	85.2CHARLESVILLE.....		
																		90.0EVANSVILLE LINE JCT.....		
	5.00Pm	s 4.10		8.10	404 2.30	3.20	14 10.25						s 5.40	s 2.24	4.20	176	64	90.2 DN.....TINTAH.....QN		
																		92.4M. ST. P. & S. S. M. RY. CRS'G.....		
																	18	94.5YARMOUTH.....		
	5.15	4.25		8.30	2.50	3.30	10.45	1.40Pm			12.06Am		5.49	2.33	4.29			94.9ABERDEEN LINE JCT....W.H.B		
	5.25	s 4.40		8.40	3.00	3.45	10.55	s 404 1.50			s 12.11 12.20 4		s 5.55	s 184 2.40	4.34	88	149	97.4 DN.....CAMPBELL.....CB		
	5.50	s 5.10		9.05	3.30	4.15	11.15	s 2.15			s 12.30		s 6.10	f 3.00	4.45	85	28	104.5 D.....DORAN.....DO		
																		111.1N. P. RY. CROSS'G.....		
	6.10Pm	5.40Pm		9.30Pm	4.15Pm	4.45Pm	11.45Am	2.45Pm			10 12.40Am		6.25Pm	3.15Am	402 4.55Am	1200	112.	DN-R.....BRECKENRIDGE.....BR		
	Arrive Tues. Thur. and Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily					
	339	587	593	417	409	403	401	335	329	187	183	185	13	9	3					
	1.10 18.7	11.10 10.1	.10 6.0	7.00 16.0	8.00 14.0	7.30 14.9	7.00 16.0	1.05 15.7	.05 11.0	.05 12.0	0.34 28.0	.02 27.3	4.00 28.0	4.00 28.0	3.10 35.4			Time Over District. Average Speed Per Hour		

Nos. 4 AND 10 HAVE RIGHT OVER No. 183, BRECKENRIDGE TO ABERDEEN LINE JUNCTION.

The two east freight lead switches and switch at the Great Northern end of Northern Pacific transfer track just west of Northern Pacific crossing in the east end of Breckenridge yard are connected with the interlocking plant and operated from the tower. The following whistle signals will be given by trains approaching the interlocking plant to indicate to the towerman what track they are on if east bound and which track they wish to use if west bound:

WEST BOUND TRAINS APPROACHING THE CROSSING WILL GIVE

One long whistle if wishing to enter Breckenridge by main line.
One long and one short whistle for the south freight lead.
Two long and one short whistle for the north freight lead.
The switch at the Northern Pacific end of the Northern Pacific transfer track is not connected with the interlocking plant.
All trains will register at Willmar, Benson, Morris, Campbell and Breckenridge. Aberdeen Line trains will register at Aberdeen Line Junction and Campbell.
Nos. 3, 401 and 403 may register by card at Campbell.

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Nos. 339 and 340 will register at Tintah.
Trains will come to a full stop at Willmar and Sioux Falls Ry. Junction west of Willmar.
Main line trains will not be required to stop for junction at Aberdeen Line Junction, but must reduce speed to ten (10) miles per hour and know that track is clear before proceeding. Aberdeen Line trains must protect themselves before occupying main line.
Watertown Line Junction, Browns Valley Line Junction and Evansville Line Junction at Tintah are connected with the main line within yard limits. Main Line trains will reduce speed to six miles per hour and know that track is clear before proceeding. Branch line trains must protect themselves before entering on main line.
Lap passing tracks located at Kerkhoven and Hancock. West bound trains will occupy the north passing track at Kerkhoven and the south track at Hancock when necessary for them to take siding.
Junction switches at Watertown Line Junction, Browns Valley Line Junction, Tintah and Evansville Line Junction and Aberdeen Line Junction will be kept set for the main line.
Nos. 339, 340, 587 and 588 may carry passengers when provided with transportation and freight train permits.
Double passing tracks at Benson, Morris, Tintah and Campbell. Track No. 1 will be used by west bound trains when taking siding.

Yard limit boards are located 3690 feet west of west switch at Willmar and 3500 feet east of east switch at Breckenridge.
No. 339 will stop at Campbell and Doran to let off passengers from Tintah-Evansville line.
Westbound trains will get an order at Morris, Herman or Tintah to clear them at Aberdeen Line Jct. against Superior trains. When an order cannot be procured they must stop and check register at Aberdeen Line Junction. Dispatchers telephone is located in register booth at West Wye switch.
All Aberdeen Line trains must call Dispatcher Willmar and get clearance before occupying main line.

INITIAL STATIONS.

Willmar.....for trains 3, 9, 13, 401, 403, 409, 417 and 587.
Benson....." " 185 and 329.
Browns Valley Line Junction....." " 187 and 593.
Tintah....." " 339.
Aberdeen Line Junction....." " 183 and 335.

TERMINAL STATIONS.

Breckenridge.....for trains 3, 9, 13, 183, 335, 401, 403, 409, 417, 587 and 339.
Watertown Line Junction....." " 185 and 329.
Morris....." " 187 and 593.

SECOND DISTRICT—WILLMAR AND BRECKENRIDGE.

EAST BOUND. 5

TIME TABLE No. 100.			Distance From Breckenridge.	Water, Coal, Wye, Turn Table and Scales.	FIRST CLASS.						SECOND CLASS.					THIRD CLASS.					
STATIONS.					4	10	14	186	184 (Aberd'n L. 191)	188 (B. V. Line 189)	330	336 (Aberd'n L. 335)	402	404	594 (B. V. Line 595)	588	340				
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed	Mixed	Time Freight	Local Stock	Mixed	Local Freight	Freight				
					Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday				
DN-R.....WILLMAR.....W			112.00	OTCW	3.05Am	4.15Am	1.40Pm						3.15Pm	9.00Pm		6.00Pm					
.....0.4WILLMAR & S. F. RY. JCT.....			111.6																		
D.....6.2PENNOCK.....K			105.4		2 53	4.04	s 1.25					2.50 13- 2.38 417	8.35		s 5.40						
DN.....7.4KERKHOVEN.....H			98.0	W	2.41	s 3.53	s 1.10					2.05	8.15		s 5.10						
D.....4.4MURDOCK.....CK			93.6		s 2.38	3.43	s 12.57					1.40	8.00		s 4.50						
D.....4.7DE GRAFF.....DG			89.		2 24	3.34	s 12.49					1.25	7.45		s 4.30						
DN-R.....7.3BENSON.....BN			81.6	W	2.11	s 3.20	s 186-402 12.35	402 12.20Pm		6.30Pm		14-12.40 186 12.15 PM	7.15		417 4.00 13 2.35 185						
.....0.9WATERTOWN LINE JCT.. (E. H. B)			80.7	Y				12.10Pm		6.15Pm											
D.....4.8CLONTARF.....CF			75.8		2.01	3.05	s 12.17					11.55	6.35		s 2.15						
.....5.8HYNES.....			70.0		1.52	2.56	12.07Pm					403 11.35	6.15		s 1.55						
DN.....4.4HANCOCK.....NC			65.6		1.43	s 2.46	s 403 11.57					409-587 11.00	5.55		s 1.35						
.....7.8BROWN'S VALLEY LINE JCT. (WHB)			57.8	Y					4.35 PM					7.05Am							
DN-R.....1.MORRIS.....MR			56.8	CW	9 1.24	s 2.32	409 11.40 187 11.30 587		13-593 4.30Pm			10.10	417 5.15	7.00Am	587 409-403 12.50Pm 11.45						
D.....8.2DONNELLY.....DY			48.6		1.13	s 2.17	s 588 11.17					9.20	13 4.41		s 11.17						
.....5.8MOOSE ISLAND.....			42.8		1.03	2.07	f 11.06					401 8.40	4.10		s 10.25						
DN.....4.6HERMAN.....HN			38.1	W	12.54	s 9 1.55	s 10.57					8.10	3.45		s 10.05						
D.....4.9NORCROSS.....RC			33.2		12.45	1.41	s 10.46					7.45	587 3.20		s 401 9.25						
.....6.5CHARLESVILLE.....			26.8		12.34	1.31	f 10.34					7.10	403 2.55		s 9.00						
.....4.8EVANSVILLE LINE JCT.....			22.0																		
DN.....0.2TINTAH.....QN			21.8	W	12.25	s 1.20	s 401 10.25					6.45	409 2.30		s 8.35	401-14 10.00Am					
.....2.1M. ST. P. & S. S. M. RY. CROS'G.....			19.6																		
.....2.1YARMOUTH.....			17.5																		
.....0.4ABERDEEN LINE JCT. (W. H. B)			17.1	Y	12.17	1.11	10.10	2 55Am			7.45Am	6.12	2.05		8.10	9.45					
DN.....2.5CAMPBELL.....CB			14.6	O	183 12.11 AM	s 1.07	s 10.03	s 2.50 2.35 9			s 7.35	6.00	335 1.50		s 7.55	9.35					
D.....7.1DORAN.....DO			7.4		11.58	f 12.55	s 9.50	s 2.28			s 7.17	5.30	1.25		s 7.30	9.10					
.....6.5N. P. RY. CROSSING.....			.9																		
DN-R.....0.9BRECKENRIDGE.....BR				WCT	11.45Pm	183 12.40Am	9.35Am	2.10Am			7.00Am	3 4.55Am	1.05Pm		7.05Am	8.45Am					
					Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues. Thur. and Sat.					
					4	10	14	186	184	188	330	336	402	404	594	588	340				
Time Over District..					3.20	3.35	4.05	.10	0.45	.05	.15	.45	10.20	7.55	.05	10.55	1.15				
Average Speed Per Hour.					33.1	31.3	27.4	6.0	24.3	12.0	4.0	22.6	10.8	14.2	12.0	10.2	17.4				

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF SAME CLASS.

1500 feet east of east "Y" switch, Browns Valley Line Jct., east of Morris, a Semaphore signal is located for the protection of trains and engines using main track switches. Arm raised horizontally indicates main track switches are being used, and trains must come to a full stop before passing Semaphore, and will not proceed until Semaphore arm is dropped. Semaphore arm must invariably be raised before switches are changed from main track. Trains or engines using main track switches, Browns Valley "Y" between the hours of seven (7) p. m. and six (6) a. m. must protect themselves fully by flagman. Semaphore east of east "Y" switch, Browns Valley Junction, is for protection against west bound trains only, and must not be used between the hours of seven (7) p. m. and six (6) a. m.

See page 4 for location of lap and double sidings. East bound trains will occupy north passing track at Hancock and south passing track at Kerkhoven when necessary to take siding. At points where double passing tracks are located, track No. 2 will be occupied by east bound trains, when necessary to take siding.

No. 4 AND No. 10 HAVE RIGHT OVER No. 183 BRECKENRIDGE TO ABERDEEN LINE JCT.

Main line trains must run carefully between Morris and Junction of Browns Valley Line with train under control, looking out for branch trains, and the same within Benson yard limit boards, looking out for trains from the Watertown line.

The crossings of the Soo Line, two miles west of Tintah and of the Northern Pacific Ry., just east of Breckenridge, are protected by interlocking plants and semaphores.

No. 340 will stop on flag at Doran and Campbell for passengers to Tintah-Evansville line points. East Bound Trains leaving Breckenridge will give

One long whistle if on main line.

One long and one short whistle if on south freight lead.

Two long and one short whistle if on north freight lead.

Three long and one short whistle if wishing to use Northern Pacific transfer track.

INITIAL STATIONS.

Breckenridge..... for trains 4, 10, 14, 184, 336, 402, 404, 588, 340.

Morris..... " " 188, 594.

Watertown Line Jct.. " " 186, 330.

TERMINAL STATIONS.

Willmar..... for trains 4, 10, 14, 402, 404, 588.

Benson..... " " 186, 330.

Brown's Valley Line Jct. " " 188, 594.

Tintah..... " " 340.

Aberdeen Line Jct..... " " 184, 336.

			SECOND CLASS.			FIRST CLASS.			Capacity of Side Tracks		TIME TABLE No. 100. IN EFFECT FEBRUARY 28, 1909.				FIRST CLASS.		SECOND CLASS.					
			329			185			Passing Tracks. Other Tracks.		Distance From Benson.				186		330					
			Mixed Leave Daily Ex. Sunday			Passenger Leave Daily Ex. Sunday							STATIONS.		Passenger Arrive Daily Ex. Sunday		Mixed Arrive Daily Ex. Sunday					
			10.30Am		13 3.35Pm	172	192		DN-R..... BENSON..... BN	92.1	WC		14 12.20Pm		6.30Pm							
			s 10.35		s 3.40			0.9	 JUNCTION.....	91.2	Y		s 12.10Pm		s 6.15							
			s 11.00		s 3.54		39	8.0	 DANVERS..... DR	84.1			s 11.54		s 5.40							
			186 s 11.40		s 4.10		39	15.9	 HOLLOWAY..... HO	76.2			329 s 11.40		s 5.05							
			s 12.45Pm		330 s 4.25	57	40	22.0	D..... APPLETON..... AU	70.1	W		s 11.25		s 185 4.25							
								22.8	 C. M. & ST. P. RY. CROSSING.....	69.3												
			s 1.30		s 4.42		39	30.7	 LOUISBURG..... BG	61.4			s 11.02		s 3.45							
			s 2.15		s 4.55	52	20	37.2	D..... BELLINGHAM..... BA	54.9	W		s 10.48		s 3.15							
			330 s 2.45		s 5.14		39	46.4	 NASSAU..... NS	45.7			s 10.28		s 329 2.45							
			s 3.40		s 5.30		34	51.9	D..... ALBEE..... D	40.2	C		s 10.16		s 2.20							
			s 4.25		s 5.44		38	58.1	D..... LA BOLT..... BO	34.0	W		s 10.02		s 1.50							
			s 5.15		s 6.01		18	65.7	 STOCKHOLM..... SK	26.4			s 9.45		s 1.20							
			s 6.05		s 6.16	52	20	73.0	 SOUTH SHORE..... VR	19.1	W		s 9.31		s 12.50							
			185 s 6.29		329 f 6.29		35	78.9	 FORESTVILLE..... FR	13.2		f	9.18		s 12.20Pm							
			s 7.00		f 6.44		39	86.2	 RAUVILLE..... SX	5.9		f	9.03		s 11.55							
									 M. & ST. L. RY. CROSSING.....													
								91.9	 C. & N. W. RY. CROSSING.....	0.2												
			7.30Pm		7.00Pm	57	19	92.1	D-R..... WATERTOWN..... WN		WCT		8.50Am		11.30Am							
			Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday		Leave Daily Ex. Sunday							
			329		185								186		330							
			9.00 10.2		3.25 26.9				Time Over District. Average Speed per Hour				3.30 26.2		7.0 13.1							

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF SAME CLASS.

Trains will come to a full stop at Stop Board west of the Junction Switch west of Benson, and see that the way is clear before coming out on to Main Line, and must flag very carefully within Benson yard limits, expecting to find Main Track occupied. Junction Switch will be kept set for Main Line.

INITIAL STATIONS.

Benson...for trains 185, 329.
Watertown " " 186, 330.

TERMINAL STATIONS.

Benson...for trains 186, 330.
Watertown " " 185, 329.

Trains will come to a full stop at following railroad crossings and know that track is clear before proceeding: Crossing of C. M. & St. P. Ry., near Appleton; crossing of C. & N.-W. Ry. and M. & St. L. Ry., near Watertown.
All trains will register at Benson and Watertown.

SECOND CLASS					FIRST CLASS		Capacity of Side Tracks		TIME TABLE No. 100. IN EFFECT FEB. 28, 1909.		FIRST CLASS.		SECOND CLASS							
331					185		Passing Tracks.	Other Tracks.	Distance From Watertown.	STATIONS.	Distance From Huron.	Water, Coal, Wyes, Turn Table, and Scales.	186		332					
Mixed					Passenger								Passenger		Mixed		Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday	
Leave Daily Ex. Sunday					Leave Daily Ex. Sunday								Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday					
				186 8.45Am		7.05Pm	57	19		D-R.....WATERTOWN.....WN	69.5	WCT	331 8.45Am		10.10Am					
				s 332 9.25		f 7.25		39	9.8	9.8GROVER.....GR	59.7		f 8.23		s 331 9.25					
				s 9.50		s 7.40		42	16.2	D.....6.4HAZEL.....HI	53.3		s 8.09		s 8.50					
									21.7	5.5WATER TANK.....	47.8	W								
									23.1	1.4C. M. & ST. P. RY. CROSS'G.....	46.4									
				s 10.25		s 7.58		41	23.6	D.....0.5VIENNA.....VN	45.0		s 7.52		s 8.20					
				s 11.05		s 8.16		40	32.0	D.....8.4WILLOW LAKES.....WK	37.5		s 7.35		s 7.45					
				s 11.55		s 8.42		40	44.1	12.1BANCROFT.....BF	25.4		s 332 7.09		s 186 7.09					
				s 12.15Pm		f 8.52		41	48.7	4.6OSCEOLA.....	20.8	W	f 6.57		s 6.45					
				s 12.45		s 9.08		40	56.4	D.....7.7YALE.....YA	13.1		s 6.42		s 6.20					
				s 1.05		f 9.18		40	60.6	4.2SHEFFIELD.....	8.9		f 6.32		s 6.05					
								8	65.0	4.4LUDLOW.....	4.5									
									66.4	1.4WATER TANK.....	3.1	W								
										2.7C. & N. W. RY. CROSS'G.....	0.4									
				1.45Pm		9.40Pm			69.5	D-R.....0.4HURON.....HU		CT	6.15Am		5.40Am					
				Arrive Daily Ex. Sunday		Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday		Leave Daily Ex. Sunday					
				331		185							186		332					
				5.0 13.9		2.35 26.9				Time Over District. Average Speed per Hour.			2.30 27.1		4.30 15.4					

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Trains will register at Huron and Watertown.
Trains will come to a full stop at following railroad crossings and know that track is clear before proceeding:
C., M. & St. P. Ry. Crossing, 1,000 feet east of Vienna; C. & N.-W. Ry. Crossing, at Huron.

INITIAL STATIONS.

Huron.....for trains 186, 332.
Watertown " " 185, 331.

TERMINAL STATIONS.

Huron.....for trains 185, 331.
Watertown " " 186, 332.

			SECOND CLASS.			FIRST CLASS			Capacity of Side Tracks			TIME TABLE No. 100.			FIRST CLASS.			SECOND CLASS.		
			595			189			Passing Tracks			IN EFFECT FEB. 28, 1909.			190			596		
			Mixed			Passenger			Distance From Morris.			STATIONS.			Passenger			Mixed		
			Leave Daily Ex. Sunday			Leave Daily Ex. Sunday			Distance From Morris.						Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday		
			7.05Am			4.35Pm			1.0			.. BROWNS VALLEY JUNCTION (W. H. B.) ..	46.2	Y	11.13Am			4.10Pm		
			s 7.35			s 4.50		19	8.1			7.1ALBERTA.....	39.1		s 10.55			s 3.25		
			s 8.05			s 5.05		33	14.2			6.1 D.....CHOKIO.....CH	33.0		s 10.42			s 2.45		
			s 8.35			s 5.20		19	20.2			6.0JOHNSON.....J	27.0		s 10.28			s 2.10		
									26.7			6.5C. M. & ST. P. RY. CROSS'G	20.5							
			s 9.10			s 5.35		56	27.2			0.5 D.....GRACEVILLE.....GB	20.0	W	s 10.10			s 1.35		
			190 s 9.54			s 5.47		24	33.0			5.8BARRY.....B	14.2		s 9.54			s 12.50		
			s 10.20			s 6.03		36	40.3			7.3 D.....BEARDSLEY.....BY	6.9		s 9.35			s 12.10Pm		
									45.3			5.0WATER TANK.....	1.9	W						
			10.50Am			6.20Pm		39	44	47.2		1.9 D-R.....BROWNS VALLEY.....BV		CT	9.20Am			11.40Am		
			Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday			Leave Daily Ex. Sunday		
			595			189									190			596		
			3.45 12.5			1.45 26.8						Time Over District. Average Speed per Hour.			1.53 24.04			4.30 10.3		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

INITIAL STATIONS.
Browns Valley Line Junction for trains 189, 595.
Browns Valley " " 190, 596.
TERMINAL STATIONS.
Browns Valley.....for trains 189, 595.
Browns Valley Junction....." " 190, 596.

Browns Valley Line Trains must protect themselves between Morris and Junction, and must come to a full stop at C. M. & St. P.
Ry. crossing, east of Graceville.
All trains will register at Browns Valley.
No. 190 will head in on wye and back into Morris.

STATIONS.	Ruling Grade	Class F4-1095-1099 " F5-1100-1109 " F6-1110-1129 " F7-1130-1139 " F8-1140-1199 " F9-1300-1324				Class G3-720-769 " G4-770-779 " J1-1500-1548 " J2-1550-1649 " J3-1549				Class G2-700-719 " F3-701-				Class D5-450-476 " E6-925-939 " E7-950-969 " F1-500-565 " F2-595-599				Class D4-400-426				Class D1-300-359 " D2-360- " E5-997 " D3-297				Class E1-992-993 " E2-994-996				Class B20-197-206 " B21-207-225 " B22-226-230				Class B6-232-238 " B16-135-138 " B17-145-149 " B18-150-151 " B19-152-186			
		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	2400	2160	1920	1800	2000	1800	1600	1500	1800	1620	1440	1350	1460	1310	1170	1090	1420	1280	1140	1060	1200	1080	960	900	1100	980	840	780	900	810	720	670	820	740	650	610
Willmar to Minneapolis.....	.4	3000	2700	2400	2250	2400	2160	1920	1800	2200	1980	1760	1650	1830	1650	1460	1380	1720	1550	1370	1290	1500	1350	1200	1120	1300	1150	1000	920	1200	1080	960	900	1120	1010	950	840
Willmar to Morris	.6	2160	1945	1730	1620	1800	1620	1440	1350	1700	1530	1360	1280	1530	1375	1225	1150	1420	1280	1135	1065	1200	1080	960	900	1100	1010	900	810	900	810	720	675	820	740	655	615
Morris to Breckenridge.....	.4	2580	2320	2065	1935	2150	1935	1720	1685	2000	1830	1660	1580	1830	1675	1525	1450	1700	1530	1360	1275	1430	1290	1145	1075	1330	1240	1150	960	1100	990	880	825	1000	900	800	750
Breckenridge to Willmar.	.4	2640	2375	2110	1980	2200	1980	1760	1650	2000	1830	1660	1580	1830	1650	1465	1375	1700	1530	1360	1275	1430	1290	1145	1075	1330	1240	1150	960	1100	990	880	825	1000	900	800	750
Benson to Albee.....	.6													1460	1315	1160	1095	1350	1215	1080	1015	1130	1020	900	850	900	810	720	670	860	770	690	650	780	700	625	585
Albee to South Shore	.75													1120	1010	895	840	1030	925	825	775	880	790	705	660	780	690	605	560	660	595	530	505	590	530	470	445
South Shore to Huron.....	.6									1700	1530	1360	1280	1460	1315	1170	1095	1350	1215	1080	1015	1130	1015	880	850	1030	915	780	750	860	775	690	645	780	700	625	585
Huron to Willow Lakes	.6									1800	1620	1440	1350	1400	1260	1120	1050	1300	1240	1105	1035	1030	925	825	775	930	825	725	675	800	720	640	600	710	640	570	535
Willow Lakes to Benson	.6													1460	1315	1170	1095	1350	1215	1080	1015	1130	1015	880	850	1030	915	780	750	860	775	690	645	780	700	625	585
Morris to Browns Valley.....	.6													1370	1235	1095	1030	1250	1125	1000	940	1050	945	840	790	950	845	740	690	810	730	650	610	730	655	585	550
Browns Valley to Morris.....	.76													1120	1010	895	840	1040	935	830	780	870	785	695	665	770	685	595	555	660	595	530	505	590	530	470	445

WEATHER RATING: {1-When temperature is 25 degrees above zero or over.
2-Very frosty or wet. 5 to 25 above zero.
3-Five degrees above to 10 below zero.
4-Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.
The following will govern when handling empty cars: With 10 or less empty cars in a train no allowance will be made for wheel friction; with 10 to 20 empty cars in a train, add to actual weight 5 tons for each empty car for wheel friction; with more than 20 empty cars in a train add 6 tons per car for wheel friction.

Average weights of empty cars will be estimated as follows when not marked:	
Box Cars, 28 to 30 foot.....	11 Tons
Box Cars, 33 foot.....	12 Tons
Box Cars, 34 foot.....	13 Tons
Box Cars, 36 foot.....	16 Tons
Box Cars, 40 foot	17 Tons
Refrigerators.....	20 Tons
Furniture, 30 to 40 foot.....	17 Tons
Furniture, 40 to 50 foot.....	19 Tons
Caboose, 8-wheel.....	17 Tons
Caboose, 4-wheel.....	10 Tons
Flat Cars, 28 to 30 foot.....	9 Tons
Flat Cars, 33 and 34 foot.....	11 Tons
Flat Cars, 40 foot.....	12 Tons

Coal Cars.....	12 Tons
Gondola Cars.....	13 Tons
Oil Tanks.....	15 Tons
Ballast Cars.....	12 Tons
Steam Wreckers.....	75 Tons
Engine Tank (empty).....	30 Tons
Standard Engine and Tank.....	81 Tons
Small Mogul Engine and Tank.....	102 Tons
Large Mogul Engine and Tank.....	108 Tons
Consolidation Engine and Tank.....	111 Tons
Mail.....	25 Tons
Baggage.....	30 Tons
Coaches, 8-wheel.....	30 Tons
Coaches, 12-wheel.....	35 Tons
Dining Cars.....	40 Tons
Sleeping Cars.....	41 Tons
Ore Cars, Wood, 12; Steel.....	15 Tons

Yardmasters will at all times make up trains in accordance with the above instructions.

SPECIAL RULES.

West Bound Trains are superior to East Bound Trains of the Same Class.

1. Light engines or engines with caboose only, will take siding at meeting points except when running as sections of a passenger train.

2. Safety Switches must be set for derail when not in use.

3. Car capacity of sidings is based on forty-two (42) feet per car.

4. Trains carrying signals for following sections will stop at ALL registering stations, and the Conductors will register in person.

5. Train and engine men will provide themselves with a book of the Company's rules for the operation and maintenance of inter-locking plants.
6. When there are two or more sections of a freight train authorized to carry passengers, the last section only shall carry passengers.

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

8. Clocks regulated to Standard Time are located at Willmar, Benson, Morris and Breckenridge (Yard office).

9. Reference Marks: S—regular stop; F—stop on signal; D—day telegraph office; N—night telegraph office; W—water; C—Coal; O—scales; T—turntable; Y—Wye; X—rail-road crossing; R—registering station.

SPEED LIMITS FOR PASSENGER AND FREIGHT TRAINS.

Between	Passenger Trains	Freight Trains.
Long Lake and Willmar.....	50 miles per hour.	30 miles per hour.
Willmar and Breckenridge.....	50 miles per hour.	30 miles per hour.
Benson and Watertown.....	32 miles per hour.	24 miles per hour.
Morris and Brown's Valley	32 miles per hour.	24 miles per hour

55 miles per hour equivalent to running one mile in 1 min. and 5 sec.

50 miles per hour equivalent to running one mile in 1 min. and 12 sec.

45 miles per hour equivalent to running one mile in 1 min. and 20 sec.

40 miles per hour equivalent to running one mile in 1 min. and 30 sec.

35 miles per hour equivalent to running one mile in 1 min. and 43 sec.

32 miles per hour equivalent to running one mile in 1 min. and 52 sec.

30 miles per hour equivalent to running one mile in 2 min. and 0 sec.

25 miles per hour equivalent to running one mile in 2 min. and 24 sec.

24 miles per hour equivalent to running one mile in 2 min. and 30 sec

20 miles per hour equivalent to running one mile in 3 min. and 0 sec

15 miles per hour equivalent to running one mile in 4 min. and 0 sec.

TIME INSPECTORS.

Minneapolis.	S. Jacobs & Co.	Benson.....	F. C. Robbins.
Willmar.....	Anderson Bros.	Watertown	C. F. Halbkat.
Breckenridge	W. M. James.	Huron.....	M. C. Alford.
Morris.....	E. McEyeal.		

SPUR TRACKS BETWEEN STATIONS.

NAME.	LOCATION.	OPENS.	LENGTH.	CAR CAPACITY.
Brick Yard Spur	One and eight-tenths miles west of Willmar	East.	850 ft.	14 cars.

COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suit 301-2-3 Ernst Building, Cor. 5th and Wabasha, St. Paul,

Dr. J. W. Chamberlin, Ophthalmic Surgeon, Lowry Arcade, St. Paul.

(Employees consulting Dr. Chamberlin should be provided with an order from the Superintendent.)

St. Paul.....	Dr. Chas. M. Cannon	Willmar.....	Dr. E. S. Frost.
Minneapolis.....	Dr. R. J. Hill.	Willmar	Dr. H. E. Frost.
Minneapolis.....	Dr. L. A. Nippert.	Benson	Dr. C. L. Scofield.
Minneapolis.....	Dr. Gustave Schwyzer.	Appleton.....	Dr. D. W. Little.
Delano.....	Dr. D. Dollard,	Watertown	Dr. B. F. Campbell.
Howard Lake.....	Dr. E. Y. Chilton.	Huron.....	Dr. J. L. Foxton.
Cokato.....	Dr. G. W. Dahlquist.	Morris.....	Dr. Chas. E. Cain.
Dassel.....	Dr. A. C. Peterson.	Brown's Valley.....	Dr. C. W. Fogarty.
Litchfield.....	Dr. J. W. Robertson.	Campbell.....	Dr. Tobias Birnberg.
Atwater.....	Dr. J. S. Gibson	Breckenridge.....	Dr. R. H. Devine.

C. E. Hornbeck, Dispatcher	J. H. Styles, Chief Dispatcher.
D. O. Townsend, “	J. A. Laird, Train Master.
J. H. Taylor, “	



**GREAT
NORTHERN
RAILWAY**
and Connections.

DOUBLE TRACK
PROPOSED LINE