

# GREAT NORTHERN RAILWAY



ST. CLOUD AND FERGUS FALLS DIVISION



## TIME TABLE No. 101

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

### SUNDAY, NOVEMBER 22, 1914.

Superseding Time Table No. 100 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

J. LINDSAY, Superintendent.

C. O. JENKS, General Superintendent.

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

GEO. H. EMERSON, General Manager.



FIRST DISTRICT—MELROSE YARD TO CLEARWATER JUNCTION.

Time Table No. 101. In Effect Nov. 22, 1914.	Telephone Calls	Distance from Melrose Yard.	SIGNS. See Rule 2, page 13.	FIRST CLASS.					THIRD CLASS.					
				8	4	6	12	32	502	506	518			
				Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight	Local Freight	Local Freight			
STATIONS.				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			
..... ST. PAUL.....	U	108.89	⊙	7.45Am	8.00Am	11.25Am	5.20Pm							
10.44 ..... MINNEAPOLIS.....	S	98.45	⊙	7.15Am	7.30Am	10.50Am	4.50Pm							

TRAINS BETWEEN ST. PAUL AND CLEARWATER JUNCTION WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE.

STATIONS.	Telephone Calls	Distance from Melrose Yard.	SIGNS.	8	4	6	12	32	502	506	518			
STATIONS.				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Local Freight	Local Freight	Local Freight			
1.81 ..... CLEARWATER JCT.....	UD	98.04	R DN	7.10Am	7.25Am	10.45Am			5.15Pm					
1.00 ELECTRIC SHORT LINE R. R. CROSSING.		95.64	I											
4.19 ..... ROBBINSDALE.....	RD	91.45	P	6.55	7.14	s 10.31			s 4.50					
1.33 M. ST. P. & S. S. M. RY. CROSS'G.		90.12	I											
5.15 ..... OSSEO.....	SI	84.97	D W P	6.45	7.05	s 10.20			s 4.30					
4.33 ..... MAPLE GROVE.....		80.64				s 10.07								
4.68 ..... ROGERS.....	RO	75.96	D P	6.30	6.54	s 10.00			s 3.55					
6.24 ..... ALBERTVILLE.....	SA	69.72	D P	6.19	6.44	s 9.45			s 3.30					
8.41 ..... MONTICELLO.....	MO	61.31	D W P	s 6.05	6.32	s 9.30			s 2.55					
7.58 ..... ENFIELD.....		53.73	P	5.51	6.18	s 9.10			s 2.15					
2.18 ..... HASTY.....	HA	51.55	P	5.47	6.14	s 9.05			s 2.00					
5.03 ..... CLEARWATER.....	CW	46.52	D W P	5.40	6.07	s 8.54			s 1.85					
7.17 ..... ST. AUGUSTA.....		39.35	P	5.30	5.57	f 8.40			f 12.35					
5.46 ..... ST. CLOUD.....	WA	33.60	R DN WC Y	s 5.20	s 5.47	s 8.30 <sup>403</sup> 8.20	s 2.15Pm	s 4.50Pm	501 12.15Pm	s 10.45Am	11-31 11.30Am			
0.34 ..... OSSEO LINE JCT.....		33.55												
0.38 ..... WILLMAR LINE JCT.....		33.17	P	5.14	5.39	8.18	2.08	4.48Pm		10.40	11.25Am			
6.15 ..... ST. JOSEPH.....	JO	27.02	D P	5.04	5.30	s 8.06	s 1.55		s 10.20					
2.78 ..... COLLEGEVILLE.....	CO	24.24	P			s 7.59	s 1.44		f 9.35					
5.40 ..... AVON.....	VN	18.84	D W P	4.54	5.20	s 7.47	s 1.36		s 9.20					
6.04 ..... ALBANY.....	BY	12.80	D P	4.45	5.12	s 7.34	s 1.24		s 8.35					
6.25 ..... FREEPORT.....	FR	6.55	D P	4.36	5.04	s 7.22	s 1.11		s 8.05					
5.95 ..... MELROSE DEPOT.....	SU	0.60	D P	4.27	4.54	s 7.10	s 12.58		s 7.25					
0.60 ..... MELROSE YARD.....	MR	0.00	R DN WCT O	4.25Am	4.52Am	7.05Am	11 12.55Pm		7.15Am					
				Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			
				8	4	6	12	32	502	506	518			
Time Over District Average Speed Per Hour				2.45 35.1	2.33 38.0	3.40 25.9	1.20 25.5	.07 6.6	5.00 12.5	3.30 9.7	.5 8.6			

Special Rules.

West bound trains are superior to east bound trains of the same class.

Train No. 12 between Northtown and N. P. Ry. Junction will be governed by time table and rules of Northern Pacific Railway.

Nos. 4, 6 and 8 will register by card at Clearwater Jct. unless train displays signals.

All eastbound trains must come to full stop at stop board 200 ft. west of switch, 800 ft. west of Clearwater Jct.

Freight trains Nos. 502 and 506 will carry passengers when provided with proper transportation.

No. 4 will stop at any station to let off passengers from west of Cutbank.

The track between St. Cloud and Sauk Rapids is included in St. Cloud Yard limits.

All trains will reduce speed to 6 miles per hour between Fifth and Ninth avenues St. Cloud, and to 10 miles per hour over St. Germain street crossing over Osseo Line at St. Cloud.

Trains must run carefully between St. Cloud and Willmar Line Jct., looking out for Willmar Line trains.

All trains will not exceed 8 miles per hour over street crossings at Melrose.

Yard Limit Boards placed 1/2 mile each way from

St. Cloud,

Melrose.

INITIAL STATIONS.

St. Cloud for train 502.

Willmar Line Jct. " " 32, 518.

Melrose Yard " " 4, 6, 8, 12 and 506.

TERMINAL STATIONS.

Clearwater Jct. for trains 4, 6, 8 and 502.

St. Cloud " " 12, 32, 506 and 518.

Derail Switches are located as follows:

Anderson's Brick yard.

Hasty, east and west end siding.

Sauk Rapids Line Wye East St. Cloud.

Albany, stock yard track.

Melrose, east end house track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Melrose	Car Capacity	Switch at
Anderson's Brick Yard.....	50.0	6	East end
Brick Yard.....	37.9	11	East end

THIRD CLASS.					SECOND CLASS.				FIRST CLASS.			Capacity of Side Tracks		Distance From St. Paul	Time Table No. 101. In Effect Nov. 22, 1914.	STATIONS.	Telegraph Code.
					511	523	403	405		7	11	3	Passing Tracks				
					Local Freight Leave Daily Ex. Sunday	Local Freight Leave Mon., Wed. and Fri.	Time Freight Leave Daily	Time Freight Leave Daily		Passenger Leave Daily	Passenger Leave Daily Ex. Sunday	Passenger Leave Daily					
					6.00Am	5.30Am	11.30Am	9.30Am		8.53Pm	12.55Pm	2.13Am			108.89	MELROSE YARD.....	MR
					s 6.45	6.00Am	12.15Pm	10.10		s 9.07	s 1.10 1.30	2.25	62	140	116.58	7.69 SAUK CENTER.....	AU
															117.01	0.43 PARK RAPIDS LINE JCT.	
															117.39	0.38 N. P. RY. CROSSING....	
					s 7.20		12.40	10.40		9.19	s 1.44	2.85	64	30	124.38	6.99 WEST UNION.....	WU
					s 8.00		1.00	11.05		s 9.30	s 1.56	2.43	64	83	130.17	5.79 OSAKIS.....	KS
					s 8.25		1.20	11.39		9.40	s 512 2.06	2.50	64	36	135.85	5.68 NELSON.....	N
													None		139.13	3.28 GENEVA BEACH.....	
					s 9.00		512 1.45	12.10Pm		s 9.51	s 2.19	s 3.07	69	138	141.27	2.14 ALEXANDRIA.....	RA
					s 9.35		2.07	12.35		10.01	s 2.32	3.19	64	27	147.97	6.70 GARFIELD.....	G
					s 10.10		2.30	12.55		10.10	s 2.43	3.28	64	51	153.73	5.75 BRANDON.....	BN
					s 12-512 11.15		11 2.54	1.20		10.18	s 403 2.54	3.36	80	213	158.87	5.14 EVANSVILLE.....	NS
					s 11.30		3.15	1.35			s 3.02			11	163.56	4.69 MELBY.....	
					s 12.15Pm		3.27	1.50		10.29	s 3.10	3.48	66	11	167.75	4.19 ASHBY.....	B
					s 1.00		3.50	2.15		10.40	s 3.25	3.58	64	35	175.41	7.66 DALTON.....	DO
					f 1.20		4.08	2.35		10.50	f 3.36	4.04	64		181.55	6.14 PARKDALE.....	
															185.85	4.30 PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING...	
					s 2.05		5.10	3.05		s 11.00	s 3.50	s 4.18	80	205	186.53	0.68 FERGUS FALLS.....	GS
					s 2.35		5.35	3.40		11.14	s 4.07	4.31	64	29	194.79	8.26 CARLISLE.....	
					s 3.15		5.55	4.28		11.29	s 4.23	4.44	64	29	203.39	8.60 ROTHSAY.....	RT
					f 3.50		6.20	4.50		11.42	s 4.40	4.55	64	8	210.17	6.78 LAWNDALE.....	
					s 4.30Pm		s 6.45Pm	s 5.10Pm		s 11.55Pm	s 4.55Pm	s 5.10Am			217.29	7.12 BARNESVILLE.....	D
					Arrive Daily Ex. Sunday	Arrive Mon., Wed. and Fri.	Arrive Daily	Arrive Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily					
					511	523	403	405		7	11	3					
					10.30 10.4	.30 15.4	7.15 14.9	7.50 14.0		3.02 36.	4.00 29.7	2.57 36.8					
																	Time Over District Average Speed Per Hour

Special Rules.

West bound trains are superior to east bound trains of the same class.

Nos. 3 and 7 will register by card at Evansville unless train displays signals.

No. 3 will register by card at Sauk Center unless train displays signals.

Trains must not exceed six miles per hour through the limits of the cities of Fergus Falls and Sauk Center.

All trains reduce speed to 20 miles per hour over Park Rapids Line Jct. switch and N. P. Ry. Crossing about one-half mile west of Sauk Center.

Freight train No. 511 between Melrose and Barnesville will carry passengers when provided with proper transportation.

Trains 3 and 7 will not exceed six miles per hour over First Street crossing east of depot at Evansville.

Yard Limit Boards are placed 1/2 mile each way from

Melrose Yard, Fergus Falls,  
Sauk Center, Barnesville,  
Evansville.

INITIAL STATIONS.

Melrose Yard for trains 3, 7, 11, 403, 405, 511, 523.

TERMINAL STATIONS.

Sauk Center for trains 523.

Barnesville " " 3, 7, 11, 403, 405, 511.

Derail Switches are located as follows:

- Brandon, east end elevator track.
- Melby, west end elevator track.
- Ashby, east end elevator track.
- Dalton, west end elevator track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Barnesville	Car Capacity	Switch at
Asylum.....	30.0	102	West end

SECOND DISTRICT—BARNESVILLE TO MELROSE YARD.

TimeTable No. 101. In Effect Nov. 22, 1914.	STATIONS.	Telegraph Calls.	Distance From Barnesville.	SIGNS. See Rule 2, Page 13	FIRST CLASS.			THIRD CLASS.							
					8	4	12	512	524						
					Passenger	Passenger	Passenger	Local Freight	Local Freight						
				Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Tues., Thurs., Sat.							
	MELROSE YARD	MR	108.40	R@DN WCTO	s 4.20Am	s 4.47Am	s 12 50Pm			s 5.30Pm	s 5.00Pm				
	7 59 SAUK CENTER	AU	100.71	R DN W	s 4.06	4.33	s 12 35			s 4.55	4.30Pm				
	0 43 PARK RAPIDS LINE JCT.		100.28	I											
	0 38 N. P. RY. CROSSING		99.90	I											
	6 09 WEST UNION	WU	92.91	D P	3.55	4.22	s 12.01Pm			s 4.00					
	5 79 OSAKIS	KS	87.12	DN W P	3.47	4.13	s 11.50			s 3.30					
	5 68 NELSON	N	81.44	D P	3.38	4.05	s 11 39			s 2 06					
	3 28 GENEVA BEACH		78.16												
	2 14 ALEXANDRIA	RA	76.02	DN W P	s 3.30	s 3.55	s 11.28			s 1 45					
	6 70 GARFIELD	G	69.32	D P	3 19	3.39	s 11.12			s 12 35Pm					
	5 76 BRANDON	BN	63.50	D P	3.02	3 28	s 11.00			s 11.40					
	5 14 EVANSVILLE	NS	58.42	R DN WCT P	2.52	3.17	s 10 46			s 11 15					
	4 69 MELBY		53.73	P			s 10.85			f 10.40					
	4 19 ASHBY	B	49.54	D W P	2.35	3.02	s 10 28			s 10 28					
	7 66 DALTON	DO	41.88	DN P	2.23	2.52	s 10.14			s 10.00					
	6 14 PARKDALE		35.74	P	2.13	2.42	f 10.02			f 9.30					
	4 30 PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING		31.44	IK											
	0 68 FERGUS FALLS	GS	30.76	DN W T P	s 2.05	s 2.32	s 9.52			s 9.15					
	8 26 CARLISLE		22.50	P	1.44	2.14	s 9.33			s 8.30					
	8 60 ROTHSAY	RT	13.90	DN W P	1.32	2.01	s 9.18			s 8.10					
	6 78 LAWDALE		7.12	P	1.21	1.50	s 9.05			s 7.30					
	7 12 BARNESVILLE	D	0.00	R@DN WCT	1.10Am	1.35Am	8.50Am			7.00Am					
					Leave Daily	Leave Daily	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Tues., Thurs., Sat.				
					8	4	12			512	524				
	Time Over District				3.10	3.12	4.00			10 30	15.30				
	Average Speed Per Hour				34.2	33.9	27.1			10 3	15.4				

Special Rules.

West bound trains are superior to east bound trains of the same class.

INITIAL STATIONS.

Barnesville for trains 4, 8, 12 and 512.  
Sauk Center " " 524.

TERMINAL STATIONS.

Melrose Yard for trains 4, 8, 12, 512 and 524.

Derail Switches are located as follows:

- Brandon, east end elevator track.
- Melby, west end elevator track.
- Ashby, east end elevator track.
- Dalton, west end elevator track.

Nos. 4 and 8 will register by card at Evansville unless train displays signals.  
No. 4 will register by card at Sauk Center unless train displays signals.  
Trains must not exceed six miles per hour through the limits of the cities of Fergus Falls and Sauk Center.  
All trains reduce speed to 20 miles per hour over Park Rapids Line Jct. switch and N. P. Ry. Crossing about one-half mile west of Sauk Center.  
Trains 4 and 8 will not exceed six miles per hour over First Street crossing east of depot at Evansville.  
Freight train No. 512 between Barnesville and Melrose will carry passengers when provided with proper transportation.  
No. 4 will stop at any station to let off passengers from west of Cutbank.  
Yard Limit Boards are placed 1/2 mile each way from  
Melrose Yard, Sauk Center, Evansville, Fergus Falls, Barnesville.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Barnesville	Car Capacity	Switch at
Asylum	30.0	102	West end



THIRD CLASS.				SECOND CLASS.		FIRST CLASS.		Capacity of Side Tracks	Distance From St. Cloud.	Time Table No. 101. In Effect Nov. 22, 1914.	Telegraph Calls.	Distance From Brook Park.	SIGNS. See Rule 2, page 13	FIRST CLASS.				THIRD CLASS	
504	519	403	405	16	31	12	32							15			520	503	
Local Freight	Local Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger			Local Freight	Local Freight							
Leave Tues., Thurs., Sat.	Leave Daily Ex. Sunday	Leave Daily	Leave Daily	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday	Arrive Mon., Wed. and Fri.							
	8.25Am				8.30Am	80	59.46	..... BROOK PARK.....	BK	0.00	R DN W		s 8.05Pm				s 2.05Pm		
	s 8.45				f 8.45	64	54.67	..... QUAMBA.....		4.79	P		f 7.49				s 1.35		
	s 8.35				s 9.10	64	48.64	..... MORA.....	MA	10.82	D P		s 7.34				s 1.10		
	s 4.15				s 9.25	64	41.09	..... OGILVIE.....	GO	18.37	D W P		s 7.16				s 12.05Pm		
	s 4.40				f 9.38	64	34.21	..... BOCK.....		25.25	P		f 7.00				s 11.05		
7.00Am	s 6.10			31 9.55Am	s 10.00	124	29.01	..... MILACA.....	MC	30.45	R D WCTP		s 6.45	32 6.15 15	32 6.35Pm		s 10.30	2.55Pm	
7.05Am	6.15			10.00Am	10.02		28.37	..... PRINCETON LINE JCT.....		31.09	P		6.14	6.32Pm			9.30	2.45Pm	
	s 6.30				s 10.09		25.74	..... FORESTON.....	KN	33.72	P		s 6.08				s 9.20		
	s 6.55				s 10.21	78	20.08	..... OAK PARK.....		39.43	P		s 5.55				s 8.50		
	s 7.10				s 10.29		17.27	..... RONNEBY.....		42.19	P		s 5.47				s 8.30		
	s 8.05				s 10.40	53	14.96	..... FOLEY.....	FO	44.50	D W P		s 5.40				s 519 8.05		
	s 8.51				s 10.50	64	10.72	..... PARENT.....		48.74	P		s 5.27				s 7.20		
	f 9.10				f 11.00	64	5.00	..... HOBART.....		53.56	P		f 5.16				f 7.00		
							1.54	..... N. P. RY. CROSSING.....	EA	57.92	DN I								
		7.15Am	4.50Am				1.30	..... N. P. RY. JUNCTION.....			I K		2.32Pm						
	s 9.25				11.09		1.17	..... EAST ST. CLOUD.....		58.29	I		5.05				s 6.40		
	s 9.30Am	s 7.25Am	s 5.00Am		s 11.15Am		0.00	..... ST. CLOUD.....	WA	59.46	R DN WC Y		2.25Pm	5.00Pm			6.30Am		
Arrive Tues., Thurs., Sat.	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday							Leave Daily Ex. Sunday	Leave Daily Ex. Sunday	Leave Daily Ex. Sunday			Leave Daily Ex. Sunday	Leave Mon., Wed. and Fri.	
504	519	403	405	16	31							12	32	15			520	503	
.05 10.	7.05 8.3	.10 7.8	.10 7.8	.05 10.	2.45 21.7			Time Over District Average Speed Per Hour				.07 11.1	3.05 19.3	.03 20.			7.35 7.8	.10 4.	

Special Rules.

West bound trains are superior to east bound trains of the same class.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

All trains will reduce speed to 6 miles per hour between Fifth and Ninth avenues city of St. Cloud.  
 Trains must not exceed 35 miles per hour on curves between Hobart and Parent.  
 Trains Nos. 519 and 520 between Brook Park and St. Cloud will carry passengers when provided with proper transportation.  
 Junction switch at Princeton Line Jct. will be kept set for Hinckley line.  
 Yard Limit Boards placed 1/2 mile each way from St. Cloud, Milaca.

- INITIAL STATIONS.  
 Brook Park or trains 31, 519.  
 N. P. Ry. Junction " " 403, 405.  
 St. Cloud " " 12, 32, 520.  
 Princeton Line Jct. " " 15, 503.  
 Milaca " " 16 and 504.
- TERMINAL STATIONS.  
 Brook Park for trains 32 and 520.  
 N. P. Ry. Junction " " 12.  
 St. Cloud " " 31, 403, 405, 519.  
 Princeton Line Jct. " " 16 and 504.  
 Milaca " " 15, 503.

Name	Miles from St. Cloud	Car Capacity	Switch at
Estesbrook.....	23.0	10	West end
Brunsons.....	46.4	2	East end

THIRD CLASS.		FIRST CLASS.				Capacity of Side Tracks		Time Table No. 101. In Effect Nov. 22, 1914.		Telegraph Calls.	Distance From Willmar.	SIGNS. See Rule 2, page 13.	FIRST CLASS.				THIRD CLASS	
517					31	Passing Tracks.	Other Tracks.	Distance From St. Cloud.	STATIONS.				32					518
Local Freight					Passenger							Passenger			Local Freight			
Leave Daily Ex. Sunday					Leave Daily Ex. Sunday							Arrive Daily Ex. Sunday			Arrive Daily Ex. Sunday			
	12.25pm				11.38Am			0.72	..... WILLMAR LINE JCT. ....		58.77	P	4.43pm			11.25Am		
f	12.35				11.44		7	3.27	..... 2.55 O'BRIEN.....		54.22	P	4.36			f 11.20		
s	1.10				s 11.57	63	63	10.34	..... 7.07 ROCKVILLE.....	RK	47.15	P	s 4.22			s 11.00		
s	1.55				s 12.07pm		37	15.13	..... 4.79 COLD SPRINGS.....	CG	42.36	D W P	s 4.12			s 10.40		
s	2.30				s 12.17	64	49	19.63	..... 4.50 RICHMOND.....	CH	37.86	D P	s 4.00			s 10.10		
s	3.00				s 12.29		41	25.82	..... 6.19 ROSCOE.....	XN	31.67	P	s 3.44			s 9.35		
s	3.33				s 12.42	65	60	31.25	..... 5.43 PAYNESVILLE.....	SY	28.24	D W P	s 3.33			s 9.00		
								32.00	..... 0.75 M. St. P. & S. S. M. Ry. CROSSING.....		25.49	IK						
s	4.10				s 12.52		39	36.68	..... 4.68 HAWICK.....	K	20.81	P	s 3.20			s 8.30		
s	4.55				s 1.07	63	39	43.29	..... 6.61 NEW LONDON.....	ND	14.20	D P	s 3.05			s 7.50		
s	5.40				s 1.19	64	85	47.59	..... 4.30 SPICER.....	CR	9.90	D W P	s 2.55			s 7.10		
					f 1.27	None		51.73	..... 4.14 GRUE.....		5.76		f 2.45					
s	6.20				1.38			56.47	..... 4.74 ST. CLOUD LINE JCT. ....		1.02		2.37			6.25		
s	6.30pm				s 1.45pm			57.49	..... 1.02 WILLMAR.....	W	0.00	RODN WCT	2.35pm			6.15Am		
Arrive Daily Ex. Sunday					Arrive Daily Ex. Sunday								Leave Daily Ex. Sunday			Leave Daily Ex. Sunday		
517					31								32			518		
6 05 9 4					2 07 27 1				Time Over District Average Speed Per Hour				2 08 26 7			5 10 11 1		

**Special Rules.**

West bound trains are superior to east bound trains of the same class.

East bound trains will approach switch leading from main track to St. Cloud shops under full control expecting to find switch engine using the switch.  
 Trains Nos. 517 and 518 between St. Cloud and Willmar will carry passengers when provided with proper transportation.  
 Trains will protect themselves between St. Cloud and Willmar Line Junction.  
 Trains will come to a full stop at Stop-Board before reaching switch at Willmar Line Junction; this switch, except when in use by trains of the Sixth District, will be kept set for Main Line.  
 Yard Limit Boards placed 1/2 mile each way from St. Cloud and east of Willmar.

**INITIAL STATIONS.**

Willmar Line Junction for trains 31, 517.  
 Willmar " " 32, 518.

**TERMINAL STATIONS.**

Willmar Line Junction for trains 32, 518.  
 Willmar " " 31, 517.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

Name	Miles from St. Cloud	Car Capacity	Switch at
Hennessey & Cox Quarry.....	3.2	160	East end
Breens Quarry.....	3.3	33	West end
Baxters Quarry.....	5.0	55	West end
Gravel Pit.....	24.8	150	Both ends
Gravel Pit.....	42.3	155	Both ends
Ice Spur.....	46.6	30	East end
Inebriate Asylum Spur.....	55.4	64	East end

**Derail switches located as follows:**

Hennessey & Cox Quarry,  
 Baxter's Quarry,  
 Rockville {west end industry track.  
 {Clark & MacCormack's Spur.

THIRD CLASS.		FIRST CLASS.		Capacity of Side Tracks		Time Table No. 101. In Effect Nov. 22, 1914.	STATIONS.	Telegraph Calls.	Distance from Cass Lake.	SIGNS. See Rule 2, page 13	FIRST CLASS.		SECOND CLASS.	THIRD CLASS.
523	525	105		Passing Tracks.	Other Tracks.						106		526	524
Local Freight	Local Freight	Passenger				Passenger		Local Freight	Local Freight					
Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.	Leave Daily Ex. Sunday				Arrive Daily Ex. Sunday		Arrive Tues., Thurs. and Sat.	Arrive Tues., Thurs. and Sat.					
6.30Am			1.50Pm			0.00	..... SAUK CENTER .....	AU	140.43	R DN W	s 11.59Am			s 3.50Pm
						0.43	..PARK RAPIDS LINE JCT..		140.00	I				
						0.68	..... N. P. RY. CROSSING .....		139.75	IK				
f 7.05		f 2.04		64		7.50	..... ALBURY .....		132.93		f 11.44			s 3.20
s 7.20		s 2.11		4		10.41	..... LITTLE SAUK .....		130.02		s 11.38			s 3.10
s 7.35		s 2.19		17		13.87	..... ROUND PRAIRIE .....		126.56		s 11.30			s 2.55
s 8.30		s 2.30		64	55	18.60	..... LONG PRAIRIE .....	NE	121.83	D W	s 11.21			s 105 2.30
					6	21.34	..... LEES SIDING .....		119.09					
s 9.35		s 2.45		65	36	26.44	..... BROWERVILLE .....	VI	113.99	D	s 11.05			s 1.50
s 10.00		s 2.56		23		31.85	..... CLARISSA .....	RU	108.58		s 10.54			s 12.50
106 s 10.44		s 3.06		62	41	36.53	..... EAGLE BEND .....	GD	103.90	D W	s 10.44			s 12.10Pm
s 11.30		s 3.22		64	37	44.02	..... BERTHA .....	BR	96.41	D	s 10.28			s 106 10.28
s 12.35Pm		s 3.31		30		48.00	..... HEWITT .....	HW	92.37		s 10.20			s 9.50
s 1.40		s 3.50		51	78	56.19	..... WADENA .....	WD	84.24	D W	s 10.05			s 9.05
						56.42	..... N. P. RY. CROSSING .....		82.01	IK				
s 2.00		s 4.00		31	60	60.51	..... LEAF RIVER .....		79.92		s 9.52			s 8.15
s 2.55		s 4.22		53	46	70.45	..... SEBEKA .....	SK	69.98	D WC	s 9.30			7.30
s 3.45		s 4.41		31	79	79.20	..... MENAHGA .....	MH	61.23	D	s 9.14			s 7.00
s 4.05		s 4.49		30	83	83.36	..... HORTON .....		57.07		s 9.05			s 6.25
s 4.30Pm	s 3.00Am	s 5.10		40	57	91.21	..... PARK RAPIDS .....	J	49.22	R DN W T	s 8.50		s 2.05Am	6.00Am
	s 3.30	s 5.24		64	12	97.76	..... DORSET .....		42.67		s 8.34		s 1.40	
	s 4.00	s 5.35		62	16	103.26	..... NEVIS .....	N	37.17		s 8.24		s 1.05	
	4.10	5.40				106.64	..... CROOKED LAKE JCT .....		33.79	R	8.17		12.30	
	s 5.15	s 5.50		65	289	109.35	..... AKELEY .....	MN	31.08	DN W T	s 8.12		s 12.15Am	
	s 6.30	s 6.14		64	25	118.86	..... WALKER .....	K	21.57	D	s 7.50		s 9.30	
						120.97	..... M. & I. RY. CROSSING .....		19.46					
	s 6.50	f 6.26		52	8	124.03	..... LEECH LAKE .....		16.40	W	f 7.38		s 8.20	
	106 s 7.25	f 6.42		52	8	130.87	..... WILKINSON .....		9.56		f 7.25		s 8.00	
	s 7.50Am	s 7.05Pm				140.43	..... CASS LAKE .....	CS	0.00	R DN WCTO	7.05Am		105 7.30Pm	
Arrive Mon., Wed. and Fri.	Arrive Tues., Thurs. and Sat.	Arrive Daily Ex. Sunday									Leave Daily Ex. Sunday		Leave Mon., Wed. and Fri.	Leave Tues., Thurs. and Sat.
523	525	105									106		526	524
10.00 9.1	4.50 10.2	5.15 26.7					Time Over District Average Speed Per Hour				4.54 28.7		6.35 7.5	9.50 9.2

**Special Rules.**

West bound trains are superior to east bound trains of the same class.

Cars may be left on Passing Tracks at Sebeka and Park Rapids when necessary and all crews will protect against them.

Trains must not exceed twelve miles per hour between Nelson St. and N. P. Ry. crossing at Wadena.

All freight and log trains will reduce speed to ten miles per hour passing over following swamps: two miles west and one mile east of Wilkinson; between Menahga and Sebeka; from mile post 64 to mile post 67 east of Sebeka; from one mile east of Leaf River to two miles east of Wadena; between mile posts 49 and 50 two miles west of Hewitt; between Hewitt and mile post 40, three miles east of Bertha, on account of creeping track.

Nos. 523, 524, 525 and 526 will carry passengers when provided with proper transportation. The normal position of the south "Y" switch at Cass Lake is for west leg of "Y."

Trains will protect themselves between West Main Line Wye Switch and Cass Lake.

Draw bridges located as follows: Kabekona River, three (3) miles west of Walker; and at Steamboat River, one and one-half (1½) miles west of Wilkinson.

Log track at Akeley is not safe for engines further than 300 feet west of Wood Spur, or for cars further than 800 feet west of this switch.

Yard Limit Boards are placed ½ mile each way from  
Sauk Center,  
Park Rapids,  
Cass Lake.

**INITIAL STATIONS.**

Sauk Center for trains 105, 523.  
Park Rapids " " 524, 525.  
Cass Lake " " 106, 526.

**TERMINAL STATIONS**

Sauk Center for trains 106, 524.  
Park Rapids " " 523, 526.  
Cass Lake " " 105, 525.

Derail Switches located as follows:  
Hortons, west end industry track.  
Nevis, Planing Mill spur.  
Crooked Lake, Log spur.  
Wadena, N. P. Transfer, West End.

**BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.**

Name	Miles from Sauk Center	Car Capacity	Switch at
Brick Yard.....	30	48	East end.
Gravel Pit.....	31	34	West end.
Pine Tree Lbr. Co. Spur...	94	135	West end.
Nichols Lumber Co.....	107	10	East end.
Kabekona.....	122	36	East end.
Raboin Spur.....	134	3	East end.

# AUTOMATIC BLOCK SIGNALS.

501. In all cases except as noted by special rules, the BLOCK Signals are located upon the Right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:

- A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP."
- B. An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
- C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED."
- D. At night the position of the Signals will, in addition, be shown by the standard colored lights.  
RED indicates STOP.  
YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal.  
GREEN indicates "PROCEED."

502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and wherever they may be required.

503. Block Signals for a track apply only to trains running with the current of traffic on that track.

- A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.

504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed—(See A, B and C):

- A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
- B. On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.  
Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.

505. Omitted.

506. When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.

507. Lights must be used upon all block signals from sunset to sunrise, and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

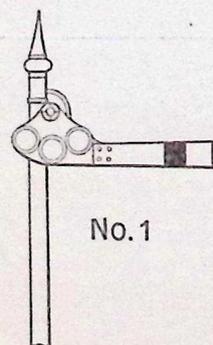
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.

510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.

511. Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.

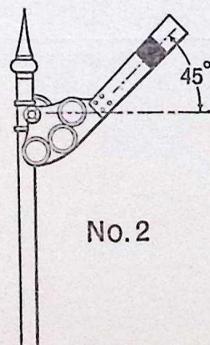
512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.

513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



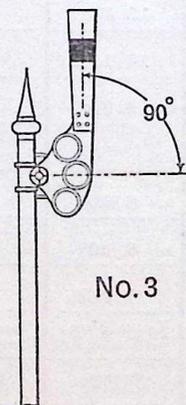
INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

Color. RED light at night.  
Indication. STOP.  
Name. STOP Signal.



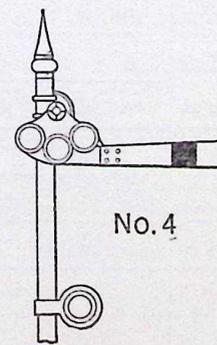
INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

Color. YELLOW light at night.  
Indication. PROCEED with CAUTION,  
prepared to stop at next signal.  
Name. CAUTION Signal.



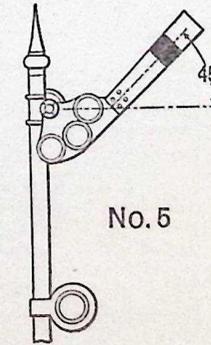
INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

Color. GREEN light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.



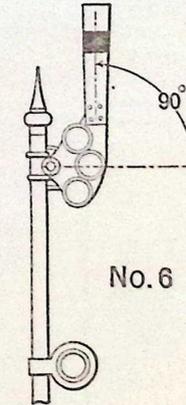
HOME  
AUTOMATIC BLOCK SIGNAL.

Color. Arm, RED light at night.  
Disc, RED light at night.  
Indication. STOP.  
Name. STOP Signal.



HOME  
AUTOMATIC BLOCK SIGNAL.

Color. Arm, YELLOW light at night.  
Disc, RED light at night.  
Indication. PROCEED with CAUTION,  
prepared to stop at next signal.  
Name. CAUTION Signal.



HOME  
AUTOMATIC BLOCK SIGNAL.

Color. Arm, GREEN light at night.  
Disc, RED light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.

# INTERLOCKING SIGNALS.

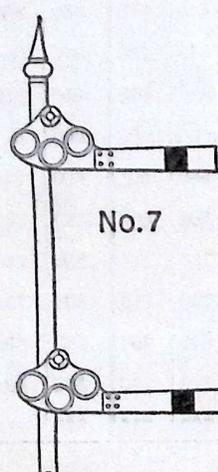
## ENGINEMEN AND TRAINMEN.

- 661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- 662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- 664. The Engineman of a train which has parted must sound the whistle signal for "train parted" on approaching an interlocking plant.
- 665. An Engineman receiving a "train parted" signal from a Signalman must answer by the whistle signal or "train parted."

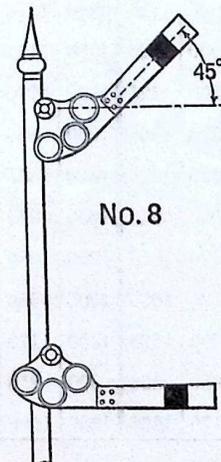
- 666. When a parted train has been re-coupled the Signalman must be notified.
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
- 623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and are known to be in safe condition.

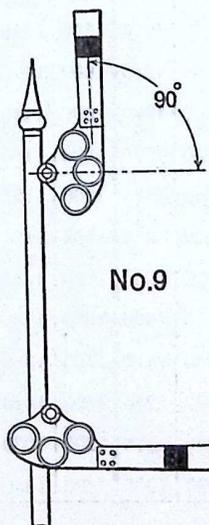
Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



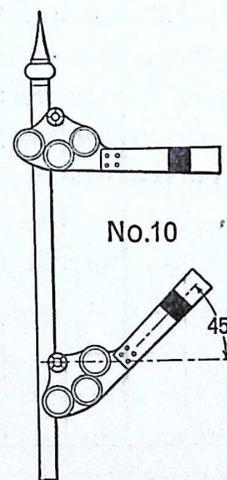
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, RED light at night.  
 Lower Arm, RED light at night.  
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.  
 Name. STOP Signal.



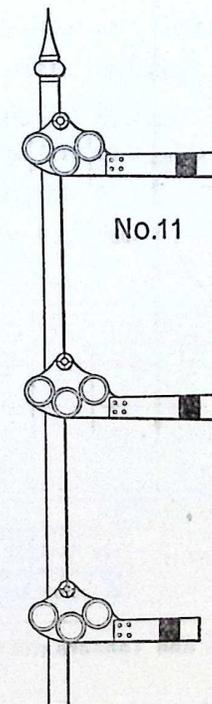
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, YELLOW light at night.  
 Lower Arm, RED light at night.  
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.  
 Name. CAUTION Signal.



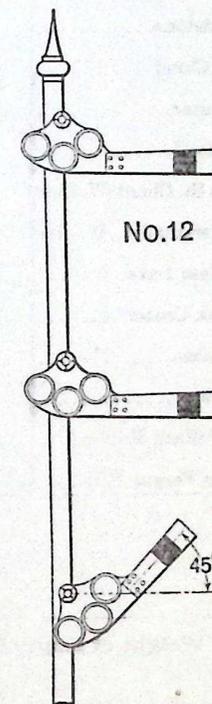
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, GREEN light at night.  
 Lower Arm, RED light at night.  
 Indication. Main line route clear, PROCEED.  
 Name. CLEAR Signal.



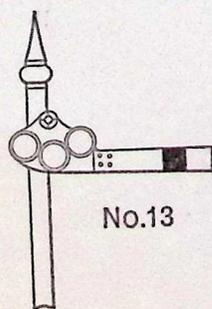
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, RED light at night.  
 Lower Arm, YELLOW light at night.  
 Indication. Diverging route clear, proceed with CAUTION.  
 Name. CAUTION Signal.



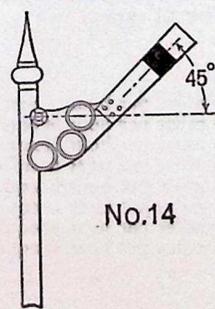
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, RED light at night.  
 Middle Arm, RED light at night.  
 Lower Arm, RED light at night.  
 Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from signalman.  
 Name. STOP Signal.



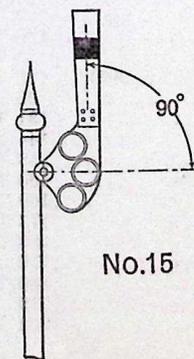
**INTERLOCKING HOME SIGNAL.**  
 Color. Upper Arm, RED light at night.  
 Middle Arm, RED light at night.  
 Lower Arm, YELLOW light at night.  
 Indication. Slow speed, Route clear, Proceed.  
 Name. CAUTION Signal.



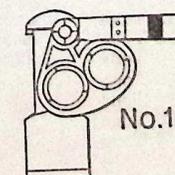
**INTERLOCKING DISTANT SIGNAL.**  
 Color. RED light at night.  
 Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.  
 Name. STOP Signal.



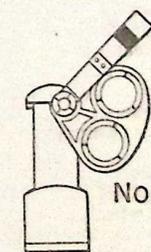
**INTERLOCKING DISTANT SIGNAL.**  
 Color. YELLOW light at night.  
 Indication. PROCEED with CAUTION, prepared to stop at Home Signal.  
 Name. CAUTION Signal.



**INTERLOCKING DISTANT SIGNAL.**  
 Color. GREEN light at night.  
 Indication. PROCEED.  
 Name. CLEAR Signal.



**DWARF SIGNAL.**  
 Color. RED light at night.  
 Indication. STOP.  
 Name. STOP Signal.



**DWARF SIGNAL.**  
 Color. YELLOW light at night.  
 Indication. PROCEED with CAUTION.  
 Name. CAUTION Signal.

CAPACITY OF ENGINES IN TONS IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

STATIONS	Ruling Grade.	Class O 1-3000-3039				Class J 1-1500-1549 " J 2-1550-1649				Class F 4-1095-1099 " F 5-1100-1109 " F 6-1110-1129 " F 7-1130-1139 " F 8-1140-1264 " F 9-1300-1324 " G 5- 800- 807				Class F 3-701 " G 2-700-719 " G 3-720-769 " G 4-770-779				Class G 1-600-615				Class F 1-500-565 " F 2-595-599				Class D 5-450-476				Class D 1-360 " D 2-300-359 " D 3-297				Class B 20-197-206 " B 21-207-225 " B 22-226-230				Class B 16-135-138 " B 17-145-149 " B 18-150-151  " B 19-152-186			
		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				
Northtown Jct. to St. Cloud, E. Line	.5	3300	2980	2660	2500	2200	1980	1760	1650	2300	2070	1840	1725	2000	1780	1560	1450	1700	1620	1440	1350	1500	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	970	950	855	760	715
St. Cloud to Barnesville.....	.6	3200	2880	2760	2600	2100	1890	1680	1575	2200	1980	1760	1650	1900	1800	1600	1500	1600	1450	1290	1210	1400	1350	1160	1090	1350	1215	1080	1015	1150	1035	920	865	900	810	720	675	800	720	640	600
Barnesville to Evansville.....	.6	3000	2880	2360	2200	1850	1670	1490	1400	2100	1890	1680	1575	1750	1575	1400	1310	1600	1450	1290	1210	1350	1215	1080	1015	1250	1125	1000	940	1050	945	840	780	800	720	640	600	700	630	560	525
Evansville to Melrose.....	.6	3600	3200	2800	2400	2200	1980	1760	1650	2450	2205	1960	1735	2100	1980	1760	1650	1780	1600	1425	1335	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	715
Melrose to St. Cloud.....	.6	4000	3600	3200	3000	2450	2205	1960	1735	2600	2340	2080	1950	2300	2070	1840	1725	1850	1665	1480	1390	1700	1530	1360	1275	1600	1440	1280	1200	1375	1240	1100	1030	1100	990	880	825	975	880	780	730
St. Cloud to Northtown Jct., E. Line	.5	5000	4600	4200	3800	2850	2570	2290	2150	3000	2700	2400	2250	2400	2160	1920	1800	2000	1800	1600	1500	1850	1665	1480	1390	1700	1530	1360	1275	1475	1330	1180	1105	1200	1080	960	900	1075	970	860	805
St. Cloud to Sandstone.....	.6	3500	3180	2780	2600	2350	2115	1880	1760	2500	2250	2000	1875	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	715
Sandstone to St. Cloud.....	.6	3500	3180	2780	2600	2350	2115	1880	1760	2500	2250	2000	1875	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	715
St. Cloud to Willmar.....	.6	3500	3180	2780	2600	2350	2115	1880	1760	2500	2250	2000	1875	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	715
Willmar to St. Cloud.....	.6	3500	3180	2780	2600	2350	2115	1880	1760	2500	2250	2000	1875	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	715
Clearwater Jct. to St. Cloud, W. Line	.8	.....	.....	.....	.....	1900	1710	1520	1425	2000	1800	1600	1500	1750	1575	1400	1310	1300	1170	1040	975	1200	1125	1000	940	1150	1035	920	865	950	855	760	715	700	630	560	525	600	540	480	450
St. Cloud to Clearwater Jct., W. Line	.8	.....	.....	.....	.....	1900	1710	1520	1425	2000	1800	1600	1500	1750	1575	1400	1310	1300	1170	1040	975	1200	1125	1000	940	1150	1035	920	865	950	855	760	715	700	630	560	525	600	540	480	455
Sauk Center to Cass Lake.....	.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1350	1400	1260	1120	1050	1300	1215	1080	1015	1250	1125	1000	940	1050	945	840	790	800	720	560	600	700	630	56	525
Cass Lake to Sauk Center.....	.66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1600	1500	1600	1440	1280	1200	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900	950	855	760	715	850	765	680	640
Elk River to Milaca.....	.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1640	1450	1290	1210	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900	950	855	760	715	850	765	680	640
Milaca to Elk River.....	.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975	1050	945	840	790	950	855	760	714
Fergus Falls to Pelican Rapids....	1.0	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1300	1170	1040	975	1200	1080	960	900	1100	990	880	825	900	810	720	675	650	585	520	490	550	494	440	415
Pelican Rapids to Fergus Falls....	.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1280	1200	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900	950	855	760	715	850	765	680	640

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 and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary  
 Class F6-F7-F8 and F9 Superheater Engines rated 600 tons more than saturated steam engines of same class.

Weight of Empty Cars and Dead Engines and Tenders will be estimated as follows when not marked:

Box Cars, 28 to 30 foot	11 Tons	Engines numbered below 200 series.	80 Tons
Box Cars, 33 foot	12 Tons	Engines numbered in 200 series	90 Tons
Box Cars, 34 foot	13 Tons	Engines numbered in 300 series	86 Tons
Box Cars, 36 foot	15 Tons	Engines numbered in 400 series	110 Tons
Box Cars, 40 foot	17 Tons	Engines numbered in 500 series	115 Tons
Refrigerator Cars.	20 Tons	Engines numbered in 600 series	120 Tons
Furniture Cars, 30 to 40 foot	17 Tons	Engines numbered in 700 series	140 Tons
Furniture, 40 to 50 foot.	19 Tons	Engines numbered in 800 series	155 Tons
Caboose, 8 wheel	17 Tons	Engines numbered in 900 series (except 992 to 997).	115 Tons
Caboose, 4 wheel	10 Tons	Engines numbered 992 to 997.	95 Tons
Flat Cars, 28 to 30 foot	9 Tons	Engines numbered 1000 to 1007.	131 Tons
Flat Cars, 33 and 34 foot	11 Tons	Engines numbered 1050 to 1069	144 Tons
Flat Cars, 40 foot	12 Tons	Engines numbered 1079 to 1095.	158 Tons
Coal Cars.	12 Tons	Engines numbered in 1100 and 1200 series.	160 Tons
Gondola Cars	13 Tons	Engines numbered in 1300 series	160 Tons
Ore Cars, Wood.	12 Tons	Engines numbered 1400 to 1405.	173 Tons
Ore Cars, Steel.	15 Tons	Engines numbered 1406 to 1425.	188 Tons
Oil Tanks.	15 Tons	Engines numbered in 1500 and 1600 series.	179 Tons
Ballast Cars	12 Tons	Engines numbered in 1700 series	180 Tons
Steam Wreckers..	75 Tons	Engines numbered in 1800 series	219 Tons
Engine Tank (Empty).	30 Tons	Engines numbered in 1900 series	252 Tons
Mail Cars..	25 Tons		
Baggage Cars..	30 Tons		
Coaches, 8 wheel	30 Tons		
Coaches, 12 wheel.	35 Tons		
Dining Cars and Tourist Cars	40 Tons		
Sleeping Cars, Parlor Cars and Observation Cars.....	40 Tons		

Speed Limits for Trains.

Between	Passenger	Freight
Clearwater Junction and St. Cloud.....	50 miles per hour.	30 miles per hour.
St. Cloud and Melrose.....	50 miles per hour.	30 miles per hour.
Barnesville and Melrose.....	50 miles per hour.	30 miles per hour.
Elk River and Milaca.....	40 miles per hour.	20 miles per hour.
Fergus Falls and Pelican Rapids.....	15 miles per hour.	15 miles per hour.
Brook Park and St. Cloud.....	45 miles per hour.	30 miles per hour.
St. Cloud and Willmar.....	45 miles per hour.	30 miles per hour.
Sauk Center and Cass Lake.....	45 miles per hour.	20 miles per hour.
All engines backing up with or without cars.....	15 miles per hour.	15 miles per hour.

Speed Table.

50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

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.

## SPECIAL RULES.

**West bound trains are superior to east bound trains of the same class.**

1. All trains displaying signals for following sections will stop at all registering stations, and the Conductors will register in person.
2. In addition to signs provided for in rule 7, Book of Rules, the following signs in column headed "Signs" indicate:
  - D Day telegraph or telephone station.
  - N Night telegraph or telephone station.
  - DN Day and night telegraph or telephone station.
  - P Dispatcher's telephone in wareroom or booth accessible at all times.
  - I Interlocked.
  - K Connection with foreign road.
  - o Standard clock.

## PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.  
No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.
  2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.  
When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.
  3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.
  4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.
  5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.
- In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.  
As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.
6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.
  7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
  8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
  9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

## COMPANY SURGEONS.

Dr. J. A. Quinn, Chief Surgeon, Suite 301-2-3 Ernst Bldg., Cor. 5th. and Wabasha Sts., St. Paul.		
Dr. J. W. Chamberlain, Ophthalmic Surgeon, Lowry Arcade, St. Paul.		
(Employees consulting Dr. Chamberlain should be provided with an order from the Superintendent.)		
Minneapolis.....	307 Reid Corner, 9th St. & Nicollet Ave.	Dr. R. J. Hill.
Minneapolis.....	307 Reid Corner, 9th St. & Nicollet Ave.	Dr. L. A. Nippert.
Minneapolis.....	302 Reid Corner, 9th St. & Nicollet Ave.	Dr. C. N. Spratt.
Minneapolis.....	Pillsbury Building.....	Dr. Gustave Schwyzer.
Minneapolis.....	300 Walnut St. S. E.....	Dr. W. H. Aurand.
St. Cloud.....	Ophthalmic Surgeon.....	Dr. A. D. Whiting.
St. Cloud.....		Dr. W. L. Beebe.
Osseo.....		Dr. P. H. Mee.
Monticello.....		Dr. R. F. Lynch.
Melrose.....		Dr. P. A. Hilbert.
Melrose.....		Dr. H. W. Goehrs.
Sauk Center.....		Dr. J. A. DuBois.
Osakis.....		Dr. W. H. Hengstler.
Alexandria.....		Dr. A. D. Haskell.
Brandon.....		Dr. C. W. Meckstroth.
Evansville.....		Dr. G. R. Melzer.
Fergus Falls.....		Dr. O. T. Shering.
Barnesville.....		Dr. A. Cyr.
Long Prairie.....		Dr. C. R. Christie.
Eagle Bend.....		Dr. J. S. Tyler.
Wadena.....		Dr. Paul Kenyon.
Park Rapids.....		Dr. C. A. Houston.
Akeley.....		Dr. M. A. Desmond.
Walker.....		Dr. F. L. Wilcox.
Cass Lake.....		Dr. R. B. Yoder.
Willmar.....		Dr. H. E. Frost.
Paynesville.....		Dr. G. P. Ferree.
Ogilvie.....		Dr. Geo. M. Sewall.
Mora.....		Dr. J. C. Painter.
Hinckley.....		Dr. E. L. Stephan.
Sandstone.....		Dr. D. W. Cowan.
Sandstone.....		Dr. W. A. McEachern.
Princeton.....		Dr. H. C. Cooney.

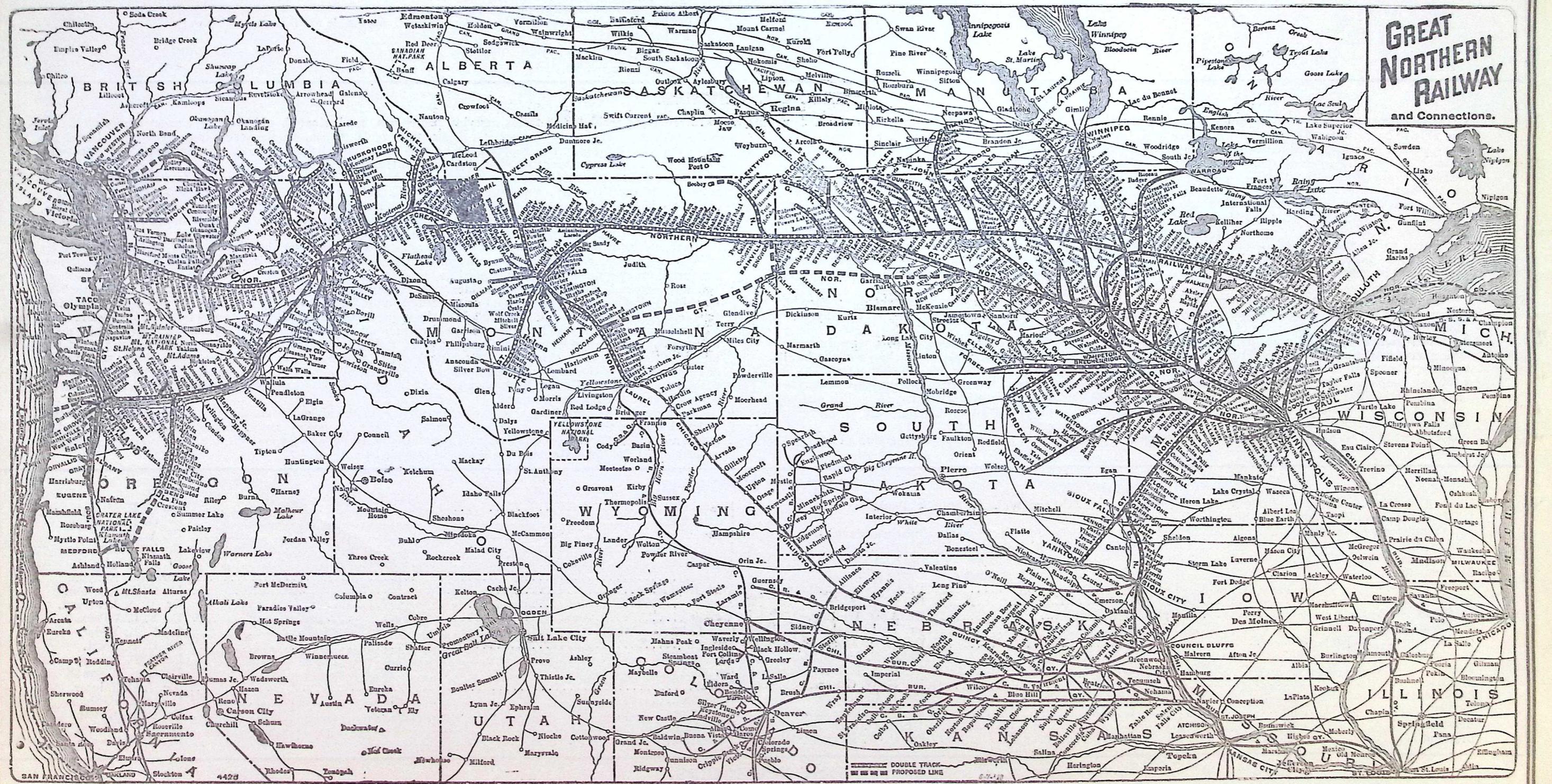
## TIME INSPECTORS.

St. Paul.....	Haman & Co.	Barnesville.....	A. B. Spencer.
Minneapolis.....	Munnz & Pomerleau.	Akeley.....	J. P. Johnson.
St. Cloud.....	Fitz Guy.	Cass Lake.....	C. A. Kohout.
Melrose.....	J. F. Ahearn.	Willmar.....	Anderson Bros.
Fergus Falls.....	F. H. Straub.	Sandstone.....	L. R. Enger.

**S. ALLSBROW, Dispatcher.**  
**J. D. McCULLOCH, "**  
**W. J. HAYNES, "**

**F. A. MAXWELL, Chief Dispatcher.**  
**F. WEAR, Trainmaster.**

# GREAT NORTHERN RAILWAY and Connections.



DOUBLE TRACK  
PROPOSED LINE