

GREAT NORTHERN RAILWAY



ST. CLOUD AND FERGUS FALLS DIVISION



TIME TABLE No. 4

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

SUNDAY, FEBRUARY 27, 1921.

Superseding Time Table No. 3 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

R. E. LANDIS, SuperIntendent.

A. L. BERGFELD, General Supt. of Transportation.

F. J. GAVIN, General Superintendent.

F. BELL, General Manager.

THIRD CLASS.			SECOND CLASS.						Capacity of Side Tracks		Station Numbers	Distance from St. Paul	Time Table No. 4.		Telegraph Calls	FIRST CLASS.							
501	505	517					403	405	Passing Tracks	Other Tracks			In Effect February 27, 1921.			29	27	11	31	1	5	7	
Local Freight	Local Freight	Local Freight					Time Freight	Time Freight					Passenger	Fast Mail		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	
Mon. Wed. and Fri.	Daily Ex. Sunday	Mon., Wed. and Fri.					Daily	Daily					STATIONS.	Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily			
											0	0.00	ST. PAUL	U	L 10.23Pm	L 8.45Am	L 8.05Am		L 11.15Am	L 4.05Pm	L 5.05Pm		
											11	10.55	MINNEAPOLIS	S	10.58Pm	9.15Am	8.45Am		11.50Am	4.45Pm	5.45Pm		
TRAINS BETWEEN ST. PAUL AND CLEARWATER JUNCTION WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE.																							
L 7.50Am													12.16	CLEARWATER JCT.	UD			L 8.50Am		L 4.50Pm			
													12.95	ELECTRIC SHORT LINE R. R. Cross.									
s 8.10									17	23	17	17.16	ROBBINSDALE	RD			s 8.59			s 5.00			
												18.49	M. St. P. & S. S. M. Ry. Crossing										
6-11 s 9.12									75	38	24	23.63	OSSEO	SI			6-501 s 9.12			s 5.11			
f 9.30										6	28	27.95	MAPLE GROVE				s 9.20			s 5.20			
s 10.00										26	33	32.65	ROGERS	RO			s 9.30			s 5.30			
s 10.30										50	39	38.88	ALBERTVILLE	SA			s 9.45			s 5.41			
s 11.05										40	48	47.30	MONTICELLO	MO			502 s 10.05			s 5.55			
s 11.35										32	55	54.88	ENFIELD				s 10.21			s 6.07			
s 11.50										40	57	57.06	HASTY	HA			s 10.27			s 6.12			
s 12.20Pm									30	15	62	62.08	CLEARWATER	CW			s 10.40			s 6.23			
s 12.55										30	70	69.26	ST. AUGUSTA				f 10.54			f 6.35			
A 1.30Pm	11-27-31-506 L 11.30Am	L 30-405 6.30Am					L 6-28 8.40Am	L 8-30-517 6.00Am			75	74.72	ST. CLOUD	WA	L 12.54Am	11-31-505-506 L 11.00Am	27-31-505-506 s 11.20	11-27-505-506 L 11.25Am	L 501 1.46Pm	s 6.55	L 7.37Pm		
												75.04	OSSEO LINE JCT.										
	11.35	A 6.35Am					8.45	6.05				75.41	WILLMAR LINE JCT.		12.56	11.01	11.22	A 11.27Am	518 1.47	6.57	7.39		
s 12.01Pm							9.05	6.22	87	26	82	81.57	ST. JOSEPH	JO	1.05	11.09	s 11.35		12 1.55	s 7.08	4 7.47		
f 12.15										4	85	84.34	COLLEGEVILLE				s 11.40			s 7.13			
s 12.45							506 9.40	6 6.57	87	25	90	89.74	AVON	VN	1.15	11.20	s 11.53		2.06	s 7.28	7.57		
12 s 1.23							10.05	7.25	86	34	96	95.78	ALBANY	BY	1.24	11.28	s 12.07Pm		2.14	s 7.40	8.06		
s 2.23							10.30	28-506 7.57	87	32	102	102.03	FREEPORT	FR	1.34	11.36	s 12.18		505 2.23	s 7.55	8.15		
s 2.55							10.55	8.25		38	108	107.99	MELROSE DEPOT	SU	s 1.46	11.44	s 12.30		2.31	s 8.12	s 8.27		
A 3.00Pm							A s 11.00Am	A s 8.30Am			108	108.59	MELROSE YARD	MR	A s 1.48Am	A 11.45Am	A s 12.32Pm		A s 2.33Pm	A s 8.15Pm	A s 8.30Pm		
Mon. Wed. and Fri.	Daily Ex. Sunday	Mon., Wed. and Fri.					Daily	Daily							Daily	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily		
501	505	517					403	405							29	27	11	31	1	5	7		
5 40 11 0	3.30 9.7	.05 8.6					2.20 15.4	2.30 13 5				Time Over District Average Speed Per Hour			.54 37.6	.45 43.8	3.42 26.1	.02 14.4	.47 43.2	3.25 28.2	.53 38.0		

Special Rules.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all other trains, opposing first class trains will clear No. 27 five (5) minutes, other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Switch at Osseo Line Jct. will be kept set for Fifth District main track.

No. 5 will clear No. 7 as per rule No. 85.

No. 27 will register by card at Melrose Yard unless train displays signals.

Nos. 5 and 11 will register by card at Clearwater Jct. unless train displays signals.

Freight trains Nos. 501 and 505 will carry passengers when provided with proper transportation.

Trains must not exceed 40 miles per hour over the second curve west of Clearwater about 500 feet west of switch and 6 miles per hour between Fifth and Ninth avenues, St. Cloud, and 10 miles per hour over St. Germain street crossing over Osseo Line at St. Cloud and 8 miles per hour over street crossings at Melrose and run carefully between St. Cloud and Willmar Line Jct., looking out for Willmar Line trains.

Bridge 10 Mississippi River at St. Cloud, engines heavier than Classes H-4 and J-1 prohibited, all engines must not exceed speed of 10 miles per hour over this bridge.

Class N-1, O-1, P-1 engines are heaviest permitted on this district, but must not exceed 10 miles per hour over following bridges, Class O-3 prohibited:

Bridge No. 16 over Crow River west of Rogers.

Bridges Nos. 15 and 16 over Watab River $\frac{3}{4}$ mile west of Collegeville.

Yard Limit Boards placed: 2650 ft. west of Clearwater Jct. switch; 358 ft. east of Barr Pickling Co. spur, St. Cloud; 1038 ft. west of Pan Motor Co. switch, St. Cloud; 2590 ft. east of east switch, Melrose.

INITIAL STATIONS.

Clearwater Jct. for trains 5, 11, 501.

St. Cloud for trains 1, 7, 27, 29, 31, 403, 405, 505, 517.

TERMINAL STATIONS.

Willmar Line Jct. for trains 31, 517.

Melrose Yard for trains 1, 5, 7, 11, 27, 29, 403, 405, 505, 517.

Derail Switches are located as follows:

Hasty, east and west end siding.

Albany, oil spur track and stock yard spur.
Melrose, east end house track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Melrose	Car Capacity	Switch at
Barr Pickling Spur	34.46	4	West End
Buetler's Spur	36.48	73	West End
Tileston Mill Spur	36.83		East End

FIRST DISTRICT—MELROSE YARD TO CLEARWATER JUNCTION.

EASTWARD.

3

FIRST CLASS.								Time Table No. 4. In Effect February 27, 1921.	STATIONS.	Telegraph Calls	Distance from Melrose Yard	SIGNS. See Rule 4, page 13.	THIRD CLASS.									
4	32	12	28	6	30	8							502	506	518							
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger							Local Freight	Local Freight	Local Freight							
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily							Tues., Thurs. and Sat.	Daily Ex. Sunday	Tues., Thurs. and Sat.							
10.30pm		A 5.20pm	A 11.30am	A 10.25am	A 8.30am	A 8.05am		ST. PAUL	U	108.59	●											
10.00pm		4.50pm	11.05 10.55am	9.55am	7.59am	7.35am		10.55 MINNEAPOLIS	S	98.04	●											
TRAINS BETWEEN ST. PAUL AND CLEARWATER JUNCTION WILL BE GOVERNED BY TERMINALS DIVISION TIME TABLE.																						
		A 4.45pm		A 9.50am				1.61 CLEARWATER JCT.	UD	96.43	R DN W		A 12.45pm									
								0.79 ELECTRIC SHORT LINE R. R. CROSSING		95.64		I										
		s 4.30		s 9.30				4.21 ROBBINSDALE	RD	91.43	P		s 12.25pm									
								1.33 M.St.P. & S.S.M. Ry. Crossing		90.10		I										
		s 4.14		11-501 s 9.12				5.14 OSSEO	SI	84.96	D PW		s 11.55									
		s 3.59		s 9.03				4.32 MAPLE GROVE		80.64												
		s 3.49		s 8.55				4.70 ROGERS	RO	75.94	D P		s 11.15									
		s 3.35		s 8.42				6.23 ALBERTVILLE	SA	69.71	D P		s 10.45									
		s 3.21		s 8.24				8.42 MONTICELLO	MO	61.29	D PW		11 s 10.05									
		s 3.03		s 8.05				7.58 ENFIELD		53.71	P		s 9.30									
		s 2.57		s 8.00				2.18 HASTY	HA	51.53	P		s 9.15									
		s 2.46		s 7.51				5.02 CLEARWATER	CW	46.51	DPW		s 9.00									
		f 2.32		f 7.40				7.18 ST. AUGUSTA		39.33	P		f 8.35									
A 8.02pm	A 4.50pm	s 2.20	A 4.03 8.40am	403-502 s 7.30	517-405 A s 5.57am	517-405 A s 5.22am		5.46 ST. CLOUD	WA	33.87	R DN WC YO		L 8.15am	11-27-31-505 A s 10.45am	A 1.52pm							
								0.32 OSSEO LINE JCT.		33.55												
8.00	L 4.43pm	2.14	8.37	7.22	5.55	5.20		0.37 WILLMAR LINE JCT.		33.18	P			10.40	L 1.47pm							
7.47		s 1.55	8.27	s 7.12	5.47	5.12		6.16 ST. JOSEPH	JO	27.02	D P			s 10.15								
		s 1.43		s 7.07				2.77 COLLEGEVILLE	CO	24.25	P			s 10.00								
7.28		s 1.34	8.17	s 6.57	5.37	5.00		5.40 AVON	VN	18.85	D PW			403 s 9.40								
7.20		s 1.23	8.07	s 6.44	5.27	4.51		6.04 ALBANY	BY	12.81	D P			s 8.55								
7.11		s 1.12	405-506 7.57	s 6.32	5.17	4.42		6.25 FREEPORT	FR	6.56	D P			405-28 s 7.57								
s 7.02		s 1.00	7.47	s 6.20	5.07	s 4.30		5.96 MELROSE DEPOT	SU	0.60	P			s 7.05								
L 7.00pm		L 12.55pm	L 7.45am	L 6.15am	L 5.05am	L 4.25am		0.60 MELROSE YARD	MR	0.00	R&DN WCT O			L 7.00am								
Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily							Tues., Thurs. and Sat.	Daily Ex. Sunday	Tues., Thurs. and Sat.							
4	32	12	28	6	30	8							502	506	518							
1.02 32.7	.07 6	3.50 25.2	.55 36.9	3.35 26.9	.52 39.1	.57 35.6		Time Over District Average Speed Per Hour					4.30 13.9	3.45 9.1	5 8.6							

Special Rules.

Westward trains are superior to eastward trains of the same class.

Switch at Osseo Line Jct., will be kept set for Fifth District Main track.

Nos. 6 and 12 will register by card at Clearwater Jct. unless train displays signals.

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

Trains must not exceed 40 miles per hour over the second curve west of Clearwater about 500 feet west of switch and 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, and 8 miles per hour over street crossing at Melrose and run carefully between St. Cloud and Willmar Line Jct., looking out for Willmar Line trains.

Bridge 10 Mississippi River at St. Cloud, Engines heavier than Classes H-4 and J-1 prohibited, all engines must not exceed 10 miles per hour over this bridge.

Class N-1, O-1, P-1 engines, are heaviest permitted on this district, but must not exceed 10 miles per hour over following bridges, Class O-3 prohibited:

Bridge No. 16 over Crow River west of Rogers.

Bridge No. 32 one mile east of Freeport.

Bridges Nos. 15 and 16 over Watab River ¾ miles west of Collegeville.

Bridge No. 38 three miles east of Melrose.

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

No. 30 and No. 4 will stop at any station to let off passengers from west of Cutbank.

Yard Limit Boards placed 2650 feet west of Clearwater Jct. switch, 358 feet east of Barr Pickling Co. Spur, St. Cloud, 1038 feet west of Pan Motor Co. spur, St. Cloud, 2590 feet east of east switch, Melrose.

INITIAL STATIONS.

Willmar Line Jct. for trains 32, 518.

Melrose Yard " 4, 6, 8, 12, 28, 30 and 506.

St. Cloud " " 502.

TERMINAL STATIONS.

Clearwater Jct. for trains 6, 12 and 502.

St. Cloud " " 4, 8, 28, 30, 32, 506 and 518.

Derail Switches are located as follows:

Hasty, east and west end siding.

Albany, oil spur track and stock yard spur.

Melrose, east end house track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Melrose	Car Capacity	Switch at
Barr Pickling Spur	34.46	4	West end
Buetler's Spur	36.48	73	West end
Tileston Mill Spur	36.83		East end

4 WESTWARD. SECOND DISTRICT—MELROSE YARD TO BARNESVILLE.

THIRD CLASS.		SECOND CLASS.						Capacity of Side Tracks		Station Numbers	Distance from Melrose Yard	Time Table No. 4. In Effect February 27, 1921.		FIRST CLASS.					
511	523					403	405	Passing Tracks	Other Tracks			STATIONS.	Telegraph Calls	29	27	11	1	7	
Local Freight	Local Freight					Time Freight	Time Freight							Passenger	Fast Mail	Passenger	Passenger	Passenger	
Daily Ex. Sunday	Mon., Wed. and Friday					Daily	Daily							Daily	Daily	Daily Ex. Sunday	Daily	Daily	
L 8-30 6.00Am	L 8-30 5.30Am					L 11-12 12.55Pm	L 9.30Am			108	0.00	MELROSE YARD	MR	L 1.55Am	L 11.45Am	L 12.37Pm	L 2.38Pm	L 8.35Pm	
6.10	5.45					1.10	9.42	87		112	4.14	PICARDY		2.01	11.50	12.42	2.43	8.41	
6.40	A 6.00Am					524 1.30	10.00	82	120	117	7.68	SAUK CENTER	AU	2.10	11.55	12.55 524 1.15	512 2.49	8.52	
											8.11	PARK RAPIDS LINE JCT.							
											8.48	N. P. RY. CROSSING							
28 7.10						512 2.00	10.25	85	30	124	15.48	WEST UNION	WU	2.23	12.05Pm	1.29	2.59	9.04	
7.50						2.20	10.50	84	77	130	21.26	OSAKIS	KS	2.33	12.12	512 1.41	3.07	9.17	
8.15						12 2.40	11.36	90	34	136	26.95	NELSON	N	2.44	12.20	1.51	3.14	9.27	
								None		138	30.23	GENEVA BEACH							
8.50						1 3.24	512 11.59	129	138	141	32.54	ALEXANDRIA	RA	2.53	512 12.28	2.08	403 3.24	9.35	
9.20						3.50	12.15Pm	85	22	148	39.07	GARFIELD	G	3.10	12.38	2.21	3.34	9.48	
9.50						4.05	12.30	86	51	154	44.83	BRANDON	BN	3.20	12.48	2.32	3.42	9.58	
12-512 10.46						4.30	12.55	123	196	159	49.97	EVANSVILLE	NS	3.30	405 12.55	2.44	3.49	10.10	
11.10							1.15			11	163	MELBY				2.52			
11.45						4 5.11	1.35	65	29	168	58.85	ASHBY	B	3.43	1.06	3.01	3.59	10.23	
12.25Pm						5.40	2.00	64	27	176	66.51	DALTON	DO	3.55	1.16	3.16	4.10	10.35	
12.50						5.55	2.20	64		182	72.65	PARKDALE		4.05	1.26	3.27	4.18	10.43	
											76.95	PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING							
27 1.36						6.20	2.50	80	167	187	77.62	FERGUS FALLS	GS	4.15	511 1.36	3.43	4.35	10.55	
2.05						6.35	3.05	87		191	82.01	BRENT		4.25	1.42	3.51	4.41	11.01	
2.30						6.45	3.20	64	28	195	85.87	CARLISLE		4.33	1.48	3.58	4.46	11.09	
2.50						7.00	3.35	87		199	89.93	KITCHENER		4.40	1.54	4.09	4.51	11.15	
3.20						7.15	4.03	64	29	204	94.49	ROTHSAY	RT	4.48	2.00	4.20	4.57	11.22	
4 3.52						7.35	4.35	64	8	210	101.26	LAWNDALE		5.00	2.09	4.35	5.05	11.33	
A 4.15Pm						A 8.00Pm	1 5.10Pm	39	406	217	108.47	BARNESVILLE	D	512 5.15Am	A 2.20 Pm	A 4.55Pm	405 5.16Pm	A 11.45Pm	
Daily Ex. Sunday	Mon., Wed. and Friday					Daily	Daily							Daily	Daily	Daily Ex. Sunday	Daily	Daily	
511	523					403	405							29	27	11	1	7	
10.15 10 6	.30 15 4					7.05 15.7	7.40 14.1					Time Over District Average Speed Per Hour		3.20 32 5	2.35 42.0	4.18 25 2	2.37 41.4	3.10 34 2	

Special Rules.

Westward trains are superior to eastward trains of the same class.
No. 27 is superior to all other trains, opposing first class trains will clear No. 27 five (5) minutes, other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

No. 7 will stop at Dalton on flag Sundays only. No. 11 will Clear No. 1 as per rule No 85.

Nos. 1, 7 and 29 will register by card at Evansville and Sauk Center unless train displays signals.

No. 27 will register by card at Melrose Yard, Sauk Center and Evansville unless train displays signals.

Trains must not exceed 40 miles per hour over third curve about 2½ miles west of Alexandria, over three curves between 2½ miles and one mile east of Garfield, over curves 81 and 82 about 2 miles west of Dalton and over Sand Lake curve about 2½ miles west of Parkdale and 30 miles per hour over curve between water tank and passenger station at Alexandria, and six miles per hour through the limits of the cities of Fergus Falls and Sauk Center and 20 miles per hour over Park Rapids Line Jct. switch and N. P. Ry. Crossing about one-half mile west of Sauk Center.

Trains 1, 7, 27 and 29 will not exceed six miles per hour over First Street crossing east of depot at Evansville.

Classes N-1, O-1 and P-1 engines are heaviest permitted on this district, Class O-3 prohibited.

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

Yard Limits: 2608 Feet West of West Switch Melrose Yard,
2580 Feet East of East Switch Sauk Center,
2889 Feet West of West Switch
2570 Feet East of East Switch
2620 Feet West of West Switch

3206 Feet East of East Switch } Fergus Falls,
200 Feet West of Asylum Spur Switch }
2700 Feet East of East Switch } Barnesville.

INITIAL STATIONS.

Melrose Yard for trains 1, 7, 11, 27, 29, 403, 405, 511, 523.

TERMINAL STATIONS.

Sauk Center for trains 523.
Barnesville " " 1, 7, 11, 27, 29, 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.
Barnesville, team track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Barnesville	Car Capacity	Switch at
Ashby	29.57	102	West end

SECOND DISTRICT—BARNESVILLE TO MELROSE YARD.

FIRST CLASS.					Time Table No. 4. In Effect February 27, 1921.	STATIONS.	Telegraph Calls	Distance from Barnesville	SIGNS. See Rule 4, Page 13.	THIRD CLASS									
4	12	28	30	8						512	524								
Passenger	Passenger	Express	Passenger	Passenger						Local Freight	Local Freight								
Daily	Daily Ex. Sunday	Daily	Daily	Daily						Daily Ex. Sunday	Tues., Thurs. and Sat.								
A s 6.55pm	A s 12.50pm ⁴⁰³	A 7.40am	A s 5.00am ⁵¹¹⁻⁵²³	A s 4.20am ⁵¹¹⁻⁵²³		MELROSE YARD	MR	108.47	R@DN WCT O	A s 3.30pm	A s 2.15pm ¹								
6.48	12.42 ¹¹	7.32	4.52	4.12		PICARDY		104.33	P	3.05	2.00								
s 6.42	12.35 ^{12.35} 12.15	7.27	4.45	s 4.05		SAUK CENTER	AU	100.79	R DN W	s 2.49 ¹	L 1.45pm ¹¹⁻⁴⁰³								
						PARK RAPIDS LINE JCT		100.36	P I										
						N. P. RY. CROSSING		99.99	I										
6.26	12.05pm ²⁷	7.10 ⁵¹¹	4.33	3.51		WEST UNION	WU	92.99	D P	s 2.00 ⁴⁰³									
s 6.16	11.47	7.00	4.23	3.42		OSAKIS	KS	87.21	DN PW	s 1.41 ¹¹									
6.06	11.36 ⁴⁰⁵	6.50	4.16	3.33		NELSON	N	81.52	D P	s 12.50									
						GENEVA BEACH		78.24											
s 5.57	11.25	s 6.40	s 4.05	s 3.23		ALEXANDRIA	RA	75.93	DN PW	s 12.28pm ²⁷⁻⁴⁰⁵ 11.55									
5.43	11.10	6.26	3.50	3.10 ²⁹		GARFIELD	G	69.40	D P	s 11.30									
5.34	10.59	6.16	3.41	2.54		BRANDON	BN	63.64	D P	s 11.10									
s 5.25	10.46 ⁵¹²⁻⁵¹¹	6.06	3.30 ²⁹	2.45		EVANSVILLE	NS	58.50	R DN WCT P	s 10.46 ¹²⁻⁵¹¹									
	10.35					MELBY		53.81	P	s 10.10									
5.11 ⁴⁰³	10.28	5.51	3.13	2.31		ASHBY	B	49.62	D W P	s 9.45									
5.00	10.14	5.41	3.02	2.21		DALTON	DO	41.96	DN P	s 9.15									
4.50	10.02	5.29	2.50	2.09		PARKDALE		35.82	P	s 8.45									
						PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING		31.52	IK										
s 4.35 ¹	s 9.52	s 5.20	s 2.42	s 2.00		FERGUS FALLS	GS	30.85	DNW T P	s 8.30									
4.20	9.39	5.08	2.31	1.46		BRENT		26.46	P	7.30									
4.15	s 9.33	5.02	2.25	1.40		CARLISLE		22.60	P	s 7.20									
4.09 ¹¹	9.24	4.56	2.19	1.34		KITCHENER		18.54	P	7.00									
4.03 ⁴⁰⁵	s 9.18	4.48 ²⁹	2.13	1.27		ROTHSAY	RT	13.98	DNW P	s 6.50									
3.52 ⁵¹¹	s 9.05	4.33	1.58	1.13		LAWDALE		7.21	P	s 6.20									
L 3.40pm	L 8.50am	L 4.20am	L 1.45am	L 1.00am		BARNESVILLE	D	0.00	R@DN WCT	L 6.00am ²⁹									
Daily	Daily Ex. Sunday	Daily	Daily	Daily						Daily Ex. Sunday	Tues., Thurs. and Sat.								
4	12	28	30	8						512	524								
3.15 33.3	4.00 27.1	3.20 32.5	3.15 33.3	3.20 32.5		Time Over District Average Speed Per Hour				9.30 11.4	.30 15.4								

Special Rules.

Westward trains are superior to eastward trains of the same class.

Nos. 4, 8, 28 and 30 will register by card at Evansville and Sauk Centre unless train displays signals.
No. 30 and No. 4 will stop at any station to let off passengers from west of Cuthank.
Trains must not exceed 40 miles per hour over third curve 2½ miles west of Alexandria, over three curves between 2½ miles and one mile east of Garfield, over curves 81 and 82 about 2 miles west of Dalton and over Sand Lake curve about 2½ miles west of Parkdale, and 30 miles per hour over curve between water tank and passenger station at Alexandria, and six miles per hour through the limits of the cities of Fergus Falls and Sauk Center, and 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, 8, 28 and 30 will not exceed six miles per hour over First Street crossing east of depot at Evansville.
Classes N-1, O-1 and P-1 engines are heaviest permitted on this district, Class O-3 prohibited.
Freight train No. 512 between Barnesville and Melrose will carry passengers when provided with proper transportation.
Yard Limits. 2608 Feet West of West Switch } Melrose Yard,
2580 Feet East of East Switch } Sauk Center,
2889 Feet West of West Switch } Sauk Center,
2570 Feet East of East Switch } Evansville,
2620 Feet West of West Switch }

INITIAL STATIONS.

Barnesville for trains 4, 8, 12, 28, 30 and 512.
Sauk Center " " 524.

TERMINAL STATIONS.

Melrose Yard for trains 4, 8, 12, 28, 30, 512 and 524.

Deraill Switches are located as follows:
Brandon, east end elevator track. Dalton, west end elevator track.
Melby, west end elevator track. Barnesville, team track.
Ashby, east end elevator track.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Barnesville	Car Capacity	Switch at
Asylum	29.57	102	West end

6 WESTWARD.				THIRD DISTRICT—PRINCETON LINE.														EASTWARD.							
THIRD CLASS.			FIRST CLASS.				Capacity of Side Tracks		Station Numbers	Distance from Elk River	Time Table No. 4			Telegraph Calls	Distance from Milaca.	SIGNS. See Rule 4, page 13.	FIRST CLASS.				THIRD CLASS.				
		503					15	Passing Tracks			Other Tracks	In Effect February 27, 1921,					16					504			
		Local Freight					Passenger					STATIONS.					Passenger					Local Freight			
		Mon., Wed. and Fri.					Daily Ex. Sunday										Daily Ex. Sunday					Tue., Thur. and Sat.			
		L 11.50 ¹⁶ Am					L 5.20 ¹⁶ Pm			G-28	0.00	.....ELK RIVER.....	ER	33.16	R DN	503-504 A 11.13 ¹⁶ Am					A 10.55 ¹⁶ Am			
		11.55					5.22				0.74	MILACA LINE JCT. AND N. P. RY. CROSSING..		32.42	W I K	11.10					10.50				
		12.40 ¹⁶ Pm					5.45		32	H-11	10.24	.....ZIMMERMAN.....		22.92		10.50					10.10			
		1.45					6.15	66	99	H-20	19.15	.....PRINCETON.....	CT	14.01	D W	10.32					9.30			
							6.20		55	H-23	21.98	.....BRICKTON.....		11.18		10.22								
		2.05					6.23		25	H-24	23.35	.....LONG'S SIDING.....		9.81		10.18					7.55			
		2.25					6.34		10	H-29	28.56	.....PEASE.....		4.60		10.08					7.30			
		41 2.45					6.42				32.53	PRINCETON LINE JCT.		0.63	P	10.00					7.05				
		A 2.55 ³² Pm					A 6.45 ³² Pm			J-28	33.16	.....MILACA.....	MU	0.00	R D WCT P	L 9.55 ³¹ Am					L 7.00 ³¹ Am			
		Mon., Wed. and Fri.					Daily Ex. Sunday									Daily Ex. Sunday					Tue., Thur. and Sat.				
		503					15									16					504				
		3.05 10.7					1.25 2.34					Time Over District Average Speed Per Hour				1.18 25.5					3.55 8.4				

Special Rules.

Class E-3 or larger Engines will not exceed 25 miles per hour.
Class B Engines will not exceed 35 miles per hour.
Westward trains must come to a full stop at Stop-Board for Princeton Line Junction, and all trains must protect themselves between Milaca and Princeton Line Junction.
Classes E and F engines are heaviest permitted on this district, Class L-2 Mallets are permitted.
Trains No. 503 and 504 between Elk River and Milaca, will carry passengers when provided with proper transportation.
JUNCTION SWITCH AT FIFTH DISTRICT JUNCTION WILL BE KEPT SET FOR HINCKLEY LINE.
YARD LIMITS. Princeton, 4023 feet west of west switch; 4443 feet east of east switch.
INITIAL STATIONS. Elk River for trains 15, 503.
Milaca " " 16, 504.
Derail Switch located: Zimmerman, east end industry track.

Westward trains are superior to eastward trains of the same class.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from Elk River	Car Capacity	Switch at
Houltons.....	3.62	6	East end
Pease.....	28.56	7	East end

WESTWARD.										FOURTH DISTRICT—PELICAN RAPIDS LINE.										EASTWARD.									
SECOND CLASS.										Capacity of Side Tracks		Station Numbers	Distance from Fergus Falls	Time Table No. 4		Telegraph Calls	Distance from Pelican Rapids	SIGNS. See Rule 4, page 13.	SECOND CLASS.										
301										Passing Tracks	Other Tracks			In Effect February 27, 1921.					302										
Mixed														STATIONS.					Mixed										
Daily Ex. Sunday																			Daily Ex. Sunday										
												187	0.00	.....FERGUS FALLS.....	GS	22.35	R DN WT P	A 9.40Am										
													0.67	PELICAN RAPIDS LINE AND WEST N. P. RY. JCT.		21.68		IK											
													0.27	..EAST N. P. RY. JCT..		21.41		I											
											28	L- 8	8.81	.....ELIZABETH.....	BE	13.54												
											28	L-16	16.35	.....ERHARTS.....		6.00												
												52	L-21	22.35	...PELICAN RAPIDS...	P	0.00	R D CWT	L 8.20Am										
																			Daily Ex. Sunday										
																			302										
																			1.20 16.5										

Special Rules.

Trains between West N. P. Junction and East N. P. Junction, Fergus Falls, will move only under the protection of a flag
Classes E and F engines are heaviest permitted on this district, Class L-2 Mallets are permitted.

Westward trains are superior to eastward trains of the same class.

INITIAL STATIONS.
Fergus Falls for train 301.
Pelican Rapids " " 302.

TERMINAL STATIONS.
Fergus Falls for train 302.
Pelican Rapids " " 301.

WESTWARD.

SIXTH DISTRICT—ST. CLOUD TO WILLMAR.

EASTWARD.

7

THIRD CLASS.			FIRST CLASS.					Capacity of Side Tracks		Station Numbers	Distance from St. Cloud	Time Table No. 4		Telegraph Calls	Distance from Willmar	SIGNS. See Rule 4, page 13.	FIRST CLASS.					THIRD CLASS.		
		517					31	Passing Tracks	Other Tracks			In Effect February 27, 1921.						32					518	
		Local Freight					Passenger											Local Freight						
		Mon., Wed. and Fri.					Daily Ex. Sunday											Tue., Thur. and Sat.						
		L 6.35Am					L 11.27Am			0.72	...WILLMAR LINE JCT...		56.86	P		A 4.43Pm			A 1.48Pm					
		f 6.45					11.33	7	I- 3	3.28	2.56.....O'BRIEN.....		54.30	P		4.36			f 1.35					
		s 7.15					s11.46	68	35	I- 10	10.34	7.06.....ROCKVILLE.....	RK	47.24	P	s 4.22			s 1.15					
		s 8.00					s11.56		33	I- 15	15.40	4.80.....COLD SPRINGS.....	CG	42.44	D PW	s 4.12			s12.50					
		s 8.40					518 s12.06Pm	64	40	I- 20	19.63	4.49.....RICHMOND.....	CH	37.95	D P	s 4.00			31 s12.06Pm					
		s 9.10					s12.18		41	I- 26	25.84	6.21.....ROSCOE.....	XN	31.74	P	s 3.44			s10.50					
		s 9.45					s12.34	65	42	I- 31	31.26	5.42.....PAYNESVILLE.....	SY	26.32	D PW	s 3.33			s10.15					
											32.02	0.76 M. St. P. & S. S. M. Ry. Cross.		25.56	IK									
		s10.30					s12.45		39	I- 37	36.71	4.69.....HAWICK.....	K	20.87	P	s 3.20			s 9.30					
		s11.10					s 1.01	65	39	I- 43	43.33	6.62.....NEW LONDON.....	ND	14.25	D P	s 3.05			s 8.50					
		s11.55					s 1.15	64	34	I- 48	47.64	4.31.....SPICER.....	CR	9.94	D PW	s 2.55			s 8.00					
							f 1.24	None		I- 52	51.76	4.12.....GRUE.....		5.82		f 2.45								
		s12.35Pm					1.35				56.41	4.65 ..ST. CLOUD LINE JCT..		1.17		2.37			7.10					
		A s12.45Pm					A s 1.45Pm			A-102	57.58	1.17.....WILLMAR.....	W	0.00	R@DN WCT O	L 2.35Pm			L 7.00Am					
		Mon., Wed. and Fri.					Daily Ex. Sunday									Daily Ex. Sunday			Tue., Thur. and Sat.					
		517					31									32			518					
		6.10 9.3					2.18 25					Time Over District Average Speed Per Hour				2.08 26.7			6.47 8.4					

THIRD CLASS.		SECOND CLASS.				Capacity of Side Tracks		Station Numbers	Distance from Brook Park	TIME TABLE No. 4		FIRST CLASS.						
504	519			403	405	Passing Tracks	Other Tracks			In Effect February 27, 1921.		29	31	27	1	41	7	16
Local Freight	Local Freight			Time Freight	Time Freight					STATIONS		Passenger	Passenger	Fast Mail	Passenger	Passenger	Passenger	Passenger
Tue., Thur. and Sat.	Tue., Thur. and Sat.			Daily	Daily							Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sun. lay	Daily	Daily Ex. Sunday
	L 7.00Am					74	13	J-59		.....BROOK PARK.....		BK	L 8.25Am			L 12.58Pm		
	s 7.25					64	15	J-54	5.37	.....QUAMBA.....			f 8.36			f 1.10		
	s 7.50					64	37	J-48	11.23	.....MORA.....		MA	s 8.50			s 1.24		
	s 8.30					64	58	J-41	18.78	.....OGILVIE.....		GO	s 9.05			s 1.40		
	s 9.18 ³¹⁻ s 9.40 ⁴²					64	9	J-34	25.68	.....BOCK.....			s 9.18			s 1.56		
L 7.00Am	s 10.30					124	31	J-28	30.86	.....MILACA.....		MU	16- ⁵¹⁹ 9.25 ⁴²⁻ s 9.40 ⁵²⁰			s 2.17		42-31-519-520 L 9.55Am
A 7.05Am	10.35								31.50	.....PRINCETON LINE JCT.....			9.42			503 2.19		A 10.00Am
	s 11.00						39	J-25	34.14	.....FORESTON.....		KN	s 9.48			s 2.26		
	s 11.25					76	12	J-18	39.85	.....OAK PARK.....			s 10.00			s 2.38		
	s 11.55						23	J-17	42.61	.....RONNEBY.....			s 10.06			s 2.46		
	s 1.15Pm					53	21	J-14	44.91	.....FOLEY.....		FY	s 10.17			s 2.59		
	s 1.45					64	13	J-10	49.16	.....PARENT.....			s 10.26			s 3.10		
	f 2.15					64		J- 6	53.98	.....HOBART.....			f 10.34			f 3.20		
									58.34	.....N. P. RY. CROSSING.....		EA						
				L 8-30 6.35 AM	L 4.50Am					.....N. P. RY. JUNCTION.....			L 12.39Am		L 10.50Am	L 1.34Pm	L 7.25Pm	
	s 2.45							G-63	58.55	.....EAST ST. CLOUD.....			10.42			3.32		
	A s 3.00Pm			A s 6 6.45Am	A s 8 5.00Am			75	59.88	.....ST. CLOUD.....		WA	A s 12.49Am	A s 10.50Am	A s 11.00Am	A s 1.44Pm	A s 3.40Pm	A s 7.35Pm
Tue., Thur. and Sat.	Tue., Thur. and Sat.			Daily	Daily							Daily	Daily Ex. Sunday	Daily	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday
504	519			403	405							29	31	27	1	41	7	16
.05 10.	8.00 7.5			.10 8.2	.10 8.2					Time Over District Average Speed Per Hour		.10 8.2	2.25 24.7	.10 8.2	.10 8.2	2.42 22.3	.10 8.2	.05 10.

Special Rules.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all other trains, opposing first class trains will clear No. 27 five (5) minutes, other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Trains must not exceed 6 miles per hour between Fifth and Ninth avenues city of St. Cloud, and 35 miles per hour on curves between Hobart and Parent, and 10 miles per hour and no heavier engines than Classes H-4 and J-1 allowed to cross over bridge No. 10, Mississippi River, St. Cloud.

Class N-1, O-1, P-1 engines are heaviest permitted on this district, but are prohibited from Bridge 10, Mississippi River, St. Cloud, but must not exceed 10 miles per hour over following bridges, Class O-3 prohibited:

Bridge No. 39 over Rum River just west of Milaca.

Bridge No. 77 two miles east of Quamba.

Bridge No. 69 over Snake River just west of Mora.

Bridge No. 68 over Ann River just west of Brunson.

Train No. 519 will carry passengers when provided with proper transportation.

Junction switch at Princeton Line Jct. will be kept set for Hinckley line.

Switch at Osseo Line Junction First District will be kept set for Fifth District main track.

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

Track between N. P. Ry. Junction and N. P. Ry. crossing and St. Cloud is operated as positive block, westward trains will be governed by Semaphore at N. P. Ry. Jct. and N. P. Ry. crossing and eastward trains will receive block clearance at St. Cloud passenger station before occupying this track.

Trains between N. P. Ry. Jct. and Northtown will be governed by time table and rules of Northern Pacific Railway.

Yard Limits—

Princeton Line Jct. 2497 feet west of Princeton Line Jct. switch.

East St. Cloud. 2666 feet east of east switch, Milaca.

5280 feet east of Junction switch.

INITIAL STATIONS.

Brook Park for trains 31, 41, 519.

N. P. Ry. Junction “ “ 1, 7, 27, 29, 403, 405.

Milaca “ “ 16 and 504.

TERMINAL STATIONS.

St. Cloud for trains 1, 7, 27, 29, 31, 41, 403, 405, 519.

Princeton Line Jct. “ “ 16 and 504.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from St. Cloud	Car Capacity	Switch at
Estesbrook.....	22.94	9	West end
Brunson.....	46.15	5	East end

FIFTH DISTRICT—HINCKLEY LINE.

EASTWARD. 9

FIRST CLASS.									TIME TABLE No. 4 In Effect February 27, 1921.		Telegraph Calls	Distance from St. Cloud	SIGNS. See Rule 4, page 13	THIRD CLASS.						
15	4	32	28	42	30	8	503	520												
Passenger	Passenger	Passenger	Express	Passenger	Passenger	Passenger	Local Freight	Local Freight												
Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily	Mon., Wed. and Fri.	Mon., Wed. and Fri.												
		A s 8.20Pm		A s 10.50Am			BROOK PARK.....					BK	59.88	R DN W		A s 2.05Pm				
		f 8.04		f 10.32			5.37 QUAMBA.....						54.51	P		s 1.40				
		s 7.49		s 10.15			5.86 MORA.....					MA	48.65	D P		s 41 1.24				
		s 7.31		s 9.55			7.55 OGILVIE.....					GO	41.10	D PW		s12.05Pm				
		f 7.15		f 519 9.40			6.88 BOCK.....						34.22	P		s11.05				
	A 32 6.45Pm	s 7.00 6.15 15		s 16-31 9.30			5.20 MILACA.....					MU	29.02	R D PWCT	A 2.55Pm	s10.3016- 9.3531				
	L 6.42Pm	6.14		9.14			0.64 PRINCETON LINE JCT.....						28.38	P	L 41 2.45Pm	9.30				
		s 6.08		s 9.08			2.64 FORESTON.....					KN	25.74	P		s 9.20				
		s 5.55		s 520 8.57			5.71 OAK PARK.....						20.03	P		s 42 8.57				
		s 5.47		s 8.51			2.76 RONNEBY.....						17.27	P		s 8.30				
		s 5.40		s 8.45			2.30 FOLEY.....					FY	14.97	D PW		s 8.05				
		s 5.27		s 8.35			4.25 PARENT.....						10.72	P		s 7.20				
		f 5.16		f 8.25			4.82 HOBART.....						5.90	P		f 7.00				
							4.36 N. P. RY. CROSSING.....					EA	1.54	DN I						
		A 8.17Pm		A 8.55AM		A 403 6.15 Am A 403 5.40 Am	N. P. RY. JUNCTION.....						1.36	IK						
		5.08		8.18			0.21 EAST ST. CLOUD.....						1.33	I		s 6.40				
		L 8.07Pm L 5.00Pm	L 8.45AM L 8.10Am	L 520 6.05 Am L 405 5.30 Am			1.33 ST. CLOUD.....					WA	0.00	R DN WC YO		L 30 6.30Am				
	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily	Daily Ex. Sunday	Daily									Mon., Wed. and Fri.	Mon., Wed. and Fri.				
15	4	32	28	42	30	8									503	520				
.03 20.	.10 8.2	3.20 17.8	.10 8.2	2.40 22.5	.10 8.2	.10 8.2	Time Over District Average Speed Per Hour									.10 4	7.35 7.8			

Special Rules.

Westward trains are superior to eastward trains of the same class.

No. 27 is superior to all other trains, opposing first class trains will clear No. 27 five (5) minutes, other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown, but not less than five (5) minutes.

Trains must not exceed 6 miles per hour between Fifth and Ninth avenues city of St. Cloud, and 35 miles per hour on curves between Hobart and Parent, and 10 miles per hour and no heavier engines than Classes H-4 and J-1 allowed to cross over bridge No. 10, Mississippi River, St. Cloud.

Class N-1, O-1, P-1 engines are heaviest permitted on this district, but are prohibited from Bridge 10, Mississippi River, St. Cloud, but must not exceed 10 miles per hour over following bridges, Class O-3 prohibited:

Bridge No. 39 over Rum River just west of Milaca. Bridge No. 77 two miles east of Quamba.

Bridge No. 69 over Snake River just west of Mora. Bridge No. 68 over Ann River just west of Brunson.

Train No. 520 will carry passengers when provided with proper transportation.

Junction switch at Princeton Line Jct. will be kept set for Hinckley line

Switch at Osseo Line Junction First District will be kept set for Fifth District main track.

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

Track between N. P. Ry. Junction and N. P. Ry. crossing and St. Cloud is operated as positive block, westward trains will be governed by Semaphore at N. P. Ry. Jct. and N. P. Ry. crossing and eastward trains will receive block clearance at St. Cloud passenger station before occupying this track.

Trains between N. P. Ry. Jct. and Northtown will be governed by time table and rules of Northern Pacific Railway.

Yard Limits—

Princeton Line Jct. 2497 feet west of Princeton Line Jct. switch.

2666 feet east of east switch, Milaca.

East St. Cloud. 5280 feet east of Junction switch.

INITIAL STATIONS.

St. Cloud for trains 4, 8, 28, 30, 32, 42, 520.

Princeton Line Jct. “ “ 15, 503.

TERMINAL STATIONS.

Brook Park for trains 32, 42 and 520.

Milaca “ “ 15, 503.

N. P. Ry. Junction “ “ 4, 8, 28, 30.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

Name	Miles from St. Cloud	Car Capacity	Switch at
Estesbrook.....	22.94	9	West end
Brunson.....	46.15	5	East end

THIRD CLASS.		FIRST CLASS.		Capacity of Side Tracks		Station Numbers	Distance from Sauk Center	Time Table No. 4		Telegraph Calls	Distance from Cass Lake	SIGNS. See Rule 4, page 13.	FIRST CLASS.		THIRD CLASS.	
523	525		105	Passing Tracks	Other Tracks			In Effect February 27, 1921.					106		526	524
Local Freight	Local Freight		Passenger					STATIONS.					Passenger		Local Freight	Local Freight
Mon. Wed., and Fri.	Tue., Thur., and Sat.		Daily Ex. Sunday										Daily Ex. Sunday		Mon., Wed., and Fri.	Tue., Thur., and Sat.
L 6.30Am			L 1.35Pm			117	0.00	.....SAUK CENTER.....		AU	140.43	R DN W	A s 11.59Am			A s 1.20Pm
							0.43	.PARK RAPIDS LINE JCT.			140.00	I				
							0.68	...N. P. RY. CROSSING...			139.75	IK				
f 7.05			f 1.49	64		K- 7	7.51	.....KANDOTA.....			132.92		f 11.39			s 12.30Pm
s 7.20			s 1.56		4	K- 10	10.40	.....LITTLE SAUK.....			130.03		s 11.31			s 11.55
s 7.35			s 2.05		17	K- 14	13.86	...ROUND PRAIRIE....			126.59		s 11.21			s 11.35
s 8.30			s 2.20	64	46	K- 18	18.60	.....LONG PRAIRIE.....		NE	121.83	D W	s 11.09			s 11.09
					7	K- 21	21.50	.....LEES SIDING.....			118.93					
s 9.15			s 2.37	64	35	K- 24	26.44	.....BROWERVILLE.....		VI	113.99	D	s 10.49			s 9.15
s 9.40			s 2.49		26	K- 32	31.85	.....CLARISSA.....		RU	108.58		s 10.36			s 8.50
s 10.24			s 3.00	62	35	K- 36	36.53	.....EAGLE BEND.....		GD	103.90	D W	s 10.24			s 8.30
s 11.45			s 3.20	64	37	K- 44	44.03	.....BERTHA.....		BR	96.40	D	s 10.07			s 7.50
s 12.35Pm			s 3.30		30	K- 48	48.06	.....HEWITT.....		HW	92.37		s 9.55			s 7.25
A s 1.40Pm	L 7.00Am		s 3.54	51	66	K- 56	56.19	.....WADENA.....		WD	84.24	R D W	s 9.37		A s 2.30Pm	L 7.00Am
							56.42	...N. P. RY. CROSSING...			84.01	IK				
	f 7.20		s 4.05		31	K- 60	60.51	.....LEAF RIVER.....			79.92		s 9.22		s 2.00	
	s 8.00		s 4.27	53	24	K- 70	70.45	.....SEBEKA.....		SK	69.98	D WC	s 9.03		s 1.30	
	s 8.45		s 4.48		31	K- 79	79.20	.....MENAHGA.....		MH	61.23	D	s 8.45		s 12.45	
	s 9.10		s 4.57		30	K- 83	83.36	.....HORTON.....			57.07		s 8.35		s 12.15Pm	
	s 10.10		s 5.20	40	48	K- 91	91.21	.....PARK RAPIDS.....		J	49.22	D W T	s 8.23		s 11.45	
	s 10.45		s 5.34	64	12	K- 98	97.77	.....DORSET.....			42.66		s 8.08		s 10.45	
	s 11.15		s 5.47	62	10	K-103	103.26	.....NEVIS.....		N	37.17		s 7.59		s 10.10	
	s 12.05Pm		s 6.02	64	101	K-109	109.35	.....AKELEY.....		MN	31.08	D W	s 7.46		s 9.30	
	s 12.45		s 6.23	64	24	K-119	118.86	.....WALKER.....		K	21.57		s 7.23		s 8.30	
							119.40	.M. & I. RY. TRANSFER.			21.03	K				
							120.97	.M. & I. RY. CROSSING.			19.46					
	s 1.10		s 6.35	52	8	K-124	124.00	.....LEECH LAKE.....			16.43	W	f 7.11		s 7.50	
	s 1.50		f 6.50	52	8	K-131	130.96	.....WILKINSON.....			9.47		f 6.58		s 7.30	
	A s 2.30Pm		A s 7.20Pm			Y-106	140.43	.....CASS LAKE.....		CS	0.00	R DN WCT O	L 6.40Am		L 7.00Am	
Mon., Wed., and Fri.	Tue., Thur., and Sat.		Daily Ex. Sunday										Daily Ex. Sunday		Mon., Wed., and Fri.	Tue., Thur., and Sat.
523	525		105										106		526	524
7.10 7.8	7.30 11.2		5.45 24.4					Time Over District Average Speed Per Hour					5.19 26.4		7.30 11.2	6.20 8.9

Special Rules.

Westward trains are superior to eastward trains of the same class.

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

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.

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

Classes E and F Engines are heaviest permitted on this district, except Class L-2 Mallets are permitted.

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."

YARD LIMITS.

Sauk Center, 930 feet west of N. P. Transfer Switch

Wadena, 2650 feet east of east switch; 2650 feet west of west switch.

Cass Lake, 2640 feet east of wye switch.

Sebekka, 5230 feet west of west switch; 5280 east of east switch.

INITIAL STATIONS.

Sauk Center for trains 105, 523.

Wadena " " 524, 525.

Cass Lake " " 106, 526.

TERMINAL STATIONS

Sauk Center for trains 106, 524

Wadena " " 523, 526.

Cass Lake " " 105, 525.

Derail Switches located as follows:

Hortons, west end industry track.

Nevis, Planing Mill 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
Wadena Potato Co. Spur.	52.23	8	East end.
Mile Post 65 Spur.....	63.23	8	East end.
Nichols Lumber Co.....	107.21	10	East end.
Raboin Spur.....	133.58	10	East end.

INTERLOCKING SIGNALS.

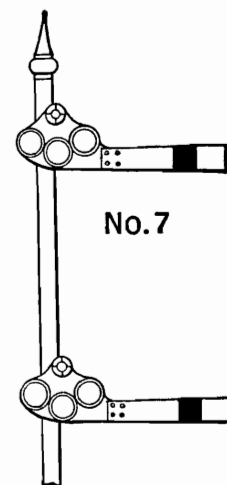
661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
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 for "train parted."
666. When a parted train has been re-coupled the Signalman must be notified.
- (a) The speed of trains through the home signal zone of interlocking plants in use at railway crossings, railway junctions or draw bridges is restricted as follows:
- (b) Passenger trains holding main line route shall not exceed twenty-five miles per hour.

- (c) Passenger trains taking diverging route shall not exceed fifteen miles per hour.
- (d) Freight trains holding main line route shall not exceed eighteen miles per hour.
- (e) Freight trains taking diverging route shall not exceed ten miles per hour.
- (f) All trains moving against the current of traffic on double track or wherever governed by dwarf signals shall not exceed eight miles per hour.
- (g) Conditions may require a further speed restriction for all trains at draw bridges or other points as per special rules.
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.

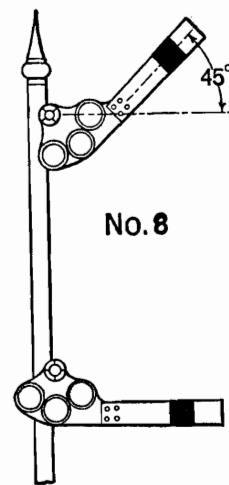
- 620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.
623. If there is a derailment, or if a switch 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.



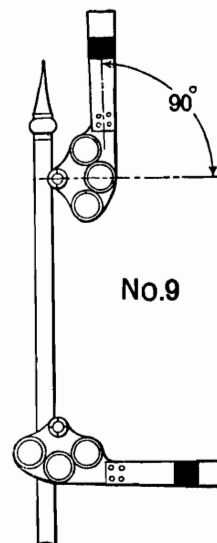
No. 7

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.



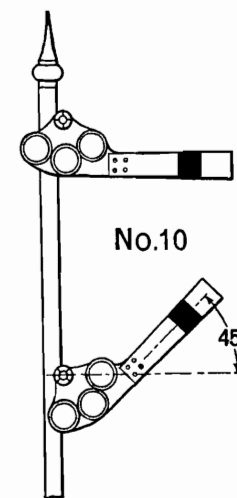
No. 8

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.



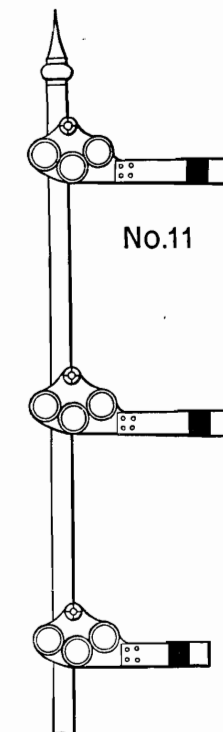
No. 9

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.



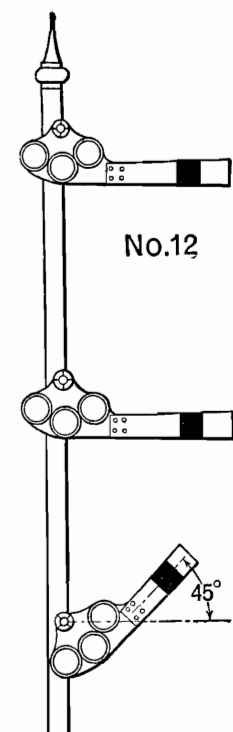
No. 10

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.



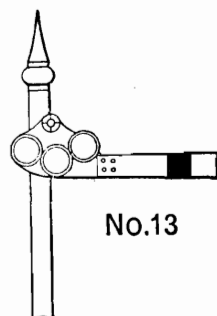
No. 11

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.



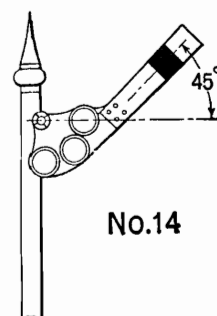
No. 12

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 with caution.
Name. CAUTION Signal.



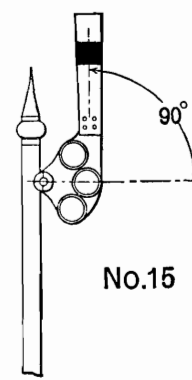
No. 13

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



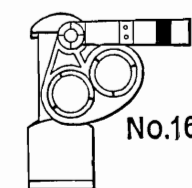
No. 14

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



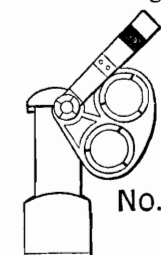
No. 15

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



No. 16

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



No. 17

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

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, 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.

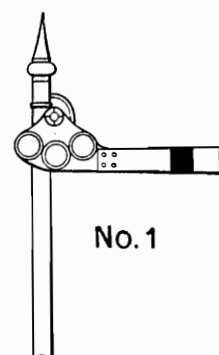
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The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

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.

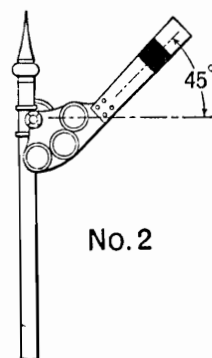
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules," a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights, see general instructions governing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



No. 1

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

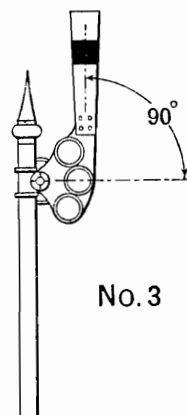
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 2

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

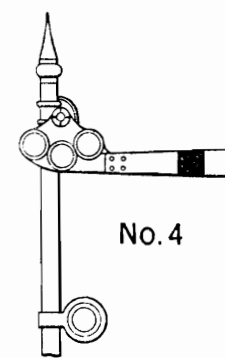
Color. YELLOW light at night.
Indication. PROCEED with CAUTION,
prepared to stop at next signal.
Name. CAUTION Signal.



No. 3

INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

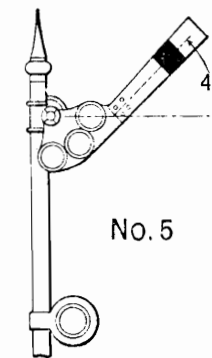
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



No. 4

HOME
AUTOMATIC BLOCK SIGNAL.

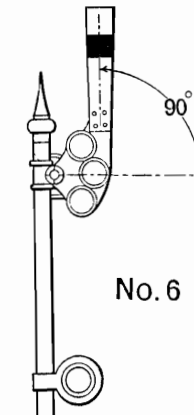
Color. Arm, RED light at night.
Disc, RED light at night.
Indication. STOP.
Name. STOP Signal.



No. 5

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.



No. 6

HOME
AUTOMATIC BLOCK SIGNAL.

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

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

13

STATIONS.	Ruling Grade.	Class O 1-3000-3069				Class F 6-S " F 7-S " F 8-S				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 J 1-1500-1549 " J 2-1550-1649				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							
		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 Jet to St. Cloud, E. Line	.5	3300	2980	2660	2500	2800	2550	2240	2100	2300	2070	1840	1725	2200	1980	1760	1650	2000	1780	1560	1450	1700	1620	1440	1350	1500	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
St. Cloud to Barnesville.....	.6	3200	2880	2760	2600	2700	2430	2160	2025	2200	1980	1760	1650	2100	1890	1680	1575	1900	1800	1600	1500	1600	1450	1290	1210	1400	1350	1160	1090	1350	1215	1080	1015	1150	1035	920	865				
Barnesville to Evansville.....	.6	3000	2700	2400	2250	2600	2340	2080	1950	2100	1890	1680	1575	1850	1670	1490	1400	1750	1575	1400	1310	1600	1450	1290	1210	1350	1215	1080	1015	1250	1125	1000	940	1050	945	840	790				
Evansville to Melrose.....	.6	3600	3200	2800	2400	3000	2700	2400	2250	2450	2205	1960	1735	2200	1980	1760	1650	2100	1980	1760	1650	1780	1600	1425	1335	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
Melrose to St. Cloud.....	.6	4000	3600	3200	3000	3000	2700	2400	2250	2600	2340	2080	1950	2450	2205	1960	1735	2300	2070	1840	1725	1850	1665	1480	1390	1700	1530	1360	1275	1600	1440	1280	1200	1375	1240	1100	1030				
St. Cloud to Northtown Jct., E. Line	.5	5000	4600	4200	3800	3650	3250	2950	2700	3200	2880	2600	2300	3000	2700	2400	2250	2400	2160	1920	1800	2000	1800	1600	1500	1850	1665	1480	1390	1700	1530	1360	1275	1475	1330	1180	1105				
St. Cloud to Sandstone.....	.6	3500	3180	2780	2600	3000	2700	2400	2250	2500	2250	2000	1875	2350	2115	1880	1760	2150	2025	1800	1690	1700	1530	1360	1275	1550	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
Sandstone to St. Cloud.....	.6	3500	3180	2780	2600	3000	2700	2400	2250	2500	2250	2000	1875	2350	2115	1880	1760	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
St. Cloud to Willmar.....	.6	3500	3180	2780	2600	3000	2700	2400	2250	2500	2250	2000	1875	2350	2115	1880	1760	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
Willmar to St. Cloud.....	.6	3500	3180	2780	2600	3000	2700	2400	2250	2500	2250	2000	1875	2350	2115	1880	1760	2150	2025	1800	1690	1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975				
Clearwater Jct. to St. Cloud, W. Line	.8					2500	2250	2000	1875	2000	1800	1600	1500	1900	1710	1520	1425	1750	1575	1400	1310	1300	1170	1040	975	1200	1125	1000	940	1150	1035	920	865	950	855	760	715				
St. Cloud to Clearwater Jct., W. Line	.8					2500	2250	2000	1875	2000	1800	1600	1500	1900	1710	1520	1425	1750	1575	1400	1310	1300	1170	1040	975	1200	1125	1000	940	1150	1035	920	865	950	855	760	715				
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				
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				
Elk River to Milaca.....	.6																									1640	1450	1290	1210	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900
Milaca to Elk River.....	.6																									1700	1530	1360	1275	1600	1440	1280	1200	1500	1350	1200	1125	1300	1170	1040	975
Fergus Falls to Pelican Rapids....	1.0																									1300	1170	1040	975	1200	1080	960	900	1100	990	880	825	900	810	720	675
Pelican Rapids to Fergus Falls....	.8																									1600	1440	1280	1200	1500	1350	1200	1125	1400	1260	1120	1050	1200	1080	960	900

WEATHER RATING (1—When temperature is 25 degrees above zero.
2—Very frosty or wet. 5 to 25 above zero.

WEATHER RATING (3—Five degrees above to 10 degrees below.
4—Ten below and colder.

Chief Train Dispatcher may increase or decrease above rating as it may be found necessary.

Weights of Empty Freight Cars.

Box Cars, 28 to 30 foot	11 Tons
Box Cars, 33 foot	12 Tons
Box Cars, 34 foot	13 Tons
Box Cars, 36 foot	15 Tons
Box Cars, 40 foot	17 Tons
Refrigerator Cars	20 Tons
Furniture Cars, 30 to 40 foot	17 Tons
Furniture, 40 to 50 foot	19 Tons
Cabooses, 8 wheel	17 Tons
Cabooses, 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
Ore Cars, Wood	12 Tons
Ore Cars Steel	15 Tons
Oil Tanks	15 Tons
Ballast Cars	12 Tons
Steam Wreckers	75 Tons

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.

Weights of Passenger Equipment.

	Wooden	Steel Underframe	Steel
Postal Cars,			
Nos. 1 to 21.....			67 Tons
Nos. 90 and 91.....			48 Tons
Nos. 50 to 69.....	54 Tons		
Nos. 107 to 114.....	43 Tons		
Baggage and Mail,			
Series 300 and 400.....	26 Tons		
Series 500 and 600.....	45 Tons		
Series 700.....	60 Tons		
Series 800.....		60 Tons	
Baggage and Express,			
Nos. 1000 to 1027.....	25 Tons		
Nos. 1050 to 1089.....	50 Tons		
Nos. 1100 to 1119.....		60 Tons	
Nos. 1588 to 1702.....	55 Tons		
Express Refrigerators,			
Nos. 1900 to 2097.....	Have weights stenciled		on cars.
Passenger and Baggage,			
Nos. 2100 to 2201.....	25 Tons		
Coaches,			
Nos. 3000 to 3241.....	27 Tons		
Nos. 3250 to 3606.....	48 Tons		
Nos. 3700 to 3724.....		52 Tons	

Weights of Passenger Equipment—Cont.

	Wooden	Steel Underframe	Steel
Coaches—Cont.			
Nos. 4000 to 4012.....	36 Tons		
Nos. 4013 to 4060.....	41 Tons		
Nos. 4100 to 4159.....	51 Tons		
Nos. 4200 to 4317.....	59 Tons		
Nos. 4500 to 4529.....			70 Tons
Tourist,			
Nos. 6520 to 6567.....	43 Tons		
Nos. 6568 to 6611.....	52 Tons		
Diners,			
Nos. 7010 to 7015.....	50 Tons		
Nos. 7030 to 7041.....	58 Tons		
Nos. 7100 to 7131.....	61 Tons		
Parlor Cars,			
Nos. 7500 to 7571.....	45 Tons		
Nos. 7572 to 7604.....	60 Tons		
Sleepers,			
Nos. 8000 to 8456.....	60 Tons		
Compartment-Observation,			
Nos. 9001 to 9035.....	63 Tons		
Business Cars,			
Average Weight.....	40 Tons		

Weights of Dead Engines and Tanks.

Engines numbered below 200 series.....	80 Tons
Engines numbered in 200 series.....	90 Tons
Engines numbered in 300 series.....	86 Tons
Engines numbered in 400 series.....	110 Tons
Engines numbered in 500 series.....	115 Tons
Engines numbered in 600 series.....	120 Tons
Engines numbered in 700 series.....	140 Tons
Engines numbered in 800 series.....	155 Tons
Engines numbered in 900 series (except 992 to 997).....	115 Tons
Engines numbered 992 to 997.....	95 Tons
Engines numbered 1000 to 1007.....	131 Tons
Engines numbered 1050 to 1069.....	144 Tons
Engines numbered 1079 to 1095.....	158 Tons
Engines numbered in 1100 and 1200 series.....	160 Tons
Engines numbered in 1300 series.....	160 Tons
Engines numbered 1400 to 1405.....	173 Tons
Engines numbered 1406 to 1425.....	188 Tons
Engines numbered in 1500 and 1600 series.....	179 Tons
Engines numbered in 1700 series.....	180 Tons
Engines numbered in 1800 series.....	219 Tons
Engines numbered in 1900 series.....	252 Tons
Engine Tank (Empty).....	30 Ton

Speed Limits for Trains.

	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.....	35 miles per hour.	20 miles per hour.
Fergus Falls and Pelican Rapids.....	20 miles per hour.	20 miles per hour.
Brook Park and St. Cloud.....	40 miles per hour.	25 miles per hour.
St. Cloud and Willmar.....	40 miles per hour.	25 miles per hour.
Sauk Center and Eagle Bend.....	45 miles per hour.	30 miles per hour.
Eagle Bend and Cass Lake.....	30 miles per hour.	20 miles per hour.
All engines backing up with or without cars.....	15 miles per hour.	15 miles per hour.
Over all curves 8 Degree or over.....	25 miles per hour.	25 miles per hour.
Westward trains one mile east of Melby to Melby.....	15 miles per hour.	15 miles per hour.
O-1 engines 30 miles per hour with stock trains and 25 miles per hour with other freight trains.		
J. Engines.....	not exceed 40 miles per hour in any service.	

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.

SPECIAL RULES.

Westward trains are superior to eastward trains of the same class.

1. Trains displaying signals for following sections will stop at all registering stations, and the Conductors will register in person.

2. Car capacity of sidings is based on 42 feet per car.

3. Extra trains may pass and run ahead of third class trains.
4. 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.

• 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. H. B. Zimmerman.....	Chief Surgeon.....	Railroad Building.....	St. Paul.	Alexandria.....	Dr. A. D. Haskell.
Dr. John T. Rogers.....	Consulting Chief Surgeon.....	342 Lowry Building.....	St. Paul.	Brandon.....	Dr. C. W. Meckstroth.
Dr. Warren A. Dennis.....	Consulting Chief Surgeon.....	342 Lowry Building.....	St. Paul.	Evansville.....	Dr. P. C. Cowing.
Dr. Egil Boeckman.....	Ophthalmic Surgeon.....	641 Lowry Building.....	St. Paul.	Fergus Falls.....	Dr. O. T. Sherping.
Dr. Edward Boeckman.....	Ophthalmic Surgeon.....	648 Lowry Building.....	St. Paul.	Barnesville.....	Dr. A. Cyr.
Minneapolis.....	307 Reid Corner, 9th St. & Nicollet Ave.	Dr. R. J. Hill.		Long Prairie.....	Dr. C. R. Christie.
Anoka.....		Dr. Arthur T. Caine.		Wadena.....	Dr. Paul Kenyon.
St. Cloud.....	Ophthalmic Surgeon.....	Dr. A. D. Whiting.		Sebek.....	Dr. Oscar V. Johnson.
St. Cloud.....		Dr. W. L. Beebe.		Park Rapids.....	Dr. C. A. Houston.
St. Cloud.....		Dr. C. B. Lewis.		Walker.....	Dr. F. L. Wilcox.
St. Cloud.....		Dr. C. L. Sutton.		Cass Lake.....	Dr. S. R. Fraker.
Osseo.....		Dr. P. H. Mee.		Cass Lake.....	Dr. Z. A. House.
Albany.....		Dr. Talbert Watson.		Willmar.....	Dr. H. E. Frost.
Melrose.....		Dr. P. A. Hilbert.		Paynesville.....	Dr. H. W. Arndt.
Melrose.....		Dr. A. A. Meyer.		Milaca.....	Dr. Fred F. Stocking.
Sauk Center.....		Dr. J. A. DuBois.		Mora.....	Dr. C. S. Bossert.
Sauk Center.....		Dr. Julian F. DuBois.		Hinckley.....	Dr. E. L. Stephan.
Osakis.....		Dr. E. Haberman.		Princeton.....	Dr. H. C. Cooney.

TIME INSPECTORS.

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

S. ALLSBROW, Dispatcher.

J. D. McCULLOCH, " "

W. F. VANNERSTROM, " "

T. H. GIBSON, Dispatcher.

F. L. MEYER, " "

O. LORINSER, Relief Dispatcher.

A. M. DEVERELL, Chief Dispatcher.

J. F. MICHELS, Trainmaster.

J. R. MILLER, Trainmaster.

MAXIMUM CLEARANCE TABLE TO BE OBSERVED IN THE LOADING OF MATERIAL ON OPEN CARS

For Points Between	LIMIT OF LOAD—MEASUREMENT																		
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																		
	WIDTH																		
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"	Max- imum Hgt.	Max- imum Wdth.
	HEIGHT																		
*Lines East of Cut Bank except Pacific Junction to Butte.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"
Cut Bank to Spokane.	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"
Spokane to Seattle.	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"
Seattle to Portland.	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"
Pacific Jct. to Great Falls.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"
Great Falls to Helena.	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"
Helena to Butte.	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"
Spokane to Vancouver, B. C., via Marcus and Brookmere.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"
Spokane to Portland via S. P. & S. Ry.	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	.....	21'0"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch, which limit heights to 16'6" and 17'3" respectively.

See America First
**GREAT
NORTHERN
RAILROAD**
Glacier National Park
AND CONNECTIONS

