

GREAT NORTHERN RAILWAY LINE.

ST. CLOUD & FERGUS FALLS DIVISION.

GREAT NORTHERN RAILWAY

Time Table No. 55.

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

SUNDAY, OCTOBER 19TH, 1902.

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

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

DESTROY ALL PREVIOUS TIME TABLES.

N. C. CHAPMAN, Asst. Superintendent.
R. W. BRYAN, Superintendent.

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

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

TRAINS GOING WEST.

STATIONS.	Dist. from St. Paul.	Car Capacity of sidings													Telegraph Offices	Dist. from St. Paul.	STATIONS.
			Third Class	Third Class	Third Class	Third Class	Second Class	Second Class	First Class	First Class	First Class	First Class	First Class	First Class			
			No. 235	No. 229	No. 227	No. 225	No. 237	No. 215	No. 37	No. 35	No. 33	No. 7	No. 3	No. 1			
			Way Freight	Way Freight	Way Freight	Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
St. Paul.....	0.		Mon Wed & Fri			Daily Ex. Sunday	Daily	Daily			Daily Ex. Sunday	Daily	Daily	Daily Except Sunday	DN	0.	St. Paul
Minneapolis.....	10.44						11 30 PM De				5 10 PM De	8 45 PM De	9 55 AM De	8 30 AM De	DN	10.44	Minneapolis
Coon Creek Junct. 5.73	20.88	69	6 35 AM De			7 20 AM De	2 15 AM De	9 00 PM De			5 38 PM De			8 59 AM De	DN	20.88	Coon Creek Junct 5.73
Anoka.....	26.61	144	7 00 MT 32 9 10 1225 PM			8 15 PM 235	2 30	9 15			5 49			9 10 MT 32 PM 235	D	26.61	Anoka 7.01
Itasca.....	33.63	97	9 36			8 52 MT 32	2 50	9 35			6 00			9 25		33.63	Itasca 4.32
Elk River.....	38.44	172	9 55 AM Ar			9 20	3 03	9 55			6 10 PM Ar			9 35	DN	38.44	Elk River 4.92
Baileys.....	43.36	69				9 45 PM	3 19	10 08						9 45 PM 225		43.36	Baileys 4.17
Big Lake.....	47.53	56				10 10	3 30	10 22						9 54	D	47.53	Big Lake 7.89
Becker.....	55.43	78				10 45	3 52	10 45						10 08		55.43	Becker 7.04
Clear Lake.....	62.46	100				11 15	4 12	11 08						10 22	D	62.46	Clear Lake 6.03
Haven.....	68.49	69				11 35	4 27	11 25						10 32		68.49	Haven 5.32
East St. Cloud.....	73.81					11 50	4 35	11 40						10 44		73.81	East St. Cloud 1.31
St. Cloud.....	75.12					12 01 PM 1 15 MT 4225	4 45 MT 3 5 05	11 45 12 05 AM				10 59 PM De	11 39 AM De MT 236	11 05 MT 226	DN	75.12	St. Cloud 6.57
St. Joseph.....	81.99	98				2 24 MT 2	5 35	12 30				11 13	11 50 MT 4	11 19	D	81.99	St. Joseph 2.77
Collegeville.....	84.76	9				2 42						11 18	11 53	11 25		84.76	Collegeville 5.40
Avon.....	90.18	99				3 15	6 00	12 58				11 27	12 01 PM	11 37 MT 4	D	90.18	Avon 6.05
Albany.....	96.21	115				3 55	6 20	1 18				11 39	12 10	11 48	D	96.21	Albany 6.25
Freeport.....	102.45	106				4 40	6 40	1 39				11 51	12 19	12 08 PM	D	102.45	Freeport 5.95
Melrose.....	108.40					5 15 PM Ar	7 05 AM Ar MT 226	2 00 AM Ar				12 01 AM Ar	12 28 PM Ar	12 20 PM Ar	DN	108.40	Melrose 8.31
Melrose.....	108.40		Daily Ex. Sunday 4 45 AM De	Daily Ex. Sunday 5 30 AM De			Daily 7 35 AM De	Daily 2 30 AM De			Daily Ex. Sunday 1 35 PM De MT 236		12 01 AM De	12 28 PM De	DN	108.40	Melrose 8.31
Sauk Centre.....	116.71	210	5 15 AM Ar	6 25			8 15	3 15 MT 8			2 00		12 20	1 05 MT 236 PM Ar	DN	116.71	Sauk Centre 7.79
West Union.....	124.50	104		7 05			8 50	3 43			2 18		12 36	1 04	D	124.50	West Union 5.79
Osakis.....	130.29	159		7 40			9 15	4 03			2 32		12 48	1 12	D	130.29	Osakis 5.67
Nelson.....	135.96	108		8 10			9 45	4 18			2 45		1 00	1 19	D	135.96	Nelson 2.52
Geneva Beach.....	138.49										2 51		1 04			138.49	Geneva Beach 2.90
Alexandria.....	141.39	256		8 55			10 15 MT 4	4 42			2 58 MT 223		1 14	1 28	DN	141.39	Alexandria 6.71
Garfield.....	148.10	99		9 25			10 38	5 08			3 14		1 28	1 38		148.10	Garfield 5.74
Brandon.....	153.84	124		9 55 MT 4			10 58	5 23			3 27		1 39	1 46 MT 223	D	153.84	Brandon 5.15
Evansville.....	158.99	257		11 00 MT 3638			11 25 MT 3638	5 46			Daily Ex. Sunday 3 50 PM De	3 40 PM Ar	1 54		DN	158.99	Evansville 3.91
Melby.....	162.90	10		11 20							3 58		2 01			162.90	Melby 5.00
Ashby.....	167.90	100		11 53 PM 227 MT 228			11 53 PM 227 MT 228	6 16			4 08		2 12	2 05	D	167.90	Ashby 7.71
Dalton.....	175.61	108		12 45 PM			12 23 PM	6 41			4 22		2 26	2 14	D	175.61	Dalton 6.09
Parkdale.....	181.70	69		1 15			12 35	6 56			4 33		2 37	2 22		181.70	Parkdale 5.04
Fergus Falls.....	186.74	970		2 00 PM 2 31 PM			1 05	7 20			4 46 PM Ar		2 49	2 31 PM 227	DN	186.74	Fergus Falls 8.24
Carlisle.....	194.98	102		3 16			1 34	7 55					3 06	2 45		194.98	Carlisle 8.60
Rothsay.....	203.53	103		4 00			2 06	8 33 MT 4228					3 23	2 55	D	203.53	Rothsay 6.86
Lawndale.....	210.44	78		4 35			2 31	8 47					3 35	3 04		210.44	Lawndale 7.04
Barnesville.....	217.48			5 15 PM Ar			3 00 PM Ar	9 10 AM Ar					3 50 AM Ar	3 13 PM Ar	DN	217.48	Barnesville
			No. 235	No. 229	No. 227	No. 225	No. 237	No. 215	No. 37	No. 35	No. 33	No. 7	No. 3	No. 1			

SPECIAL RULES.

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

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

3- Trains Nos. 33 and 31, will be continuous runs from Coon Creek Junction to Brook Park. Coon Creek Junction and Brook Park are terminal stations for these trains.
4- Trains Nos. 31 and 33 will be continuous runs from Brook Park to Coon Creek Junction. Brook Park and Coon Creek Junction are terminal stations for these trains.

5- The track from Anoka Station to and including the Mill Siding west of Rum River will be considered as Anoka Yard.
6- Car capacities of sidings include passing, house and elevator tracks, and are based on 40 foot cars.
7- Conductors of all Trains will use short line time table of Terminals Division between Coon Creek Junction, Minneapolis and St. Paul, and be governed by its time and regulations. This time table is not to be used between those points.
8- No Side Track at Geneva Beach.

9- Freight Train No. 235 between Coon Creek Junction and Melrose, No. 325 between Melrose and Clearwater Junction, and Nos. 227 and 228 between Melrose and Barnesville, will carry passengers when provided with permits and proper transportation.
10- No. 3 will pass Nos. 1, 35 & 37 and No. 4 will pass Nos. 2, 36 & 38 where overtaken without orders.
11- Melrose and Evansville are terminal stations for Nos. 35 and 36. Evansville and Pelican Rapids are terminal stations for Nos. 37 and 33.

C. E. LEVERICH, Chief Train Dispatcher.

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STATIONS.

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

- Mochose and Mansville are terminal stations for Nos. 35 and 36.
 Stop Boards are placed at N. P. Crossing $\frac{3}{4}$ mile west of Sank Centre
 and just east of Fergus Falls; also junction of Willmar Line near west
 end of St. Cloud yard and just west of Princeton Line junction; $\frac{3}{4}$ mile
 west of Elk River.
 Nos. 3 and 4 will not observe stop boards at junction Willmar Line near
 west end St. Cloud yard. All other trains must govern their move-
 ments in accordance.

C. E. LEVERICH, Chief Train Dispatcher

ST. CLOUD AND FERGUS FALLS DIVISION.

PRINCETON BRANCH.

TRAINS GOING WEST.										TRAINS GOING EAST.									
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ST. CLOUD AND FERGUS FALLS DIVISION.

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CLEARWATER BRANCH.

GOING WEST.		Car Capacity of Siding	Distances from St. Paul.	STATIONS.	Distances from St. Cloud.	Telegraph Calls.	TRAINS GOING EAST.		
First Class	First Class						First Class	First Class	Third Class
No. 7	No. 3						No. 4	No. 8	No. 226
Passenger	Passenger						Passenger	Passenger	Way Freight
Daily 8 45 PM De	Daily 9 55 AM De		10.44	DN Minneapolis CWT	64.53	S	2 00 PM Ar	6 55 AM Ar	
				1.79					
8 50 PM De	10 00 AM De		12.23	DN Clearwater Jct.	62.74	UD	1 55 PM Ar	6 50 AM Ar	6 00 PM Ar
				5.19					
8 59	10 10	18	17.42	Robbinsdale X	57.55		1 43	6 39	5 30
				6.48					
9 12	10 20	35	23.90	D Osseo W	51.07	RS	1 31	6 25	5 00
				4.33					
9 20			28.23	Maple Grove	46.74		1 19	6 15	4 35
				4.69					
9 29	10 32	29	32.92	Rogers	42.05		1 08	6 05	4 20
				6.22					
9 42	10 43	37	39.14	D St. Michaels	35.83	SA	12 55	5 50	3 55
				8.43					
9 59	10 55	63	47.57	D Monticello W	27.40	MO	12 37	5 36	3 15
				7.50					
10 14		37	55.07	Silver Creek Siding	19.90		12 28	5 21	2 35
				2.20					
10 19	11 10	44	57.27	Hasty	17.70		12 16	5 06	2 05
				5.08					
10 30	11 18	45	62.35	D Clearwater W	12.62	CW	12 06 PM De	4 40 AM De	1 00 PM De
				7.19			Daily Mt 226	Daily	Daily Ex. Sun. & 1
10 43	11 28	85	69.54	St. Augusta	5.43				
				6.43					
10 55 PM Ar	11 37 AM Ar		74.97	DN St. Cloud CWO	0.	WA			

Switch of Clearwater Branch Wye at St. Cloud will be kept set for Clearwater Branch Main Line. Switch at St. Cloud connecting Clearwater branch and main line west of coal shed will be kept Clearwater branch.

- Registering Stations at St. Cloud and Clearwater Junction.
- No Side-Track at Maple Grove.
- All Trains will come to a full stop at Clearwater Junction, Terminal Division, near Elevator A, Minneapolis Yard. Conductors and Enginemen must provide themselves with Current Time Table of Terminal Division, and read carefully Special Rule in regard to Spring Park and Hutchinson Junction Trains. These trains must have an absolutely clear track within the time specified in this rule.
- Stop Boards at Junction Switch of Main Line and Clearwater Branch, at St. Cloud, and at Soo Line Crossing 1 1/2 miles west of Robbinsdale.
- No. 226 will carry passengers when provided with freight train permits and proper transportation.
- Clearwater Junction and Barnesville are terminal stations for trains Nos. 3, 4, 7 and 8.
- Nos. 3 and 4 will register by card at Clearwater Junction.

ST. CLOUD AND WILLMAR BRANCH.

TRAINS GOING WEST.		Car Capacity of Siding	Distances from St. Paul.	STATIONS.	Distances from Willmar.	Telegraph Calls.	TRAINS GOING EAST.	
Third Class	First Class						First Class	Third Class
No. 231	No. 5						No. 6	No. 232
Way Freight	Passenger						Passenger	Way Freight
Daily Ex. Sunday 8 30 AM De Mt 6	Daily Ex. Sunday 10 55 AM De		75.12	DN St. Cloud CWO	57.49	WA	8 00 AM Ar Mt 231	8 20 PM Ar
				0.72				
8 35	10 57		75.84	St. Cloud Jct.	56.77		7 57	8 10
				2.54				
8 45	11 03	8	76.38	O'Brien	54.23		7 50	8 00
				7.07				
9 10	11 15	114	85.45	Rockville	47.16		7 38	7 33
				4.80				
9 40	11 24	41	90.25	D Cold Springs W	42.85	CG	7 28	7 10
				5.50				
10 15	11 33	113	94.75	D Torch	37.66	CH	7 18	6 45
				6.19				
10 45	11 44	45	100.94	D Roscoe	31.67	XN	7 06	6 20
				5.42				
11 20	11 55	128	106.36	D Paynesville WX	26.25	SY	6 55	5 50
				5.44				
11 50	12 05 PM	44	111.80	Hawick	20.81	K	6 43	5 20
				6.61				
12 17 PM De	12 17 PM De	103	118.41	D New London	14.20	ND	6 30	5 00
				4.30				
1 55	12 25	105	122.71	D Spicer W	9.96	C	6 22	4 35
				4.20				
	12 32		128.91	Grue	5.70		6 13	
				5.70				
2 45 PM Ar	12 45 PM Ar		132.61	DN Willmar CWT	0.	W	6 00 AM De	3 45 PM De
							Daily Ex. Sunday	Daily Ex. Sunday

- Registering Stations at St. Cloud and Willmar. Trains must flag themselves between St. Cloud and St. Cloud Junction, keeping sharp lookout for Main Line trains.
- Trains will come to a full stop at stop-board before reaching switch at St. Cloud Junction; said switch, except when in use by trains of the St. Cloud and Willmar Line, will be kept set for Main Line.
- No side track at Grue.
- Willmar and Minnoka are terminal stations for trains Nos. 5 and 6.
- Willmar and St. Cloud are terminal stations for trains Nos. 231 and 232.
- Trains Nos. 231 and 232, between St. Cloud and Willmar, will carry passengers when provided with permits and proper transportation.
- Interlocking signals govern crossing with Minneapolis, St. Paul and Sault Ste. Marie Railway at Paynesville. Signals on each side of crossing are located as follows: Distant signals 1500 feet, home signals 300 feet. A dwarf signal is located on transfer track 250 feet from connection switch of "Soo Line" main track. De-railing switch is located in transfer track 300 feet from Soo Line main track switch.

West Bound Trains are superior to East Bound Trains of the same class. Clocks at Minneapolis Junction, Melrose and Barnesville are designated as standard clocks. Conductors and Enginemen starting from a terminal where there is no standard clock will upon arrival at a point where there is standard clock register as provided by rule 17 (a).

PARK RAPIDS BRANCH.

TRAINS GOING WEST.		Car Capacity of Siding	Distances from St. Paul.	STATIONS.	Distances from Cass Lake.	Telegraph Calls.	TRAINS GOING EAST.	
Third Class	First Class						First Class	Third Class
No. 229	No. 1						No. 2	No. 230
Way Freight	Passenger						Passenger	Way Freight
Daily Ex. Sunday 5 35 AM De	Daily Ex. Sunday 1 30 PM De		116.71	DN Sank Centre CWT OX	140.41	CN	12 40 PM Ar	5 10 PM Ar
				10.43				
6 15	1 52		127.14	Little Sank	129.98		12 17	4 25
				4.06				
6 35	2 00	20	130.60	Round Prairie	126.52		12 09 PM	4 10
				3.46				
7 50	2 12	51	135.32	D Long Prairie W	121.80	NE	11 59	3 45
				4.72				
8 30	2 27	8	143.15	D Browerville	113.99	VI	11 42	3 05
				7.83				
9 05	2 40 Mt 230	26	148.54	D Clarissa	108.60	X	11 31	2 40 Mt 1
				5.39				
9 50	2 50	44	153.22	D Eagle Bend CWT	103.92	GD	11 21	2 00
				4.68				
10 25	3 07	20	160.69	D Bertha	96.45	BR	11 05	1 25
				7.47				
10 56 Mt 2	3 15	34	164.75	D Hewitt	92.89	HW	10 56 Mt 229	1 00
				8.14				
12 15 PM Mt 230	3 33	127	172.89	D Wadena WX	84.25	WD	10 40	12 15 PM Mt 223
				4.26				
12 35	3 42	35	177.15	Leaf River	79.99		10 29	11 45
				9.99				
1 30	4 05	91	187.14	D Sebeka CW	70.00	SK	10 08	11 05
				8.75				
2 30	4 24	35	195.89	D Menasha	61.25	MH	9 51	10 30
				4.16				
2 55	4 32	34	200.05	Hortons	57.07		9 43	10 00
				7.86				
4 00	4 49	119	207.91	D Park Rapids CWT	49.23	J	9 28 PM 230	9 28 PM 2
				6.51				
4 25	5 02	85	214.52	D Dorset	48.62		9 16	8 15
				5.47				
4 50	5 14	85	219.99	Novis	37.15		9 05	7 50
				6.08				
5 20 PM 1 PM	5 28 PM 229	161	226.07	D Akeley W	31.07	CK	8 52	7 15
				9.50				5 15
7 30	5 50	96	235.57	D Walker X	21.57	K	8 30	4 40
				5.17				
7 55	6 00	69	240.74	Leech Lake W	18.40		8 20	4 10
				6.84				
8 20	6 12	69	247.58	Wilkinson	9.56		8 10	3 40
				9.56				
9 15 PM Ar	6 32 PM Ar		257.14	DN Cass Lake	0.	CS	7 50 AM De	3 00 AM De
							Daily Ex. Sunday	Daily Ex. Sunday

- West bound trains are superior to East bound trains of the same class.
- Registering Station at Sank Centre and Cass Lake.
- Stop Boards at N. P. Crossing 1/2 mile west of Sank Centre.
- Cass Lake and Melrose are terminal stations for trains Nos. 229 and 230.
- Nos. 229 and 230 will carry passengers when provided with freight train permits and proper transportation.
- Trains of this line will flag themselves between Park Rapids Junction and Sank Centre.
- Draw bridges located as follows: Kabetona River three (3) miles west of Walker, and at Steamboat River, one and one-half (1 1/2) miles west of Wilkinson.
- M. & I. crossing one and one-half (1 1/2) miles west of Walker.
- Trains of this line will flag themselves between West Main Line Wye Switch and Cass Lake.
- Yard limit board has been placed East of Cass Lake "Y."
- Interlocking signals govern crossing with Northern Pacific Railway at Wadena. Signals on each side of the crossing are located as follows: Distant signals 1500 feet, home signals 300 feet.

C. E. LEVERICH, Chief Train Dispatcher.

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

STATIONS	Ruling Grade	20x26 180 Lbs 600 to 615	19x32 210 lbs. 700 to 779	19x26 180 Lbs 450 to 599	19x24 180 Lbs. 400 to 426	19x24 150 Lbs. 300 to 360	18x24 145 Lbs. 197 to 230	17x24 145 Lbs 100 to 196
Northtown Jct. to St. Cloud, E. Line,	.5	1800	2200	1600	1500	1300	1050	950
St. Cloud to Barnesville,	.6	1610	2000	1450	1350	1150	900	800
Barnesville to Evansville,	.6	1610	1950	1350	1250	1050	800	700
Evansville to Melrose,	.6	1780	2300	1600	1500	1300	1050	950
Melrose to St. Cloud,	.8	1850	2300	1700	1600	1375	1100	975
St. Cloud to Northtown Jct., E. Line,	.5	2000	2400	1850	1700	1475	1200	1075
St. Cloud to Sandstone,	.6	1700	2250	1600	1500	1300	1050	950
Sandstone to St. Cloud,	.6	1700	2250	1600	1500	1300	1050	950
St. Cloud to Willmar,	.6	1700	2250	1600	1500	1300	1050	950
Willmar to St. Cloud,	.6	1700	2250	1600	1500	1300	1050	950
Clearwater Jct. to St. Cloud, W. Line,	.8	1300	1850	1250	1150	950	700	600
St. Cloud to Clearwater Jct., W. Line,	.8	1300	1850	1250	1150	950	700	600
Sauk Centre to Cass Lake,	.8	1400	1850	1350	1250	1050	800	700
Cass Lake to Sauk Centre,	.66	1600	1850	1500	1400	1200	950	850
Elk River to Milaca,	.6	1610	1850	1500	1400	1200	950	850
Milaca to Elk River,	.6	1700	1850	1600	1500	1300	1050	950
Fergus Falls to Pelican Rapids,	1.0	1300	1850	1200	1100	900	650	550
Pelican Rapids to Fergus Falls,	.8	1600	1850	1500	1400	1200	950	850

AUTHORIZED SURGEONS, FERGUS FALLS DIVISION.

St. Paul.—Dr. J. A. Quinn, cor. 4th and Wabasha Streets, Tel. 1112. Residence, 415 Iglehart Street, Tel. Dale 207.
Dr. R. S. Bole, cor. 4th and Wabasha Streets, Tel. 1112. Residence, 157 University Ave., Tel. 459.
Dr. J. W. Chamberlin, Oculist, Lowry Arcade, Tel. Main 1347. Residence, 575 Holley Ave., Tel. Dale 168-J1.

Minneapolis.—Dr. R. J. Hill, 1 Syndicate Block, Tel. 1555. Residence, 70 11th St. S., Tel. 72-2.
Dr. J. H. Dunn, 1 Syndicate Block, Tel. 1164. Residence, 337 Oak Grove St., Tel. 891.
Dr. L. A. Nippert, 223 Plymouth Av., Tel. 278-3. Residence, 1101 6th St. N., Tel. 278-2.
Dr. Chas. Simpson, 428 Central Av., Tel. 1445. Residence, 815 6th St. S. E., Tel. 780.

Anoka.....	Dr. J. F. Kline
Elk River.....	Dr. N. K. Whittemore
St. Cloud.....	Dr. W. L. Beebe and Dr. Gustave Schwyzner
Melrose.....	Dr. P. A. Hilbert
Sauk Centre.....	Dr. J. A. Dubois
Osakis.....	Dr. C. M. Long
Alexandria.....	Dr. H. J. Boyd
Brandon.....	Dr. C. W. Meckstroth
Fergus Falls.....	Dr. T. N. McLean
Barnesville.....	Dr. F. H. Alexander
Long Prairie.....	Dr. C. R. Christie

Wadena	Dr. L. W. Babcock
Park Rapids.....	Dr. C. W. Cutler
Pelican Rapids	Dr. D. F. Rae
Milaca	Dr. G. W. Nichols
Mora.....	Dr. A. J. Lewis
Hinckley.....	Dr. D. W. Cowan and Dr. E. L. Stephan
Princeton	Dr. H. C. Cooney
Paynesville.....	Dr. G. P. Ferree
Eagle Bend.....	Dr. J. S. Tyler
Monticello	Dr. R. F. Lynch
Walker.....	Dr. F. L. Wilcox
Cass Lake.....	Dr. R. F. Whetstone

TIME INSPECTORS.

A. L. Haman & Co., 352 Robert St.....	St. Paul, Minn
Anderson Bros.....	Willmar, Minn.
Fritz Guy.....	St. Cloud, Minn.
J. F. Ahearn.....	Melrose, Minn.
L. W. Walker.....	Barnesville, Minn.

Location of Spur Tracks Between Stations.

MAIN LINE.

NAME OF SPUR	Location m. p.	STATIONS		Distance	Track Opens	Capacity Cars
		East	West			
Minnesota Clay Co. Spur	21.5		Coon Creek	1.0	West	40
Haven Gravel Pit Spur	70.3		Haven	1.8	West	80
Reformatory Spur	71.0		Haven	2.5	East	13
Hilder Quarry Spur	71.0		Haven	2.5	East	55

CLEARWATER LINE.

Nickerson's Spur	32.8	Monticello	0.7	West	8
Anderson's Brick Yard Spur	45.9	Hasty	0.9	East	6
Hurley's Brick Yard Spur	55.0	Clearwater	4.8	West	5
Brick Yard Spur	59.1	St. Augusta	1.9	East	11
St. Cloud Granite Co. Spur	62.0	St. Cloud	0.5	West	6
Holes Bros. Spur	62.0	St. Cloud	0.5	East	6

WILLMAR LINE.

Hanessy & Cox Quarry Spur	1.9	St. Cloud	3.26	East	160
Breen's Quarry Spur	1.9	St. Cloud	3.26	West	33
Baxter's Quarry Spur	3.6	St. Cloud	4.94	West	55
Gravel Pit Spur	41.0	New London	1.	West	97

PARK RAPIDS LINE.

Brick Yard Spur	29.3	Clarissa	2.0	East	48
Gravel Pit Spur	30.6	Clarissa	0.7	West	34
Red River Lumber Co. Spur	100.4	Neyis	2.5	East	80
Nichols Lumber Co. Spur	106.8	Akeley	2.0	East	10
Kabekona Spur	121.1	Walker	2.8	East	86

HINCKLEY LINE.

Coates Spur	0.9	St. Cloud	0.9	East	5
Estesbrook Spur	21.8	Bridgman	2.8	East	10
Burnhelm Spur	32.0	Tosca	1.0	East	6

PRINCETON LINE

Houlton's Spur	3.0	Elk River	3.6	East	6