

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY.

WILLMAR DIVISION

TIME TABLE NO. 75.

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

Sunday, April 19, 1903.

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 Train Service while on Duty.

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

It is for the information of Employees only.

R. L. KNEBEL,
Assistant Superintendent.

L. W. BOWEN,
Superintendent.

E. L. BROWN,
Asst. General Superintendent.

F. E. WARD,
General Manager.

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

STATIONS.	Distance from St. Paul	Second Class		Third Class																First Class	First Class	First Class	Car Capacity of Sidings. Water, Coal, Turn Table Scales, etc.	STATIONS.
		No. 217		No. 241																No. 3	No. 11	No. 9		
		Fast Freight		Local Freight																Passenger	Passenger	Passenger		
		Daily		Daily Ex. Sunday																Daily	Daily Ex. Sunday	Daily		
St. Paul.....	00	10 15 PM De		Daily Ex. Sunday																5 30 PM De	9 25 AM De	8 05 PM De	W OY	St. Paul.....
Minneapolis.....	10.44																			6 02 PM De	10 00 AM De	8 40 PM De	Y	Minneapolis.....
Wayzata.....	22.38	2 50 AM De		8 00 AM De																6 30 PM De	10 25 AM De	9 05 PM De	W	Wayzata.....
Long Lake.....	26.38	3 10		8 25																6 39	10 34	9 11	90	Long Lake.....
Maple Plain.....	31.73	3 30		8 50																6 50	10 44	9 18	96	Maple Plain.....
Delano.....	38.44	3 55		9 30																7 03 Mt 218	10 57	9 28	121 W	Delano.....
Montrose.....	45.03	4 15		10 05																7 15	11 09	9 37	94	Montrose.....
Waverly.....	47.80	4 25		10 30																7 24	11 15	9 41	115	Waverly.....
Howard Lake.....	53.11	4 40		11 10																7 36	11 24	9 49	131	Howard Lake.....
Smith Lake.....	55.79	4 50		11 30		11 Ps Mt 242														7 44	11 30 Fe 241 Mt 242	9 57	106 WC	Smith Lake.....
Cokato.....	59.11	5 06		11 55																7 53	11 36	10 02	96	Cokato.....
Dassel.....	64.89	5 26 Mt 10		12 31 Mt 4																8 05	11 48	10 10	122	Dassel.....
Darwin.....	70.06	5 55		1 00																8 16	11 59	10 17	109	Darwin.....
Litchfield.....	76.11	6 25		1 45																8 34	12 15 PM Mt 4	10 30	104 W	Litchfield.....
Grove City.....	82.78	6 50		2 15																8 50	12 31	10 40	123	Grove City.....
Atwater.....	88.90	7 07		2 36 Mt 12 2 50 Mt 218																8 59	12 44	10 48	146 W	Atwater.....
Kandiyoht.....	96.39	7 35 Mt 242		3 25																9 15	1 03	10 57	100	Kandiyoht.....
Willmar Yard.....	101.31	8 00 AM Ar		4 00 PM Ar																9 20 PM Ar	1 20 PM Ar	11 10 PM Ar	WC	Willmar Yard.....
Willmar.....	109.09																			9 30 PM Ar	1 20 PM Ar	11 10 PM Ar	OT	Willmar.....
		No. 217		No. 241																No. 3	No. 11	No. 9		

West Bound Trains Will Have Absolute Right of Track Over East Bound Trains of the same Class.

CAPACITY OF DIFFERENT CLASSES OF ENGINES

IN TONS

In Addition to Weight of Engine, Tender and Caboose.

WILLMAR DIVISION.

STATIONS	Ruling Grade	19x32 210 lb.	20x26 180 lb.	19x26 180 lb.*	19x24 180 lb.	19x24 150 lb.	18x24 145 lb.	17x24 145 lb.
Minneapolis to Willmar,	.6	2000	1700	1460	1420	1200	900	820
Willmar to Minneapolis,	.6	2100	1700	1530	1420	1200	900	820

DESTROY ALL TIME TABLES OF PREVIOUS DATE.

Standard clock is located at telegraph office at Willmar Passenger Depot and Willmar Yard Office.
Conductors of freight trains, and Enginemen running without Conductors, must register their arrival and departure at Wayzata and Willmar Yard Office.
Conductors of passenger trains must register their arrival and departure at Wayzata and Willmar Passenger Depot.

Conductors and Enginemen of all trains using tracks between St. Paul and Wayzata must be governed by current Terminals Division time table governing movement of trains between those points.

Switch Engines must not occupy the main track against delayed Passenger trains except by special order or when protected by semaphore or flagman but this will not relieve Enginemen of such trains from the strict observance of Rule 37.

Car Capacity of sidings includes passing, house and elevator tracks, and is based on 40 foot cars.

Wayzata and Willmar Yard are terminals for trains 217, 218, 241 and 242.

Wayzata and Willmar Passenger Depot are Terminals for trains 3, 4, 5, 10, 11 and 12.

M. WELCH, Chief Train Dispatcher.

