

GREAT NORTHERN RAILWAY



SAINT CLOUD DIVISION



TIME TABLE No. 5

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

SUNDAY, JUNE 14, 1925.

Superseding Time Table No. 4 and all Supplements thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

Photographed from the Michael J Denuty Collection by Charles V Mutschler. Converted to PDF by Dean Ogle.

R. E. LANDIS, Superintendent.

J. C. ROTH, General Supt. of Transportation.

F. J. GAVIN, General Superintendent.

F. BELL, General Manager.

SECOND SUBDIVISION—ST. CLOUD TO BARNESVILLE.

WESTWARD.

THIRD CLASS			SECOND CLASS			Capacity of Side Tracks		Station Numbers	Distance from St. Cloud	Time Table No. 5		FIRST CLASS				
523	511	517			405	Passing Tracks	Other Tracks			Effective June 14, 1925		29	11	31	1	7
Thru Freight	Local Freight	Local Freight			Time Freight					STATIONS		Passenger	Passenger	Passenger	Passenger	Passenger
Mon. Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Monday			Daily							Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
L 6:00Am	L 7:20Am	L 6:30Pm			L 7:00Am	Yard	1490	75	0.00	ST. CLOUD	DX	L 12:55Am	L 11:10Am	L 11:12Am	L 1:37Pm	L 7:35Pm
6:05	7:25	A 6:35Pm			7:05				0.69	WILLMAR LINE JCT.		12:57	11:12	A 11:14Am	1:39	7:37
6:30	* 7:50				7:30	87	26	82	6.87	ST. JOSEPH	JO	1:08	* 11:25		1:53	7:47
	* 8:00						4	85	9.64	COLLEGEVILLE			* 11:30			
6:50	* 8:20				7:55	87	25	90	15.04	AVON	VN	1:19	* 11:42		2:04	7:58
7:10	* 8:45				8:15	86	34	96	21.09	ALBANY	BY	1:27	* 11:54		2:12	8:07
7:30	* 9:10				8:40	87	39	102	27.36	FREEMONT	FR	1:35	* 12:07Pm		2:20	8:16
7:50	* 9:40				9:05	120	380	108	33.32	MELROSE	SU	1:45	* 12:18		2:28	* 8:28
8:00	9:55				9:15	87		112	38.07	PICARDY		1:52	12:26		2:34	8:34
A 8:15Am	* 10:15				9:30	100	120	117	41.60	SAUK CENTER	AU	* 2:03	12:35		2:40	* 8:45
									42.02	PARK RAPIDS LINE JCT.						
									42.40	N. P. RY. CROSSING						
	* 10:35				9:55	85	30	124	49.40	WEST UNION	WU	2:16	* 1:09		2:51	8:58
	* 11:00				10:10	84	77	130	55.21	OSAKIS	KS	2:26	* 1:21		3:00	* 9:12
	12 * 11:40				10:25	90	34	136	60.87	NELSON	N	2:36	* 1:32		3:07	9:22
						None		138	64.15	GENEVA BEACH						
	512 * 12:01Pm				512 10:50	129	138	141	66.47	ALEXANDRIA	RA	* 2:46	* 1:45		* 3:19	* 9:35
	* 12:30				12 11:16	85	22	148	73.03	GARFIELD	G	3:05	* 1:59		3:29	9:48
	* 12:50				11:45	86	51	154	78.76	BRANDON	BN	3:15	* 2:10		3:36	9:58
	* 1:20				12:20Pm	123	196	159	83.91	EVANSVILLE	NS	3:25	* 2:23		3:43	* 10:10
	* 1:30				12:35		11	163	88.63	MELBY			* 2:32			
	* 1:50				12:50	65	29	168	92.82	ASHBY	B	3:39	* 2:41		3:55	10:23
	* 2:15				1:15	64	27	176	100.52	DALTON	DO	3:50	* 2:56		4:05	10:35
	* 2:30				1:30	64		182	106.64	PARKDALE		4:00	* 3:06		4:13	10:44
									110.96	PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING						
	* 3:00				2:10	80	167	187	111.63	FERGUS FALLS	GS	* 4:12	* 3:20		* 4:25	* 10:57
	3:10				2:25	87		191	116.01	BRENT		4:22	3:29		4:31	11:03
	* 3:24				2:35	64	28	195	119.89	CARLISLE		4:30	* 3:43		4:37	11:10
	3:35				2:45	87	10	199	123.93	KITCHENER		4:38	3:52		4:43	11:17
	11 * 4:05				3:12	64	29	204	128.49	ROTHSAY	RT	4:47	* 4:05		4:50	11:24
	* 5:00				3:50	64	17	210	135.27	LAWDALE	WN	4:59	* 4:25		5:00	11:35
	A 5:40Pm				A 4:35Pm	Yard	1159	217	142.40	BARNESVILLE	D	A 5:15Am	A 4:45Pm		A 5:14Pm	A 11:50Pm
Mon., Wed. and Fri.	Daily Ex. Sunday	Daily Ex. Monday			Daily							Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily
523	511	517			405							29	11	31	1	7
2.15 18.5	10.20 13.7	.05 8.3			9.35 14.8					Time Over Subdivision Average Speed Per Hour		4.20 32.0	5.35 25.5	.02 20.7	3.37 39.4	4.15 33.5

Special Rules.

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

Nos. 1, 4, 7, 8, 29 and 30 will register by card at Evansville and Sauk Center unless train displays signals.

No. 7 will stop at Collegeville on flag Sundays, only, and will stop on flag at Albany except Sundays.

No. 11 will clear No. 1 as per rule 86.

No. 4 will stop at Ashby on flag Sundays and Mondays only.

No. 8 will stop at Albany on flag, daily except Sunday.

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

Trains must not exceed 40 miles per hour over 30° curve between depot at Avon and three-fourths of one mile west, 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 station at Alexandria and 6 miles per hour through the limits of the cities of Fergus Falls and Sauk Center and 8 miles per hour over street crossings at Melrose.

Eastward trains will come to full stop at stop board west of Willmar Line Jct. west of St. Cloud and run carefully between Willmar Line Jct. and St. Cloud, looking out for Fifth Subdivision trains. Stop board is on north side of track account not room for it between the tracks.

All Trains will not exceed 6 miles per hour over first street crossing east of depot at Evansville.

Nos. 7 and 29 will not exceed 15 miles per hour passing through Rothsay account discharging mail.

Q-1 engines will not exceed 10 miles per hour over bridge No. 12 near St. Cloud; 5 miles per hour over bridge No. 38 near Melrose.

Do not place locomotives on the trestle of the Mill Spur at Osakis, when necessary to place cars there, hold onto sufficient cars to avoid putting engine on the trestle.

Steam whistle signals for tracks with switches controlled from interlocking tower with N. P. Ry. crossing at Fergus Falls:

Main track from east or west 1 long.
Passing track to Main track from west. 2 long.
Main track to passing track from east. 2 long.
Passing track to N. P. transfer. 1 long & 2 short.

Main track to N. P. transfer. 1 long & 1 short.

Main track to stock yard. 3 short.

Steam whistle signals for tracks with switches controlled from interlocking tower Park Rapids Line and N. P. Ry. crossing at Sauk Center:

Main Track. 1 long.
Park Rapids Line. 2 long & 1 short.

Passing track. 1 long & 1 short.

Stock Yard Track. 2 short & 1 long.

(Continued on page 3).

FIRST CLASS					Time Table No. 5		Distance from Barnesville	SIGNS.	THIRD CLASS							
	4	32	12	8	30	Effective June 14, 1925				512	524	518				
	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS				Local Freight	Thru Freight	Local Freight				
	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily					Daily Ex. Sunday	Tues., Thurs. and Sat.	Daily Ex. Monday				
	A 7.00Pm	A 4.50Pm	A 2.07Pm	A 5.07Am	A 4.42Am	ST. CLOUD.....	142.40	R@DN WCTYO	A 6.05Pm	A 3.50Pm	A 4.20Pm					
	6.58	L 4.43Pm	2.05	5.05	4.40	0.69 WILLMAR LINE JCT.....	141.80	P	6.00	3.45	L 4.15Pm					
	6.47		¹ * 1.53	4.54	4.29	6.18 ST. JOSEPH.....	135.62	D P	* 5.40	3.25						
			* 1.39			2.77 COLLEGEVILLE.....	132.85	P	f 5.15							
	6.35		* 1.28	4.42	4.17	5.40 AVON.....	127.45	D PW	* 4.55	2.45						
	6.25		* 1.14	4.32	4.07	6.05 ALBANY.....	121.40	D P	* 4.25	¹ 2.12						
	6.14		* 1.00	4.22	3.57	6.27 FREEPORT.....	115.13	D P	* 3.55	1.35						
	* 6.03		⁵²⁴ * 12.47	* 4.12	3.47	5.96 MELROSE.....	109.17	DNPWC	* 3.30	¹² 12.47						
	5.54		12.40	4.03	3.39	4.75 PICARDY.....	104.42	P	¹ 2.34	¹¹ 12.26						
	* 5.48		¹¹ 12.35 * 12.15	3.57	* 3.32	3.53 SAUK CENTER.....	100.89	R DN W K	* 2.05	L 12.01Pm						
						0.42 PARK RAPIDS LINE JCT... .....0.38 N. P. RY. CROSSING.....	100.47 100.09	P I I								
	5.32		* 12.01Pm	3.45	3.20	7.00 WEST UNION.....	93.09	D P	¹¹ * 1.09							
	* 5.23		* 11.50	3.36	3.11	5.81 OSAKIS.....	87.28	DNPW	* 12.45							
	5.12		⁵¹¹ * 11.40	3.28	3.04	5.66 NELSON.....	81.82	D P	* 12.20							
						3.28 GENEVA BEACH.....	78.34									
	* 5.03		⁵¹² * 11.30	* 3.19	²⁹ * 2.46	2.32 ALEXANDRIA.....	76.02	DNPW	¹²⁻⁵¹¹⁻⁴⁰⁵ * 12.01Pm * 10.30							
	4.49		⁴⁰⁵ * 11.16	²⁹ 3.05	2.32	6.56 GARFIELD.....	69.46	D P	* 10.15							
	4.41		* 11.06	2.50	2.22	5.73 BRANDON.....	63.73	D P	* 10.00							
	* 4.32		* 10.57	2.40	2.13	5.15 EVANSVILLE.....	58.58	R DNPWCT	* 9.45							
			* 10.47			4.72 MELBY.....	53.80	P	f 9.15							
	4.17		* 10.40	2.26	1.59	4.19 ASHBY.....	49.67	D PW	* 9.05							
	¹ 4.05		* 10.26	2.15	1.48	7.70 DALTON.....	41.97	D P	* 8.40							
	3.49		f 10.14	2.05	1.38	6.12 PARKDALE.....	35.85	P	f 8.25							
						4.32 PELICAN RAPIDS LINE JCT. AND N. P. RY. CROSSING.....	31.53	IK								
	* 3.40		* 10.05	* 1.56	* 1.30	0.67 FERGUS FALLS.....	30.86	DNPW T	* 8.15							
	¹¹ 3.29		9.43	1.45	1.19	4.38 BRENT.....	26.48	P	7.40							
	⁵¹¹ 3.24		* 9.38	1.39	1.14	3.88 CARLISLE.....	22.60	P	* 7.30							
	3.18		9.29	1.33	1.08	4.04 KITCHENER.....	18.56	P	f 7.15							
	⁴⁰⁵ 3.12		* 9.23	1.27	1.02	4.56 ROTHSAY.....	14.00	DNPW	* 7.05							
	3.02		* 9.10	1.17	12.52	6.78 LAWDALE.....	7.22	P	* 6.45							
	L 2.50Pm		L 8.55Am	L 1.05Am	L 12.40Am	7.22 BARNESVILLE.....	0.00	R@DN WCT	L 6.30Am							
	Daily	Daily Ex. Sunday	Daily Ex. Sunday	Daily	Daily				Daily Ex. Sunday	Tues., Thurs. and Sat.	Daily Ex. Monday					
	4	32	12	8	30				512	524	518					
	4.10 34.2	.07 5.9	5.12 27.4	4.02 35.3	4.02 35.3	Time Over Subdivision Average Speed Per Hour			11.35 12.3	3.49 10.9	.5 8.3					

Special Rules—Continued.

YARD LIMIT BOARDS.

300 feet west of Federal Hospital Spur, St. Cloud
4500 feet east of east switch, Melrose.
2608 feet west of west switch, Melrose.
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, Evansville.
3206 feet east of east switch, Fergus Falls.
200 feet west of Asylum Spur switch, Fergus Falls.
2700 feet east of east switch, Barnesville.

DERAIL SWITCHES ARE LOCATED AS FOLLOWS:

Barnesville, Team track.
Dalton, west end elevator track.
Ashby, east end elevator track and stock yard spur.
Melby, west end elevator track.
Brandon, east end elevator track.
Melrose, east end house track.
Albany, Oil spur and stock yard spur.

THIRD CLASS	FIRST CLASS						Capacity of Side Tracks		Station Numbers	Distance from St. Paul.	Time Table No. 5			Telegraph Calls	Distance from St. Cloud.	SIGNS.	FIRST CLASS						THIRD CLASS	
501	7	57	1	55	11	29	Passing Tracks	Other Tracks			Effective June 14, 1925						30	8	56	58	12	4		502
Local Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					STATIONS													
Mon., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily									Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily	Tues., Thurs. and Sat.	
	L 5.05pm		L 11.25am		L 8.20am	L 10.40pm			0	0.00	ST. PAUL.....	U	74.82	⊙	A 7.25am	A 7.45am				A 5.15pm	A 9.30pm			
	5.45pm	L 8.00pm	12.01pm	L 2.05pm	9.00am	11.15pm			11	10.57	10.57.....MINNEAPOLIS.....	S	64.25	⊙	6.50am	7.15am	A 10.30am	A 7.00pm	4.35pm	9.00pm				
TRAINS BETWEEN ST. PAUL AND CLEARWATER JUNCTION WILL BE GOVERNED BY TWIN CITY TERMINALS TIME TABLE.																								
L 9.35am	L 5.52pm	L 8.07pm	L 12.08pm	L 2.12pm	L 9.07am	L 11.22pm				12.18	1.61.....CLEARWATER JCT.....		62.64	W	A 6.43am	A 7.08am	A 10.23am	A 6.53pm	A 4.28pm	A 8.53pm			A 1.15pm	
										12.94	0.76 ELECTRIC SHORT LINE R.R. Crossing		61.88	I										
⁵⁶ 10.13	5.59	s 8.17	12.15	s 2.21	s 9.17	11.29	42	23	17	17.17	4.23.....ROBBINSDALE.....	RD	57.65	P	6.32	6.56	⁵⁰¹ 10.13	s 6.43	s 4.15	8.44			s 12.50	
										18.51	1.34 M. St. P. & S. S. M. Ry. Crossing..		56.31	I										
10.45	6.07	s 8.33	⁵⁰² 12.23	s 2.31	s 9.28	11.38	75	38	24	23.65	5.14.....OSSEO.....	SI	51.17	D PW	6.18	6.44	10.02	s 6.33	s 4.00	⁵⁷ 8.33			¹ 12.23pm	
11.00		f 8.40		f 2.39	f 9.36			6	28	27.98	4.33.....MAPLE GROVE.....		46.84				f 9.53	f 6.25	f 3.50					
11.25	⁵⁸ 6.18	s 8.47	12.34	s 2.46	⁵⁶ 9.46	11.48	73	25	33	32.65	4.67.....ROGERS.....	RO	42.17	D P	6.05	6.30	¹¹ 9.46	s 6.18	s 3.42	8.20			s 11.40	
11.50	6.29	s 8.58	12.42	s 2.57	s 9.57	11.57		50	39	38.92	6.27.....ALBERTVILLE.....	SA	35.90	D P	5.53	6.18	s 9.34	s 6.05	s 3.30	8.09			s 10.45	
12.25pm	s 6.45	s 9.12	12.53	s 3.14	⁵⁰² 10.13	12.09am		50	48	47.35	8.43.....MONTICELLO.....	MO	27.47	D PW	5.39	s 6.04	⁵⁰² 9.19	s 5.51	⁵⁵ 3.14	s 7.55			¹¹⁻⁵⁶ 10.13 8.50	
¹ 1.03	6.56	f 9.24	⁵⁰¹ 1.03	f 3.26	s 10.25	12.20		32	55	54.93	7.58.....ENFIELD.....		19.89	P	5.25	5.49	f 9.06	f 5.37	s 2.58	7.43			s 8.30	
s 1.30	7.00	f 9.27	1.06	f 3.29	s 10.29	12.23		40	57	57.12	2.19.....HASTY.....		17.70	P	5.21	5.45	f 9.03	f 5.24	s 2.53	7.39			s 8.20	
s 1.55	7.08	s 9.36	1.13	s 3.38	s 10.38	12.30	30	15	62	62.15	5.03.....CLEARWATER.....	CW	12.67	D PW	5.11	5.36	s 8.55	s 5.25	s 2.43	7.30			s 8.05	
¹² 2.27	⁴ 7.19	f 9.37	1.22	f 3.49	f 10.50	12.39		30	70	69.35	7.20.....ST. AUGUSTA.....		5.47	P	4.59	5.24	f 8.43	f 5.13	⁵⁰¹ 2.27	⁷ 7.19			f 7.45	
A 3.00pm	A 7.30pm	A 9.57pm	A 1.32pm	A 4.02pm	A 11.00am	A 12.50am	Yard 1490	75	74.82	5.47.....ST. CLOUD.....	DX	0.00	R⊙DN WCTYO		L 4.47am	L 5.12am	L 8.33am	L 5.03pm	L 2.15pm	L 7.05pm			L 7.30am	
Mon., Wed. and Fri.	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily									Daily	Daily	Daily	Daily	Daily Ex. Sunday	Daily		Tues., Thurs. and Sat.	
501	7	57	1	55	11	29										30	8	56	58	12	4		502	
5.25 11.6	1.28 88.2	1.50 34.2	1.24 44.7	1.50 34.2	1.53 33.3	1.28 42.5										1.56 32.4	1.56 32.4	1.50 34.2	1.50 34.2	2.13 28.3	1.48 34.8		5.45 11.5	
Time Over Subdivision Average Speed Per Hour																								

WESTWARD.

THIRD SUBDIVISION—PRINCETON LINE.

EASTWARD.

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks		Station Numbers	Distance from Elk River	Time Table No. 5		Telegraph Calls	Distance from Milaca	SIGNS	FIRST CLASS		THIRD CLASS	
	503		15	Passing Tracks	Other Tracks			Effective June 14, 1925					16		504	
	Local Freight Mon., Wed. and Fri.		Passenger Daily Ex. Sunday					STATIONS						Passenger Daily Ex. Sunday		Local Freight Tue., Thur. and Sat.
	L 11.50Am		L 5.20Pm			G-28	0.00	ELK RIVER	ER	33.19	R DN W		A 10.58Am		A 10.35Am	
TRAINS BETWEEN MILACA LINE JCT. AND N. P. RY. CROSSING AND ELK RIVER WILL BE GOVERNED BY NORTHERN PACIFIC TIME TABLE.																
	11.55		5.22				0.74	MILACA LINE JCT. AND N. P. RY. CROSSING....	WR	32.45		IK	10.53		10.30	
	12.40Pm		5.45		32	H-11	10.23	ZIMMERMAN.....		22.96			10.33		10.00	
	1.45		6.10	66	99	H-20	19.16	PRINCETON.....	CT	14.03	D W		10.15		9.30	
			6.16		55	H-23	21.99	BRICKTON.....		11.20			10.03			
	2.05		6.19		25	H-24	23.36	LONG'S SIDING.....		9.83			9.59		7.55	
	2.25		6.31		10	H-29	28.58	PEASE.....	EA	4.61			9.47		7.30	
	2.45		6.40				32.55	PRINCETON LINE JCT..		0.64	P		9.38		7.05	
TRAINS BETWEEN PRINCETON LINE JCT. AND MILACA WILL BE GOVERNED BY MESABI DIVISION TIME TABLE.																
	A 2.55Pm		A 6.45Pm			J-28	33.19	MILACA.....	MU	0.00	R D WCT P		L 9.35Am		L 7.00Am	
	Mon., Wed. and Fri.		Daily Ex. Sunday										Daily Ex. Sunday		Tue., Thur. and Sat.	
	503		15										16		504	
	3.05 10.8		1.25 23.4										1.28 23.9		3.35 9.3	
Time Over Subdivision Average Speed Per Hour																

First Subdivision Special Rules.

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

Trains must not exceed 40 miles per hour over the second curve west of Clearwater about 500 feet west of switch and 10 miles per hour over St. Germain street crossing over Osseo Line at St. Cloud.

Nos. 4 and 30 will stop at any station to let off passengers from west of Cut Bank.

Yard limit boards are placed:

2650 feet west of Clearwater Jet. switch.

358 feet east of Barr Pickling Co. spur, St. Cloud.

300 feet west of Federal Hospital spur switch, St. Cloud.

Derail switches are located, as follows:

Hasty east and west end of siding.

Third Subdivision Special Rules.

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

Class E-3 or heavier engines will not exceed 20 miles per hour on curves, and will not exceed 25 miles per hour at other points between Elk River and Milaca.

Class B engines will not exceed 35 miles per hour.

Class G-4 engines are heaviest permitted on this Subdivision.

YARD LIMITS.

Princeton—4023 feet west of west switch.

4443 feet east of east switch.

DERAIL SWITCH LOCATED.

Zimmerman, east end industry track.

WESTWARD.

FIFTH SUBDIVISION—EAST ST. CLOUD TO WILLMAR.

EASTWARD.

5

THIRD CLASS		SECOND CLASS	FIRST CLASS					Capacity of Side Tracks		Station Numbers	Distance from E. St. Cloud.	Time Table No. 5		Telegraph Calls	Distance from Willmar.	SIGNS	FIRST CLASS					THIRD CLASS		
519	517	405	125 (No. 57)	123 (No. 58)	121 (No. 55)	119 (No. 56)	31	Passing Tracks	Other Tracks			Effective June 14, 1925					32	120 (No. 56)	122 (No. 55)	124 (No. 58)	126 (No. 57)	518		520
Local Freight	Local Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger										Passenger	Passenger	Passenger	Passenger	Passenger	Local Freight		Local Freight
Tues., Thur. and Sat.	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday										Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Monday		Mon., Wed. and Fri.
L 2:45 Pm		L 4:50 Am					L 10:42 Am			G-63	0.00	N. P. Ry. Jct. EAST ST. CLOUD.....			58.91	IK	A 5:08 Pm							A 6:40 Am
			L 10:01 Pm	L 5:00 Pm	L 4:06 Pm	L 8:30 Am					0.44	44 FIFTH AVENUE NORTH			58.47		A 8:29 Am	A 4:05 Pm	A 4:59 Pm	A 10:00 Pm				
												89 ST. CLOUD.....												
A 3:00 Pm	L 6:30 Pm	A 5:00 Am	A 10:06 Pm	A 5:03 Pm	A 4:11 Pm	A 8:33 Am	*11:12			75	1.33	ST. CLOUD.....		DX	57.58	R@DN WCTYO	* 5:00	L 8:24 Am	L 4:02 Pm	L 4:54 Pm	L 9:57 Pm	A 4:20 Pm		L 6:30 Am

TRAINS BETWEEN WILLMAR LINE JCT. AND ST. CLOUD WILL BE GOVERNED BY SECOND SUBDIVISION SCHEDULE.

	6.35						11.14				2.05	0.72 ...WILLMAR LINE JCT...		56.86	P	4.43						4.15		
	f 6.45						f 11.20	7	I-3	4.61	2.56.....O'BRIEN.....		54.30	P	f 4.36							f 4.05		
	* 7.10						* 11.34	68	35	I-10	11.67	7.06.....ROCKVILLE.....	RK	47.24	P	* 4.22						* 3.45		
	* 7.30						* 11.46	33	I-15	16.47	4.80.....COLD SPRINGS.....	CG	43.44	D PW	* 4.12							* 3.25		
	* 8.00						* 11.57	64	40	I-20	20.96	4.49.....RICHMOND.....	CH	37.95	D P	* 4.00						* 3.00		
	* 8.30						* 12.09 _{PM}	41	I-26	27.17	6.21.....ROSCOE.....	XN	31.74	P	* 3.44							* 2.25		
	* 9.00						* 12.30	65	42	I-31	32.59	5.42.....PAYNESVILLE.....	8Y	26.82	D PW	* 3.33						* 2.00		
										33.35	0.76 M.St.P.&S.S.M.Ry.Cross.		25.56	IK										
	* 9.20						* 12.42	38	I-37	38.04	4.69.....HAWICK.....	K	20.87	P	* 3.20							* 1.20		
	* 10.00						⁵¹⁸ * 12.58	65	39	I-43	44.66	6.62.....NEW LONDON.....	ND	14.25	D P	* 3.05						³¹ * 12.58		
	* 10.30						* 1.14	64	34	I-48	48.97	4.31.....SPICER.....	CR	9.94	D PW	* 2.55						* 12.01 _{PM}		
							f 1.23	None	I-52	53.09	4.12.....GRUE.....		8.82		f 2.45									
	11.10						1.35			57.73	4.64 ...ST. CLOUD LINE JCT..		1.18		2.37							11.35		

TRAINS BETWEEN ST. CLOUD LINE JCT. AND WILLMAR WILL BE GOVERNED BY WILLMAR DIVISION TIME TABLE.

	A * 11:20 Pm						A 1:45 Pm			A-102	58.91	1.18 WILLMAR.....		W	0.00	R@DN WCT O	L 2:35 Pm					L 11:30 Am	
Tues., Thur. and Sat.	Daily Ex. Monday	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sunday										Daily Ex. Sunday	Daily	Daily	Daily	Daily	Daily Ex. Monday	Mon., Wed. and Fri.
519	517	405	125	123	121	119	31										32	120	122	124	126	518	520
0.15 5.3	4.50 11.9	.10 8.0	.05 10.7	.03 17.8	.05 10.7	.03 17.8	3.03 19.3					Time Over Subdivision Average Speed Per Hour					2.33 23.1	.05 10.7	.03 17.8	.05 10.7	.03 17.8	4.50 11.9	.10 8.0

Special Rules.

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

O-1 & M-1 class engines are heaviest permitted on this Subdivision.
 O-1 engines must not use east industry track switch at Richmond, and west industry track switch at New London and tracks in New London pit, and run carefully heading in and out of all sidings between Willmar and St. Cloud.
 Great care must be exercised in putting "F-8" power on Rockville Granite Co. spur east of Rockville, the spurs at Rockville and the spur at Cold Springs. The turn-outs are quite sharp. When using "J" power on these spurs hold onto sufficient cars to prevent putting the engine in on the spurs. Do not use "J" or "O" engines on Green Lake ice spur and Circle Spur.
 Eastward trains will approach switch leading from main track to St. Cloud shops under full control expecting to find switch engine using the switch.

Trains will come to a full stop at Stop-Board before reaching switch at Willmar Line Junction.
 Main Track between East St. Cloud and St. Cloud passenger station will be operated as positive block for trains moving in opposite direction; westward trains will be governed by semaphore at N. P. Ry. Jct. and N. P. Crossing East St. Cloud; eastward trains will receive clearance at St. Cloud before occupying this track. Switch engines will clear the time of first class trains in this block territory as per Rule 86, other than First class trains in this block territory will move under control as per Rule 93.
 Trains must not exceed 6 miles per hour between Fifth and Ninth avenues city of St. Cloud.
 After trains 119, 120, 121, 122, 123, 124, 125 and 126 are 10 minutes overdue inferior class trains may use main track between Fifth Avenue, North and passenger station at St. Cloud moving under control. After these trains become 10 minutes late they will also move under control between Fifth Avenue, North and passenger station at St. Cloud as per rule No. 93.

YARD LIMITS

East St. Cloud—5280 feet east of Junction Switch. St. Cloud—4500 feet west of shop yard switch; Willmar—2622 feet east of Inebriate Spur Switch.

DERAIL SWITCHES LOCATED AS FOLLOWS:

Hennessey & Cox Quarry.
 Pioneer Granite Co.

Rockville {west end industry track.
 Clark & MacCormack's Spur.

THIRD CLASS		FIRST CLASS		Capacity of Side Tracks	Station Numbers	Distance from Sauk Center	Time Table No. 5 Effective June 14, 1925			SIGNALS	FIRST CLASS 106	THIRD CLASS	
523	525		105								106	526	524
Local Freight	Local Freight		Passenger	Passing Tracks	Other Tracks						Passenger	Local Freight	Local Freight
Mon., Wed. and Fri.	Tues., Thurs. and Sat.		Daily Ex. Sunday								Daily Ex. Sunday	Mon., Wed. and Fri.	Tues., Thurs. and Sat.
STATIONS													
L 9.30Am			L 1.25Pm		117	0.00	SAUK CENTER.....	AU	140.40	R DN W	A 11.50Am		A 11.30Am
						0.42	PARK RAPIDS LINE JCT.		139.98	I			
						0.68	N. P. RY. CROSSING...		139.72	IK			
11.00			1.36	64	K-7	7.50	KANDOTA.....		132.90		11.34		10.45
10.15			1.41	4	K-10	10.39	LITTLE SAUK.....	UX	130.01		11.27		10.30
10.30			1.47	17	K-14	13.86	ROUND PRAIRIE....	RN	126.54		11.19		10.15
106 11.09			1.58	64	46	K-18	LONG PRAIRIE....	NE	121.80	D W	11.09		10.00
				7	K-21	21.50	LEES SIDING.....		118.90				
12.15Pm			2.13	64	35	K-24	BROWERVILLE.....	VI	113.94	D	10.49		9.05
12.50			2.23		26	K-32	CLARISSA.....	RU	108.56		10.36		8.40
1.25			2.33	62	35	K-36	EAGLE BEND.....	GD	103.87	D W	10.24		8.20
2.10			2.53	64	37	K-44	BERTHA.....	BR	96.36	D	10.07		7.50
2.35			3.04		30	K-48	HEWITT.....	HW	92.33		9.55		7.25
A 3.20Pm	L 7.00Am		3.26	51	66	K-56	WADENA.....	WD	84.19	R D W	9.37	A 2.30Pm	L 7.00Am
						56.44	N. P. RY. CROSSING...		83.96	IK			
	7.20		3.37	31	K-60	60.53	LEAF RIVER.....		79.87		9.23		2.00
	3.46		3.46	8	K-65	65.25	ROCKWOOD.....		75.15		9.12		
8.00			3.59	53	24	K-70	SEBEKA.....	SK	69.94	D WC	9.02		1.30
106 8.43			4.19	31	K-79	79.19	MENAHQA.....	MH	61.21	D	8.43	12.45	
9.10			4.28	30	K-83	83.31	HORTON.....		57.09		8.34	12.15Pm	
10.10			4.51	40	48	K-91	PARK RAPIDS.....	J	49.21	D W T	8.18	11.45	
10.45			5.05	64	12	K-98	DORSET.....	DE	42.64		8.03	10.45	
11.15			5.17	62	10	K-103	NEVIS.....	N	37.31		7.53	10.10	
12.05Pm			5.30	64	101	K-109	AKELEY.....	MN	31.08	D W	7.41	9.30	
12.45			5.50	64	24	K-119	WALKER.....	K	21.56	D	7.22	8.30	
						119.37	M. & I. RY. TRANSFER.		21.03	K			
						120.94	M. & I. RY. CROSSING..		19.46				
1.10			6.04	52	8	K-124	LEECH LAKE.....		16.19	W	7.11	7.50	
1.50			6.19	52	8	K-131	WILKINSON.....		9.47		6.58	7.30	
A 2.30Pm			6.50Pm		Y-106	140.40	CASS LAKE.....	CS	0.00	R@DN WCT O	L 6.40Am	L 7.00Am	
Mon., Wed. and Fri.	Tues., Thurs. and Sat.		Daily Ex. Sunday								Daily Ex. Sunday	Mon., Wed. and Fri.	Tues., Thurs. and Sat.
523	525		105								106	526	524
5.50 9.6	7.30 11.2		5.25 25.8				Time Over Subdivision Average Speed Per Hour				5.10 27.2	7.30 11.2	4.30 12.5

Sixth Subdivision 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.

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.

G-4 class engines are heaviest permitted on this Subdivision.

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.

Sebeke, 5280 feet west of west switch; 5280 feet east of east switch.

DERAIL SWITCHES ARE LOCATED AS FOLLOWS:

Horton, west end industry track.

Nevis, Planing Mill Spur.

Wadena, N. P. Transfer, West End.

WESTWARD.

FOURTH SUBDIVISION—PELICAN RAPIDS LINE.

EASTWARD.

SECOND CLASS		Capacity of Side Tracks	Station Numbers	Distance from Fergus Falls	Time Table No. 5 Effective June 14, 1925			SIGNALS	SECOND CLASS 302
301									
Mixed									Mixed
Daily Ex. Sunday									Daily Ex. Sunday
STATIONS									
L 4.50Pm			187	0.00	FERGUS FALLS.....	GS	22.35	R DNWT 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	9.20
4.55				0.94	ELIZABETH.....	BE	13.54		9.00
5.25	28	L-8		8.81	ERHARTS.....		6.00		8.35
5.55	28	11	L-16	16.35	PELICAN RAPIDS.....	P	0.00	R D CWT	L 8.20Am
A 6.10Pm		52	L-21	22.35					Daily Ex. Sunday
301									302
1.20 16.7					Time Over Subdivision Average Speed Per Hour				1.20 16.7

Fourth Subdivision Special Rules.

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

G-4 class heaviest engines permitted on this Subdivision.

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

7

STATIONS	Ruling Grade.	Class O 1-3000-3069				Class F 6-S " F 7-S " F 8-S				Class J S-1 and J S-2 " 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 1-1500-1548 " J 2-1552-1648 Saturated				Class F 3-701 " G 2-700-719 " G 3-720-769 " G 4-770-779				Class F 1-500-565 " F 2-595-599			
		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	2800	2520	2240	2100	2300	2070	1840	1720	2100	1890	1760	1650	2000	1800	1600	1500	1800	1620	1440	1350	1400	1260	1120	1050
St. Cloud to Barnesville.....	.6	2500	2250	2000	1870	2200	1980	1760	1650	1950	1750	1560	1460	1850	1690	1490	1400	1700	1530	1350	1280	1300	1210	1080	1010
Barnesville to Evansville.....	.6	2700	2430	2160	2020	2200	1980	1760	1650	2100	1890	1680	1570	1850	1690	1490	1400	1550	1400	1250	1120	1250	1120	1000	940
Evansville to Sauk Center.....	.6	3300	2980	2660	2500	2650	2380	214	2000	2300	2070	1840	1720	2200	1980	1760	1650	2000	1800	1600	1500	1600	1440	1280	1200
Sauk Center to St. Cloud.....	.6	4000	3600	3200	3000	2800	2550	224	2100	2550	2300	2040	1910	2450	2200	1960	1740	2300	2070	1840	1720	1700	1530	1360	1270
St. Cloud to Northtown Jet., E. Line.....	.5	5000	4600	4200	3800	3400	3060	2720	2550	3000	2700	2400	2250	2800	2520	2240	2100	2700	2430	2160	2020	2000	1800	1600	1500
St. Cloud to Willmar.....	.6	3300	2980	2660	2500	2600	2300	2080	1950	2400	2160	1920	1800	2250	2020	1800	1690	2050	1850	1640	1540	1450	1300	1260	1140
Willmar to St. Cloud.....	.6	3300	2980	2660	2500	2600	2300	2080	1950	2400	2160	1920	1800	2250	2020	1800	1690	2050	1850	1640	1540	1450	1300	1260	1140
Clearwater Jet. to St. Cloud, W. Line.....	.8	2400	2160	1920	1800	2100	1980	1760	1650	1850	1620	1490	1400	1750	1570	1400	1310	1600	1440	1280	1200	1100	990	880	820
St. Cloud to Clearwater Jet., W. Line.....	.8	2400	2160	1920	1800	2100	1980	1760	1650	1850	1620	1490	1400	1750	1570	1400	1310	1600	1440	1280	1200	1100	990	880	820
Sauk Center to Cass Lake.....	.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1800	1620	1440	1350	1300	1210	1080	1010
Cass Lake to Sauk Center.....	.66	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2000	1800	1600	1500	1500	1350	1200	1120
Elk River to Milaca.....	.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1500	1350	1200	1120
Milaca to Elk River.....	.6	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	1600	1440	1280	1200

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.

BUSINESS TRACKS NOT SHOWN AS STATIONS ON TIME TABLE.

NAME	LOCATION	OPENS	CAPACITY
First Subdivision.			
Barr Pickling Spur.....	1.19 miles from St. Cloud.....	West End	4 cars
Buetler's Spur.....	3.21 miles from St. Cloud.....	West End	73 cars
Tileston Mill Spur.....	3.57 miles from St. Cloud.....	East End	327 cars
Second Subdivision.			
Asylum.....	29.58 miles from Barnesville.....	West End	102 cars
Federal Hospital Spur.....	140.62 miles from Barnesville.....	East End	172 cars
Third Subdivision.			
Houltons.....	3.70 miles from Elk River.....	East End	6 cars
Pease Stock Yard Spur.....	28.82 miles from Elk River.....	East End	7 cars
Fifth Subdivision.			
Waite Park.....	2.74 miles from St. Cloud.....	West End	5 cars
Hennessey & Cox Quarry.....	3.19 miles from St. Cloud.....	East End	130 cars
Simmers & Campbells Quarry.....	3.35 miles from St. Cloud.....	West End	33 cars
Pioneer Granite Co. Quarry.....	4.96 miles from St. Cloud.....	West End	48 cars
Rockville Granite Co.....	5.73 miles from St. Cloud.....	East End	6 cars
Clark & McCormicks Granite Works.....	10.41 miles from St. Cloud.....	West End	15 cars
Mill Spur.....	10.71 miles from St. Cloud.....	West End	14 cars
Granite Co.....	15.04 miles from St. Cloud.....	West End	4 cars
Willmar Sand & Gravel Spur.....	39.71 miles from St. Cloud.....	East End	19 cars
New London Gravel Pit.....	41.68 miles from St. Cloud.....	Both Ends	155 cars
Circle Spur.....	41.82 miles from St. Cloud.....	East End	41 cars
Bergersons Spur.....	42.91 miles from St. Cloud.....	West End	13 cars
Green Lake Ice Spur.....	46.97 miles from St. Cloud.....	East End	26 cars
Inebriate Asylum Spur.....	55.36 miles from St. Cloud.....	West End	64 cars
Sixth Subdivision.			
Wadena Potato Co. Spur.....	52.25 miles from Sauk Center.....	East End	8 cars
Raboin Spur.....	133.52 miles from Sauk Center.....	East End	10 cars

SPEED LIMIT FOR TRAINS.

Between	Passenger	Freight
Clearwater Junction and St. Cloud.....	50 miles per hour.	30 miles per hour.
St. Cloud and Barnesville.....	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.
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 Park Rapids.....	30 miles per hour.	20 miles per hour.
Park Rapids and Cass Lake.....	45 miles per hour.	30 miles per hour.
All engines backing up with or without cars.....	.....	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.
O-1 engines 30 miles per hour with stock trains and 25 miles per hour with other freight trains.		
J engines not to exceed 35 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.

AVERAGE WEIGHT OF EMPTY CARS
(No allowance to be made for wheel friction)

Box.....	18 tons
Refrigerator.....	25 tons
Stock.....	16 tons
Flat.....	12 tons
Coal (Wooden).....	16 tons
Coal (Steel).....	20 tons
Ore 50 ton.....	15 tons
Ore 75 ton.....	20 tons
Oil Tanks (System).....	23 tons
Oil Tanks (Other).....	20 tons
Sand.....	15 tons
Hart.....	23 tons
Caboose.....	17 tons

AVERAGE TOTAL WEIGHT OF DEAD ENGINES AND TANKS

Class E-1 to E-7.....	123 tons
Class E-8 to E-15.....	172 tons
Class F.....	153 tons
Class G.....	139 tons
Class H.....	192 tons
Class J.....	178 tons
Class K.....	184 tons
Class L.....	239 tons
Class M.....	261 tons
Class N.....	312 tons
Class O.....	232 tons
Class P-1.....	246 tons
Class P-2.....	300 tons
Class Q-1.....	354 tons
Engine Tanks (Empty).....	30 tons

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

For Points Between	LIMIT OF LOAD—MEASUREMENT																			Max- imum Hgt.	Max- imum Wdth.
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																				
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	WIDTH			9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"				
								7'6"	8'0"	8'6"											
								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"	18'0"	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. Passenger tracks University Switch to Union Depot via Stone Arch Bridge, limit width of loading to 10'9".

COMPANY SURGEONS.

Dr. H. B. Zimmerman.....	Chief Surgeon.....	Miller Clinic, Hamm Building.....	St. Paul	Osakis.....	Dr. E. Haberman.
Dr. John T. Rogers.....	Consulting Chief Surgeon...	4th Floor Hamm Building.....	St. Paul	Alexandria.....	Dr. Haskell
Dr. Wallace H. Cole.....	Consulting Chief Surgeon...	4th Floor Hamm Building.....	St. Paul	Brandon.....	Dr. C. W. Meckstroth.
Dr. Egil Boeckman.....	Ophthalmic Surgeon.....	641 Lowry Building.....	St. Paul	Evansville.....	Dr. P. C. Cowing.
Dr. Edward Boeckman.....	Ophthalmic Surgeon.....	648 Lowry Building.....	St. Paul	Fergus Falls.....	Dr. O. T. Shering.
Minneapolis.....	4013 Sheridan Ave., So., Phone Walnut 2446.....	Dr. H. M. N. Wynne.		Barnesville.....	Dr. A. Cyr, Dr. C. M. Patterson.
Minneapolis.....	300 LaSalle Building, Phone Main 8308.....	Dr. Roscoe C. Webb.		Long Prairie.....	Dr. C. R. Christie.
Minneapolis.....	Ophthalmic Surgeon. 702 Physicans and Surgeons' Bldg.	Dr. C. N. Spratt.		Eagle Bend.....	Dr. C. E. Reeves.
Anoka.....	Ophthalmic Surgeon.....	Dr. Arthur T. Caine.		Bertha.....	Dr. W. W. Hill.
St. Cloud.....	Ophthalmic Surgeon.....	Dr. A. D. Whiting.		Wadena.....	Dr. Paul Kenyon.
St. Cloud.....		Dr. H. W. Goehrs.		Sebek.....	Dr. Oscar V. Johnson.
St. Cloud.....		Dr. C. B. Lewis.		Park Rapids.....	Dr. C. A. Houston.
St. Cloud.....		Dr. C. L. Sutton.		Walker.....	Dr. F. L. Wilcox.
St. Cloud.....		Dr. M. J. Kern.		Cass Lake.....	Dr. Z. A. House.
Osseo.....		Dr. P. H. Mee.		Paynesville.....	Dr. Carl F. Ausman.
Albany.....		Dr. Julius Buscher.		Willmar.....	Dr. H. E. Frost, Dr. B. J. Branton.
Melrose.....		Dr. A. A. Meyer.		Princeton.....	Dr. H. C. Cooney.
Sauk Center.....		Dr. J. A. DuBois.		Milaca.....	Dr. Fred F. Stocking.
Sauk Center.....		Dr. Julian F. DuBois.			

TIME INSPECTORS.

St. Paul.....	Haman & Co.	Barnesville.....	G. H. Sommers.
Minneapolis.....	Munnz & Pomerleau.	Wadena.....	J. C. Veden.
St. Cloud.....	Fritz Guy.	Cass Lake.....	Edward Kummer.
Fergus Falls.....	F. H. Straub.	Willmar.....	C. A. Nelson.

T. B. STINE, Dispatcher.
O. LORINSER, "
H. H. CASSADY, "
J. F. La POINTE, "
J. D. McCULLOCH, "

A. H. MARTICKE, Dispatcher.
S. ALLSBROW, "
I. E. WEST, "
J. E. O'BRIEN, Night Chief Dispatcher.
H. E. WAKEMAN, Asst. Chief Dispatcher.

A. M. DEVERELL, Chief Dispatcher.
S. R. MORTINSON, Trainmaster.
J. R. MILLER, Trainmaster.
H. R. NEIDE, Asst. Supt.