

# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

## TERMINALS DIVISION

# TIME TABLE No. 331.

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

## SUNDAY, JANUARY 17, 1909.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. L. CLARITY, Superintendent.

W. D. SCOTT, General Superintendent.

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

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.







TIME TABLE No. 331. IN EFFECT JAN. 17, 1909.

EAST BOUND.—FIRST CLASS TRAINS.

Table with 28 columns for stations and rows for arrival times from Saint Paul to Northtown Jct. Includes train numbers 18, 918, 4, 892, etc.

TIME TABLE No. 331. IN EFFECT JAN. 17, 1909.

EAST BOUND.—FIRST CLASS TRAINS.

Table with 20 columns for stations and rows for arrival times from Saint Paul to Northtown Jct. Includes train numbers 944, 832, 818, etc.

No. 892. (N. P. No. 6) Leaves First Street 6.48 A. M. No. 900. (N. P. No. 10) Leaves First Street 9.58 A. M. No. 898. (N. P. No. 8) Leaves First Street 5.58 P. M. No. 894. (N. P. No. 4) Leaves First Street 7.08 A. M. No. 896. (N. P. No. 2) Leaves First Street 1.48 P. M. No. 802. (N. P. No. 14) Leaves First Street 10.18 P. M.



WEST BOUND.—SECOND CLASS TRAINS.

Table with 8 columns (405-991) showing train times and service for Westbound Second Class Trains.

TIME TABLE No. 331. IN EFFECT JANUARY 17, 1909.

STATIONS.

LEAVE.

Table with 14 columns (989-403) showing train times and service for Westbound Second Class Trains.

WEST BOUND.—SECOND CLASS TRAINS.

Table with 14 columns (989-403) showing train times and service for Westbound Second Class Trains.

EAST BOUND.—SECOND CLASS TRAINS.

Table with 8 columns (952-984) showing train times and service for Eastbound Second Class Trains.

TIME TABLE No. 331. IN EFFECT JANUARY 17, 1909.

STATIONS.

ARRIVE

Table with 14 columns (956-402) showing train times and service for Eastbound Second Class Trains.

EAST BOUND.—SECOND CLASS TRAINS.

Table with 14 columns (956-402) showing train times and service for Eastbound Second Class Trains.



WEST BOUND.

SPRING PARK AND HUTCHINSON LINE.

EAST BOUND.

SECOND CLASS TRAINS		FIRST CLASS TRAINS.												Water, Coal, Crossings and Turn Tables.	Distance from St. Paul.	TIME TABLE No. 331 IN EFFECT JANUARY 17, 1909. STATIONS.	Car Capacity of Siding.	FIRST CLASS TRAINS.												SECOND CLASS
849	825	823	815	821	819	817	813	811	809	807	805	803	801					802	804	816	806	808	810	812	814	818	820	822	824	826
Mixed Train	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed Train	
Ex. Sun.			Ex. Sun.													Ex. Sun.													Ex. Sun.	
AM			PM																											
7 30			5 34																											
			f 5 38																											
* 7 40			* 5 43																											
			f 5 46																											
* 7 45			* 5 50																											
			f																											
816			* 5 55																											
* 8 04																														
* 8 12			* 6 00																											
* 8 37			* 6 09																											
f 8 59			f 6 18																											
* 9 14			* 6 29																											
* 9 39			* 6 37																											
* 10 09			* 6 46																											
* 10 42			* 7 01																											
11 20			7 15																											
AM			PM																											
Ex. Sun.			Ex. Sun.																											
849	825	823	815	821	819	817	813	811	809	807	805	803	801																	

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

"FN" Tower is Terminal Station for all Hutchinson Line Trains.

"FN" Tower and Hutchinson, registering stations. Train Order Signals are located at "FN" Tower, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, Silver Lake and Hutchinson.

Bulletin Board located at Hutchinson. Standard Clock located in Telegraph Office at Hutchinson. No Siding at Arcola, Navarre and Orono.

First class trains will register at "FN" Tower by time ticket.



# SPECIAL RULES===NOTE IMPORTANT CHANGES.

FIRST AND SECOND CLASS TRAINS USE DOUBLE TRACK BETWEEN MINNEAPOLIS JUNCTION AND NORTHTOWN JUNCTION, BETWEEN MINNEAPOLIS JUNCTION AND FIRST STREET AND BETWEEN WESTERN AVENUE AND LONG LAKE. SEE GENERAL AND SPECIAL RULES GOVERNING SUPERIORITY OF TRAINS.

NOTE RULES AND CUTS ON NEXT PAGE GOVERNING AUTOMATIC BLOCK INTERLOCKING SIGNALS AND SEMAPHORES.

1. The Double Passenger Tracks are the two (2) left hand tracks next when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminster Street; the two (2) north tracks from Westminster Street, St. Paul, to St. Anthony Park, and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minneapolis, via Union Depot.
  2. The Double Freight Tracks are the two (2) south tracks next to the passenger tracks from Third Street, St. Paul, to St. Anthony Park, and the two (2) north tracks from St. Anthony Park to point of diversion opposite Union Elevator extending to Minneapolis Junction.
  3. Double Track extends from Minneapolis Junction to Northtown Junction, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the West Bound Passenger Track, and track three (3) the East Bound Passenger Track. Track four (4), East Bound Freight Track. Track five (5), West Bound Freight Track. These tracks are numbered, commencing with No. one (1), on the north side, and are handled by switch tender night and day.
  4. Double Track extends from Western Avenue to Long Lake. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.
  5. Bulletin Boards are located at St. Paul, Como, Minneapolis, Minneapolis Junction, Clearwater Junction, Long Lake, Jackson Street and Minneapolis Junction Round Houses.
  6. Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction and Long Lake.
  7. Registering Stations: St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Clearwater Junction and Long Lake. First Class Willmar Div. Trains and Passenger extras to and from that Division and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. Fergus Falls Div. First Class trains and Passenger extras will register at Clearwater Junction by card. First Class trains will register at Minneapolis Junction and Como only when using freight tracks on special orders. Trains going to and from Minnesota Transfer will register at St. Anthony Park Interlocking Tower.
  8. Train Order Signals are located at St. Paul, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis, and Long Lake.
  9. Long Lake is terminal station for all Willmar and Terminals Division trains.
  10. Northtown Junction is Terminal Station for all East Side Fergus Falls, Terminals and Superior Division trains.  
Clearwater Junction is Terminal Station for all Fergus Falls Division Osseo Line trains.
  11. The switch at Northtown Junction (end of double track) will be kept set for east bound track.
  12. The switch at Long Lake (end of double track) will be kept set for west bound track.
  13. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamline Transfer, and west to Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction west to 1000 ft. west of Overhead Bridge, Cedar Lake. St. Paul Yard extends to East Switch, Hamline Transfer. The main Passenger Tracks between St. Anthony Park and Minneapolis Passenger Station via Stone Arch Bridge will not be considered a part of Minneapolis Yard.
  14. On Single Track West Bound Trains are Superior to East Bound Trains of Same Class.
  15. All Extra Trains will use double track, double passenger and double freight tracks in direction of current without running orders.
  16. First Class and Extra Passenger Trains will use Passenger tracks exclusively, and second class and extra freight trains, Freight tracks exclusively.
  17. Extra Trains on passenger tracks will run ahead of delayed first class trains without orders. Extra trains on freight tracks will run ahead of delayed second class trains without orders. Extra trains on double track will run ahead of second class trains without orders.
  18. First Class Trains must not exceed schedule running time between Minneapolis Union Depot and Northtown Junction, and Minneapolis Union Depot and Clearwater Junction.
  19. Trains must not exceed ten (10) miles per hour through Superior Avenue Bridge.
  20. A Stop Board has been placed 200 ft. west of Osseo Line Junction Cross-over. East Bound Trains must come to a full stop at this point. All Terminals and Willmar Div. West Bound Trains must not exceed eight (8) miles per hour over Osseo Line Junction switch at Clearwater Junction.
  21. All trains on Double Freight Tracks will bring their trains under full control prepared to stop when approaching cross-overs located east and west of Hamline Transfer and will not proceed until way is seen to be clear.
  22. In passing Minneapolis Junction "Y", trains must be kept under complete control in order that they may be stopped before passing Junction switches, if connecting tracks are occupied or other trains are approaching upon them. First class trains of the Fergus Falls Division and Superior Division must come to a full stop before passing switches at either end of "Y" unless they receive a signal to proceed from Switch Tender and personally know the way is clear.
  23. Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Minneapolis Junction at a rate of speed that will enable them to come to a full stop before passing these cross-over switches unless the way is seen to be clear.
  24. All trains on Double Freight Tracks will bring their trains under full control, prepared to stop, when approaching cross-over connecting Double Freight Tracks just east of Rice Street overhead bridge, also cross-over connecting Double Freight Tracks opposite old store building just west of Jackson Street overhead bridge, St. Paul.
  25. All trains must come to a full stop before crossing the Northern Pacific track east of Minneapolis Junction Station, crossing of Northern Pacific west of Monroe Street N. E., and Soo crossing at 25th Avenue N. E., east of Northtown Junction, and know the way is clear before proceeding.
  26. All trains must approach double-slip switches at West end of Union Yard opposite Union Elevator under full control, prepared to stop, if switches are occupied, and must not exceed five miles per hour while passing over these switches.
  27. All trains using Double Freight Tracks will come to a full stop at M. & St. L. crossing near Holden Street and will not proceed until they receive a signal from switch tender.
  28. All trains must approach Hopkins Junction under control unless way is seen to be clear. Switches at Hopkins Junction will be kept set for main line and must be so left by trains after using them.
  29. EAST BOUND trains moving toward Minneapolis Union Depot or Minneapolis Junction will come to a FULL STOP at Stop Board west of First Street Bridge, Minneapolis. WEST BOUND trains via Minneapolis Junction will come to a FULL STOP at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. WEST BOUND trains via Minneapolis Union Depot will approach and pass switches near First Street Bridge at a rate of speed not exceeding four (4) miles per hour. All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signaled to do so by the Switch Tender.
  30. The Speed of all Freight and Transfer Trains, also switch engines, must not exceed Ten (10) miles an hour over cross-overs at First Street North, Minneapolis. Brakemen and Switchmen must be on top of trains and properly distributed, keeping sharp lookout.
  31. All trains will reduce speed approaching highway crossing at Sixth Ave. S. E. near east end of Stone Arch Bridge, running over same at rate of speed that will insure safety to both persons and teams using crossing, and will consume at least one and one-quarter (1 1/4) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minneapolis Union Depot Yard.
  32. All trains passing over or occupying main line tracks after dark or in foggy weather must display a red light on rear car, in the absence of a caboose.
  33. Train and Yard crews using Switches or Railway Crossings, which are covered by Semaphore Signals, must invariably set the signals before throwing Switches.
  34. Operator at Northtown Junction will close double track switch after all west bound trains.
  36. Wye Switches at Summer St., Minneapolis Junction, will be kept set for the west leg of the Wye.
  37. Nos. 501, 502, 503, 504, 507, 508, 571 and 572 will carry passengers when provided with proper transportation and freight train permit.
38. TRAINS USING DOUBLE PASSENGER TRACKS, DOUBLE FREIGHT TRACKS OR DOUBLE TRACK WILL TAKE THE RIGHT HAND TRACK. THESE TRACKS SHALL BE USED IN NO OTHER WAY EXCEPT ON ORDERS FROM SUPERINTENDENT.  
TRAINS ON PASSENGER TRACKS BETWEEN ST. PAUL AND MINNEAPOLIS MAY LEAVE TERMINALS THREE MINUTES APART BUT NO CLOSER. TRAINS ON FREIGHT TRACKS AND DOUBLE TRACKS MAY LEAVE TERMINALS FIVE MINUTES APART.



# AUTOMATIC BLOCK, INTERLOCKING SIGNALS AND SEMAPHORES.

## AUTOMATIC BLOCK SIGNALS.

Passenger Tracks between St. Paul and Minneapolis are equipped with Automatic Electric Semaphore Block System. For East Bound Trains the End of Block is located one thousand feet East of Third St. Bridge, St. Paul. For West Bound Trains the End of Block is located five hundred feet West of Mill Pond Bridge, Minneapolis. (Designated by small sign "END OF BLOCK.")

1. In all cases the Block and Interlocking 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.

2. The movement of trains will be regulated by Block Signal Indications as follows:

- A. An Arm in the horizontal position (see Fig. No. 6) indicates that the Block is not clear and is a signal to "STOP."
- B. An Arm in the inclined position (45 degrees above the horizontal) (see Fig. No. 7) indicates proceed with Caution prepared to stop at the next Signal.
- C. An Arm in the vertical position (90 degrees above the horizontal, see Fig. No. 8) indicates that 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."

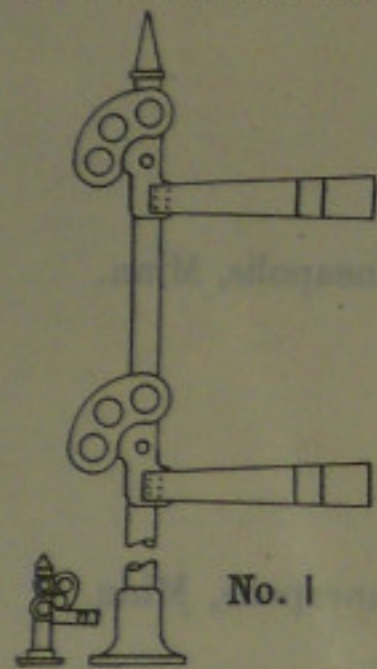
3. The use of the Automatic Block Signal System is confined to the two Main Tracks used for Passenger Service.

4. Block Signals do not dispense with the Use or Observance of other Signals whenever or wherever they may be required. Nor do they relieve Enginemen and Trainmen from taking all precautions required by train rules for the protection of their trains.

5. The Block Signals apply only to trains running in the established direction.

6. When a train is stopped by a Block Signal it may proceed with caution after coming to a FULL STOP, expecting to find Block obstructed.

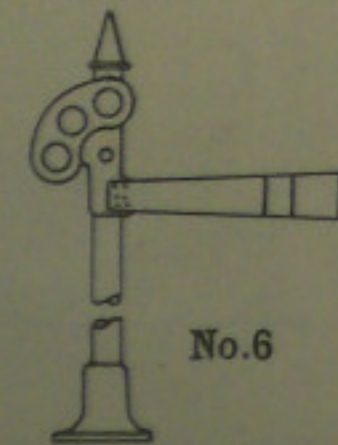
7. A train stopped by a Block Signal must stand facing the Signal so that its indication may be observed from the engine.



No. 1

### INTERLOCKING HOME SIGNAL.

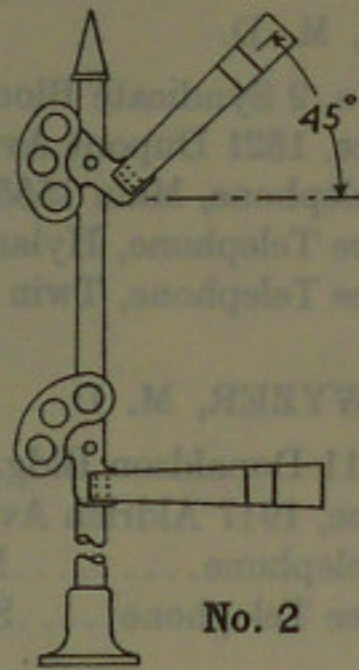
Color. Upper Arm, RED light at night.  
Lower Arm, RED light at night.  
Indication. STOP. Proceed only when Signal clears, or upon prescribed hand signal from Signalman. (See Rule No. 14.)  
Name. STOP Signal.



No. 6

### AUTOMATIC BLOCK SIGNAL.

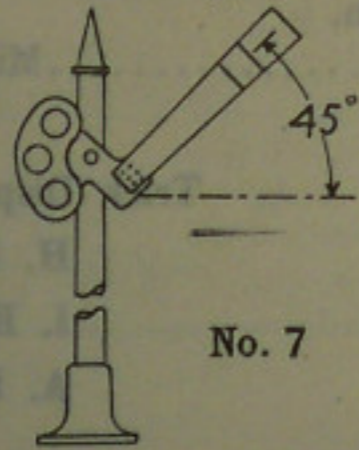
Color. RED light at night.  
Indication. STOP.  
Name. STOP Signal.



No. 2

### INTERLOCKING HOME SIGNAL.

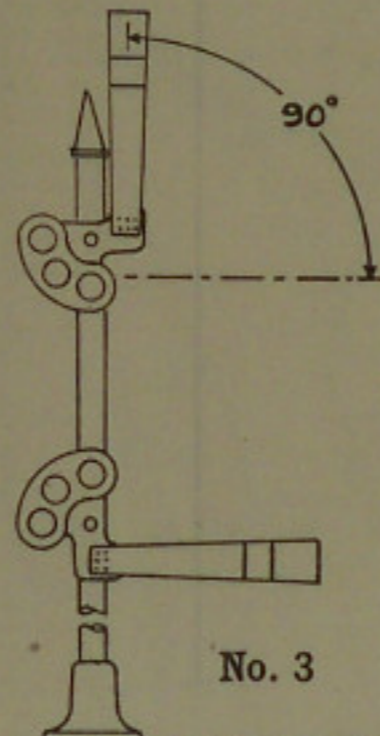
Color. Upper Arm, YELLOW light at night.  
Lower Arm, RED light at night.  
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.  
Name. CAUTION Signal.



No. 7

### AUTOMATIC BLOCK SIGNAL.

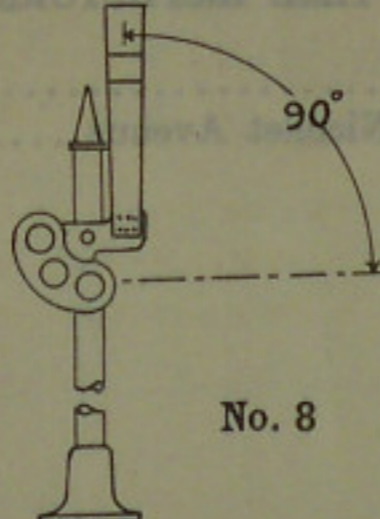
Color. YELLOW light at night.  
Indication. PROCEED with CAUTION, prepared to stop at next signal.  
Name. CAUTION Signal.



No. 3

### INTERLOCKING HOME SIGNAL.

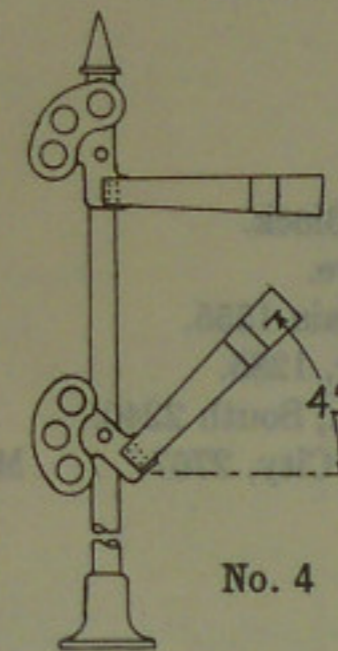
Color. Upper Arm, GREEN light at night.  
Lower Arm, RED light at night.  
Indication. Main line route clear, PROCEED.  
Name. CLEAR Signal.



No. 8

### AUTOMATIC BLOCK SIGNAL.

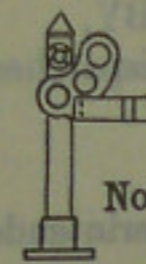
Color. GREEN light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.



No. 4

### INTERLOCKING HOME SIGNAL.

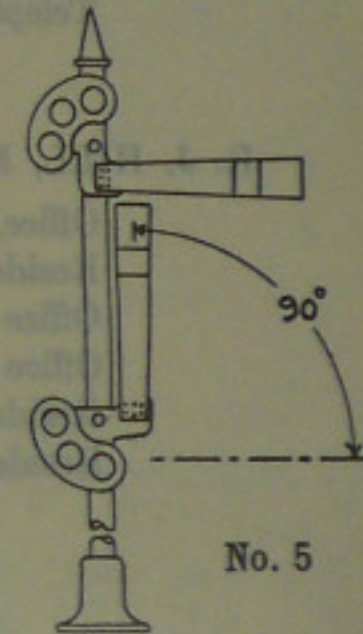
Color. Upper Arm, RED light at night.  
Lower Arm, YELLOW light at night.  
Indication. Diverging route clear, proceed with CAUTION.  
Name. CAUTION Signal.



No. 9

### DWARF SIGNAL.

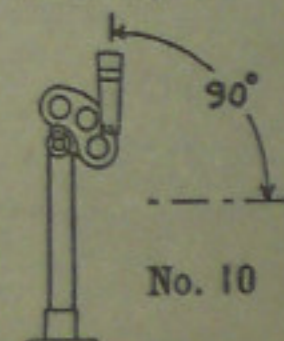
Color. RED light at night.  
Indication. STOP.  
Name. STOP Signal.



No. 5

### INTERLOCKING HOME SIGNAL.

Color. Upper Arm, RED light at night.  
Lower Arm, GREEN light at night.  
Indication. Diverging route Clear, proceed at reduced speed.  
Name. CLEAR Signal.



No. 10

### DWARF SIGNAL.

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

- 8. When a Block Signal is out of service, Notice of same will be given by special order.
- 12. When a Signal is found at Stop from any cause, other than a train in the Block, Engineman will report same, using Form 2600, and Operator will transmit in accordance with instructions thereon.

## INTERLOCKING SIGNALS.

Within the limits of the Automatic Block Signal System between St. Paul and Minneapolis, Interlocking Plants are located as follows:

- St. Paul, SEVENTH STREET CROSS-OVERS.
- St. Paul, WESTMINSTER STREET CROSS-OVERS.
- St. Paul, MISSISSIPPI STREET CROSS-OVERS.
- St. Paul, COMO AVENUE CROSS-OVERS.
- Minneapolis, ST. ANTHONY PARK CROSSING.
- Minneapolis, UNIVERSITY CROSS-OVERS.

In addition to Interlocking Plants within the limits of the Block Signal System, one is located at Main Street, or East End of East Channel Bridge, between Minneapolis Junction and Union Depot Junction, governing movements to and from Wisconsin Central Boom Island Yard; another is located at Hutchinson Line Junction, about one-half mile West of Wayzata, which governs movements to and from the Hutchinson Branch.

14. Home Interlocking Signals are equipped with two arms and two lights (see Figures Nos. 1, 2, 3, 4 and 5). These Signals are positive and may be passed only when signal indicates "PROCEED," or upon Prescribed Hand Signal from Signalman. Rule governing reads as follows:

When from any cause signals cannot be operated, Signalman must examine switches and know that the way is clear. The train must be required to come to a full stop before the prescribed hand signal is given. Signalman giving hand signals must do so from the center of the track upon which the train movement is to be made, using a yellow flag by day and a yellow light by night. When more than one train is in sight, hand signals must be given from a point not to exceed one hundred feet in advance of the locomotive.

15. Dwarf Signals (see Figs. Nos. 1, 9 and 10) are provided to govern train movements against the current of traffic, and slow movements either to or from main tracks to storage and industry tracks.

16. Single Arm and Single Light Home and Distant Semaphores will be continued in use as heretofore for Train Order and Interlocking Signals outside of the prescribed limits of the Automatic Block Signal System.

17. A signal imperfectly displayed, the absence of a signal at place where one is usually shown, or a white signal at a place where a colored signal should be shown, must be regarded as a STOP Signal, and the fact reported to the Superintendent. This applies to ALL fixed signals.

18. Firemen as well as Enginemen must watch signals closely, as frequently the first view can be had from the Fireman's side.

## RULES GOVERNING AND LOCATION OF SEMAPHORES.

At the following places outlying Semaphore Signals are provided to protect facing point and cross-over switches.

A Semaphore is located 1,200 feet west of Superior Ave. Bridge on south side of track protecting cross-over leading to new yard or extension of "P" yard, Clearwater Junction.

Semaphores are located 1,800 feet east and same distance west from Hopkins Junction.

- A. An Arm in the horizontal position, or a red light at night, indicates "STOP."
- B. An Arm dropped to an angle of 90 degrees, or a green light at night, indicates "PROCEED."

When a train is stopped by an outlying switch semaphore it may proceed at once, moving slowly until the switches protected by that semaphore have been passed.

A Semaphore Signal is located at the Northern Pacific crossing of the Great Northern Ry. at Minneapolis Junction, by which the use of the crossing will at all times be governed. When the arms of the Semaphore are crosswise of the main tracks of either road, it denotes crossing blocked and no train of that line will cross until signal arms are changed. When arms of the Semaphore are parallel with or edgewise to the main track or tracks of either line, it denotes crossing clear for trains of that line. At night White and Red Signal light will also be shown at the mast-head. White signifying Proceed, and Red, Stop.



COMPANY SURGEONS.

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Office Telephone, Twin City 16576  
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S. JACOBS & CO., 518 Nicollet Avenue.....Minneapolis, Minn.

CHAS. C. PONSONBY,  
Chief Train Dispatcher.

B. B. GREER,  
Assistant Superintendent.

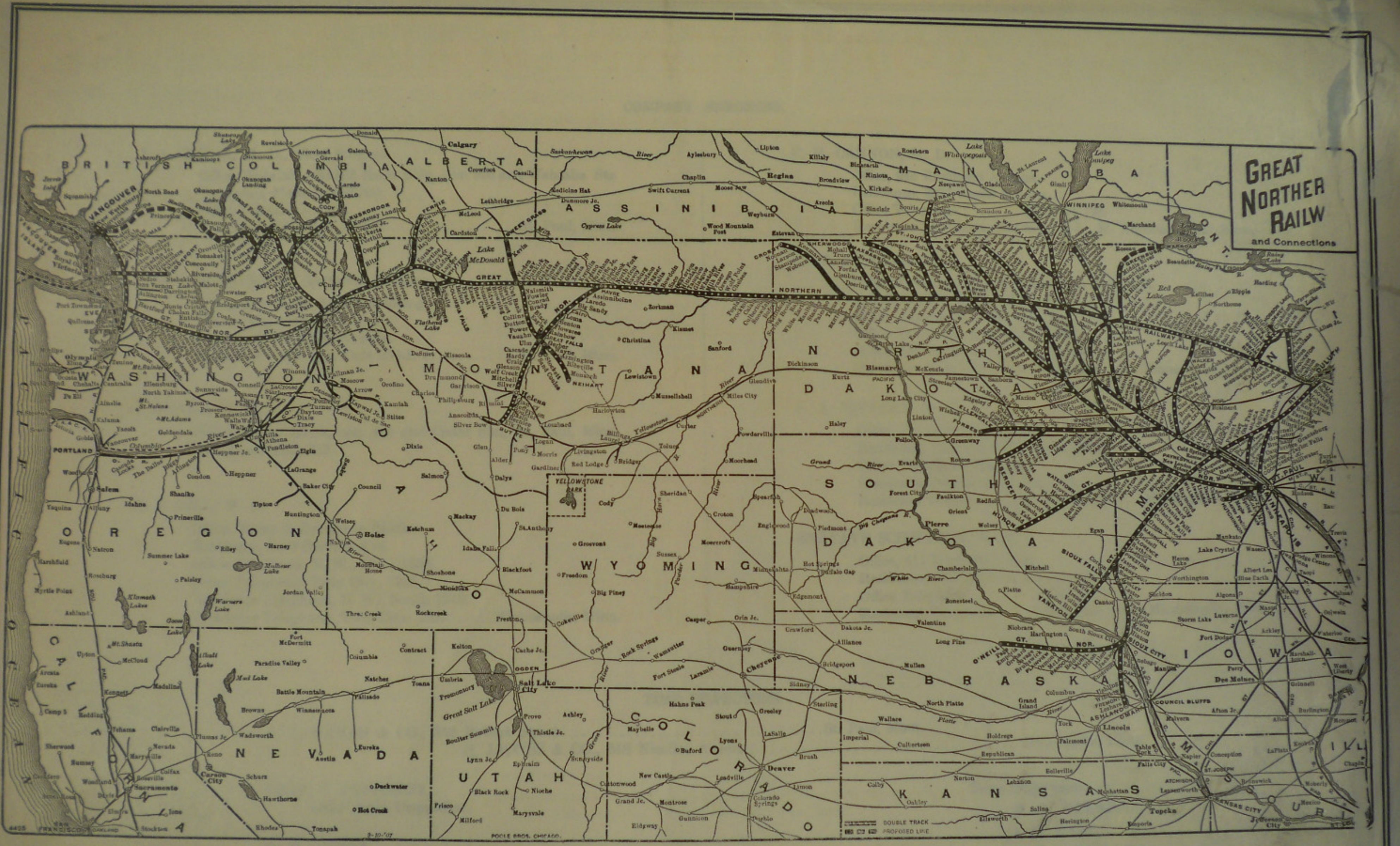
Trick Dispatchers:

H. E. WAKEMAN,

I. E. WEST,

A. H. MARTICKE.





# GREAT NORTHERN RAILWAY and Connections

DOUBLE TRACK  
PROPOSED LINE

4425  
FRANCISCO

8-10-'07

POOLE BROS. CHICAGO.