

CREAT NORTHERN RAILWAY.

SAINT CLOUD AND FERGUS FALLS DIVISION.

Short Line Time Table, for Employees Only. : : : : : Takes Effect at 3:00 P. M., Sunday, February 16th, 1890.

TRAINS GOING WEST.

[illegible]

TRAINS GOING EAST.

[illegible]

RULES GOVERNING THE USE OF DOUBLE TRACKS.

[illegible]

‡ TRAINS DO NOT STOP.

[illegible]

* STOP ON SIGNAL OR TO LEAVE PASSENGERS.

points. No Train will be considered as registered unless such notation is made, and, in case of omission, Conductors of opposing Trains will govern themselves accordingly, and report the fact to Division Superintendents.

Semaphore Signals on Double Track are for the protection of Trains and Engines using Railroad Tracks leading from Freight or Side Tracks into Double Track, and West-bound Double Tracks and East-bound Single Tracks. They are placed at the entrance of each double track section, and at the entrance of each single track section. Engines using Double Track are not required to stop unless stopped by Semaphore Signal, and must proceed with caution until they reach the signal. When the signal is set, it means that the engine must stop. When the signal is set horizontally, or red light at mast head, means that the engine must be instructed to stop. When the signal is set vertically, white light at mast head, and under full control, and must come to a full stop before reaching point of danger, and must be proceeded upon with caution until the signal is again set at mast head, and means that the engine may proceed.

Hand Signals—When the signal is set horizontally, or red light at mast head, and means **Train Clear**. In case no light is burning at mast head at night, stop and sound whistle if all clear, proceed with caution.

One hundred and fifty feet East of Seventh (Third Street) Bridge, St. Paul, protecting Burlington, and westward to Avenue C.

Two hundred feet East of Seventh (Third Street) Overhead Bridge, and three hundred feet West of Second Avenue Avenue C.

Three hundred feet East of Third Street Bridge, St. Paul, protecting Cross-over tracks located about midway between said Bridges.

One thousand feet East of and twelve hundred feet West of Omaha Cross-over track, opposite Rock Island House.

One thousand feet East of Western Avenue, over-head bridge East of Como.

SPECIAL RULES.

Two thousand feet East of and fifteen hundred feet West of Cross-over Track and Railway Crossings, St. Anthony Park.

Two thousand feet East and of the same distance West of Cross-over Track, on Minneapolis Railway, about one half mile East of East Side Station.

Signal men in charge of Connection Track and Main Track Switches and Railway Crossings at the following places: **St. Anthony Park, St. Anthony, Minneapolis, and Minneapolis, Minn. Switches; and Train, Engine and Yard crews must be notified that they are set before using the Switches or Railway Crossings.**

At the above place, a signal will be placed at the S. P. & D. crossing of the Great Northern E'y at Minneapolis Junction, by which the use of the crossing will at all times be governed. When any of the mainline cars are passing over the crossing, the signal will be set at red, and blocked, and no train engine 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 the crossing, it denoted that the crossing is open, and the signal will be set at green. Light will also be shown at the mist head. **White signifying clear track and Red, crossing closed.**

At the above place, a flagman will be stationed to give a full stop for the crossing, as required by the Train Card Rule, without regard to the position of the signal.

Minneapolis Yard will be considered to extend East to St. Anthony Park, on Freight Tracks, and West to the Minneapolis and St. Anthony Park crossing, and will be considered to extend West of first Com Avenue Overhead Bridge. The main Passenger Tracks between St. Anthony Park and Minneapolis, and the Minneapolis and St. Anthony Park crossing, will not be considered as part of Minneapolis Yard, and engines and cars will not be moved in and out of Minneapolis Yard.

Telegraph Train Order Signal Stations are St. Paul, Como Avenue, Hamline, St. Anthony Park Passenger Station, Minneapolis Junction and Minneapolis. If from any cause target or light of Signal is not visible, stop and ascertain position of same before proceeding. No excuse can be received for passing a Green Signal without procuring Order or Clearance Card.

[illegible]

Location and Rules Governing St. Paul Union Depot Semaphore Signals.

☞ Semaphore for incoming Great Northern double track is located just west of Third (34) street, overhead bridge.

☞ Semaphore for outgoing Great Northern double track is located at beginning of curve on Union Depot grounds.

☞ Semaphore arm, horizontal or red light at masthead, signifies danger, and engine or train **must not pass**. Semaphore arm dropped vertically, or white light at masthead, signifies clear track. After engine or train has made **FULL** stop for incoming danger signal, track will be given to it by lowering of semaphore arm, and engine or train must proceed under full control, **expecting to find main track occupied.**

A. L. MOHLER, General Manager.

C. W. CASE, Genl. Superintendent.

E. B. WAKEMAN, Asst. Gen'l Superintendent.

J. B. RICE, Div. Superintendent.

E. J. EVANS, Train Master.

