GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE No. 307.

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

SATURDAY, JUNE 1, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

		-			-											7	VEST	BOI	IND	FIRS	T CLAS	S TRA	INS.		-		Miles of Miles		AND DESCRIPTION OF THE PARTY OF	THE PERSON NAMED IN	_	STATES SALES		Manual Colors		WIND BARR
		1	112		101 102	1		T	012	045		077	002	OEE	021	ļ	809	E	- 1		1	1	-	11	021	201	951	953	803	273	911	843	871	201	941 St use Passen	TIME TABLE No. 307.
200			C.B.4C, FF Div. Orien N.Pac. N.Pac. N.Pac. N.Pac. N.Pac. PASS. PAS															INEFFECT JUNE 1,1907.																		
			Daily Ex. Su. Daily Su. only Daily Ex. Su. Daily Daily Ex. Su. Daily Daily Ex. Su. Daily Daily Ex. Su. Daily														*																			
						7.1						Children Miles	1	100764	V. C	-			and the same of		Charles and		17.1.	Ex. Su.	Daily	Daily	Daily	Daily		Ex. Su.	Daily	Daily	Daily		Dilly	STATIONS. LEAVE
		A-1-					to the same		12.40	Pm	10.30	10.20	10.15	10.10	10.05	Am 9.45		08.8	9.10	9.05	Ат 9 00		8.55	8.30	8.25	8.20 08.8	7.55	Ani 7.40		7.55	Am 7.35	7.30	6.30		Am 00.0	OSAINT PAUL
	A contract			*					12.50		10.40	10.35	10.25	10.20	10-15	9.55		9.40	9.20	9 1 5	9.10		9.05	8.40	8.85	8.80	8.05	7.50		8.05	7.45	7.40	6,45		3.0	
	10-1-		LE.						12.54		10.44	10.39	10.29	10.24	10.19	9.59		9.44	9.24	9.19	9.14		9.09	8.44	8.89	8.84	8.09	7.54		8.09	7.49	7.44	6.49		5.5	
									12.57	100	10.47	10.42	10.82	10.27	10.22	10.02	15.0	9.47	9.27	9.22	9.17	14	9.12	8.47	8.42	8.87	8.12	7.57	100	8.12	7.52	7.47	6.52		6.9	1.69 PARK
0000	No.	1							1.02		10.52	10.47	10.37	10.32	10.27	10.07		9.52	9.32	9.27	9.22		9.17	8.52	8 47	8.42	8.17	8.02		8.17	7.57	7.52	6.57		9.4	7 EAST SIDE STATION
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						Y.				12.34		-				T				-	9.36			9.06	7	The second					11				5.49 12.0	6MINNEAPOLIS JCTS
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								79			Daily	Su. only	Daily	Ex. Su.				Ex. Su.		Daily	Daily		Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily		Ex. Su.		Daily	Daily		Daily	ARRIVE
		100	913 945 1 877 893 855 831 841 809 13 829 807 19 805 875 11 921 891 851 853 803 873 911 843 871 801 941														941																			
			WEST BOUND.—FIRST CLASS TRAINS.														TIME TABLE																			
Rew H	17	825	895	897	5	915	839	885	837	845	859	9	823	947	883	899	188	21	917	815	23	7	835	833	943	821	857	15	879	3	813	923	819	817	811 %	
	Supr. Div. PASS. No. 18.	Lake	N. Pac	N.Pac	FF Div.	C.B.& C	Omah.	N. Pac	Omah. PASS. No. 63	Omaha	Omah. PASS. No. 4.	Dakota Express	Lake	Supr. Div. PASS. No. 19.	N.Pac. PASS. No.103	N.Pac.	N.Pac. PASS. No. 111	Willm'r	C.B.& Q	Lake &	FF Div. Local PASS.	Winni-	Omah.	Omah. PASS. No. 61	FF Div PASS. No. 12	Lake M't'ka PASS.	Omah. PASS. No. 6.	FF Div. PASS. No. 15.	N.Pac. PASS. No.101	Fast Mail	Lake M't'ka PASS.	W. C. PASS. No. 1.	Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka B PASS. Si	IN EFFECT JUNE 1,1907.
P-C		Lake M't'ka PASS.					1						PASS.	PASS. No. 19.	No.103										- Section 1	100		line and					PASS.	PASS.	Lake M't'ka PASS.	STATIONS. LEAVE
	Daily					-			Daily 9.10	-	Pm 7.45			Pm	Pm 6.30	n .	- 0 -	Pm 6.05	0 1			n .	n /	Pm 4.40	D 1	Pm 4.85										OSAINT PAULA
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-	11.27	1000			10.27		7	-			8.02		7.17	- 1	6.52			6.22	6.17	5.57			-		-	4.52		-			-	1.17			6.5	
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	11.35	-	11.05	10.45	10.85	10.30	10.20	9.40	9.35		8.10	7.50	7.25		7.00	6.55 7.00	6.45	6.30	6.25	6.05	6.05	5.50	5.30	5.05	501		4.50	3.40	8.30	3.8.2	2.00	1.25			10.4	MINNEAPOLIS
159	.11.53													7.55											5.04			0.46	-		-	-				
					10.45							8.00	7.35	8.00				6.40		6.15	610	5.55			5.09	5.12				8.87	2.05	5			11.	The second secon
			- 04-		10.45	-	-	-		-		8.00	7,00					0.40		0.15	0.10	0.00									2.00	111			16.	4 48
	-			W Test				100				*														s 5.28				-	s 2.20				22.	6.49
Sept.	4	-	-25			17.00	- AND -			-			s 7.50	A	- 1983			s 7.00	-	6.80	-									- 4.00	-	-			23.	0.06
		* V *	No.	35, 5	- 57	1				-		s 8.22				-		s 7.08		6.88						s 5.82	200	-		-	s 2.28					0.68
i i i i i i i i i i i i i i i i i i i	O. Ited	2.3.45	-	39.5		/						8.24	7 55					7.05		6.35						5.84				4.02 410 4.08	2.25				24	2.40 LONG LAKEO
Ca well			Linux.									8.88	-					7.10						-	-		MONACHO (YES	9 88	-	4.08					14.4	0.40
Ш	12.02 Åm		Pm	Pm	Pm	Pos	Pm	Pru	Pm	Ť.	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm'	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	3.55 Pm	Pm	Pm	Pm	Pm			14.4	
	Daily	005	Daily	Daily	Daily	-	Daily	Daily	Daily	OAE	- Deconocide de	Daily			Daily			Daily	Daily 1		Ex. Su.		-	Ex. Su.			-	-		-	Daily 813	_	819	817	811	ARRIVE
M 11 1	17	825	895	89/	1 5	915	No. 89	000 1. (N.	837 P. No.	7) Arriv	859 res First						881 . (N.)				Street			633								t 10:58 6:45 9:48		017	311	4
							No. 89	8. (N.	P. No.	1) "	"	" 1	0:47 A	. M.	7	No. 897	. (N.	P. No. 8	3) "		- 4	10:47	P. M.			No. 881	(N. I	P. No. 1	11)		- "	6:47	P. M.			

## 15 19 18 18 18 18 18 18 18		TIME TABLE	46							A MALE		NAME OF TAXABLE PARTY.	Constant		NAME OF TAXABLE PARTY.	E	AST I	BOUL	D.—	FIRST	CLASS	TRAIN	vs.		==				=										
Autor March Marc		No. 307.	om Nor	18	918	892	2 6	852	846	894	8	912	830	922	10									942	900	806	808	22	812	24	16	876	4	896	878	814			
March 1971 1	I	NEFFECT JUNE 1, 1907	Jot. vi	Supr Div. PASS	C.B.&	Q N.Pac PASS	FF Div	Omah PASS	Omaha PASS.	N Pac. PASS.	Winni-	C.B & Q PASS.	Omah. PASS.	W. C. PASS.	Dakota	Omah, PASS.	Lake Mtka,	N.Pac. PASS.	Lake M't'ka	N.Pac. PASS.	Lake Hutch.	FF Div.	Omah. PASS.	Supr. Div.	N. Pac.	Lake M't'ka	Lake M't'ka	Willmar Div.	Lake M't'ka	FF Div	FF Div.	N Pac.	Fast	N.Pac.	N.Pac.	Lake Mtka.			101
March 1971 1		STATIONS. ARRIVE	Dista	No. 1	Daily	Daily	Daily	Ex. St	. No. 110																	PASS.		Contract of the same				1	1200						
Column C		SAINT PAUL	A 14.4	6 Am	O Am	80 Am	5 Am	o Am	5														1	-	7 7					7				-	-			1	
Company Comp									N The second					and the same					-22					7					-				-		10100			V	-
Section Column		2.19 HAMLINE	. 9.2	4 6.1	8 7.0	6 7.1	1 7.1	6 7.2	1	7.26				-		-		1000	THE STATE OF				100					-				-					-		
A		ST. ANTHONY PARK	7.5	5 61	3 7.0	3 7.0	8 7.1	3 7.1	8	7.28			151010		2000000				-															-					-1/303
March Marc	I	. EAST SIDE STATION	. 4.8	9 6.0	8 6.5	8 7.0	3 7.0	8 7.1	3	7.18	7.28				-	-		-					-								-	-	-			-		- 10	
No. 100	1	MINNEAPOLIS	s 4.0	6.0	5 6.5			K .				-	-	-		_					-		-		According to the				0									-	-
STATE STAT		MINNEAPOLIS JCTS	J 2.4	5.4	9			231/4									0.00	01110		0.00	0.00	The state of the s	1	-	10.00			10.25		11.00	_	-	1.40	1.50	2.00				-
1.00 1.00	1	THE REAL PROPERTY OF THE PARTY	COLUMN TWO IS NOT	NAME OF TAXABLE PARTY.																	1	9.01		9.31															-
## PATHON TABLE NO. 307. ## PATHON TABLE NO. 3							6.5	5			7.10				7.30		8.00				8.45				F 5			10.20		10.55			1.35		4				
## STATIONS NOT 18 18 18 18 18 18 18 18	2.8		10.5				· V																																
The table New York The table New York The table New York New Yo																	s 7.45				s 8.30							s10.00											
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TIME TABLE No. 307. No. 397. No. 397	11-			-		-	4	-							571 6.58					1 1		1 212						9.45					1.06						21
Like Mark Daily			0.0							1000	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am			Am		Am	12.25 Pm	Pm	Pm	Pm	Pm			0	
TIME TABLE No. 307. State 1.0	-	LEAVE	-	-		_														Daily	Ex. Su.	Ex. Su.	Daily	Daily.	Ex. Su.			Daily		Ex. Su.	Ex. Su.	Daily	Daily	Daily	-				
NO. 307. IN SPECT JUNE 1, 1897 1	TIME TABLE															896	878	814		10.	= =																		
ARRIVE \$\begin{array}{c c c c c c c c c c c c c c c c c c c		TIME TABLE	Passer	810	944	832	1818	842	856	822	880	12	834	820	202									960	2 1	004	OLC	000	040	004	000	040							T Y
ARRIVE \$\begin{array}{c c c c c c c c c c c c c c c c c c c	IN	EFFECT HINE I 1907	from via	Lake	FF DIV	Omah.	Lake	Omaha																-	-	-			10000	Charles and the last	The second second	63(1)-100							
ARRIVE \$\frac{5}{5}\frac{1}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}\frac{1}{5}	1	STATIONS.	Lake rack.	M't'ka PASS.	No. 15	No. 64.	PASS.	No. 16	No. 7.	PASS.	No.108	PASS. No. 12.	PASS. No. 18.	M't'ka PASS.	No. 6	Div. PASS. No. 14.	PASS. No. 2.	PASS. No. 4.	PASS. No. 126	PASS. No. 48	PASS. No. 1.	No. 6	State Express	No. 9	Oriental Limited	Mtka PASS.	PASS. No. 50	Mtka PASS.	PASS. No. 10.	PASS. No. 106.	M't'ka PASS.	Div. PASS.		T.Y.					
*** Statistics of the control of the		ARRIVE	Dist	Daily	Ex. St	. Daily			Ex. Su.		Ex. Su.	Ex. Su	Ex. Su.	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily								-	1 /2
Color Colo					Pm	Pm 4.25	s	Pm 4.50	Pm 4.55		Pm 5.80	Pm 5.40	Pm 5.50	Pm 6 15	Pm 6.20	Pm 6.30	Pm 6.55	Pm 7.30	Pm 7.50	Pm 8.20	Pm 8.20	Pm 8.25	Pm 8.30	Pm 8.55	10.00	Pm 10.10	Pm 10.15	-	Pm 10.45	Pm 10.55		Pm							
HARLINE 21.76 2.16 4.1 4.86 4.41 5.16 5.26 5.36 6.06 6.16 6.41 7.10 7.86 8.01 8.06 8.11 8.16 8.41 9.46 9.56 1.001 10.41	II	Q COMOQ	23.93	2.20		4.15	5	4.40	4.45		5.20	5.30	5.40	6.05	6.10	6.20	6.45	7.20					10000	100				1000			51770 mee					18			
ST.ANTIONY PARK. 20 05 2.13 4.08 4.88 4.88 5.18 5.28 5.38 5.58 6.08 6.19 6.88 7.18 7.88 7.88 7.88 7.88 7.88 7.88 9.48 9.58 10.28 10.			21.74	2.1	3	4.11		4.36	4.41		5.16	5.26	5.36	6.01	6.06	6.16	6.41	7.16	7.36	8.01	8.06	8.11	816	8.41	9.46	9.56	10.01		-	-									-
RAST SPACE ATTONN 17.50 2.05 4.00 4.25 4.30 5.05 5.10 5.25 5.00 5.50	ll	ST. ANTHONY PARK	20.05	2.13	3	4.08	3	4.38	4.88	-	5.13	5.23	5.88	5.58	6.08	6.13	6.88	7.13	7.33	7.58				E TOTAL				-				77							
MINNEAPOLIS S 16.52 2.05	II	EAST SIDE STATION	17.39	2.08	3	4.08		4.28	4.33		5.08	5.18	5.28	5.58	5.58	6.08				7.53	7.58				-														
MINNEAPOLIS JCTSI		THE PERSON NAMED IN COLUMN TWO IS NOT THE OWNER.	PAGE SANGE	2.00		4.00		4.25	4.30	101-00-	5.05	5.15 5.10	5.25	5.50 5.45	5.55	6.05 5.55							100000000000000000000000000000000000000	-															
CLEARWATER ICT. UD 15 01 1.55					3.4	6						5.04						W.					7.55		127						. 8	11.53							
## HOPKINS JCT 10.88	-	THE PERSON NAMED IN COLUMN 2 IS NOT THE OWNER, OF	THE PARTY NAMED IN	A150	THE PERSON NAMED IN	1	-	ľ																								11.48					* //		20020
HOLDRIDGE 4.04 \$ 1.40	\$ B		-	1.50	5	-				41		-		5.40		5.50			7.0						9.25	9.40				#.							YE	10000	
						-							11				,		100	2 17																			
			-			-					7	3	s	5.25		5.80		-								s 9.25											7		
LONG LAKE ON 0.0 O					100				2	-			S	5.22		5.27		-		7		"				9.22						ii.						* * *	Wala
NORTHIOWN JCTNR	1		-	1.88		7	- 2	-	+				4	5.20		5.25	+	1				#				9.20										11 *			
Fig.				-										131		5.20					-	1															mice: N		
810 944 832 818 842 856 822 880 12 834 820 898 14 836 924 882 818 842 856 822 880 12 834 820 898 14 836 924 882 914 888 838 20 860 2 824 916 826 840 884 828 948			-		Pm	Pm							-									-				Pm	Pm		Pm	Pm		Pm					A PER ST		1000
810 944 832 818 842 856 822 880 12 834 820 898 14 836 924 882 914 858 838 20 860 2 824 916 826 840 884 828 948		LEAVE	+-								a V.	w.	W		-			100	Daily	111	-	1000	HIACOTO I	A 3 40 125 J						Daily		-			10.7	24710		-941	
		No. 892 (N	p N	810	944	832	818	842	856			12	834	820	898	14	836	924	882 9	914	858	838	20	860	2	824	916	826										207	
No. 892. (N. P. No. 8) Leaves First Street 6.48 A. M. No. 894. (N. P. No. 4) Leaves First Street 7.03 A. M. No. 896. (N. P. No. 2) Leaves First Street 1.48 P. M. No. 874. (N. P. No. 110) Leaves First Street 5.23 A. M. No. 875. (N. P. No. 112) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M. No. 876. (N. P. No. 110) Leaves First Street 1.15 P. M.		No. 894. (N.	P. N	0. 4) I	caves I	irst Str	eet 6.4	8 A. M		No No	900.	(N. P	. No. 1	O) Leav 2) Leav	es First es First	Street	9.58 A 1.48 P	. М. . м.		No. 8	98. (P	I. P. No	2: 6) 110)	Leaves Leaves	First S	treet 5.	48 P. N 23 A. I	M,	N	io. 876	(N. P	No. 1	12) Lea 26) Lea	ves Firs	t Street	1.15 F 7.18 F	M. M.		

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	405 409 401 407 957 971 969 991 52														TIME TABLE	000	OFF		007	007		A STREET, SQUARE	BOU	THE PERSON NAMED IN			10000 Galler	F-5000, NAT	002	001	051	402						
										STATE OF THE PARTY OF	IV-1 CIPY	110000	The second second					1 10 10		No. 307	989							849										
					3				No. of	FF Div.	Div. TIME	Coast FRT.	Div.	C.B&Q FRT.	W.C.	W. C. Local	Omah. FRT	ris F	IN	STATIONS. LEAVE	FRT.	C.B.& Q FRT.		Omah. FRT.	W. C. FRT	ton	Local FRT.	Hutch. Mixed Train	Omha, FRT	FRT.	Div. Local	FF Div.	FRT.	Omaha Tm.Frt.	Omaha Tm.Frt.	FRT.	Div TIME	S 20 8
	1000	-			-				4.1	Daily	Pails	Daily	No. 408	Daily	Fr. Tu	Tex Su	Daily	Saul	rack	STATIONS.	Daily	Daily	-	Daily	Daily	Local MoWe Fri	No. 508	Ex. Su.	Daily	Daily	Ex Su	Ex Su	Daily	Daily	Daily	Daily	Daily	
	-									Pm	Pm	Pm	Pm	Pm 6.10	Pm	Pm	Pm	(0	SAINT PAULA	Pm	Pm 12.05		Am	Am	Am	Am	Am	Am	Am 4.80	λm	Am	Am	Am	Am	12.30	Am	
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WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

"FN" Tower is Terminal Station for all Spring Park and Hutchinson Line Trains,

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

Builetin Board located at Mound and 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.

LOCATION INTERLOCKING SYSTEMS AND SEMAPHORES

NOTICE-SPECIAL ATTENTION IS CALLED TO SIGNAL COLORS USED ON SEMAPHORE AT NORTHERN PACIFIC RY. CROSSING AT MINNEAPOLIS JUNCTION.

ST. ANTHONY PARK INTERLOCKING SYSTEM.

The Signal Tower is Located Just East of Northern Pacific Overhead Bridge on North Side of Track,

Location of Signals for West Bound Trains.

Location of Signals for West Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet east of the Home Signal and 1,800 feet east of the Signal Tower on the right hand side on a bracket poet, placed between the east bound passenger track and the switching track.

2. A Home Signal, located 600 feet east of the Signal Tower, on the right hand side, on a bracket poet placed between the east bound passenger track and the switching track, governs movements across the "Belt Line" track and across the main freight tracks.

Main Freight Track.—1. A Distant Signal located 1,200 feet east of the Home Signal, and 1,980 feet east of the Signal Tower, on the right hand side of the track.
2. A Home Signal having two arms, located 70 feet east of the Signal Tower on the right hand side of the track.

The top arm governs the main freight track move-ments across the "Belt Line" track, and across the

main passenger tracks. The lower arm governs movements to the "Belt Line" track, as well as to "B" and "Q" yards.

North Switching Track.—I. A Dwarf Signal located 170 feet east of the Signal Tower on the north side of track, governs movements across, and on to the "Belt Line" track, as well as to "B" and "Q" yards.

M. & M. Track 1. A Dwarf Signal located 609 feet east of Signal Tower on north side of the track governs movements over crossing and to St. Anthony

M. & M. Track 2. A Dwarf Signal located 720 feet east of the Signal Tower on north side of track governs movements over crossing and to St. Anthony Elevator

movements over crossing and to St. Anthony Elevator yard.

M. & M. Track 3. A Dwarf Signal located 720 feet east of the Signal Tower on the north side of track governs movements over crossing and into St. Anthony Elevator yard.

"Belt Line" Track.—A Two-Arm Home Signal located 750 feet east of the Signal Tower on North side of track. Top Arm governs movements across main and switching tracks and onto the west bound freight track and to St. Anthony Elevator yard, B. & Q. yards and New Brighton, Lower Arm governs movements onto south switching track.

C. St. P. M. & O. Railway Lead.—Dwarf Signal located 240 feet west of Signal Tower on south side of track governs movements onto north switching track over crossover to east bound freight track and into Minnesota Transfer.

Location of Signals for East Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet west of the Home Signal, and 1,940 feet west of the Signal Tower, on the right hand side, on a bracket post placed south of the west bound passenger.

senger track.
2. A Home Signal, located 740 feet west of the Signal Tower on the right hand side, on a bracket post placed south of the west bound passenger track, gov-erns movements across the main freight tracks and across the "Belt Line" Track.

Main Freight Track.—1. A Distant Signal, located of the Signal and 1,400 feet west of the Home Signal and 1,400 feet west of the Signal Tower on the right hand side of track.

2. A Home Signal having two arms, located 540 feet west of the Signal Tower on the right hand side

The top arm governs the main freight track movements across the main passenger tracks and across the "Belt Line" track. The bottom arm governs the movements across the main passenger tracks into Minnesota Transfer or Track M, and M, 2.

"Belt Line Track."—1. A Distant Signal located 1,510 feet west of the Home Signal, and 1,780 feet west of the Signal Tower, on the south side of track.

2. A Home Signal located 270 feet west of Signal Tower, on right hand side of track governs move-ments across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

The North Switching Track and B. & Q. Yard Lead.—1. A Dwarf Signal located 140 feet west of the Signal Tower on the south side of track governs move-ments across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

2. A Dwarf Signal, located 340 feet east of the Signal Tower on the south side of track, governs movements east to Minnesota Transfer lead and tracks

MINNEAPOLIS: EAST CHANNEL INTERLOCKING SYSTEM.

The Signal Tower is located on south side of tracks. just west of Main Street Bridge, directly opposite W.C. connection to their Boom Island Yard.

Location of Signals for West bound trains, Main West Bound track. A distant signal is located 963 feet east of Home Signal, and 1713 feet east of the Signal Tower, on a straight pole right hand side of

Home Signal located 750 feet east of the Signal Home Signal, located 750 feet east of the Signal Tower on a post north of east bound main track, having two arms. The top arm governs the movements over the west bound main track. The bottom arm governs the movements from main track to Boom Island Yard.

A Dwarf Signal, located 463 feet east of the Signal Tower, on the north side of south side track, governs movements to west and east bound main tracks and to

A Dwarf Signal, located 953 feet east of the Signal Tower, north of the east bound main track, governs movements from east to west bound main tracks; also west bound on east bound main track.

A Dwarf Signal, located 953 feet east of the Signal Tower north of the north side track, governs move-ments from the north side track to Spur on north side; from north side track to west bound main track, and north side track across east bound main track to Boom Island Yard.

Location of Signals for East Bound Trains: Main East Bound Track.

A Distant Signal, on a bracket, is located 698 feet west of Home Signal and 1,170 feet west of Signal Tower.

Home Signal on a bracket post is located 478 feet west of Signal Tower, south side of west bound main track, having two arms. The top arm governs the movements over the east bound main track; the bottom arm governs the movements from east bound main track to west bound main track also movements from east bound main track to north and south side tracks.

A Dwarf Signal, located 290 feet east of Signal Tower on north side of east bound main track, governs back up movement on east bound main track or to Boom Island Yard.

A Dwarf Signal, located 110 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track; also

A Dwarf Signal, located 483 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track, also from west bound main track to east bound main track to feat from west bound main track to north side track.

Location of Signals on Wisconsin Central Boom

Location of Signals on Wisconsin Central Boom Island.

A Distant Signal, located 1,000 feet west of Home Signal and 1,150 feet west of the Signal Tower on a straight pole south side of track.

Home Signal, located 150 feet west of the Signal Tower on a post, south side of track, having two arms. The top arm governs the movement on to east bound main track. The bottom arm governs the movement on to west bound main track and to north and south side tracks.

UNIVERSITY INTERLOCKING SYSTEM. Location of Semaphores and Dwarf Signals and

Location of Semaphores and Dwarf Signals and Movements they Govern are as Follows: Main Westbound Passenger Track.—1, A Distant Signal located 1,200 feet east of Home Signal and 1,500 feet east of Tower, on right hand side of track.

2. A Home Signal located 300 feet east of Tower on right hand side of track.

Main Eastbound Passenger Track.—1. A Distant Signal located 1,200 feet west of Home Signal and 1,500 feet west of Tower on right hand side of track.

2. A Home Signal located 300 feet west of Tower on rest west side Witenach A venue Southeast Bridge.

post west side Fifteenth Avenue Southeast Bridge.
Minneapolis Western Ry.—1. A Home Block
Signal located on right side of track 1,800 feet west_of

Tower.

2. A Dwarf signal located just east of Fifteenth Avenue Southeast Bridge on Minneapolis Western Ry. right side of track, governing movement over cross-overs and from the Minneapolis Western track to the C. M. & St. P. and C. G. W. yards and west end of St. Authory Elevator Vari

of St. Anthony Elevator Yard.

3. A Dwarf Signal located 200 feet east of Tower on right hand side of south switching track governs movement onto Minneapolis Western Ry. track.

4. A Dwarf Signal located 200 feet east of Tower on right hand side of St. Anthony elevator track governs movement onto Minneapolis Western Ry.

5. A Dwarf Signal located 225 feet east of Tower on right hand side of track D-1 lead, governs movement over crossovers and to track D-1 and A Mill.

6. A Dwarf Signal located 275 feet east of Tower on right hand side of track D-2 governs movement over crossovers and to track D-1 and A Mill.

7. A Dwarf Signal located 275 feet east of Tower or right hand side of track D-2 governs movement over crossover and to track D-1 and A Mill.

7. A Dwarf Signal located opposite Tower at right hand side of track D-1 governs movement from A Mill to D Yard.

A Mill to D Yard.

8. A Dwarf Signal located 210 feet east of Tower on right hand side of track D-2 governs movement into D Yard.

"FN" TOWER.

Interlocking System.

A new signal tower has been located on south side of track just east of Hutchinson Line Junction, West of Wayzata station, and will be known as "FN"

MAIN TRACK SIGNALS. Distant signals on high masts are located 1500 ft. east and west of tower on east and west bound main lines respectively. Home signal of high pattern on west bound track is located 55 ft. east of cross-over switch. Home signal on east bound track is located 450 ft. west of Junction Switch. Home signal on west bound track is located 450 ft. west of Junction Switch. Home signal on west bound track is of the two arm pattern; top arm governs main line movements and lower arm branch line

HUTCHINSON LINE TRACK SIGNALS. Distant signal located on high mast 1500 ft. west of tower and home signal on high mast located 450 ft. west of tower.

Dwarf signals are located at home signal masts on east bound and west bound and Hutchinson line tracks to govern reverse movements through cross-overs, and

also dwarf signal directly in front of signal tower at west switch of cross-over governs reverse movements

OVER SAME.
RULES GOVERNING AND LOCATION OF

Over Same.

RULES GOVERNING AND LOCATION OF
SEMAPHORES.

Semaphore Signals on double tracks are for the protection of trains using railway crossings and cross-over tracks comecting east and west bound double tracks and also switches leading from freight or side tracks and also switches leading from freight or side tracks and object track are not required to stop unless stopped by Semaphore Signal, and are placed next to, and with arm of signal pointing toward the track they are designed to block when signal is set. Arm of signal raised Horizontally, or Red Light at Mast-head means Stop, and trains must approach the signal at reduced speed and under full control, and must come to a full stop before reaching cross-over or crossing that Semaphore protects, and must not proceed until arm of Signal is seen to be clear. Arm of signal dropped vertically, or Green light is shown at mast-head, and all is seen to be clear. Arm of signal dropped vertically, or Green light had Mast-head, means Proceed.

SEMAPHORES ARE LOCATED AS FOLLOWS:
No. 1.—OR East Bound Passenger Track. One

or Green light at Mast-head, means Proceed.

SEMAPFORES ARE LOCATED AS FOLLOWS:

No. 1.—On East Bound Passenger Track. One
hundred and fitty feet West of Seventh (7th) Street
Bridge, St. Paul, protecting Burlington cross-over
against east bound trains on passenger track.

No. 2.—On West Bound Passenger Track. Three
hundred feet East of Lafayette Avenue Bridge, St
Paul, protecting Omaha cross-over. Westminster St.
against West bound trains on passenger track. This
semaphore is located between West bound passenger
and Omaha track, also protects Omaha cross-over
against West bound trains on freight track.

No. 3.—On West Bound Passenger Track. Twelve
hundred feet East of Mississippi St., St. Paul, protecting Ormaha and Wisconsin Central cross-overs against
West bound trains on passenger track.

No. 4.—On East Bound Passenger Track. Twelve
hundred feet West of Mississippi St., St. Paul, protecting Ormaha and Wisconsin Central cross-overs
against East bound trains on passenger track.

No. 5.—On East Bound Progrep Track. Twelve
hundred feet West of Mississippi St., St. Paul, protecting Ormaha and Wisconsin Central cross-overs
against East bound trains on passenger track.

No. 5.—On East Bound Freight Track. Twelve
hundred feet West of Mississippi St., St. Paul, protecting Ormaha and Wisconsin Central cross-overs
against East bound trains on freight track. Two hun-

against East bound trains on freight track.
No. 6.—On West Bound Passenger Track. Two hundred (200) feet east of Western Ave. bridge, protecting

dred (200) feet east of Western Ave. bridge, protecting crossover against west-bound trains on passenger track.
No. 7.—On East Bound Passenger Track. Two hundred feet west of Dale St. Bridge, protecting cross over against East bound trains on passenger track.
A Semaphore Signal 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 Cross-wise of the main tracks of either road it denotes crossing blocked and no train of the thin will cross Cross-wise of the main tracks of either road it denotes roessing 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. Whits signifying Proceed, and Red, Stop.

A Semaphore is located 1,200 feet west of Superior Ave, bridge on south side of track protecting crossover leading to new lyard or extension of "P" yard Clearwater Junction

water Junction

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

Semaphore for incoming Great Northern double track is located just west of Third (3rd) street overhead bridge.

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

After train has made full stop for incoming stop signal, track will be given to them by lowering signal, but train must proceed under full control, expecting to find main track occupied.

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.

SEE BOOK OF RULES GOVERNING INTERLOCKING SYSTEMS

NOTE "FN" TOWER INTERLOCKING SYSTEM

- 1. The Double Passenger Tracks are the two (2) left hand tracks 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 Streets. 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), West Bound Freight track. Track five (5), East 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, St. Paul Shops and Minneapolis Junction Round House.
- 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. 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, Como, 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 Fergus Falls, Terminals and Superior Division frains
- II. 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 Minneapolis Union Railway 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. Conductors and Enginemen of all trains on any Double Track must bear in mind the right of all other trains of same or superior class, whether on time or delayed, to make the stops called for by time table, without protection by flagman, and must govern their speed accordingly at such points.
- 20. Trains must not exceed ten (10) miles per hour through Superior Avenue Bridge.
- 21. 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.
- 22. All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.

- 23. 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.
- 24. All Trains must approach the C. B. & Q. Crossover Tracks between 3d and 4th streets, St. Paul, cautiously, expecting to find cross-overs in use and at a rate of speed which will enable them to stop, if necessary, in time to avoid accident.
- 25. 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.
- 26. Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Mineapolis 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.
- 27. 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. All trains on west bound freight track must approach Omaha and W. C. cross-overs at Mississippi Street under full control prepared to stop, unless way is seen to be clear.
- 28. 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 Soc crossing at 25th Avenue N. E., East of Northown Junction; and know the way is clear before proceeding.
- 29. West Bound Trains on Double Freight Tracks will approach cross-over at Como under full control, prepared to stop if it is found to be in use.
- 30. All trains must approach double-slip switches at West end of freight tracks 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.
- 31. 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.

- 32. 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.
- 33. EAST BOUND trains moving toward Union Depot or Minneapolis Junction will come to a FULL STOP at Stop Board west of First Street Bridge. 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 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.
- 34. The Speed of all Freight and Transfer Trains, also switch engines, must not exceed Ten (10) miles an hour over cross-overs at First (1st) St. North, Minneapolis. Brakemen and Switchmen must be on top of trains and properly distributed keeping sharp lookout.
- 35. 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 (14) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minneapolis Union Depot Yards.
- 36. 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 or trainman, or rear end.
- 37. Signal men in charge of Connection Track and Main Track Switches and Railway Crossings which are covered by Semaphore Signals must invariably set the Signals before throwing Switches, and Train and Yard crews using the Switches or Railway Crossings must do the same.
- 38. Switch Tenders at Holden Street will use green lanterns in giving signals.
- 39. Operator at Northtown Junction will close double track switch after all west bound trains.
- 40. The engine bells of all engines must be kept constantly ringing while engines are moving within the city limits of both St. Paul and Minneapolis.

41. TRAINS USING DOUBLE PASSENGER TRACKS, DOUBLE FREIGHT TRACKS OR DOUBLE TRACK WILL TAKE THE RIGHT HAND TRACK, EXCEPTING TRACK 5 WILL BE USED AS WEST BOUND TRACK AND TRACK 4 AS EAST BOUND TRACK BETWEEN SECOND ST. AND WESTERN AVE. THESE TRACKS SHALL BE USED IN NO OTHER WAY EXCEPT ON ORDERS FROM SUPERINTENDENT.

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GUSTAVE SCHWYZER, M. D.

TIME INSPECTORS.

CHAS. C. PONSONBY, Chief Train Dispatcher.

B. B. GREER, Assistant Superintendent.

Trick Dispatchers:

H. E. WAKEMAN, I. E. WEST, A. H. MARTICKE.