GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE No. 372.

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

MONDAY, AUGUST 21, 1911.

Superseding Time Table No. 371 and All Supplements Thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

P. L. CLARITY, Superintendent.

F. BELL. Asst. Gen. Superintendent.

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

W. D. SCOTT, General Superintendent.

GEO. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

3.7		FIRST DISTRICT—WEST BOUND.—FIRST CLASS TRAINS. 5 785 945 873 783 1 893 865 791 855 877 841 831 13 993 803 929 875 827 11 851 919 891 27 901 847 781 911 843 853 829 949 871 801 941 24 34 35 35 35 35 35 35 3														TIME TABLE																				
917	805	785	945	873	783	1	893		. t	Y	L	\$	1	£																					0.00	No. 372. In Effect August 21, 1911.
B &Q A S Va 53	Lake Myke PASS	C.G.W PASS. No. 5 Daily	FF Div PASS. No. 16	N. Psc. PASS, No. 107	C. G. W. PASS. No. 45.	Orien- tal Limit'd	N Pac. PASS. No. 1	Omeha PASS. No. 34	C.G.W. PASS. No.41	Omaha PASS. No. 8	N.Pac. PASS. No. 141	Oreahs PASS. No. 9	Omaha PASS. No. 3	Willm'r Div. PASS. No. 13	N. Pae PASS No. 5	Lake M't'ka PASS.	State Exp. No. 20	N. Pac. PASS. No. 67	Omaba FASS, No. 19	P F Div PASS. No. 11	Omaha PASS. No. 12	CB&Q PASS No. 57	N.Pac. PASS. No. 9 Daily I	east P dail N	ASS. PA 0. 13 No	she C. G. SS PAS 2 No.	W CB&Q S. PASS. L. No. 47	Omaha PASS. No. 5	Omaha PASS No. 10	Onneha PASS No. 15	Orient'l Limit'd No. 2	N.Pac. PASS. No. 65	Lake M't'ka PASS.	Div. PASS No. 17	Distance Paul via ger Track	STATIONS. "
AMARIA STATES	and the second	12.45	-	Market Services	11.30																		Au 8.20								Am	Am 6.30		Daily Am	00.00	LEAVE.
1.50	1.40	12.55		11.50	11.40	11.25	11.10			10.40				_				9.05	-		8.40		8.80		8.20 7.	minn Mariente		_	-	7.25		6.45			3.03	3.03 COMO
1,54	1.4	12.59		11.54	11.44	11.29	11.14		10.59	10,44	10.34	10.29	9.59	9.34	9.29	9.19	9.14	9 09	9.04	8.49	8.44	8.89	8.34	3.29	8.24 8.	02 7.6	9 7.49	7.44	7.89	7.29		6,49			5.22	2.19 HAMLINE
		1.02			11.47									9.87				9.12					8.87				2 7.52		7.42	7.82	٠	6.52			6.91	ST. ANTHONY PARK
2.05	2.00	1.10		12.05	11.55	$\frac{11.40}{11.45}$	s11.25	-	11.10	10.55	10.45	10.40	10.10	9.45 9.55	9.40 9.45	9.80 9.85	9.25 9.20	9.20	9.15	9.00	8.55	8:50	8.45 8.50	3.40 3.42 s	8.35 8.	18 8.1	0 8.00	7.55	7.50	7.40		7,00	6.80	***************************************	10.44	MINNEAPOLIS
			12.89			11.51											9.86										_	<u> </u>			7.29			5.45	12.08	MINNEAPOLIS JCT
			1244					-																						-	7.34			5.54	11.06	U, D. JUNCTION
-	2.01	5												10.00		9.40				9.10				3.47			_	ļ					6.85		11.95	CLEARWATER JCT
سنند	2.1	-	-							-	<u> </u>			10.08		9.46								3.58		<u> </u>	_	·					6.41		16.43	
	5 2.20	-				·	ļ		ļ	ļ		ļ		10.20	-	s 9.55								9.00		_	-	-					s 6.50		22.92	HOLDRIDGE,
	s 2.2			-										10.23		s 9.58								9.03			-	-		ļl			s 6.53	***********	23.88	0.96 WAYZATA
بينث	2.21	5	ļ		-		<u> </u>				-			10.25	<u> </u>	10.00								9.05			-	 					6.55		24.56	HUTCHINSON JCT
-								-		-				10.30										9.10				ļ		-					26.96	Long Lake.,
Pm	Pm	Pm	Par	Pm	Am	12.01 Pm			Am	Am	Am	Ām	Am	Am	Am	Am	9.45 Am	Ana	Am	Am	Am	Am .	Am /	lm	An An	Arcı	Am	Am	Am	Āsr	Anı	Am	- Am	Am	14.46	NORTHTOWN
leily		Daily 785				Daily		965	Daily 701	Ex Su.	Su.only	Daily OAI	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily D	aily I	Daily Da	ly Dail	Daily	Daily O/12	Daily	Daily	Daily	Daily	Su.only	Daily	-	ARRIVE.
														160					CT AL	ACC T	'D AIN C	2				. ,										TIME TABLE
913	861	931		897	905	915	789	5	839	845	837	885	863			9	859	787	899	947		883	881 8						807	857	943	923	15	879	a from St.	TIME TABLE No. 372,
	Omah PASS No. 1	Supr. Div PASS No. 18	G. N. PASS.	N.Pac. PASS. No. 7	N. Pac. PASS. No. 3		C.G.W PASS. No. 3	F F Div PASS. No. 5	Omahi PASS. No. 1	4	Omabe PASS. No. 63	N.Pac. PASS. No. 77	Omahe PASS No.42	895 N. Pac. PASS. No. 15.	961	9 Dakota Express	Omaha PASS. No. 4	787 C.G.W. PASS. No. 7	N.Pac. PASS. No. 11	Supr. Div. PASS. No. 19	Lake M't'ka PASS.	N.Pac. PASS. No. 63	N.Pac. La PASS E No. 79 P	ike & lutch. M ASS. F	Lake Win	ni- Oma PAS ited No.	he Willm' S. Div. 7 PASS	r Omahi PASS. No. 61	Lake M't'ka PASS	Omaha PASS. No. 6	F F Div PASS No. 12	,	F F Div PASS. No. 15	N.Pac PASS No. 6	Distance Paul vi	No. 372, In: Effect August 21, 1911. STATIONS.
****	Omah PASS No. 1: Daily	Supr. Div PASS No. 18 Daily	G. N. PASS. Daily	N.Pac. PASS. No. 7	N. Pac. PASS. No. 3 Daily		C.G.W PASS. No. 3	F F Div PASS. No. 5 Daily	Omaha PASS. No. 1 Daily		Omaha PASS. No. 63	N.Pac. PASS. No. 77 Daily	Omahe PASS No.42 Daily	895 N. Pac. PASS. No. 15.	961	9 Dakota Express	Omaha PASS. No. 4 Daily	787 C.G.W. PASS. No. 7	N.Pac. PASS. No. 11 Daily	947 Supr. Div. PASS. No. 19 Daily	Lake M't'ka PASS. Daily	N.Pac. PASS. No. 63	N.Pac. IA PASS E No. 79 Su.only E	ike & iutch. M ASS. F	Lake Wind Pass Lim	oni- Oma PAS ited No.	he Willm' S. Div. 7 PASS. y Ex Su	r Omahı PASS. No. 61	Lake M't'ka PASS. Daily	Omaha PASS. No. 6 Ex. Su.	F F Div PASS No. 12 Daily	,	F F Div PASS. No. 15 Ex. Su.	N.Pac PASS No. 6: Ex. St	Distance Faul vi	No. 372. In Effect August 21, 1911. STATIONS. LEAVE.
****	Omah PASS No. 1: Daily	Supr. Div PASS No. 18 Daily 11-10	G. N. PASS. Daily Pin 10,45	N.Pac. PASS. No. 7 Daily	N. Pac. PASS. No. 3 Daily		O.G. W PASS. No. 3 Daily	FF Div PASS. No. 5 Daily Pm 10.15	Omahi PASS. No. 1 Daily Pin 10.10	2	Omahr PASS. No. 63 Daily	N.Pac. PASS. No. 77 Daily Pm 9.15	Omahe PASS No.42 Daily	895 N. Pac. PASS, No. 15.	961	Dakota Express Daily Pm 7-30	Omaha PASS. No. 4 Daily Pm 7.15	787 C.G.W. PASS. No. 7 Daily	N.Pac. PASS. No. 11 Daily Pm 7.05	947 Supr. Div. PASS. No. 19 Daily	Lake M't'ka PASS. Daily Pin 6.40	N.Pac. PASS. No. 63 Dally Pm 6.18	N.Pac. La PASS H No. 79 P Su.only E 6.10	ike & futch. MASS. F	Lake Wind PASS. Lim De	inf- Ome PAS ited No. ily Dail n Pm 15 5.0	he Willm' 7 PASS y Ex Su 9 5.06	Pass. No. 61	Lake M't'ka PASS. Daily Pm 4.35	Omaha PASS. No. 6 Ex. Su. Pm 4.25	F F Div PASS No. 12 Daily	,	F F Div PASS. No. 15 Ex. Su. Pm 8.15	N.Pac PASS No. 6: Ex. St Pm 3.00	Distance Paul vi	No. 372. In Effect August 21, 1911. STATIONS. LEAVESAINT PAUL
	Omah PASS No. 1: Daily Pm 11.1:	Supr. Div PASS No. 18 Daily 11.10	G. N. PASS. Daily Pin 10.45	N.Pac. PASS. No. 7 Daily Pm 10.35	N. Pac. PASS. No. 3 Daily Pm 10.80		C.G.W PASS. No. 3 Daily 10-20	FF Div PASS. No. 5 Daily Pm 10.15	Omahi PASS. No. 1 Daily Pin 10.10	2	Omaha PASS. No. 63 Daily Pm 10.00	N.Pac. PASS. No. 77 Daily Pm 9.15	Omahe PASS No.42 Daily Pm 8-16	895 N. Pac. PASS, No. 15.	961	Dakota Express Daily Pm 7.30	Omaha PASS. No. 4 Daily Pm 7.15	787 U.G.W. PASS. No. 7 Daily Pm 7.10	N.Pac. PASS. No. 11 Daily Pm 7.05	947 Supr. Div. PASS. No. 19 Daily	Lake M't'ka PASS. Daily Pm 6.40 6.50	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28	N.Pac. IA PASS H No. 79 P Su.only E Pm 6.10	ike & iutch. MASS. F	Lake Wiz I't'ka po ASS. Lim De	nni- Omases PAS No. lily Dail 9m 5.0	he Willm' S. Div. 7 PASS y Ex Su Pm 5.06	r Omahr PASS. No. 61 L Ex. Su Pm 0 4.40	Lake M't'ka PASS. Daily Pm 4.3t	Omaha PASS. No. 6 Ex. Su. Pm 4.25 4.37	F F Div PASS No. 12 Daily	,	F F Div PASS. No. 15 Ex. Su. Pm 8.15	N.Pac PASS No. 6: Ex. St Pm 3.00	Distance Paul vi	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE. SAINT PAUL COMO COMO
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. Div PASS No. 18 11.10 11.20 11.24 2 11.27	G. N. PASS. Daily Pm 10.45 10.55 10.55	N. Pac. PASS. No. 7 Daily Pm 10.85 10.45 10.45 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Daily 10.20 10.80	FF Div PASS. No. 5 Daily Pm 10.15	Omah: PASS, No. 1 Daily Pin 10.10 10.20		Omaha PASS. No. 63 Daily Pm 10.00 10.10	N. Pac. PASS. No. 77 Daily Pm 9.15 9.25	Omahe PASS No.42 Daily	895 N. Pac. PASS, No. 15.	961	Dakota Express Daily 7.30 7.40	859 Omaha PASS. No. 4 Daily Pm.15 7.25 7.29	787 C.G.W. PASS. No. 7 Daily	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily	Lake M't'ka PASS. Daily Pin 6.40	N.Pac. PASS. No. 63 Daily Pm 6.18	N.Pac. La PASS H No. 79 P Su.only E 6.10	ke & lutch. h ASS. F x. Su. Pm 5.40 5.50	Lake Wind Pass Lim De P 5	nni- Omases PAS No. lily Dail 9m 5.0	he Willm' S. Div. 7 PASS y Ex Su 05 5.06 15 5.16	r Omahi PASS. No. 61 L Ex. Su Pm 4.40 4.50	Lake M't'ka PASS. Daily Pm 4.35	Omaha PASS. No. 6 Ex. Su. Pm 4.25	F F Div PASS No. 12 Daily	,	F F Div PASS. No. 15 Ex. Su. Pm 8.15	N.Pac PASS No. 6 Ex. St 3.00 3.14	Distance Dis	No. 372. Interfect August 21, 1911 STATIONS. LEAVE. SAINT PAUL COMO 2.19 HAMLINE
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. Div PASS No. 18 Daily Pm 11.10 5 11.20 5 11.94	G. N. PASS. Daily Pm 10.45 10.55 10.55	N. Pac. PASS. No. 7 Daily Pm 10.85 10.45 10.45 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS. No. 5 Daily Pm 10.15 10.25 10.25	Omahi PASS. No. 1 Daily 10.10 10.20 10.22		Omaha PASS. No. 63 Daily Pm 10.00 10.10	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8-15 8.25	895 N. Pac. PASS. No. 16	961	Dakota Express Daily 7.30 7.40	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19 7.22	947 Supr. Div. PASS. No. 19 Daily	Lake M'tka PASS. Daily Pm 6.40 6.50 6.54	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32	N.Paq. La PASS. H No. 79 P Su.only E Pm 6.10 6.20 s 6.24 s	ke & (utch. NASS. F x. Su. Pm 5.40 5.50 5.54	Lake Wind Physics ASS. Lim Da 5	nni- Omase PAS	he Willm' S. Div. 7 PASS y Ex Su 05 5.06 15 5.16	r Omahi PASS. No. 61 L Ex. Su Pm. 4.40 4.50 4.50 4.50	Lake M't'ka PASS. Daily Pm 4.35 4.45 4.45	Omaha PASS. No. 6 Ex. Su. Pm 4.25 4.37 4.40	F F Div PASS No. 12 Daily	,	F F Div PASS. No. 15 Ex. Su. \$.15 3.25	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	Distance Dis	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. Div PASS No. 18 11.10 11.20 11.24 2 11.27	G. N. PASS. Daily 10:45 10:55 10:56 11:02 11:26	N. Pac. PASS. No. 7 Daily Pm 10.85 10.45 10.45 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS. No. 5 Daily 10.15 10.25 10.29	Omahi PASS. No. 1 Daily 10.10 10.20 10.22		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily Pm 7.30 7.40 7.44 7.447	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily	Lake M't'ka PASS. Daily Pn 6.40 6.50 6.54 6.57	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pac. La PASS H No. 79 P Su.only E 6.10 6.20 s 6.24 s 6.27	ke & (utch. NASS. F x. Su. Pm 5.40 5.50 5.54	Lake Wind Physics ASS. Lim Da 5	nni- Omase PAS	he Willm' Div. 7 PASS y Ex Su 9 5.06 5.06 5.16 5.16 5.16 5.16 5.16 5.16 5.16	r Omahi PASS. No. 61 L Ex. Su Pm. 4.40 4.50 4.50 4.50	Lake M't'ka PASS. Daily Pm 4.35 4.45 4.45	Omaha PASS. No. 6 Ex. Su. 5 4.25 4.37 4.40 4.40	F F Div PASS No. 12 Daily		F F Div PASS. No. 15 Ex. Su. 8.15 3.25 3.29	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	Distance Distance Co. 1	No. 372. Interfect August 21, 1911 STATIONS. LEAVE. SAINT PAUL COMO 2.19 HAMLINE
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily 10:45 10:55 10:56 11:02 11:26	N. Pac. PASS. No. 7 Daily Pm 10.85 10.45 10.45 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS. No. 5 Daily 10.15 10.25 10.29	Omahi PASS. No. 1 Daily 10.10 10.20 10.22		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily Pm 7.30 7.40 7.44 7.447	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M't'ka PASS. Daily Pn 6.40 6.50 6.54 6.57	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pac. La PASS H No. 79 P Su.only E 6.10 6.20 s 6.24 s 6.27	ke & (utch. NASS. F x. Su. Pm 5.40 5.50 5.54	Lake Wind Physics ASS. Lim Da 5	nni- Omase PAS	he Willm' Div. 7 PASS y Ex Su 9 5.06 5.06 5.16 5.16 5.16 5.16 5.16 5.16 5.16	r Omahi PASS. No. 61 L Ex. Su Pm. 4.40 4.50 4.50 4.50	Lake M't'ka PASS. Daily Pm 4.35 4.45 4.45	Omaha PASS. No. 6 Ex. Su. 5 4.25 4.37 4.40 4.40	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	in Indiana (1997) 10.444	NO. 372. Int Effect August 21, 1911 STATIONS. LEAVE. SAINT PAUL
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily 10:45 10:55 10:56 11:02 11:26	N. Pac. PASS. No. 7 Daily 10.35 10.45 10.49 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS. No. 5 Daily 10.15 10.25 10.29	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily Pm 7.30 7.40 7.44 7.447	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M't'ka PASS. Daily Pn 6.40 6.50 6.54 6.57	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pac. If PASS. If No. 79 P Su.only E 6.10 6.20 s 6.24 s 6.27 6.35	ke & (utch. NASS. F x. Su. Pm 5.40 5.50 5.54	Lake Win Physics Ass. Limber Science S	nni- Omase PAS	he Willm' Div. 7 PASS y Ex Su 9 5.06 5.06 5.16 5.16 5.16 5.16 5.16 5.16 5.16	r Omahr PASS. No. 61 Ex. Su Pan Q 4.40 Q 4.50 4 4.54 7 4.57 5 5.05	Lake M't'ka PASS. Daily Pm 4.35 4.45 4.45	Omaha PASS. No. 6 Ex. Su. 5 4.25 5 4.37 9 4.40 9 4.50	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 0 3.03 6.22 6.91 10.44 12.06	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
****	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily Pm 10.45 10.55 10.56 11.02	N.Pac. PASS. No.7 Daily 10.35 10.45 10.49 10.52 11.00	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS, No. 5 Daily Pm 10.15 10.25 10.29 7 10.82 10.40 10.45	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily Pm 7.30 7.40 7.44 7.47	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M'tka PASS. Daily PM 6.40 6.50 6.54 6.57 7.05 7.10	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pao IA PASS IA No. 79 P Su.only E Pm 6.10 6.20 s 6.24 s 6.27 6.35	ike & futch. F futch. F ASS. F 5.40 5.50 5.54 5.57 6.05 6.10	Lake Win PASS. Lim De PASS. Lim De PASS. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	mi- gg PAS ited No. ily Dail 1.15 5. 2.25 5.1 2.29 5.1 3.2 5.2 4.0 5.0 5.2	he Willm's Div. 77 PASS V Ex Su Dx S	r Omaha PASS. No. 61 Bz. Su D 4.40 O 4.50 4 4.54 7 4.57 5 5.05	Lake Mtka PASS. Daily Pm 4.35 4.45 4.49 5.00 5.00	Omaha PASS. No. 6 Ex. Su. 6 Ex. Su. 6 A.37 4.40 4.45 A.50	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 3.03 5.32 6.91 12.06 11.06	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
****	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily Pm 10.455 10.55 11.02 11.12 11.25	N Pac PASS, No. 7 Daily Pm 10.35 10.45 10.49 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS, No. 5 Daily Pm 10.15 10.25 10.29 7 10.82 10.40 10.45	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily 7.30 7.40 7.47 7.55 8.03	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M+tka P+tka P	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pag. IA PASS IA No. 79 P Su.only E 6.10 6.20 s 6.24 s 6.27 6.35	ike & futch. A ASS. F & Su. Su. F & Su	Lake Win PASS. Lim De PASS. Lim De PASS. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	mi- gg PAS ited No. ily Dail 1.15 5. 2.25 5.1 2.29 5.1 3.2 5.2 4.0 5.0 5.2	h Willm's Div. 77 PASS V Ex Suy Ex Su	r Omahi PASS, No. 61 Bz. Su Phys. 10 4.40 4.50 4.50 4.50 5.50 5.05	Lake M't'ka PASS. Daily PM 4-3t 4.45 4.49 5.07 5.12	Omaha PASS. No. 6 Bx Su. 6 4.25 4.37 4.40 4.50	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 5 3.03 5.22 6.91 12.06 11.95	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily Fm 10.455 10.555 10.556 11.025 11.101 11.255	N.Pac. PASS,	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS, No. 5 Daily Pm 10.15 10.25 10.29 7 10.82 10.40 10.45	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily 7.30 7.40 7.44 7.47 7.55 8.08 8.08	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M't'ka PASS. Daily Pn 6.40 6.50 6.54 6.57 7.05 7.15	883 N.Pac. PASS. No. 63 Daily Pm 6.18 6.28 6.32 6.85	N.Pac. I.P.ASS F. No. 70 F	ke & lutch. ASS. F. St. St. St. St. St. St. St. St. St. St	Lake Win PASS. Lim De PASS. Lim De PASS. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	mi- gg PAS ited No. ily Dail 1.15 5. 2.25 5.1 2.29 5.1 3.2 5.2 4.0 5.0 5.2	he Willm's Div. 77 PASS 97 PAS	r Omahi PASS, No. 61 Bz. Su Pm 4.4c 0 4.5c 4 4.54 7 4.57 5 5.05	Lake M't'ka FASS. Daily PM 4.35 4.45 4.45 5.00 5.07	Omaha PASS. No. 6 Dx. Su. 6 5 4.37 4.40 4.40 4.450	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 0 5 3.93 6.91 12.06 11.95 18.43	No. 372. Int Effect August 21, 1911. STATIONS. LEAVE.
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	Supr. A Div PASS No. 18 Daily PASS 11.10 11.20 11.24 11.25 11.25 11.45	G. N. PASS. Daily Pm 10:45 10:55 10:56 11:02 11:26 11:26 11:26	N. Pac. PASS. No. 7 Daily 10.35 10.45 10.45 11.10 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS, No. 5 Daily Pm 10.15 10.25 10.29 7 10.82 10.40 10.45	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	Dakota Express Daily Pm 7.30 7.40 7.455 8.03 8.08 8.16	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	Lake M't'ka PASS. Daily PM 6.40 6.50 6.54 6.57 7.05 7.15 7.21 5.7.30	883 N.Pac. PASS. No. 63 Daily Pm. 6.18 6.28 6.32 6.85	N.Pac. II. PASS F N. S. P. P.	ke & lutch. ASS. F. S. Su. Pm 5.40 5.50 6.15 6.22 6.31	Lake Win PASS. Lim De PASS. Lim De PASS. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	mi- gg PAS ited No. ily Dail 1.15 5. 2.25 5.1 2.29 5.1 3.2 5.2 4.0 5.0 5.2	he Willm's Ply: 77 PASS 9 Ex 10 5.22 5.11 5.45 5.45 5.45 5.45 5.45 5.45 5.45	r Omahi PASS, No. 61 1. Ex. Su 0 4.40 0 4.50 4 4.54 7 4.57 5 5.05	Lake M't'ka PASS. Daily PM 4-3t 4-452 4-52 5-07 5-12 5-18 s 5-27	Omaha PASS. No. 6 Ex. Su. 5 4.37 4.40 4.49 7 4.50	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
	Omeh PASS No. 1: Daily 11.1: 11.2: 11.2:	A SUP. A SUP. PASS PASS No.18 Daily PASS 11.20 11.24 11.25 11.51	G. N. PASS. Daily Pm 10.45 10.45 10.45 11.02 11.25 11.25 11.45 11.45 11.45 11.45 11.85 11.85	N. Pac. PASS. No. 7 Daily Pm 10.35 10.45 10.45 11.06 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.44 10.47	CB&Q PASS, No. 51	0.G.W PASS. No. 3 Dally 10-20 10-80	FF Div PASS, No. 5 Daily Pm 10.15 10.25 10.29 7 10.82 10.40 10.45	V Omahi PASS, No. 1 Daily Fin 10.10 10.20 10.24 10.25		Omahr PASS. No. 63 Daily 10.10 10.10 10.17	N.Pac. PASS. No. 77 Daily 9.15 9.25 9.29	Omahe PASS No.42 Daily Pm 8.15 8.25 8.29	895 N. Pac. PASS. No. 16	961	9 Dakota Express Daily 7.30 7.40 7.44 7.47 7.55 8.08 8.08 8.16 8.28 8.830	859 Omaha PASS. No. 4 Daily Pm 7.16 7.26 7.29	787 U.G.W. PASS. No. 7 Daily 7.10 7.20 7.24 7.27	899 N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19	947 Supr. Div. PASS. No. 19 Daily Pm	A 1.0 Page 1	883 N.Pac. PASS. No. 63 Daily Pm. 6.18 6.28 6.32 6.85	N.Pac. II. PASS F N. S. P. P.	kke & lutch. Mass. Fr. Su. Su. Su. Su. Su. Su. Su. Su. Su. Su	Lake Win PASS. Lim De PASS. Lim De PASS. 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	mi- gg PAS ited No. ily Dail 1.15 5. 2.25 5.1 2.29 5.1 3.2 5.2 4.0 5.0 5.2	he Willm's Ply. 7 PASS 9 Ex Solution 1.5 Ex So	r Omahi PASS. No. 61 Ex. Su Pa 9 4.40 4.50 4.50 5.50 5.05	Lake M't'ka PASS. Daily PM 4.35 4.45 4.45 5.00 5.12 5.12 5.18	Omaha PASS. No. 6 Ex. Su. 5 4.37 4.40 4.49 7 4.50	F F Div PASS No. 12 Daily Pm		F F Div PASS. No. 15 Ex. Su. 8.16 3.25 3.29 3.32 3.40 8.45	N.Pac PASS No. 6: Ex. St 3.00 3.1: 3.1: 3.2:	0 0 0 3.08 5.32 6.91 10.44 12.06 11.95 18.43 22.92 23.88	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
	Omehor PASS No. 1: Daily PASS 1: 11.2: 11.2: 11.2: 11.3: 11.4: Phm	Supr. a Supr. a Day p ASS po. 18 Daily p 11-10 p 11-20 p 11-35 p 11-51	G. N. PASS. Daily Pm 10.45 10.45 10.45 11.02 11.20 11.20 11.20 11.40 11.40 11.85 Pm	N.Pac. PASS. No. 7 Daily 10.95 10.45 10.45 11.00 11.10	N. Pac. PASS. No. 2 Daily PM 10.40 10.40 10.44 10.47 10.55 11.00 PM 10.40 P	CB&Q PASS, No. 51	0.6 W PASS, No. 3 Daily PMS, No. 3 Daily	FF Div PASS. No. 5 Delty 10.12 10.25 10.29 10.40 10.50 10.50	v Omaha, PASS, No. 1 Daily 10.10 10.10 10.20 10.82		Omaha PASS, No. 63 Daily 10.00 10.10 10.12 10.55	N. Pac. PASS. No. 37 Daily Pm 6.15 9.29 9.40	Omah- PASS No.42 Daily Fm 8.16 8.25 8.29 8.38 8.40	895 N. Pac. PASS. No. 16.	961	9 Dakota Bxpress Daily 7.40 7.44 7.47 7.55 8.08 8.16 8.28 8.830 8.82 8.841 Pm	859 Omahaha PASS, No. 4 Daily 7.15 7.25 7.29 7.32 7.40	787 U.G. W. PASS. No. 7 Daity 7.20 7.24 7.27 7.35	899 N.Pac. N.Pac. PASS. No. 11 Daily 7.05 7.15 7.19 7.22 7.40 Page 10 Page 11	947 Suppose Parks No. 19 Parks	809 Lake M*ka PASS. Daily PASS. 0.50 6.50 6.54 6.57 7.05 7.15 7.21 8 7.33 7.35	883 N. Pac. PASS. No. 63 Daily ff. 18 6.28 6.35 6.43	Pass F PASS F No. 70 P Su.only E G 10 6.20 s 6.24 s 6.27 6.35	ke & 1	Lake Wind ASS Limes P	mis Cmass of the Month of the M	he Willman S. Div. T. PASS Y. Div. T. PASS Y. Div. T. S. S. Div. T. S.	r Omah, PASS, No. 61 Be. Su Pads, No. 64 Be. Su Padd	Lake M'rike M'ri	Omata PASS No. 6 Bx. St. 18 4.35 4.450	FF Div PASS No. 12 Daily Fin		F F Div PASS No. 15 Ex. So. 6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6 1.6	N.Pac PASS No. 6: Ex. St 3.0: 3.1: 3.2: 3.3: 9.3: 9.3: 9.3: 9.3: 9.3: 9.3: 9.3	September Sept	No. 372. Int Effect August 21, 1911 STATIONS. LEAVE.
P&C 7 ASS No. 49	Omah PASS No. 1: Daily Ph. 1: 11.2: 11.3: 11.4: 11.4: Ph. Ph. Ph. Ph. Ph. Ph. Ph. Ph. Ph. Ph.	Supr. And Day PASS 10 12.00 11.61 11	G. N. PASS. Delly Pm 10.425 10.425 10.425 11.20 11.20 11.40 11.40 11.55 Pm Dally	N.Pac. PASS. No. 7 Daily 10.35 11.00 11.11	N. Pac. PASS. No. 3 Daily 10.30 10.44 10.47 10.55 11.00 Pm Daily	OB&Q PASS. No. 51	0.6 W PASS. No. 3 Daily PM PASS. No. 3 Daily PM	FF Div PASS, No. 5 Daily 10.12	v Omaha PASS, No. 1 Daily Fin 10.10 10.20 10.92 10.92		Omaha PASS, No. 63 Daily Pm. 10.00 10.10 10.17 10.88	N. Pae. PASS. No. 77 Daily Pm. 9.25 9.29 9.32 9.40	Ormaha PASS No.42 Daily Pm. 18	895 N. Pac PASS, No. 16.	961	9 Dalota Express Daily fm 7.30 7.40 7.44 7.47 7.55 8.08 8.16 8.28 8.32 8.32 8.341 fm Daily	859 Omahab PASS: No. 4 Daily P.16 7.25 7.29 7.32 7.40 Pass:	787 (C.G. W. C.G. W. C	899 N.Pac. PASS. No. 11 PASS. No. 11 PASS. No. 11 PASS. PASS	947 Supr. Daily PASS. No. 19 Daily Pm 7.440 Pm Daily Pm Daily	809 Lake M*tka PASS. 6.40 6.50 6.54 6.57 7.05 7.16 7.16 7.18 7.18 7.81	883 N.Pac. N.Pac. PASS. No. 63 Daily 6.18 6.28 6.32 6.35 6.43	N.Pac. L. PASS. H. N.O. 70 P. Su.only E. 10 6.20 s. 6.24 s. 6.27 6.85	ke & b. ke	Lake Wind Mind Mind Mind Mind Mind Mind Mind M	mis Cmass (1988)	h Willman N Willman P ASS N Div P ASS N	r Omaha PASS No. 61 Be Su Pass No. 61 Be Su Pass 1 d. 67 7 d. 67 7 d. 67 7 d. 67 8 d.	Lake M'rike M'ri	Omaha PASS No. 6 Ex. Sn Fin - Fin	PF Div PASS PASS PASS PASS PASS PM Pm Daily		F F Div PASS No. 15 Ex. So. 6 11	N.Pac PASS No. 6: Ex. St. St. St. St. St. St. St. St. St. St	1 1 2 2 2 3 3 3 3 3 3 3	No. 372, In Effect August 21, 1911. STATIONS. LEAVE.

No. 901. (N. P. No. 12) Arrives First Street 8:37 A. M. No. 891. (N. P. No. 9) ... \$153 A. M. No. 905. (N. P. No. 5) ... 9.47 A. M. No. 898. (N. P. No. 1) ... 11:27 A. M.

No. 899. (N. P. No. 11) Arrives First Street 7:42 P. M. No. 895. (N. P. No. 15) 11:02 P. M. No. 897. (N. P. No. 7) 11:12 P. M. No. 897. (N. P. No. 7) 11:12 P. M.

TIME TABLE		ag nag					- J							FIR	ST D	IST	RICT	-E/	AST	BO	JND.	F(F	IST CI	LASS	TRAIN	ıs.											
No. 372. n Ellett August 21, 1911.	Calls	Distance from Northtownvia Pas Track,	-	932	1	892				8				2	844	802	784	872	·	862	l		3		-1		Ī	782								806	
STATIONS.	egrapi	ance thtow	CB& Q PASS. No. 54	Supr. Div. PASS, No. 17	G. N. Pass.	N.Pac. PASS. No. 16	Omaha PASS.	Omaha PASS, No. 16	N. Pac. PASS.	Winni- peg	Dakota Express	N.Pac. PASS No. 2	CB&Q PASS. No. 52	Orient'l Linta.	Omaha PASS. No. 62	Lake Mtka, PASS	C. G.W. PASS. No. 4	N. Pac. PASS. No. 62	Omaha PASS.	Omaha PASS. No. 31	N. Pac.	Lake Mtka	N. Pac. PASS	Lake Hutch,	Omahs PASS.	Div. PASS.	Will'r Div.	C G.W. PASS.	PF Div	Omaha PASS, No. 15	PASS.	PASS	N. Pac. PASS. No. 78	N. Pac. PASS. No. 64	Fast Express	Lake Mtka.	Omaha PASS. No. 20
ARRIVE	1 2	B26	Daily	Daily	Daily		Ex. Su.	Daily	Daily	Daily	Daily	Daily	-	Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily	1	Daily	Su.only	Daily	Ex. Su	Daily	Daily	Ex. Su	Daity	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.
SAINT PAUL		14.46	AM	AM 6.30	7.05		AM	7.28	7.40	M 7.45	M 7.50	AM 7.55		₩ 8.10	AM 8.15	Moo	8.25	AM	M. 8.45		9.00	AM	AR 9.05	AM.	AM 9.55	AR	AR.	11.00	AM.	PM	PM 1.05	PM 1.15	°₩ 1.40	PM 2.25	2.80	PAR	PM 2.50
3.03 COMO	A 0	11.43	5.45	-	-	1		7.18		7.85	7.40			7.55	8.05		8.15	8,25			8,50		, 	-	9.45		10.45	·		-	12.55					2.25	2.40
2 19 HAMLINE	CP	9.24	5.41			-		7.14		7.81		7.41			8.01		8.11	8.21	-		8.46			-	9.41		10.41	-				1.01				2.21	2.86
ST. ANTHONY PARK		7.55	5.88			-		7.11		7.28		7.38			7.58		8.08	8.18		1	8.43		8.48		1		-	10.43			-	12.58	<u> </u>			2.18	2.38
8.53 MINNEAPOLIS	s	4.02	5.80	6.05	6.40	3	7.00	7.08	7.15 7.10	7.20	7.25 7.18	7.30 7.25		7.40	7.50	7.55 7.50	8.00	8.10	8.20		8.35 8.30	8.85	8.40	8.55	9.30		10.80 10.25	10.85		12.35	12.40 12.30	12.50 12.45	1.10	2.00	2.05	2.10 2.05	2.25
MINNEAPOLIS JCT	SJ	2.40		5.49						-				7.29				***************************************								9.36		7	11.51			12.59					
U. D. JUNCTION		12.47																								9.81			11.46								
CLEARWATER JCT	UĐ	15.01			6.25	5				7.10	7.18					7.45						8.80		8.45			10.20				12.25				1.50	8.00	
HOPKINS JCT		10.53			6.16	3					7.04					7.87						8.22		8.88			10.10								1.40	1.52	
HOLDRIDGE	1	4.04			6.05				-		6.54	-				s 7.30		-		<u> </u>		s 8.15		s 8.30			10.00								1.28	s 1.45	
WAYZATA	WA	3.08			6.08	3				<u> </u>	s 6.51					s 7.27				ļ		s 8.12		s 8.27			s 9.57								1.26	s 1.42	
HUTCHINSON JCT	FN	2.40	-		5.58						6.47					7.25			ļ	ļ		8.10)	8.25	·		9.54				-					1.40	
Long take	ON	0.0			5.50						640																9.48								1.15		
NORTHTOWN	NR	6.0	AM	5.40 M	AM		. AM	AM	AM	AM	AM	AM	٠	7.20 M	AM	. AM	AZE	AM	AN:		AM	AM	AM	AM	AM	AM.	AM	RA	AM	PHI	. PM	12.80	PM	PM	PM	PM	PM
LEAVE			Daily	Daily	Daily		Ex. Su.		Daily		Daily	Daily		Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily		Daily	Su. only	Daily	Ex. Su.	Dally	Daily	Ex. Su.	Daily	Daily							Daily	
		1	918	932	4	892	852	846	894	. 8	10	906	912	2	844	802	784	872	830	862	900	804	874	816	854	942	22	782	946	864	6	16	8/6	8/8	. 28	806	842
TIME TABLE	1	ssen-														E/	AST	BOI	UND	,FIF	RST C	LASS	TRAIN	ls.													
No. 372.	Calls	via Pa	814	944	792	832	786	856	808	12	828	904	880	810	920	898	14	836	924	834	882	858	914	930	838	788	848	902	860	916	812	896	840	790	884	826	948
in Effect August 21, 1911.		se fro	Lake	F F Div	C.G.W	Omaha PASS No. 64	C.G.W.	Omaha	Lake	F F Div	Omaha	N. Pac.	N. Pac.	Lake	CB&Q	N. Pac.	Will'r Div.	Omaha		Omaha	N. Pac.	Omaha	OB&Q	Gopher State	Omaha PASS No. 6	C.G.W.	Omaha	N. Pac	Omaha	CB&Q	Lake	N. Pac.	Omaha	C.G.W.	N. Pac.	Omaha PASS. No. 22	Supr. Div.
STATIONS.	Telegraph	Distance fro Long Lake ger Track.	Lake Mika. PASS.	PASS, No. 15	PASS No. 42	PASS No. 64 Daily	PASS. No. 46	PASS. No. 7	PASS.	PASS. No. 12	No. 8	PASS.	PASS. No. 68 Ex. Su	PASS.	PASS. No. 58	PASS. No. 10	PASS. No. 14	Omaha PASS, No. 2		PASS. No. 14	PASS, No. 146	PASS. No. 1	PASS.	No. 19	PASS No. 6	No. 2	No. 11	No. 14	PASS. No. 9	PASS. No. 50	PASS.	No. 4	No. 10	No. 6	No. 66	No. 22 Sa. only	PASS. No. 18
ANTIVE	1	1000	 	Ex. Su.	Dany	Dany	Dany	BX. Su.	-	Dairy	Daily	Dany	Ex. Su	Dany	Daily	Daily	Ex. Su.	Deaty		Daily	Su,only	Leany	Daily	Dairy	Dany	Daily	Daily	Dany	Dony			1				1	
SAINT PAUL	A	26.96		PM	4.10	PM 4.25	4.40	4.45		5.20	5\25	5.80	PM 5.85	6.10	6.20	6.20	6.80	PM 6.45		7.25	7.45	7.55	8.15	8.15	8.20	8.25	8.80	9.30	9.55		10.15	10.55	11.10	11.20	11.25	11.50	PBI
3-03 	Q	2393			4.00	4.15	4.80	4.35		5.10	5.15	-5.20	5 25	6.00	6.05	6.10	6.20	6.35		7.15	7.35	7.45	8.00	8.05	8.10	8,15	8.20	9.20	9.45		10.05	10,40	11.00	11.10	11.15	11.40	
2.19 HAMLINE	CP	21.74			3.56	4.11	4,26	4.81		5.06	5.11	5.16	5.21	5.56	6.01	6.06	6.16	6.81		7.11	7.81	7.41	7.56	8.01	8.06	8.11	8.16	9.16	9.41					11.06		, ,	
st, anthony park	-	20.05			3.53	4.08		-		5.08				5.58	************					7.08		***************************************	7.58			8.08	8.13							11.08			
MINNEAPOLIS,	<u>s</u>	16.52	-		3.4.0	4.00	4.15	4.20		4.55 4.50	5.00	5.05 5.00	5.10	s 5.45	5.50	5.50	6.05 5.55	6.20		7.00	7.20	7.80	7,45	7.50 7.46	7.55	8.00	8.05	9.05 9.00	9.80		9.45	10.20	10.45	10.55	11.00	-	
MINNEAPÖLIS JCT	SJ	-	ļ	8.51		-				4.44														7.40	<u> </u>												11.51
u. D. JUNCTION	-	15.99	-	3.46		-																															11.46
clearwater jct	UD	15.01	-			-							-	5.40			5.50														9.40	'					
HOPKINS JCT	-	10.53	-		-	-	-							5.32			5.42		-						 						9.32						
	-	4.04	-		-	-		-						s 5.25			5.88			-			ļ		-		<u> </u>				s 9.25			**********			
	. WA	3.08	-		-		ļ. 	-						s 5.23 5.20		-	s 5.80 5.27			 	-		-	-							9.28			,			
WAYZATA	7751	2.40	-	 	:	-		-						5.80			5.20						 	-	1						9.20	·					
WAYZATA	FN	0.0	1			4	1	1	1								0.00		-	-		-			-						-						
0.68 MAYZATA MUTCHINSON JCT 2.40 LONG LAKE	ON	0.0	-		-			-		4.95						4]	1	1	I	1 :	1 .	7.21	ti	1	ł									4	
WAVZATA 0.68 HUTCHINSON JCT	-	0.0		298	PM	P# Daily	PM	P#		4.85	1	PM	PH Ex. Su	PM	PM	Ple	PM	PM		P88	PM	PM	PM	7.31	Paily	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM Sa. only	PM

No. 892 (N. P. No. 16) No. 894 (N. P. No. 8) Leaves First Street 7.08 A. M. No. 906 (N. P. No. 2) Leaves First Street 7.28 A. M. No. 900 (N. P. No. 12) Leaves First Street 8.28 A. M. No. 904 (N. P. No. 6) Leaves First Street 4.58 P. M. No. 898 (N. P. No. 10) Leaves First Street 5.48 P. M. No. 903 (N. P. No. 14) Eanves First Street 8.58 P. M. No. 896 (N. P. No. 4) Leaves First Street 10.18 P. M.

										F	IRS	ΓD	ISTI	RICT	-WEST BOUND. SEC	OND	CLAS	TRA	INS.				11.5						4 1					
				405	971					969	991	989	955	in i	TIME TABLE	Calls		987	967	995	503	975	501	983	849	571	953	985	417	965	973	951		
			Will'r Div. TIME FaT.	FFDiv TIME FRT,			Omah. TIME	CB&Q	Sup Div TIME FRT No. 408		Omah	Omah.	CB&C	ee fr	No. 372. In Effect Aug. 21, 1911.	relegraph Calls	Butte TIME FRT.	Omah.		Sup Div Local	Prince- ton	C.G.W.	F F Div	Omah. TIME	Hutch. Mixed Train	Vill'r Div.	CB&Q	Omah.	Coast TIME FRT.		J. G.W. No. 73	CB&Q FRT. Trafr.	Dak'ta Div.	
			FirT.	FRT,		Coast FRT.	No. 83	Trsfr.	No. 408	-	Trsfr	Trsfr.	CB&C FRT. Trsfr	St. P	STATIONS. LEAVE.	elegn	Daily	Omah, FRT, Trsfr.		No. 508	Local	No. 68	FRI.	No. 78	Train Ex. Su. E	FRT.	CB&Q FRT. Trefr.	160.90	FRT.		No. 73	Trafr.	FRT	
+		1	1	1		1					-	1	1	TT	LEAVE	1	Dany	Dany		T	1	1	1		Ex. Nu. E	x Su.	-	Daity J		-	Daily	Daily	Daily	
			Pm	PM		PM	PM	P₩ 6,10	PM		PM	PM	PM 12.05	0	SAINT PAUL	Α-	Am	AM ·		AM	AN .	Alt.	All .	AM	Ж	AM	₩ 4.30	AN .			AM	12.80	AM	
_ _			10.80	10.15		7.45	7.10	6.25	5.80		2.50	2.00	12.20	3.03		Q	10.00	9.00		7.00		6.25		5.55			4.50	4.10			3.20	12.45	12.80	
			· .						أحسريت	·				5.22		CP	-																	
_			10.55	10.40		8.25	7.80	6.85	5.50		8.10	2,25	12.50	6.50	MINNESOTA TRANSFER	MT	10.15	9.25		7.20		6.45		6.15			5.15	4 80			8.40	1.15	1.05	
														6.91	ST. ANTHONY PARK		<u> </u>																	
_				11.05					8 20						MINNEAPOLIS	5_									6.80									
		-	11.20	12.25		8.45			6.20 7.80	٠ ــــــ			1.80		MINNEAPOLIS JCT	SJ	10.35			8.00	7.80	7.05	6.50				5.40				400	1.45	1.25	
		-	11.85			8.55	8 00	7.15			8.45	2.55	1.40		U. D. JUNCTION			10.00						6.45			5.50	5.00	<u></u>			1,55		
- -	<u> </u>	-	11.85 1.80			8.55 10.00		7.25					1	11.95	CLEARWATER JCT	UD	10.45 11.20						7.10		6.45	6.00	6.00					2.05	1.35	
		-												16.43	HOPKINS JCT		 																	
			2.25			10.50								22.92	HOLDRIDGE 0.98 WAYZATA		11.50 PM 12.05								s 7.10 s									
- -			2.28			10.58								24.56	HUTCHINSON JCT.	FN	-								5 7.25 s									
			2.45			11.10						-		26.98	2.40 LONG LAKE		12.80								17.80	6.58								
		-		12.50					8.28 PM					12.31	NORTHTOWN	NR				8.80	8.05								-				4.00	
			AM			PM	PM	PM			PM	PM	PM				PM	- Alt		8.30 M	8.05 M	1	М "	AM	AM .	AM	Ж	M			AM.	AX	4,00	
- -				Daily 405	971				Daily QQ7				Daily		ARRIVE.			Daily QQ7							Ex. Su. E 849				417		Daily 072		Daily 403	-
		EAST),—si			-				, 000	, 000	Ť		′	1 711	1 307	(001	, 000 ,	000										3101	301	100	1
1 7		-			966		D CL	133 1	RAINS	7.	054	l ope	004		TIME TABLE No. 372.	او ا	050		000	000	074				JND.					in the contract of	000	***		000
_		<u> </u>]						954	900	964	g 4	in Effect Aug. 21, 1911.	P Cel			986	Sup Div	974	850	988	Printe-	410	9/6	970	9/2	FFDiv	990 Omeh	958 CB&O	402	994	992 Omeh
	CB&	FFDiv TIME FRT.	TIME FRT.	TIME FRT. No. 407		Omah. FRT. Treft.					FRT.	5	Omal FRT Trafr	ong I	STATIONS.	Telefirsph Calls	CB&C FRT.	Will'r Div. Local	Omah. FRT.	Sup Div Local FRT. No. 507	C. G. W. No. 62	Hutch. Mixed	Omah. FRT,	ton Line	Will'r Div. TIME FRT.	.JG.W. No. 74		-	Local FRT	Omah. TIME FRT. No. 74	FRT. Trefr.	Coast FRT	Omaha FRT. No. 86	TIME FRT.
	Daily		Daily	Daily		Daily		<u> </u>		1	Daily		Daily	214	ARRIVE	2	Daily	1000	Daily	Ex. Su.	Daily	Ex. Su.	Daily	Doca,		Daily			Ex. Su.	Daily	Daily		Daily	Daily
	4.0		AH.	AM	1	AM		1			# 8.10		м			1	PN 8.35		798	PM	PM	PM	PE			PM			PM	PM	PM 9.35		PM	PM
	3.4	-		6.45		7.80		-	-	-	7.5	-	13.4	26.96	SAINT PAUL	0	8.35			5.40			5.50			6.25				7.40			10.45	
	0.2			0.40		7.00	-	-	ļ	 	7.0	1-	1	21.74	2.19 HAMLINE	CP	8.10		6.20	0.40	0.40		8.80			6.20				7.40	9.20		10.45	11.86
	8.2	- D		6.25		7.10		1	1	-	7.21	5	11.2	20.48	MINNESOTA TRANSFER	MT	2.55		K 1 K	5.25			5 8 5			6.15				7.25	9.00		10.85	27.18
									1					20.05	ST. ANTHONY PARK		1.50		-0.20		5.80										0.00		10.00	
															8.53 MINNEAPOLIS	5	-					5 20												
	2.4	0	8.40	5.40		6.40					6.50		10.5	17.40	MINNEAPOLIS JCT	SJ	2.20		440	4.45			5.10			5.55				6.55	8,15		10.10	10.40
	2.8	0	8.80			6.30					6.40	2	10.4	15 90			2.10		4,30				5.00							6.45	8.05		10.00	10.80
	2,2	<u> </u>	3.20								6.80	2		15.06	CLEARWATER JCT	UD	2.00					5.05									7.55			
												<u> </u>		10.53	HOPKINS JCT				-			4.45												
_								<u> </u>	-	<u> </u>		-	-	4.04	HOLDRIDGE,							4.30												
1 1									 	<u> `</u> _		 		3.08		WA	<u> </u>					4.25												
									-	-			-	2.40	HUTCHINSON JCT	PN	<u> </u>					4.15							-					ا میلید
								-				-	-	0.00	LONG LAKE	ON	-																	ا البسيسانة
		1 1			4 - 1	- 1		4	1	1	A		- 4		NORTHTOWN	NR	PM		PM	4.25 PM	PN	PM	PM			PM			PM	PM	PM		PMS	2M
			AM	5.25 #		. AM		1	1	i		1				4 7	1 .	1 "					4 7			, 1	4						1	
	Daily		Daily	Daily		Daily					Daily	_	Daily 984		LEAVE.		Daily			Ex. Su.					410	Daily			Ex. Sq.	Daily	Daily		Daily	Daily

				WES	T BO	DND				SECO	ND	DIST	RICT-	BET	WEEN HUTC	HIH	1501	JUNC	TION	ANI	D HU	тсні	NSO	٧.			EAS'	т во	UND.	•	,	
SECOND CLASS					F	irst cl	ASS TR	AINS.					. ,	8 .	TIME TABLE						·			FIRST	CLASS	TRAINS	3.				, ,	SECONI CLASS
849	825	823	821	819	817	813	811	809	815	807	805	803	801	in in	No. 372.	Sel	from nson.	SIGNS.	802	804	816	806	808	810	812	814	818	820	822	824	i	850
Mixed Train	Passen- ger	Раззел-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Stan Sidi	August 21, 1911.	grapl	Distance from Hutchinson		Passen-	Развел-	Passen-	Passen-	Passen	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-		Mixed Train
Ex. Sun.	•		-		-		1	Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	5 A	STATIONS.	P. P.	Die		Daily	Sun. only	Ex. Sun.	Daily		Daily	Daily							Ex. Sun.
- AN					`	 		PM	PM	PM	PM	AM	AM	=		1			AN	AM	All .	PM	<u></u>	PM	PM	<u> </u>		1	<u> </u>	i i		PM
7.30								7 35							HUTCHINSON JCT	FN	43.69	RDPI	7.25	8.10	8.25	1.40		5.20	9.20		-				<u> </u>	4.1
3 03 m								s 7.89	s 6.41	s 5.86	s 2.29	s 10.04	s 6.58	26.0	5 0R0NO		42.20		s 7.22	\$ 8.07	8.19	s 1.37		s 5.17	s 9.17							
7.40								s 7.44	s 6.45	s 5.41	s 2.84	s 10.09	s 7.08	34 27.	CRYSTAL BAY	Ví	40.92		s 7.19	s 8.08	s 8.1 <i>6</i>	5 1.84		s 5.14	s 9.14							s 4.08
								s 7.47	s 6.47	s 5.44	5 2.87	s 10.12	s 7.06	28.	4ARCOLA	.]	40.01		s 7.16	5 8.01	8.11	5 1.81		s 5.11	s 9.11							
7.45								s 7.51	s 6.51	s 5.48	5 2.41	s 10.16	5 7.14	21 28.	8 MINNETONKABEACI	MB	89.37	D	s 7.14	s 7.59	8.09	s 1.29		s 5.09	s 9.09							8.50
															8NAVARRE		38.57		s 7.12	s 7.57	s 8.06	s 1.27		s 5.07	s 9.07							
816 8.04						-	-								0.80 SPRING PARK	PK	37.77	D	-	-	849	·		s 5.05	s 9.05			1				8.47
8.12			7.7												8 MOUND		-	R D CT	·	-	7.59	-		·	9.00							s 8.88
								0.00		į .		10.20	7.20	32.	ST. BONIFACIUS	7,0			7.00	7,00	-			-					·			8.20
8.87					-		-	ļ	≤ 7.08			 			0 SI. BUNIFACIUS	BA	81.26	- DW	-		s 7.45	-		ļ					-	ļ		
8.59									1 7.16		ļ	ļ 					27.05				f 7.80						-					5 2.57
9.19			ļ			<u> </u>			\$ 7.26						3 59 MAYER	KY	23,46	D			* 7.23		<u> </u>	ļ								8 2.45
9.49						ļ			s 7.84					-	NEW GERMANY	NG	19.71	Q	-		s 7.10											\$ 2.24
10.29									s 7.44				·		LESTER PRAIRIE.	RA	16.04	DW		· .	s 6.59											2.18
11.12									s 8.00		<u> </u>			59 60.:	8.08 SILVER LAKE	SI	7.96	D			s 6.44											1.86
11.50								PM	8.15 PM		PM	AM	AM	60 68.	5 HUTCHINSON	но	00.00	RODWCT	AM	AM	6.80 MA	PM		PM	PM							1.00 PM
Ex. Sun.	005	000	201	010	017	010	611		Ex. Sun.		Daily		Sun, only		<u> </u>				-		Ex Sun	-	000	Daily	Daily	014	010	820	000	824		Ex. Sun 850
849	825	823	821	819	817	813		809	815	807	805	803	801				<u> </u>		802	804	816		808	810	812	814	818		822	1		
4 20 10 48		19.2	18.4		ľ		19.25	19 25	1 38 26 8	17	.25 19.	19.	15.8		Time Over District. Average Speed perHou				24 .20	24.	1 40 26.2	24.		24 .20	24.20	1		24.	24. 24.	<u> </u>		3.30 12.5

West bound trains are superior to east bound trains of the same class.

Train Order Signals are located at Hutchinson Junction, Minnetonka Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, and Hutchinson.

Bulletin Board located at Mound and Hutchinson. No Siding at Arcola, Navarre and Orono.

First class trains will register at Hutchinson Jct. by time ticket.

INITIAL STATIONS:

TERMINAL STATIONS:

Hutchinson Jet. for Nos. 801, 803, 805, 807, 809, 815, 849. Hutchinson Jet. for Nos. 815, 849. Hutch

In addition to signs provided for in Rule 7 the following signs in column headed "Signs" indicate.

D Day telegraph or telephone station.

N Night telegraph or telephone station.
N Day and Night telegraph or telephone station.
P. Dispatcher's telephone in ware room or booth accessible at all times 1. Interlocked.
K. Connection with foreign road
Standard Clock.
Telegraph Calls Shown in station column.

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 Wayzata. See General and Special Rules governing the Superiority of Trains.

See Book of Rules Governing Interlocking Systems.

NOTE EAST CHANNEL INTERLOCKING SYSTEM.

On single track West Bound trains are Superior to East Bound trains of same class.

First Class Trains must not exceed schedule running time between Minneapolis Union Depot and Northstown Junction, and Minneapolis Union Depot and Clearwater Junction.

137 Clocks regulated to Standard Time are located in Tele-graph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction.

Minneapolis Clearwater Junction.

27 St. Paul, Como, Mineapolis Junction, Minneapolis, Martineapolis Clearwater Junction.

28 St. Paul, Como, Mineapolis Junction, Minneapolis, Martineapolis, Minneapolis, Martineapolis, Minneapolis, Martineapolis, Martineapolis, Martineapolis, Martineapolis, Martineapolis, Paris, William and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. First Class Trains will register at Northown Junction by Time Ticket and will register at Minneapolis Junction and Como only when and from Simple Martineapolis Junction, Martine Ticket and will register at Minneapolis Junction and Como only when and from Simple Martineapolis Junction and Como only when your part of the Martineapolis Junction and Como only when you want from Simple Martineapolis Junction and Como only when your part of the Martineapolis Junction and Como only when you want from Simple Martineapolis Junction and Como only when you want for the Martineapolis Junction and Como only when you want to be a supplementary of the Martineapolis Junction and Como only when you want to be a supplementary of the Martineapolis Junction and Como only when you want to be a supplementary of the Martineapolis Junction and Como only when you want to be a supplementary of the Junction and Como only when you want to be a supplementary of the Junction and Como only when you want to be a supplementary of the Junction and Paris and

Fark Interlocking Tower.

Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis and Wayzata.

Wayzata is terminal station for all Willmar Division, Spring Park and Hutchinson Line trains.

Fig. 22 are and indecembed line tends.

The switch at Northbown Junction (end of double track) will be kept set for east-bound track. The switch at Wayzata (end of double track) will be kept set for east-bound track.

Yard limit board is located one mile west of Northtown Wayzata yard limit board is located one mile west of Wayzata.

Wayzata.

Wayzata

Wayzata

Way All trains innet approach Hopkins Junction under control unless the way is soon to be clear. Switches at
Hopkins Junction will be kept sot for main line and
must be so left by trains after using them. Lights will no
be displayed on semaphore east and weet of Hopkins Jot.
This cross-over will not be used between 8:00 p. m., and
8:00 a. m unless protected by fagman. All trains must
approach Clearwater Junction with train under control
and stop unites main track is seen to be clear.

Way a strain on passenger trains will run about the
fact cleas 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.

Nos. 225, 225, 236, 236, 241, 242, 263 and 264 will carry passengers when provided with transportation and permit.

Bulletin Boards are located at St. Paul, Como, Minne-apolis, Minneapolis Junction, Clearwater Junction, Way-zata, St. Paul Shops and Minneapolis Junction Round House.

All trains passing over or occupying main line tracks after dark or in foggy weather must display ared light on rear car, in the absence of a caboose or trainman on control.

SAll trains must approach double-slip switches at West end of freight tracks opposite Union Elevator under full control, prepared to stop if switches are compled, and must not exceed five miles per hour while pass-

ing over these switches.

For Double Passenger Tracks are the two (2) left-hand tracks when facing west between St. Paul Union Depots and Third Street, and the extension of same to Westminister Street; the two (2) north tracks from Westminister Street; the two (2) north tracks from Westminister Street; the aut to St. Anthony Park and the two (2) south tracks from St. Anthony Park at point of diversion opposite Union Elevator, extending to First Street, Minneapolis via Union Depot.

For The Double Freight Tracks are the two (2) south tracks next to the passenger tracks from This Street St. from St. Anthony Park to point of diversion opposite from St. Anthony Park to point of diversion opposite Union Elevator extending to Minneapolis Junction.

Union Elevator extending to Minocapolis Junction.

ET Double Track extend from Minneapolis Junction to Northcown Junction and from Minneapolis Junction to First Street. From Briest Street to Western Avenue, track three (3) is the Beast Bound Passenger track, and track three (3) the West Bound Passenger track. Track four c. (4) East, Bound Freight track. Track flow (5), West Boundary (6), W

ny switcu tender night and day.

**P'Double Track extends from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.

**SF First class trains will use Passenger tracks exclusively, and second class trains, Freight tracks exclusively.

Trains using Double Passenger Tracks, Double Freight Tracks or Double Track will take she left hand track. These tracks shall be used in no other way except on orders from Superintendent.

orders from Superintendent.

EF All Trains on passesper track must reduce speed to Twenty-five miles per hour at University Cross-cvers, one mile West of Sc. Authory Park. Conductors and enginemis west of Sc. Authory Park.

Conductors and engine the right of all officer 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 each points.

All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.

Aracis at westminster street prings.

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 Hamiline Transfer and will not proceed until way is seen to be clear.

137 All Trains must approach the C., E. & Q. Cross-over 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.

avoid accident.

ST in passing Minneapolis Junction "Y," trains must be kept under complete control in order that they may be stopped before passing Junction switches, if commoting tracks are occupied to switches, if commoting tracks are occupied class trains of the Fergus Falls Division and Superior Division must come to a full stop before passing switches at either end of "Y," and Switch Tender and personally know the way is clear.

Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yardesat of Minusepolis 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.

these cross-over-switches unless the way is seen to occlear. All trains on Double Freight Tracks will bring their train under full control, prepared to stop when approaches the state of the state of the state of the state of the state overland bridge; also cross-over connecting Double Freight Tracks opposite old store building just west of Jackson Street overhead bridge. All teains on

west bound freight track must approach Omaha and W. C. cross-overs at Mississippl Strees under full control prepared to stop, unless way is seen to be clear.

25 All Trains must come to a full stop before crossing ble Northern Pacific brack East of Mincapolis Junction State to Compared to the Control of t

before proceeding.

28 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.

will apprach cross over at Comp under full control, prepared to top If it is found to be in me.

187 Signal men in charge of Connection Track and Main track Switches and Bailway Crossings which are covered by Sanaphore Signals must invariably set the Signals in the Switches of Railway Crossings which are covered by Sanaphore Signals must be wratably set the Signals using the Switches or Railway Crossings must do the same.

188 Signal must be ready to the Switches of Railway Crossings must do the same.

189 Signal must be sufficient to the Switches of Railway Crossings must do the Switches of Railway Crossings must be the Switches of Railway Crossings may be sufficient to proceed until they receive a signal from switch today.

189 Minneapolis Xard limits on Freight Tracks extend Bast to Rait Switch, Hamiline and west to one mile west of Switchen Junetton on Freight Tracks in Minneapolis Lake, one and one-half miles west of Clearwater Junetton Telegraph Office. St. Paul Yard, extends 1,000 feet west of connection tracks about midway between Dales west of Switches and Switches Switches Switches Ambory Fart and Minneapolis Park and Minneapolis Park and Minneapolis Park and Minneapolis Park and Minneapolis Switches Bridge, and as Stop Board east of First Street Bridge, and a Stop Board on West Channel and pass switches near First Street Bridge and a rise of speed not exceeding four (4) miles per hard west of Pirst Street Bridge and a rise of speed not exceeding four (4) miles per hard to the best program of the Switches Bridge, and a Stop Board west of Pirst Street Bridge and the process of Pirst Street

**All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signalled to do so by the Switch Tender.

All East Bound Trains must approach crossovers located Flfteen Hundred (1500) Feet East of Bryn Mawr Bridge, Clearwater Junction, under full control.

GREAT NORTHERN RAILWAY LINE---TERMINALS DIVISION. LOCATION INTERLOCKING SYSTEMS AND SEMAPHORES

NOTICE---Special attention is called to Signal Colors used on Semaphore at St. P. & D. Ry. crossing at Minneapolis Junction.

ST. ANTHONY PARK INTERLOCK- on the right hand side, on a bracket post movements from main track to Boom Island placed south of the west bound passenger Yard. ING 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.

nal and 1,300 feet east of the Signal Tower on the right hand side on a bracket post, placed.

2. A Home Signal though two arms, the Signal Tower on the right hand side on a bracket post, placed.

2. A Home Signal Tower on the Signal Tower on the

passenger track and the switching track,

nd across the main freight tracks. Main Freight Track.—1. A Distant Signal the right hand side of track.

across the main passenger tracks.

North Switching Track.—1. A Dwarf Sig-track and located 170 feet east of the Signal Tower on the north side of track, governs move-ments across, and on to the "Belt Lime" track, as well as to "B" and "Q" yards. South Switching Track.—1. A Dwarf Sig-mover all located 690 feet east of the Signal Tower track

on the north side of track, governs move-ments across and on to the "Belt Line" track.

governs movements into the St. Anthony Elevator yard.

Minnesota Transfer Switching Track. 1. A Dwarf Signal located 530 feet east of the Signal Tower on the south side of track

**Melt Line" Track.—1. A Home Signal, Tower is located on south side, located 70 feet east of the Signal Tower on the north side of track, governs movements across the main and switching tracks and on Location of Signals for West bound trains. governs movement East.
"Belt Line" Track.—1. A Home Signal, switching tracks:

Location of Signals for East

bound passenger track, governs movements Yard across the main freight tracks and across the "Belt Line" Track.

Main Passenger Track.—1. A Distant Signal and 1,400 feet west of the Signal Tower nal, located 1,200 feet east of the Home Signal Tower nal, located 1,200 f

The bottom arm governs the movements across the main passenger tracks, and on to the "Belt Line" frack.

"Belt Line Track."-1. A Distant Signal main receipts track—1. A. Distant Signal located 1,500 feet east of the Home Signal located 1,500 feet east of the Home Signal and 1,980 feet east of the Signal Tower, on and 1,780 feet west of the Signal Tower, on the south side of track.

the right hand side of track.

2. A Home Signal having three arms, located 780 feet east of the Signal Tower on the right hand side of track.

The top arm governs the main freight track switching tracks and on to the main east movements across the "Belt Line" track, and bound freight track and the switching tracks, as well as to the Minnesota Transfer vard.

across the main passenger tracks.

The middle arm governs movements to the "B" and "Q" yards.

The North Switching Track and B. & Q establishment track; the bottom arm governs movements across the "Belt Line" track in to the St. Anthony the "St. Anthony the "St east bound freight track and the switching A Dwari Signal, located ac of east bound cast bound freight track and the switching Signal Tower on north side of east bound North Switching Track.—1. A Dwarf Sig-tracks, as well as to the Minnesota Transfer

South Switching Track.—1. A Dwarf Signal, located 520 teet west of the Signal Tower on the south side of track, governs back up movement on track across the west bound freight track and on to the east bound freight track and on to the east bound freight track.

A Dwarf Signal, located 340 feet east of track. 2. the Signal Tower on the south side of track,

MINNEAPOLIS: EAST CHANNEL INTERLOCKING SYSTEM.

The Signal Tower is located on south side

Bound Trains.

Main Passenger Track.—1. A Distant Signal Tower on a post north of east bound movement on to east bound main track. The casted between West bound passenger and main track. A Distant Signal Tower on a post north of east bound movement on to east bound main track. The casted between West bound passenger and main track as to be tween West bound passenger and main track between West bound passenger and main track between West bound passenger and main track between West bound freight tracks, also protects nat, and 1,940 feet west of the Signal Tower, main track. The bottom arm governs the movements over the movements over the west bound trains on freight track.

A Dwarf Signal, located 463 feet east of 2. A Home Signal, located 740 feet west the Signal Tower, on the north side of south of the Signal Tower on the right hand side, side track, governs movements to west and on a bracket post placed south of the west east bound main tracks and to Boom Island

A Dwarf Signal, located 958 feet east of the Signal Tower, north of the east bound Main Freight Track.—1. A Distant Sig-main track, governs movements from east to nal, located 1,940 feet west of the Home Sig-west bound main tracks; also west bound on east bound main track.

A Dwarf Signal, located 953 feet east of The top arm governs the main freight track to east bound main track, from norm the Signal Tower, on the right hand side, on the Signal Tower, on the right hand side, on the side track across the main passenger side track to west bound main track, and north track and across the "Belt Line" track.

The top arm governs the main freight track to east bound main track, and north track and across the "Belt Line" track.

The top arm governs the main freight track to east bound main track, and north track and across the "Belt Line" track.

The top arm governs the main freight track to east bound main track and north tr

Location of Signals for East Bound Trains: Main East Bound

A Distant Signal, on a bracket, is located 698 feet west of Home Signal and 1170 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

A Dwarf Signal, located 483 feet east of the Signal Tower on the north side of track, governs movements into the St. Anthony "Belt Line" track. main track, governs back up movement on west bound main track, also from west bound main track to east bound main track, and from west bound main track to north side

Location of Signals on Wisconsin

A Distant Signal, located 1000 feet west of

Coon Creek Junction Interlocking System

Interlocking apparatus at Coon Creek Junction controls the crossing of the Northern Pacific also Eastern Minnesota trains going to and from Great Northern track. Tower is located at crossing.

Location of Signals for West Bound

feet east of the Tower

Trains. A Distant Signal is located 1,200 feet west of the Home Signal, and 1,460 feet west of the Tower.

Home Signal is located 260 feet west of the Tower.

Rules Governing and Location of Semaphores.

west bound double tracks and also switches leading from freight or side tracks into double track at points where trains using double track are not required to stop unless the crossing of the Great Northern R'y at into double track are not required to stop unless the crossing will at all times be governed. stopped by Semephore Signal, and are placed next to, and with arm of signal points when the arms of the Semaphore are Crossnext to, and with arm of signal points with the content of the stopped by Semaphore Signal, and are placed When the arms of the Semaphore are Crossnext to, and with arm of signal pointing wise of the main tracks of either road it

Semanhores are Located as Follows

No. 1.—On East Bound Passenger Track.
One hundred and fifty feet West of Seventh
(7th) Street Bridge, St. Paul, protecting Bur(7th) Street Bridge, St. Paul, protecting Bur(8th) Street overhead bridge.
Semaphore for outgoing Great Northern

No. 2.—On West Bound Passenger Track. Three hundred feet East of Lafayette Avenue Till feet sast of the Signal Tower, on a straight pole right hand side of track.

Home Signal, located 150 feet east of the Signal Tower on a post, south side of track.

Home Signal, located 750 feet east of the Signal Tower on a post north of east bound main track. The top arm governs the cast of the Signal Tower on a post north of east bound main track. The cated between West bound passenger and

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

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

No. 6 .- On East Bound Freight Track. A Distant Signal is located 1,200 feet east of the Signal Tower. Home Signal and 1,430 feet east of the Signal Tower. Home Signal is located 230 freight track.

No. 10 .- On West Bound Passenger Track. Two thousand feet East of University cross Location of Signals for East Bound overs on Minneapolis Union Railway, about one mile east of East Side Station, protecting this crossing against West bound trains on passenger track.

> No. 11 .- On East Bound Passenger Track. Two thousand feet West of University cross overs on, Minneapolis Union Railway, about one half mile east of East Side Station, protecting this crossing against East bound trains on passenger track

No. 12 .- On East Bound Track West of. Semaphores.

Semaphore Signals on double tracks are for the protection of trains using railway crossings and cross-over tracks connecting east least bound track.

A Semaphore Signal located at the St. P. &

St. Paul Union Depot.

Semaphore for incoming Great Northern

lington cross-over against east bound trains double track is located at beginning of curve

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.

P. L. CLARITY.

Superintendent.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

quired for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.

to come immediately to the place of the accident.

3. When tramps, boys and other persons, elimbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be

avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all informa-

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the

extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Super-

intendent of the Division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

- 7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.
- 8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.
- 9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

J. A. QUINN, M. D., Chief Surgeon. Office, Suite 301-302-303 Pittsburgh Bldg., cor 5th and Wabasha Sts. Residence, Snelling and Larpenteur. Office Telephone, N. W. Cedar 1112. T. S. 1112. Residence Telephone, N. W. Midway 376. T. S. 6691...... St. Paul, Minn. J. W. CHAMBERLIN, Ophthalmic Surgeon. Office 220 Lowry Arcade Bldg. Office Telephone, N. W. Cedar 1347. Residence, 581 Portland Ave. Residence Telephone, N. W. Dale 2447. St. Paul, Minn. J. OHAGE, M. D. Telephone, N. W. Cedar 213. T. S. 213. R. J. HILL, M. D. Office, Room 305 Reid Corner. Residence, 1910 Stevens Ave. Office Telephone, N. W. Main 2158. Office Telephone, T. S. 1285.

DR. C. J. SPRATT, Ophthalmic Surgeon. Office, 310 Syndicate Arcade. C. M. CANNON, M. D. Office, 946 Raymond Ave. Residence, 2277 Carter Ave. Office Telephone, N. W. Midway 198-J. T. S. 6123.

Residence Telephone, N.W. Midway 101-L. T. S. 6102, St. Anthony Park, Minn.

W. H. AURAND, M. D. Office, 800 Washington Ave. S. E. Residence, 425 Oak St. S. E. Office Telephone, N. W. East 1618. Office Telephone, T. S. Spruce 576.
Residence Telephone, N. W. East 458.
Residence Telephone, T. S. 576.
Minneapolis, Minn.

L. A. NIPPERT, M. D. Office, Room 305 Reid Corner. Residence, 1521 Dupont Ave. North. Office Telephone, N. W. Main 1555. T. S. 1285.

GUSTAVE SCHWYZER, M. D. Office, 411 Donaldson Bldg. Residence, 1917 Aldrich Ave. South. Office Telephone, N. W. Main 1250. Residence Telephone, N. W. South 2658. Minneapolis, Minn.

TIME INSPECTORS.

MUNNS & POMERLEAU, 221 Central Ave...... Minneapolis, Minn.

CHAS. C. PONSONBY. Chief Train Dispatcher. C. D. GLASS. Train Master.

H. E. WAKEMAN. Trick Dispatchers: {I. E. WEST, A. H. MARTICKE.

