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.

TIME TABLE No. 372.

In Effect August 21, 1911.

FIRST DISTRICT—WEST BOUND.—FIRST CLASS TRAINS.

917	805	785	945	873	783	1	893	865	791	855	877	841	831	13	903	803	929	875	827	11	851	919	891	27	901	847	781	911	843	853	829	949	871	801	941	Distance from St. Paul via Passenger Track.	STATIONS. LEAVE.
C.B.&Q. PASS. No 53.	Lake M't'ka PASS.	C.G.W. PASS. No. 5	F F Div PASS. No. 16	N. Pac. PASS. No. 107	C. G. W. PASS. No. 45.	Oriental Limit'd	N Pac. PASS. No. 1	Omaha PASS. No. 34	C. G. W. PASS. No. 41	Omaha PASS. No. 8	N.Pac. PASS. No. 141	Omaha PASS. No. 9	Omaha PASS. No. 3	Willm'r Div. PASS. No. 13	N. Pac PASS No. 5	Lake M't'ka PASS.	Gopher State Exp. No. 20	N. Pac. PASS. No. 67	Omaha PASS. No. 19	F F Div PASS. No. 11	Omaha PASS. No. 12	C B & Q PASS No. 57	N.Pac. PASS. No. 9	Fast Mail	N.Pac PASS. No. 13	Omaha PASS No. 2	C. G. W PASS. No. 1.	C B&Q PASS. No. 47	Omaha PASS. No. 5	Omaha PASS. No. 10	Omaha PASS No. 18	Orient'l Limit'd No. 2	N.Pac. PASS. No. 65	Lake M't'ka PASS.	Supr. Div. PASS. No. 17		
Daily	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily		Daily	Ex. Su.	Su. only	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Su. only	Daily		
Pm 1.40	Pm 1.30	Pm 12.45	Pm	Am 11.40	Am 11.30	Am 11.15	Am 11.00		Am 10.45	Am 10.30	Am 10.20	Am 10.15	Am 9.45	Am 9.20	Am 9.15	Am 9.05	Am 9.00	Am 8.55	Am 8.50	Am 8.35	Am 8.30	Am 8.25	Am 8.20	Am 8.15	Am 8.10	Am 7.48	Am 7.45	Am 7.35	Am 7.30	Am 7.25	Am	Am	Am 6.30	Am	Am	00.00	SAINT PAUL
1.50	1.40	12.55		11.50	11.40	11.25	11.10		10.55	10.40	10.30	10.25	9.55	9.30	9.25	9.15	9.10	9.05	9.00	8.45	8.40	8.35	8.30	8.25	8.20	8.02	7.55	7.45	7.40	7.35	7.25		6.45			3.03	3.03 COMO
1.54	1.44	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	8.39	8.34	8.29	8.24	8.02	7.59	7.49	7.44	7.39	7.29		6.49			5.22	2.19 HAMLINE
1.57	1.47	1.02		11.57	11.47	11.32	11.17		11.02	10.47	10.37	10.32	10.02	9.37	9.32	9.22	9.17	9.12	9.07	8.52	8.47	8.42	8.37	8.32	8.27	8.05	8.02	7.52	7.47	7.42	7.32	*	6.52			6.91	1.69 ST. ANTHONY PARK
2.05	1.55 2.00	1.10		12.05	11.55	11.40 11.45	s11.25		11.10	10.55	10.45	10.40	10.10	9.45 9.55	9.40 9.45	9.30 9.35	9.25 9.30	9.20	9.15	9.00 9.05	8.55	8.50	8.45 8.50	8.40 8.42	s 8.35	8.13	8.10	8.00	7.55	7.50	7.40		7.00	6.30		10.44	3.53 MINNEAPOLIS
			12.39			11.51											9.36															7.29			5.49	12.06	1.62 MINNEAPOLIS JCT.
			12.44																													7.34			5.54	11.06	1.50 U. D. JUNCTION
	2.05													10.00		9.40				9.10				8.47										6.35		11.95	1.51 CLEARWATER JCT.
	2.11													10.08		9.46								8.53										6.41		16.43	4.48 HOPKINS JCT.
	s 2.20													10.20		s 9.55								9.00										s 6.50		22.92	6.49 HOLDRIDGE
	s 2.23													s10.23		s 9.58								9.03										s 6.53		23.88	0.96 WAYZATA
	2.25													10.25		10.00								9.05										6.55		24.56	0.68 HUTCHINSON JCT.
														s10.30										9.10												26.96	2.40 LONG LAKE
Pm	Pm	Pm	Pm	Pm	Am	12.01 Pm	Am		Am	Am	Am	Am	Am	Am	Am	Am	9.45 Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	14.46	2.49 NORTHTOWN
Daily	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily		Daily	Ex. Su.	Su. only	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Su. only	Daily		ARRIVE.
917	805	785	945	873	783	1	893	865	791	855	877	841	831	13	903	803	929	875	827	11	851	919	891	27	901	847	781	911	843	853	829	949	871	801	941		

WEST BOUND.—FIRST CLASS TRAINS.

913	861	931	3	897	905	915	739	5	839	845	837	885	863	895	961	9	859	787	899	947	809	883	881	815	821	7	835	21	833	807	857	943	923	15	879	Distance from St. Paul via Passenger Track.	STATIONS. LEAVE.
C.B.&Q. PASS. No. 49	Omaha PASS. No. 17	Supr. Div PASS No. 18	G. N. PASS.	N.Pac. PASS. No. 7	N. Pac. PASS. No. 3	CB&Q PASS. No. 51	C.G.W. PASS. No. 3	F F Div PASS. No. 5	Omaha PASS. No. 1		Omaha PASS. No. 63	N.Pac. PASS. No. 77	Omaha PASS No. 42	N. Pac. PASS. No. 15.		Dakota Express	Omaha PASS. No. 4	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. PASS. No. 79	Lake & Hutch. PASS.	Lake M't'ka PASS.	Winnipeg Limited	Omaha PASS. No. 7	Willm'r Div. PASS.	Omaha PASS. No. 61	Lake M't'ka PASS.	Omaha PASS. No. 6	F F Div PASS No. T2		F F Div PASS. No. 15	N.Pac. PASS. No. 61		
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Su. only	Ex. Su.		Daily	Daily	Ex. Su.	Ex. Su.	Daily	Ex. Su.	Daily		Ex. Su.	Ex. Su.		
	Pm 11.15	Pm 11.10	Pm 10.45	Pm 10.35	Pm 10.30		Pm 10.20	Pm 10.15	Pm 10.10		Pm 10.00	Pm 9.15	Pm 8.15			Pm 7.30	Pm 7.15	Pm 7.10	Pm 7.05	Pm	Pm 6.40	Pm 6.18	Pm 6.10	Pm 5.40		Pm 5.15	Pm 5.05	Pm 5.00	Pm 4.40	Pm 4.35	Pm 4.35	Pm		Pm 3.15	Pm 3.00	0	SAINT PAUL
	11.25	11.20	10.55	10.45	10.40		10.30	10.25	10.20		10.10	9.25	8.25			7.40	7.25	7.20	7.15		6.50	6.28	6.20	s 5.50		5.25	5.15	5.10	4.50	4.45	4.37			3.25	3.15	3.03	3.03 COMO
	11.29	11.24	10.59	10.49	10.44		10.34	10.29	10.24		10.14	9.29	8.29			7.44	7.29	7.24	7.19		6.54	6.32	6.24	s 5.54		5.29	5.19	5.14	4.54	4.49	4.40			3.29	3.19	5.22	2.19 HAMLINE
	11.32	11.27	11.02	10.52	10.47		10.37	10.32	10.27		10.17	9.32	8.32			7.47	7.32	7.27	7.22		6.57	6.35	6.27	5.57		5.32	5.22	5.17	4.57	4.52	4.43			3.32	3.22	6.91	1.69 ST. ANTHONY PARK
	11.40	11.35 11.45	11.10 11.20	11.00 11.10	10.55 11.00		10.45	10.40 10.45	10.35		10.25	9.40	8.40			7.55 8.03	7.40	7.35	7.30 7.40		7.05 7.10	6.43	6.35	6.05 6.10		5.40 5.50	5.30	5.25 5.30	5.05	5.00 5.07	4.50			3.40 3.45	3.30	10.44	3.53 MINNEAPOLIS
		11.51																		7.40												4.44		3.51		12.06	1.62 MINNEAPOLIS JCT.
																				7.45												4.49				11.06	1.50 U. D. JUNCTION
			11.25					10.50								8.08					7.15			6.15		5.55		5.35		5.12						11.95	1.51 CLEARWATER JCT.
			11.32													8.16					7.21			6.22				5.42		5.18						16.43	4.48 HOPKINS JCT.
			11.40													8.28					s 7.30			s 6.31				5.52		s 5.27						22.92	6.49 HOLDRIDGE
			s11.48													s 8.30					s 7.33			s 6.35				s 5.55		s 5.30						23.88	0.96 WAYZATA
			11.50													8.32					7.35			6.37				5.57		5.32						24.56	0.68 HUTCHINSON JCT.
			11.58													s 8.41												s 6.05								26.96	2.40 LONG LAKE
	Pm	12.02 Am	Pm	Pm	Pm		Pm	Pm	Pm		Pm	Pm	Pm			Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm		Pm	Pm	Pm	Pm	Pm	Pm	Pm		4.00 Pm	Pm	14.46	2.40 NORTHTOWN
	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Su. only	Ex. Su.		Daily	Daily	Ex. Su.	Ex. Su.	Daily	Ex. Su.	Daily		Ex. Su.	Ex. Su.		ARRIVE.
913	861	931	3	897	905	915	739	5	839	845	837	885	863	895	961	9	859	787	899	947	809	883	881	815	821	7	835	21	833	807	857	943	923	15	879		

No. 901. (N. P. No. 13) Arrives First Street 8:37 A. M.
No. 891. (N. P. No. 9) " " " 8:52 A. M.
No. 903. (N. P. No. 5) " " " 9:47 A. M.
No. 893. (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) " " "
No. 905. (N. P. No. 3) " " " 11:02 P. M.
No. 897. (N. P. No. 7) " " " 11:12 P. M.

TIME TABLE No. 372.

In Effect August 21, 1911.

FIRST DISTRICT—EAST BOUND.—FIRST CLASS TRAINS.

STATIONS. ARRIVE	Telegraph Calls	Distance from Northwoavia Passenger Track.	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	732	946	864	6	16	876	878	28	806	842	922
			CB&Q PASS. No. 54	Supr. Div. PASS. No. 17	G. N. Pass.	N.Pac. PASS. No. 16	Omaha PASS. No. 5	Omaha PASS. No. 16	N.Pac. PASS. No. 8	Winnipeg Limited	Dakota Express	N.Pac. PASS No. 2	CB&Q PASS. No. 52	Orient'l Lmtd.	Omaha PASS. No. 62	Lake Mtka. PASS.	C.G.W. PASS. No. 4	N. Pac. PASS. No. 62	Omaha PASS. No. 4	Omaha PASS. No. 31	N. Pac. PASS. No. 12	Lake Mtka. PASS.	N. Pac. PASS No. 76	Lake Hutch. PASS.	Omaha PASS. No. 3	Supr. Div. PASS. No. 20	Will'r Div. PASS.	C.G.W. PASS. No 8.	FF Div PASS. No. 1	Omaha PASS. No. 15	FF Div. PASS. No. 6	FF Div PASS. No. 16	N. Pac. PASS. No. 78	N. Pac. PASS. No. 64	Fast Express	Lake Mtka. PASS.	Omaha PASS. No. 20	
			Daily	Daily	Daily		Ex. Su.	Daily	Daily	Daily	Daily	Daily		Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily		Daily	Su.only	Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Ex. Su.	
SAINT PAUL	A	14.46	AM 5.55	AM 6.30	AM 7.05		AM 7.25	AM 7.28	AM 7.40	AM 7.45	AM 7.50	AM 7.55		AM 8.10	AM 8.15	AM 8.20	AM 8.25	AM 8.35	AM 8.45		AM 9.00	AM	AM 9.05	AM 9.20	AM 9.55	AM	AM 10.55	AM 11.00	AM	PM 1.00	PM 1.05	PM 1.15	PM 1.40	PM 2.25	PM 2.30	PM 2.35	PM 2.50	
3.03 COMO	Q	11.43	5.45	6.20	6.55		7.15	7.18	7.30	7.35	7.40	7.45		7.55	8.05	8.10	8.15	8.25	8.35		8.50		8.55	s 9.11	9.45		10.45	10.50		12.50	12.55	1.05	1.25	2.15	2.20	2.25	2.40	
2.19 HAMLINE	CP	9.24	5.41	6.16	6.51		7.11	7.14	7.26	7.31	7.36	7.41		7.51	8.01	8.06	8.11	8.21	8.31		8.46		8.51	s 9.07	9.41		10.41	10.46		12.46	12.51	1.01	1.21	2.11	2.16	2.21	2.36	
1.69 ST. ANTHONY PARK		7.55	5.33	6.13	6.48		7.05	7 11	7.23	7.28	7.33	7.38		7.48	7.58	8.03	8.08	8.18	8.28		8.43		8.48	9.03	9.38		10.38	10.43		12.43	12.48	12.58	1.18	2.08	2.13	2.18	2.33	
3.53 MINNEAPOLIS	S	4.02	5.30	6.05 5.55	6.40 6.30		7.00	7 03	7.15 7.10	7.20 7.15	7.25 7.18	7.30 7.25		7.40 7.35	7.50	7.55 7.50	8.00	8.10	8.20		8.35 8.30	8.35	8.40	8.55 8.50	9.30		10.30 10.25	10.35		12.35	12.40 12.30	12.50 12.45	1.10	2.00	2.05 1.55	2.10 2.05	2.25	
1.62 MINNEAPOLIS JCT	SJ	2.40		5.49										7.29												9.36			11.51			12.39						
1.50 U. D. JUNCTION		12.47																								9.31			11.46									
1.31 CLEARWATER JCT	UD	15.01			6.25					7.10	7.13					7.45						8.30		8.45			10.20				12.25				1.50	2.00		
4.48 HOPKINS JCT		10.53			6.16						7.04					7.37						8.22		8.38			10.10								1.40	1.52		
6.49 HOLDRIDGE		4.04			6.05						6.54					s 7.30						s 8.15		s 8.30			10.00								1.28	s 1.45		
0.96 WAYZATA	WA	3.08			6.03						s 6.51					s 7.27						s 8.12		s 8.27			s 9.57								1.26	s 1.42		
0.68 HUTCHINSON JCT	FN	2.40			5.58						6.47					7.25						8.10		8.25			9.54								1.23	1.40		
2.40 LONG LAKE	ON	0.0			5.50						6 40																9.48								1.15			
2.40 NORTHTOWN	NR	0.0	AM	5.40 AM	AM		AM	AM	AM	AM	AM	AM		7.20 AM	AM	AM	AM	AM	AM		AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	12.30 PM	PM	PM	PM	PM	PM	
LEAVE			Daily	Daily	Daily		Ex. Su.	Daily	Daily	Daily	Daily	Daily		Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily		Daily	Su.only	Daily	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	
			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	732	946	864	6	16	876	878	28	806	842	922

TIME TABLE No. 372.

In Effect August 21, 1911.

EAST BOUND.—FIRST CLASS TRAINS.

STATIONS. ARRIVE	Telegraph Calls.	Distance from Long Lake via Passenger Track.	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	
			Lake Mtka. PASS.	F F Div PASS. No. 15	C.G.W. PASS. No. 42	Omaha PASS No. 64	C.G.W. PASS. No. 46	Omaha PASS. No. 7	Lake Mtka. PASS.	F F Div PASS. No. 12	Omaha PASS. No. 8	N. Pac. PASS. No. 6	N. Pac. PASS. No. 68	Lake Mtka. PASS.	CB&Q PASS. No. 58	N. Pac. PASS. No. 10	Will'r Div. PASS. No. 14	Omaha PASS. No. 2		Omaha PASS. No. 14	N. Pac. PASS. No. 146	Omaha PASS. No. 1	CB&Q PASS. No. 48	Gopher State Express No. 19	Omaha PASS No. 6	C.G.W. PASS. No. 2	Omaha PASS No. 11	N. Pac No. 14	Omaha PASS. No. 9	CB&Q PASS. No. 50	Lake Mtka. PASS.	N. Pac. PASS. No. 4	Omaha PASS. No. 10	C.G.W. PASS. No. 6	N. Pac. PASS. No. 66	Omaha PASS. No. 22	Supr. Div. PASS. No. 18	
				Ex. Su.	Daily	Daily	Daily	Ex. Su.		Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Daily		Daily	Su.only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Sa. only	Daily	
SAINT PAUL	A	26.96		PM	PM 4.10	PM 4.25	PM 4.40	PM 4.45		PM 5.20	PM 5.25	PM 5.30	PM 5.35	PM 6.10	PM 6.20	PM 6.20	PM 6.30	PM 6.45		PM 7.25	PM 7.45	PM 7.55	PM 8.15	PM 8.15	PM 8.20	PM 8.25	PM 8.30	PM 9.30	PM 9.55		PM 10.15	PM 10.55	PM 11.10	PM 11.20	PM 11.25	PM 11.50	PM	
3.03 COMO	Q	23.93			4.00	4.15	4.30	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	4.31		5.06	5.11	5.16	5.21	5.56	6.01	6.06	6.16	6.31		7.11	7.31	7.41	7.56	8.01	8.06	8.11	8.16	9.16	9.41		10.01	10.36	10.56	11.06	11.11	11.36		
1.69 ST. ANTHONY PARK		20.05			3.53	4.08	4.23	4.23		5.03	5.08	5.13	5.18	5.53	5.58	6.03	6.13	6.28		7.08	7.28	7.38	7.53	7.58	8.08	8.08	8.13	9.13	9.38		9.58	10.33	10.53	11.03	11.08	11.33		
3.53 MINNEAPOLIS	S	16.52			3.45	4.00	4.15	4.20		4.55 4.50	5.00	5.05 5.00	5.10	s 5.45	5.50	5.55 5.50	6.05 5.55	6.20		7.00	7.20	7.30	7.45	7.50 7.46	7.55	8.00	8.05	9.05 9.00	9.30		9.50 9.45	10.25 10.20	10.45	10.55	11.00	11.25		
1.62 MINNEAPOLIS JCT	SJ			3.51						4.44														7.40													11.51	
1.50 U. D. JUNCTION		15.99		3.46																																	11.46	
0.98 CLEARWATER JCT	UD	15.01												5.40			5.50														9.40							
4.48 HOPKINS JCT		10.53												5.32			5.42														9.32							
6.49 HOLDRIDGE		4.04												s 5.25			5.33														s 9.25							
0.96 WAYZATA	WA	3.08												s 5.23			s 5.30														s 9.23							
0.68 HUTCHINSON JCT	FN	2.40												5.20			5.27														9.20							
2.40 LONG LAKE	ON	0.0															5.20																					
2.40 NORTHTOWN	NR			PM	PM	PM	PM	PM		4.35 PM	PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	7.31 PM	PM	PM	PM	PM	PM		PM	PM	PM	PM	PM	PM	PM	
LEAVE				Ex. Su.	Daily	Daily	Daily	Ex. Su.		Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Daily		Daily	Su.only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily	Ex. Sa.	Daily	Daily	Sa. only	Daily	
			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	

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. 902 (N. P. No. 14) Leaves First Street 8 58 P. M.
No. 896 (N. P. No. 4) Leaves First Street 10.18 P M.

FIRST DISTRICT—WEST BOUND. SECOND CLASS TRAINS.

TIME TABLE No. 372.

In Effect Aug. 21, 1911.

	409	405	971	401	981	957	997	969	991	989	955	Distance from Long Lake via Freight Track.	STATIONS. LEAVE.	Telegraph Calls.	411	987	967	995	503	975	501	983	849	571	953	985	417	965	973	951	403
	Will'r Div. TIME Frt.	F F Div TIME FRT.		Coast FRT.	Omah. TIME FRT. No. 83	CB&Q FRT. Trsfr.	Sup Div TIME FRT. No. 408		Omah FRT Trsfr	Omah. FRT. Trsfr.	CB&Q FRT. Trsfr				Butte TIME FRT.	Omah. FRT. Trsfr.		Sup Div Local FRT. No. 508	Princeton Line Local	C.G.W. No. 62	F F Div Local FRT.	Omah. TIME FRT. No. 78	Hutch. Mixed Train	Will'r Div. Local FRT.	CB&Q FRT. Trsfr.	Omah. FRT No. 85	Coast TIME FRT.		C.G.W. No. 73	CB&Q FRT. Trsfr.	Dak'ta Div. TIME FRT.
	Daily	Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily				Daily	Daily		Ex. Su.	Mo We Fri	Daily	Ex. Su.	Daily	Ex. Su.	Ex Su.	Daily	Daily			Daily	Daily	Daily
	Pm	PM		PM	PM	PM 6.10	PM		PM	PM	PM 12.05	0	SAINT PAUL	A	Am	AM		AM	AM	AM	AM	AM	AM	AM	AM 4.30	AM			AM	AM 12.30	AM
	10.30	10.15		7.45	7.10	6.25	5.30		2.50	2.00	12.20	3.03	3.03 COMO	Q	10.00	9.00		7.00		6.25		5.55			4.50	4.10			3.20	12.45	12.30
												5.22	2.19 HAMLINE	CP																		
	10.55	10.40		8.25	7.30	6.35	5.50		3.10	2.25	12.50	6.50	1.28 MINNESOTA TRANSFER	MT	10.15	9.25		7.20		6.45		6.15			5.15	4.30			3.40	1.15	1.05
												6.91	.41 ST. ANTHONY PARK																			
													3.53 MINNEAPOLIS	S									6.30									
	11.20	11.05 12.25		8.45	7.50	7.05	6.20 7.30		3.35	2.45	1.30	9.56	1.62 MINNEAPOLIS JCT	SJ	10.35	9.50		8.00	7.30	7.05	6.50	6.35			5.40	4.50			4.00	1.45	1.25
		AM			8.00	7.15			3.45	2.55	1.40	11.06	1.50 U. D. JUNCTION		10.40	10.00						6.45			5.50	5.00				1.55	
	11.35 1.30			8.55 10.00		7.25					1.50	11.95	1.51 CLEARWATER JCT	UD	10.45 11.20						7.10		6.45	6.00	6.00					2.05	1.35
	Am											16.43	4.48 HOPKINS JCT																		
												22.92	6.49 HOLDRIDGE		11.50								s 7.10	s 6.35							
	2.25			10.50								23.88	0.98 WAYZATA	WA	PM 12.05								s 7.25	s 6.45							
	2.28			10.53								24.56	0.68 HUTCHINSON JCT	FN	12.10								s 7.30	6.48							
	2.45			11.10								26.96	2.40 LONG LAKE	ON	12.30									6.58							
	AM	12.50 AM		PM	PM	PM	8.28 PM		PM	PM	PM	12.31	2.40 NORTHTOWN	NR	PM	AM		8.30 AM	8.05 AM	AM	AM	AM	AM	AM	AM	AM			AM	AM	4.00 AM
	Daily	Daily		Daily	Daily	Daily	Daily		Daily	Daily	Daily		ARRIVE.		Daily	Daily		Ex. Su.	Mo We Fri	Daily	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Daily	Daily			Daily	Daily	Daily
	409	405	971	401	981	957	997	969	991	989	955				411	987	967	995	503	975	501	983	849	571	953	985	417	965	973	951	403

EAST BOUND.—SECOND CLASS TRAINS.

	952	406	404	998	966	982					954	968	984	Distance from Long Lake via Freight Track.	STATIONS. ARRIVE	Telegraph Calls.	956	572	986	996	974	850	988	504	410	976	970	972	502	990	958	402	994	992
	CB&Q FRT. Trsfr.	F F Div TIME FRT.	Dak. Div. TIME FRT. No. 408	Sup Div TIME FRT. No. 407		Omah. FRT. Trsfr.					CB&Q FRT. Trsfr.		Omah. FRT. Trsfr.				CB&Q FRT. Trsfr.	Will'r Div. Local	Omah. FRT. Trsfr.	Sup Div Local FRT. No. 507	C.G.W. No. 62	Hutch. Mixed Train	Omah. FRT. Trsfr.	Princeton Line Local	Will'r Div. TIME FRT.	C.G.W. No. 74			F F Div Local FRT.	Omah. TIME FRT. No. 74	CB&Q FRT. Trsfr.	Coast FRT	Omaha FRT. No. 86	Omah. TIME FRT. No. 78
	Daily		Daily	Daily		Daily					Daily		Daily				Daily		Daily	Ex. Su.	Daily	Ex. Su.	Daily			Daily			Ex. Su.	Daily	Daily		Daily	Daily
	AM 4.00		AM	AM		AM					AM 8.10		AM	26.96	SAINT PAUL	A	PM 8.35		PM	PM	PM	PM	PM			PM			PM	PM	PM 9.35		PM	PM
	3.40			6.45		7.30					7.50		11.40	23.93	3.03 COMO	Q	8.15		5.25	5.40	5.45		5.50			6.25				7.40	9.20		10.45	11.25
														21.74	2.19 HAMLINE	CP																		
	3.20			6.25		7.10					7.25		11.25	20.46	1.28 MINNESOTA TRANSFER	MT	2.55		5.15	5.25			5.35			6.15				7.25	9.00		10.35	11.15
														20.05	.41 ST. ANTHONY PARK						5.30													
															3.53 MINNEAPOLIS	S						5.20													
	2.40		3.40	5.40		6.40					6.50		10.55	17.40	1.62 MINNEAPOLIS JCT	SJ	2.20		4.40	4.45			5.10			5.55				6.55	8.15		10.10	10.40
	2.30		3.30			6.30					6.40		10.45	15.90	1.50 U. D. JUNCTION		2.10		4.30				5.00							6.45	8.05		10.00	10.30
	2.20		3.20								6.30			15.06	1.51 CLEARWATER JCT	UD	2.00					5.05									7.55			
														10.53	4.48 HOPKINS JCT							4.45												
														4.04	6.49 HOLDRIDGE							s 4.30												
														3.08	0.98 WAYZATA	WA						s 4.25												
														2.40	0.68 HUTCHINSON JCT	FN						4.15												
														0.00	2.40 LONG LAKE	ON																		
	AM		AM	5.25 AM		AM					AM		AM		2.40 NORTHTOWN	NR	PM		PM	4.25 PM	PM	PM	PM			PM			PM	PM	PM		PM	PM
	Daily		Daily	Daily		Daily					Daily		Daily		LEAVE.		Daily		Daily	Ex. Su.	Daily	Ex. Su.	Daily			Daily			Ex. Su.	Daily	Daily		Daily	Daily
	952	406	404	998	966	982					954	968	984				956	572	986	996	974	850	988	504	410	976	970	972	502	990	958	402	994	992

WEST BOUND. SECOND DISTRICT—BETWEEN HUTCHINSON JUNCTION AND HUTCHINSON. EAST BOUND.

TIME TABLE No. 372. In Effect August 21, 1911.

SECOND CLASS	FIRST CLASS TRAINS.													Car Capacity of Siding.	Distance from St. Paul.	STATIONS.	Telegraph Calls.	Distance from Hutchinson.	SIGNS.	FIRST CLASS TRAINS.													SECOND CLASS
849	825	823	821	819	817	813	811	809	815	807	805	803	801							802	804	816	806	808	810	812	814	818	820	822	824			850
Mixed Train	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Mixed Train
Ex. Sun.								Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only							Daily	Sun. only	Ex. Sun.	Daily		Daily	Daily								Ex. Sun.
AM								PM	PM	PM	PM	AM	AM							AM	AM	AM	PM		PM	PM								PM
7.30								7 35	6.37	5.32	2.25	10.00	6.55	....	24.56	HUTCHINSON JCT.	FN	43.69	R D P I	7.25	8.10	8.25	1.40		5.20	9.20								4.15
								s 7.39	s 6.41	s 5.36	s 2.29	s 10.04	s 6.58	....	26.05	1.49 .....ORONO.....		42.20		s 7.22	s 8.07	s 8.19	s 1.37		s 5.17	s 9.17								
s 7.40								s 7.44	s 6.45	s 5.41	s 2.34	s 10.09	s 7.03	34	27.33	1.28 ..CRYSTAL BAY.....	VI	40.92		s 7.19	s 8.03	s 8.16	s 1.34		s 5.14	s 9.14								s 4.05
								s 7.47	s 6.47	s 5.44	s 2.37	s 10.12	s 7.06	....	28.24	0.91 .....ARCOLA.....		40.01		s 7.16	s 8.01	s 8.11	s 1.31		s 5.11	s 9.11								
s 7.45								s 7.51	s 6.51	s 5.48	s 2.41	s 10.16	802 7.14	21	28.88	0.64 MINNETONKABEACH	MB	39.37	D	801 s 7.14	s 7.59	s 8.09	s 1.29		s 5.09	s 9.09								s 3.55
								s 7.53	s 6.53	s 5.50	s 2.43	s 10.18	s 7.16	....	29.68	0.80 .....NAVARRE.....		38.57		s 7.12	s 7.57	s 8.06	s 1.27		s 5.07	s 9.07								
816 s 8.04								s 7.56	s 6.56	s 5.54	s 2.46	s 10.21	s 7.19	82	30.48	0.80 .SPRING PARK.....	PK	37.77	D	s 7.10	s 7.55	849 s 8.04	s 1.25		s 5.05	s 9.05								s 3.47
s 8.12								8.00	s 7.00	6.00	2.50	10.25	7.25	60	32.48	2.00 .....MOUND.....	ND	35.77	R D CT	7.05	7.50	s 7.59	1.20		5.00	9.00								s 3.35
s 8.37									s 7.08					44	36.99	4.51 ST. BONIFACIUS....	BA	31.26	DW			s 7.45											s 3.20
s 8.59									f 7.16					17	41.20	4.21 .....MAPLE.....		27.05				f 7.30											s 2.57
s 9.19									s 7.26					42	44.79	3.59 .....MAYER.....	KY	23.46	D			s 7.23											s 2.45
s 9.49									s 7.34					35	48.54	3.75 NEW GERMANY...	NG	19.71	D			s 7.10											s 2.24
s 10.29									s 7.44					36	52.21	3.67 .LESTER PRAIRIE...	RA	16.04	DW			s 6.59											s 2.18
s 11.12									s 8.00					59	60.29	8.08 ...SILVER LAKE....	SI	7.96	D			s 6.44											s 1.35
11.50 AM								PM	8.15 PM	PM	PM	AM	AM	60	68.25	7.96 .....HUTCHINSON...	HO	00.00	R●DWCT	AM	AM	6.30 AM	PM		PM	PM							1.00 PM
Ex. Sun.								Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only							Daily	Sun. only	Ex. Sun.	Daily		Daily	Daily								Ex. Sun.
849	825	823	821	819	817	813	811	809	815	807	805	803	801							802	804	816	806	808	810	812	814	818	820	822	824			850
4 20 10 48		.25 19.2	.26 18.4				25 19.2	.25 19	1 38 26 8	.27 17	.25 19.	.25 19.	.30 15.8			Time Over District. Average Speed per Hour				.20 24	.20 24.	1 40 26.2	.20 24.		.20 24	.20 24.			.20 24.	.20 24.				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:
Hutchinson Jct. for Nos. 801, 803, 805, 807, 809, 815, 849.
Hutchinson " " 816, 850.
Mound " " 802, 804, 806, 810, 812.

TERMINAL STATIONS:
Hutchinson for Nos: 815, 849.
Hutchinson Jct. " 802, 804, 806, 810, 812, 816, 850.
Mound " " 801, 803, 805, 807, 809.

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.
DN Day and Night telegraph or telephone station.
P Dispatcher's telephone in ware room or booth accessible at all times
I 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 Northtown Junction, and Minneapolis Union Depot and Clearwater Junction.**

☞ Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis. Clearwater Junction.

☞ St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Clearwater Junction and Wayzata areRegistering Stations. 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 Northtown Junction by Time Ticket and 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.

☞ 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.

☞ The switch at Northtown 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 Junction.

☞ Wayzata yard limit board is located one mile west of Wayzata.

☞ All trains must approach Hopkins Junction under control unless the 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. Lights will not be displayed on semaphore east and west of Hopkins Jct. This cross-over will not be used between 5.00 p. m., and 8.00 a. m unless protected by flagman. All trains must approach Clearwater Junction with train under control and stop unless main track is seen to be clear.

☞ 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.

☞ Nos. 225, 226, 235, 236, 241, 242, 263 and 264 will carry passengers when provided with transportation and permit.

☞ Bulletin Boards are located at St. Paul, Como, Minneapolis, Minneapolis Junction, Clearwater Junction, Wayzata, 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 rear end.

☞ 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.

☞ **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 Westminister Street; the two (2) north tracks from Westminister 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.

☞ **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.

☞ **Double Track** extends from Minneapolis Junction to Northtown Junction, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the East Bound Passenger track, and track three (3) the West Bound Passenger track. Track four (4) East Bound Freight track. Track five (5), West Bound Freight track. These tracks are numbered, commencing with No. one (1), on north side, and are handled by switch tender night and day.

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

☞ 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 the left hand track. These tracks shall be used in no other way except on orders from Superintendent.

☞ **All Trains** on passenger track must reduce speed to Twenty-five miles per hour at University Cross-overs, one mile West of St. Anthony Park. 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.

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

☞ 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.

☞ All Trains must approach the C., B. & 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.

☞ **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.**

☞ Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Minneapolis Junction at a rate of speed that will enable them to come to a full stop before passing these cross-over switches unless the way is seen to be clear.

☞ All trains on Double Freight Tracks will bring their train under full control, prepared to stop when approaching cross-over connecting Double Freight Tracks just east 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.

☞ All Trains must come to a full stop before crossing the Northern Pacific track East of Minneapolis Junction Station, crossing of Northern Pacific west of Monroe Street N. E., and Soo crossing at 25th Avenue N. E., East of Northtown Junction, and Northern Pacific and Soo crossing at Northtown Junction, and know the way is clear before proceeding.

☞ **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.

☞ 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.

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.

☞ **Minneapolis Yard** limits on Freight Tracks extend East to East Switch, Hamline and west to one mile west of Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Lake, one and one-half miles west of Clearwater Junction Telegraph Office. **St. Paul Yard,** extends 1,000 feet west of connection tracks about midway between Dale Street and Lexington Avenue overhead bridges. 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.

☞ *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.

☞ 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.

☞ 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 Fifteen 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 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.

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 post, 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 post 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 1,960 feet east of the Signal Tower, on 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 movements across the "Belt Line" track, and across the main passenger tracks.

The middle arm governs movements to the "Belt Line" track, as well as to "B" and "Q" yards.

The bottom arm governs movements across the "Belt Line" track in to the St. Anthony Elevator yard.

North Switching Track.—1. 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.

South Switching Track.—1. A Dwarf Signal located 690 feet east of the Signal Tower on the north side of track, governs movements across and on to the "Belt Line" track.

2. A Dwarf Signal located 360 feet west of the Signal Tower on the north side of 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 governs movement East.

"Belt Line" Track.—1. A Home Signal, located 760 feet east of the Signal Tower on the north side of track, governs movements across the main and switching tracks and on to the main west bound freight track and the switching tracks.

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 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, governs movements across the main freight tracks and across the "Belt Line" Track.

Main Freight Track.—1. A Distant Signal, located 1,940 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 of track.

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, and on to the "Belt Line" track.

"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 movements 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 movements 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.

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

2. A Dwarf Signal, located 340 feet east of the Signal Tower on the south side of track, governs movements across and on to the "Belt Line" track.

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 track.

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 Boom Island Yard.

A Dwarf Signal, located 958 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 movements from the north side track to Spur on north side; from north side track to east bound main track, 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 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 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 to south side track.

A Dwarf Signal, located 488 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, and from west bound main track to north side track.

Location of Signals on Wisconsin Central Boom Island.

A Distant Signal, located 1000 feet west of **Home Signal** and 1150 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.

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 Trains.

A Distant Signal is located 1,200 feet east of Home Signal and 1,430 feet east of the Signal Tower. Home Signal is located 230 feet east of the Tower.

Location of Signals for East Bound 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.

Semaphore Signals on double tracks are for the protection of trains using railway crossings and cross-over tracks connecting east and 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 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 dropped,** or green light is shown at mast-head, and all is **seen to be clear.** Arm of signal dropped **Vertically,** or **Green light at mast-head,** means **Proceed.**

Semaphores 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 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 **East bound freight tracks,** also protects **Omaha cross-over against West** bound trains on freight track.

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. Twelve hundred feet **West** of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against **East** bound trains on freight track.

No. 10.—On West Bound Passenger Track. Two thousand feet **East** of University cross-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 Clearwater Junction. At Bryn Mawr Bridge, protecting cross-over **West End Clearwater Junction Yard** against **East** bound trains on east bound track.

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

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.

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 of the case.

   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.

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 sleepers.

   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.

3. When tramps, boys and other persons, climbing 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 information.

   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 Superintendent 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.
Office, 232 Am. Natl. Bank Bldg. ..... St. Paul, Minn.
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.
Residence Telephone, N. W. South 2240.
Residence Telephone, T. S. 8271 ..... Minneapolis, Minn.

DR. C. J. SPRATT, Ophthalmic Surgeon.
Office, 310 Syndicate Arcade.
Office Telephone, N. W. Nicollet 1817 ..... Minneapolis, Minn.

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.
Residence Telephone, N. W. Hyland 571.
Residence Telephone, T. S. 13114 ..... Minneapolis, Minn.

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.

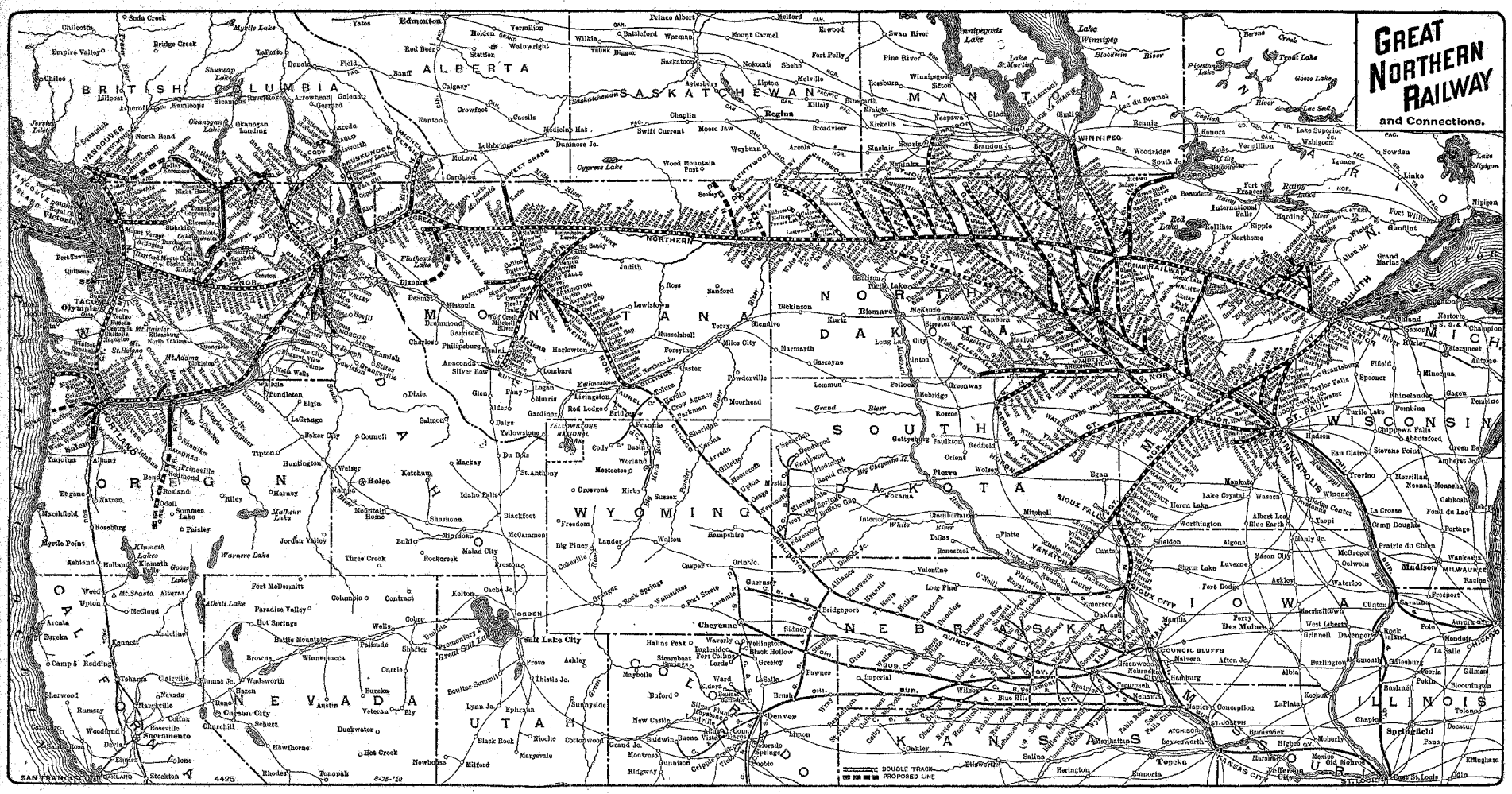
TIME INSPECTORS.

A. L. HAMAN & CO., 352 Robert Street ..... St. Paul, Minn.
MUNNS & POMERLEAU, 221 Central Ave ..... Minneapolis, Minn.

CHAS. C. PONSONBY,
Chief Train Dispatcher.

C. D. GLASS,
Train Master.

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


GREAT NORTHERN RAILWAY
and Connections.
BRITISH COLUMBIA
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MANITOBA
ONTARIO
MONTANA
NORTH DAKOTA
SOUTH DAKOTA
WYOMING
NEBRASKA
IOWA
MINNESOTA
WISCONSIN
MICH.
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COLORADO
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