GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIMETABLE No. 426

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

SUNDAY, OCTOBER 18, 1914

Superseding Time Table No. 425 and All Supplements Thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

P. L. CLARITY, Superintendent.

L. W. BOWEN, Asst. Gen, Superintendent.

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

F. BELL, General Superintendent.

GEO, H. EMERSON, General Manager.

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L7 933		20,000		50,0000011	950			Service Control	10000000			4000 E		10000000	32,000,000	10.0502	827	SOUTH THE SAME	28,43/03			Calledon	PANAGOGIA	20000	AND STREET, IN			100000000000000000000000000000000000000	200000000000000000000000000000000000000	The second second	A COUNTY OF	CAROLINA,	\$6000000000000000000000000000000000000	1 Sept. 1	THE PERSON NAMED IN	r Trac	No. 426.
Supr. Div. SS. PASS No. 2	Lak M't'	C.G.V	Supr. Div. PASS.	P F Div	Orien-	N. Pao.	C.G.W.	N. Pac. PASS.	Omaha PASS.	Omaha PASS.	N. Pac.	Omaha PA98.	Omaha PASS.	Willm'r Div. PASS.	Gopher State N Exp. 1	Pac.	Omeha PASS. I	Lake M't'ks	omahs F	F Div	N. Pac.	C.B.&Q PASS.	N. Pac PASS.	Past	Omaha N PASS. F	. Pac.	Omaha C	O.G.W.C	B&Q	Omahs PASS.	Omaha PASS.	N. Pac PASS.	Supr. Div. PASS.	Lake M't'ka	CB&Q PASS.	Distance St. Paul Passenge	STATIONS.
.53 No. 2-	4 PAS	Dail	No. 23 Daily	No. 16 Ex. Su.	Limit'd	No. 5	No. 41 Daily	No. 1 Datly		No. 8 Ex. Su.	20000	No. 9 Daily	No. 3 Daily	No. 13 Ex. Su.	No. 20 1	No. 67	No. 19] Ex. Su.	PASS. Daily	No. 2 Daily	No. 11 Daily	No. 9 Dally	No. 57 Daily	No. 13 Daily	Mail	No. 16 N	o. 101	No. 10 Daily	No. 1 I	No. 47 Daily	No. 5 Daily	No. 15 Daily	No.65 Dally	No. 17 Dally	PASS.	No.49	D S	LEAVE,
m Pm Pm 1 8	The second second	Pm 12.5	CONTRACTOR AND ADDRESS OF		Am 11.15		11.05	100	-	10.80			-	-	The second second		Am 8.50	-		-	200	- The same of the		-			STREET, STREET	Agent Agent Park	The second second	7 20	THE RESIDENCE OF THE PARTY OF T	6.30	Am	-		0.0	SAINT PAUL.
20 1 4	0	1.0	5		11.25			11.10	-	10.40	24.7	-		dient -	-		9.00			-	-						7 55	7.50	7 45	7.30	7.25	6 45				3.03	3.03 COMO
24 1.4	4	1.0	9		11.29		11.19	11.14		10.44		10.29	9.59	9 34	9.14	9.09	9 04	8 59	8.54	8.49	8.44	8.39	8.34	8 29			7 59	7 54	7.49	7.34	7.29	6.49				5.22	HAMLINE
27 1.4	7	1 1	2		11.82		11 22	11.17		10.47		10.32	10.02	9.87	9.17	9.12	9.07	9.02	8 57	8.52	8.47	8.49	8.37	8.82			8 02	7 67	7 52	7 37	7.32	6 52				6.91	ST. ANTHONY PA
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2 0	-		- Charleston	12.45	-		-								9.86	×				1-1	************										-		5.49			12.06	MINNEAPOLIS J
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	s 2 :	8												10.25			-	9.43						9.08						1						23 .88	0.96 WAYZATA
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9 1 m Pm	.5	_		-	a proposition	-	-	-				-	-		0.45	-	-	*		-10		-	OCUMENTARIO .		-	-										14.46	NORTHTOWN
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	4 2 3	T.T.		10.00		1			- Z T	1					H		FIR		Sec.	1	San	Towns I								V I		SU. T	April 1			nok.	No. 426.
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ally Dall;	v Dail	No.	No. 3	No. 17 Dails	No. 51	No. 63 Daily	No. 77	No. 1	No. 15	No. 3	No. 12 Daily	No. 19 Daily	No. 4 Daily		No. 201	No. 5	No. 11 Daily	Daily	Vo. 63	No. 79	No. 19.	Daily	No. 7	No. 7 I	imit'd P	ASS.	PASS.	No. 61 I	ASS.	No. 6	PASS.	No. 12 Daily	No. 15	No. 61 Ex. Su	PASS.	D S. E.	LEAVE.
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.20 10.5				-		10.30			action of	10.15	dan in		10000	7.50		1	7.15				6.00			No. of Concession, Name of Street, or other Persons, Name of Street, or ot	5.45	Marie Control	-	4.60 8		-			3.40		Willest .	-	
24 10.5						10.84				10 19			- SA	7.54			7.19	- 1			6.04				5.49		-	4.54 s					8 44	-		5 22	2.19 HAMLINE
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11.4		no susu		-	-	-	-					-	-,				-	7.58	Time of		1000	\$6.40			-	5.52			5.26		-					22.92	WAYZATA
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Am Pm			Pro	Pm		Pm				Pm	Pm	Pm	Pm	Pm		Pm	Pm	Pm	Pm		Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm		Pm	4.15 Pm	Pm		14.46	NORTHTOWN.
aily Dail			Daily		015	Daily 007	005	020			Daily		Daily	Daily					Daily	004	To Taxable Printers	Paily 042		787	Daily E	The second of	CONTRACTOR OF THE			857	900	Daily Daily	-	-	907		ARRIVE.
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No. 901. (N. F. No. 13) Arrives First Street 8:47 A. M. No. 891. (N. F. No. 9) Arrives First Street 9:02 A. M. No. 893. (N. F. No. 1) Arrives First Street 1:27 A. M. No. 903. (N. F. No. 5)
No. 867. (N. F. No. 5)

No. 898. (N. P. No. 11) Arrives First Street 7:42 P. M. No. 895. (N. P. No. 15) Arrives First Street 10:02 P. M. No. 905. (N. P. No. 3) Arrives First Street 11:02 P. M. No. 897. (N. P. No. 7) Arrives First Street 11:12 P. M.

TIME TABLE	J. 1574 St.														FII	RST	DIST	TRIC	TE	AST	BOU	ND.	-FIRS	ST CL	ASS T	RAINS			methodological con			PRINTERS OF THE PRINTERS OF TH					8	3
No. 426. In Effect October 18, 1914.	Calle,	rom n via Track.	918	932	852	846	10	894	8	844	864	906							804						100000000000000000000000000000000000000	The state of the s	The second	1000	A CONTRACTOR	10000	100	A CONTRACTOR OF THE PARTY OF TH	The State of the S	842	28	878	810	916
STATIONS ARRIVE	Tolegraph	Distance Northtow Passenger	C.B.&C PASS No. 54	Supr. Div. PASS No. 1	Omab PASS No. 5	Daily	a Dakoti Expres	B N. Pac B PASS. No. 8	Winni peg Limit's	i- Omahs PASS. d No. 62	omah PASS No. 20	N. Pac PASS. No. 2	PASS.	Orient's	Lake M't'ks PASS	N. Pac PASS. No. 20 Daily	N. Pas PASS. No. 62	C.G.W PASS No. 4 and 44	Lake Minne- tonka PASS	Lake M't'k's PASS. Ex. Su.	N. Pac. PASS. No. 76	Omahs PASS. No. 4	Omaha PASS. No. 3	Supr. Div. PASS. No. 20 Daily	Lake Hutch PASS.	Lake M't'ka PASS.	N. Pac PASS. No. 12	Will'r Div. PASS.	FFDiv PASS No. 6	F F Di PASS No. 16	N. Pac PASS No. 78	C.G.W PASS No. 8	Div. PASS. No. 28	Omaha PASS No. 20 Ex. Su.	Fast Express Daily	N. Pac. PASS. No. 64	Lake M't'ka PASS.	C.B.& PAS: No. 5
SAINT PAUL	A	14.46						Am 40		1						Am 8.25		-		Am			Am 9.55		10.00			10 be					-	Pm 2.15	7.000	de Augustia	200	202.200
3.03 COMO	Q							7.80		1						8 15		-			-		9.45		s 9.51	-		10.45					-	2.05				
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MINNEAPOLIS JCT	SJ	***		5.49	- complete		-	* with received	-		-		-	-		-	60500 CONTRACTOR	AMPLE AND ALL	-	MARKET TAKES	-		***************************************	9.36	and the same	William Name	Paradian	· audition	- MUNICIPALITY	12.4	- SHOTS NAME		1 24	and a series		er interpreted		
FIRST STREET		12.47														-							-	9.81					-									
CLEARWATER JCT	UD	15.01	-				6 58		7.10		-	4400760	7 25	7.80	7 45	-	-			8 85	*******				9.25	9.35	-	10.20	11.00	-	-	a Promisor		-	1 45	-	2.00	THE PERSON
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0.96 WAYZATA	WA						s 6.85	-							47.23			-		s 8 18					-	59.13		19.57	-						1 24		1 37	
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NORTHTOWN	NJ	0.0	-	6.40	-	-	0.54		EN ADDRESS					7.06	-								Constitution.	-		-	NAC-STATE OF	0.40	OCHOCOSPONE	12.35	**************************************		1.16	-	-		and extends as	
		0.0	Am	Am	Am	Am	Am	Am	Ara	Am	-	Anı	Am	Aau	An	Am	Am	Am		Am			Asu	Am	Am	. Am	Am	Ass	Ans	Pm		Pin	1.16 Pm	Pm	Pm	Pm	Pm	ALL CONTRACTOR
LEAVE			Daily			Daily 846		Daily		Ex. Su.		Daily	Daily 30			Daily			804	Ex. Su.		000	Daily					Er. Su.	Daily 6			Daily 782		Ex. Su. 842			Daily 810	010
TIME TABLE								100											UND												17.							
No. 426. In Effect October 18, 1914.	Calla.	from ke via r Track,	936	792	832	944	786	856	812	12	828	880	904	814	898				790					100	866	848	788	930	860	902	4	896	820	840	884	946	826	948
	aph C	ake ger T	0	-		-	-	-																							1		Lake	Omaha	N. Pao	FF Div	Omoba	Supr
STATIONS	elegr	Distance Long Lak Passongor	Supr. Div. PASS. No. 24	PASS. No. 42	PASS. No. 64	FF Div PASS. No. 15	PASS. No. 46	PASS. No. 7	M't'ka PASS.	PASS. No. 12	PASS. No. 8	PASS. No. 68	PASS. No. 6	M't'ks	PASS. No. 10	PASS. No. 14	PASS. No. 48	PASS. No. 2	PASS. No. 6	PASS. No. 14	PASS. No. 138	PASS. No. 1	C.B.&Q PASS. No. 48	PASS. No. 6	PASS. No. 15	PASS. No. 11	PASS. No. 2	Gopher State Express No. 19	PASS No. 9	PASS No. 14	PASS	PASS. No. 4	Lake M't'ka PASS.	Omaha PASS. No. 10	PASS. No. 66	PASS. No. 29	PASS. No. 18	PASS No. 1
ANNIVE		는 H	Daily	Daily	Daily	Ex. Su		Ex. Su.		Daily	Daily	Ex. 8u.		Daily	Daily	Ex. Su	Daily	Daily	Daily	Daily		Daily	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sa.	Daily	Daily	Sa. only	Daily
SAINT PAUL	A	26,96	Pm	Pm 8.55	Pm 4.25	Pm		Pm 4.45	y.	5 20	An 6.25	Pm 8.80		Pm	Fm 6.90	Pm 6.80	fm 6 85	Pm 6.45	6.50	Pm 7.25		Pm 7.55	8.15	Pm 8.20		Pm 8.40	Pm 8.50	Pm 8.55	10.30	10.8	10 4	Pm 10.50		11.05	11.85	Pm	11.50	Pm
	Q	23.93		8 45	4.15			4.85	5	5.10	5.18	5.20			8.10	8.20	6.25	6.85	6 40	7 16		7.45	8.00	8.10		8.80	8 40	8.45	10.20	10.2	5 10 8	10.40	- "	10.55	11.15		11.40	# P
HAMLINE	CP	21.74		3.41	4 11			4.31		8:06	5.11	5.16			8.06	6.16	8.21	6.81	6.86	7.11		2000	7.56			8.26	8.36	8.41	10.10	10 2	1 10.8	10.86	3	10.51	11.11		11.86	
ST. ANTHONY PARK		20.08		8 88	4.08	3		4.28	3	5.08	5.08	5.13			8.08	6.18	6.18	6.28	6.83	7.08		7.88	7.58	8.08		8.28	8 33	8.88	10.18	10.1	10 28	10.88		10.48	11.08		11.98	
3.53 MINNEAPOLIS	s	16.52		8 80	4.00			4.20)		-	5 05		5 45	5.58	6.08	6.10	6.20	6.25	7.00		7.80	7.45	7.55		8.15	8.25	8.80 8.15	10.0	10.1	10 20	10.26		10.40	11.00		11.25	
MINNEAPOLIS JCT	SJ		2.06		C/Accessivening to the control of th	4.06		-	d conveniences	4.44						- mediatrica	-	-Americano	A					and desired			BILLERS	8.05	-			1000000				11.16		11.5
FIRST STREET		15.99	2 01			4.01																														11.11		11 4
CLEARWATER JCT	UD	15.01			t-mantinger		- I MARKET AND THE	Name of Street,	ADDRESS TOLK	INCOME TO SE	PATRICE PLAN	Coursestable	ext-termina	5.40		5.50	Name of Street, or other transfer, or other transfe		-	inemetrated				RESIDENCE OF THE PERSON OF THE			***************************************	-	BD-3-01803		10 10	0			77 100			11 K-100
HOPKINS JCT		10.53												5.28		5.88	The same																					
HOLDRIDGE		4.04			-									s 5.20	-	5.80			1			-									1		-					
WAYZATA	WA	3.08							-					s5.17	-	s 5 . 87	-												L			1						
HUTCHINSON JCT	FN	2.40					-			-				5.15	-	5.96	-			-	-					7			-									
LONG LAKE	ON	0.0				-			-			1	-	0.10		5.18			1		-																	
NORTHTOWN	NJ		Brutelmodaled	-			-		- ENGINEERS	A DE		-		Paravatta	NO STREET	e concessaria	RESTRUCTION OF	stoutonous	D PRESIDENTIAL DE	WOMEN'S ST	entrance and			-			-	7.55	-	4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	-		-			- CONTRACTOR		Mark Sales
			Pin	Pin	Pm	Pm		Par		4.35 Pm	Pm	Pro		Pm	Pm	Prai	Pm	Pist	Pra	Pro		Psn	Pus	Pm		Pra	Pm	7.55 Pas	1000	Pha	Pna	78		Pm	रोग	Pm	Pm	Pm
LEAVE			Daily			61 8u.	900	Es. Su				Ex. Su	00.	Daily					Daily		000		Daily		000			Daily				Daily	000	Ex. 8a.	Daily QQA	described by the first of the same of the	8a. only 826	and interest of the last
			355	1397	12647	MAA	7366	1 25 5	277	177	1272	1 220	A GAD	97 A	5000	114	CITE I	1836	798	6.5%	883	1259	1 43 1 4	25 2 25	36 85 65	XAX	188	930	000	34.6	4	030	820	560	004	240	020	340

No. 892. (N. P. No. 16) No. 894. (N. P. No. 8) Leaves First Street 7.03 A. M. No. 906. (N. F. No. 2) Leaves First Street 7.23 A. M. No. 888. (N. F. No. 20) Leaves First Street 7.53 A. M. No. 900. (N. F. Ho. 12) Rearces First Street 5.53 A. M. No. 904. (N. F. No. 6) No. 896. (N. P. No. 10) Leaves First Street 5.48 P. M. No. 902. (N. P. No. 14) Leaves First Street 10.08 P. M. No. 886. (S. F. No. 4) Leaves First Street 10.18 P. M.

	1	1	1		1			l ame l	200			-		TRICT-WEST BOU	1 4	411	967	987	995	503	501	983	849	571	953	985	417	965	401	951	403	
	975	405	973 v C.G.W. Trefr. No. 9	409	981	957	997	971	969	991	989	955	rom via Frack.	TIME TABLE No. 426	Call	411	301	301	Sup Div	Prince-	E E Div	Omah.	Hutab	Will'r Div. Local FRT.	CB&Q	Omaha	Const	C.G.W.				
		FFD	C.G.W.	Div.	TIME	C.B.&Q	TIME FRT.	C.G.W.	C.G.W.	Omaha FRT.	Omaha FRT.	C.B.&Q FRT.	sht ght	in Effect October 18, 1914.	grap	TIME	Trafr.	FRT.	FRT.	Line	Local FRT.	FRT. No. 73	Mixed Train	FRT.	FRT. Trsfr.	FRT. No. 85	FRT.	No. 1	FRT.	CB&Q FRT. T Traft.	FRT.	
	2000	FRT	No. 9 Daily	FRT.	No. 83 Daily	Trsfr.	No. 408	No. 7 Daily	No. 5 Daily	Trefr. Daily	Trsfr. Daily	Trefr.	Dista St. I Frei	STATIONS LEAVE	Telegraph	1 11.	Daily	Daily	Ex. Su.	Mo We Pri	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Daily	Daily			-	Daily 1	Daily :	-
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		Pm	10.10			6.10		8.10	8.00			12.05	0	3.08 COMO			-	-	7.00			5.55			4.60	4.10		8.25	1.80	12 45 1	.2 30	
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	-	Dail	Pm Daily	Am	Daily	Pm Daily	Pm Daily	Daily	Daily	Daily	Daily	Daily		ARRIVE		444	Daily	Daily	Ex. Su.	Mo We Fri	Ex. Su	Daily 923	RAQ	Ex. Su.	953	985	417	965	401	951	403	
	975	40	973	409	981	957	997	971	969	991	989	955			* **	411	301	301	333	303										-		
	EAST BOUND.—SECOND CLASS TRAINS.										TIME TABLE										D,—9						004	000	400			
968	966	952	406	404	998	982				954	970	984	om via ack.	No. 426 In Effect October 18, 1914.	Calls.	956	996	572	986	850	988	504	410	976	972	502	3/4	Omeha	708	994	Omah.	402
	-	-	-	-						G.B.&O	C.G.W.	Omah	Distance from Long Lake via Freight Track.			CB&Q	Sup Div Local	Will'r	Omaha	Hutch. Mixed	Omah.	Prince- ton Line Local	Div. TIME		C.G.W.	F F Div	C.G.W.	TIME FRT.	CB&Q FRT.	Omaha FRT. No. 85	FRT.	Coast FRT.
Trafr. No. 2	Trafr. No. 4	FRT	OFF DIV TIME FRT.		Sup Div TIME FRT. No. 407			_ r		FRT. Treir.	Trair. No. 6	FRT. Trafr.	Long Freig	STATIONS ARRIVE	Теведтирь	Trafr.	No. 507	Local	Trefr.	Train Ex. Su.	Trefr.	Local	FRT.	-	No. 8 Daily	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily
Daily	Daily	Dail	-		Daily	Daily			-	-		T. P.ST.	H	****		-			Pa Pa	Pm	Pm	-			Pm 8.80	Pm	Pm.	Pm	Pm 9.85	Pres	Pm	Am
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12.20	2.2	8.4	0		6.48	7.80)			7.50	11.15	11.40	23.98	3.03 COMO	Q	8.16	4.45	-	5.25		5.50	-		-	0.10		0.00		3.00			
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	and the same	-	-	o en	-			-						MINNEAPOLIS 1.62 MINNEAPOLIS JCT	61	9 90	3.50		4.40	-	5.10	0	-			5.80	6.20			10.10		
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SECOND CLASS						FIRST	CLASS 1	TRAINS.								TIME TABLE			72					16	FIRST	CLASS 1	TRAINS.					SECOND
849	825	823	821	819	817	813	811	815	809	807	805	803	801	dity of	from	No. 426	Calls	from	SIGNS.	802	804	806	816	808	810	812	814	818	820	822	824	850
Mized Train	Passen- ger	Passen-	Passes-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Passen-	Caps	Distance St. Paul	October 18, 1914.	grap	Distance		Passen-	Panson-	Passen- ger	Passen- ger	Passen- ger	Passen-	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Mixed Train
Ex. Sun.						Daily	Daily	Ex. Sun.	B.v.		Daily	Dally		Sidir	Diet.	STATIONS	Tele	Dist		Daily	9 11	-	Ex. Sun.	Sun, only	Daily		Daily					Ex. Sun.
A ™89						Pm 6 45	8 ^m 45	Pm 35			Pn 30	Am 9.45		25000	and constrained	HUTCHINSON JCT	FN	43 . 69 R	D I	Ån 20	7	8 10	Å 02	Am 9.10	Pa 1.35		Pm 5.15					Pm 4.18
West of the second						s 6.48	s 5 48	s 5 38			4 2 33	9.48			26 05	1.49 ORONO		42.20		s 7.17		s 8 07	8 57	s 9.07	s 1.32		s 5 12					
806 8 04						s 6.52	s 5.52	s 5 42			s 2 37	9.52		35	27.33	CRYSTAL BAY	VI	40.92	D	7.14		s 8 04	* 8 54	s 9.04	s 1.29		s 5 09					s 4.0
						s 6.54	s 5 54	s 5 44			. 2 39	9.54		****	28 24	0.91 ARCOLA		40.01		a 7 10		s 8.00	a 8 5 0	s 9.00	s 1 25		s 5.05					
8 09						s 6.58	s 5 59	s 5 46			2.48	1 9 58		19	28.88	MINNETONKA B'CH.	мв	39.37	D	7.08		s 7 58	8 48	s 8.58	s 1.28		s 5.03					8 50
						s 7.00	s 6.00	s 5 48			8 2 45	. 10.00			29 68	0.80 NAVARRE		38.57		s 7 04		s 7 54	8 8 43	s 8.54	s 1.19		s 4.59					
8.20								s 5 51			. 2 48	10 08				SPRING PARK	PK	37 77	D	9 7 02		s 7.52	8 8 41	s 8.52	s 1 17		* 4.57					. 848
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849	825	823	821	819	817	813	811	815	809	807	805	803	801							802	804	806	816	808	810	812	814	818	820	822	OTA	
4 11 10.						19. 25	19. 25	1.30	19. 25	19. 25	19 25	19 25	19.25	-		Time Over District. Average Speed per Hour.				19. 25	19. 25	19. 25	1 57 22 4	19. 25	19. 25		19,		19. 25			3 46 11 6

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

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

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

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

INITIAL STATIONS:

TERMINAL STATIONS:

Hutchinson Jct. for Nos. 803, 805, 811, 813, 815, 849. Hutchinson " " 816, 850. Mound " " 802, 806, 808, 810, 814.

Hutchinson for Nos. 815, 849. Hutchinson Jet. " " 802, 806, 808, 810, 814, 816, 850. Mound " " 803, 805, 811, 813.

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 Lines Shown in station column.

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

- 1. The Double Passenger Tracks are the two (2) left hand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminster Street; the two (2) north tracks from Westminster Street; the two (2) north tracks from Westminster Street; St. Paul; to St. Anthony Park, and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minusopolis, via Minneapolis Passenger.
- 2. The Double Freight Tracks are the two (2) south tracks next to the passenger tracks from Third Street, St. Paul, to St. Anthony Park, and the two (2) north tracks from St. Anthony Park to point of diversion opposite Union Elevator extending to Minneanolis Junction.
- 3. Double Track extends from Minneapolis Junction to Northbown, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the West Bound Passesquer Track, and track three (3) the East Bound Passesquer Track. Trains on Freight Tracks four (4) and twe (5) between First Street and Western Avenue will keep to the left. Track four (4), East Bound Freight Track. Track for (6) West Bound Preight Track. These Prack Bound Preight Track. These tracks are the Bound Freight Track. One (1), on the north side, and are handled by switch tender wight and are handled by switch tender wight and the profit and the property of the property of the profit of the profit
- 4. Double Track extends from Western Avenue to Long Lake. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.
- 5. Bulletin Boards are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Long Lake, Jackson Street and Minneapolis Junction Round Houses.
- 6. Clocks regulated to Standard Time are located in Telegraph Offices at Dispatcher's Office, Minneapolis, St. Paul, Como, Minneapolis Passenger Station. Minneapolis Junction, Clearwater Junction and Long Lake.
- 7. Registering Stations: St. Paul, Cone, Minneapolis Junction, Minneapolis, Northtown, Clearwater Junction and Long Lake. First Class Williams Div. Trains at Language and the Control of the Control of
- Train Order Signals are located at St. Paul, Minneapolis Junction, Clearwater Junction, Northtown, Minneapolis, Hutchinson Junction and Long Lates.

- 9. Terminal Stations Long Lake for Nos. 3, 9, 13, 21, 27, 401, 409, 571. Northtown for Nos. 15, 29, 981, 929, 983, 408, 405, 997, 503, 995. Clearwater Junction for Nos. 1, 5, 7, 11, 501. Hutchinson Junction for Nos. 803, 805, 811, 815, 849.
- 10. Initial Stations Long Lake for Nos. 2, 10, 14, 22, 28. Northrown for Nos. 12, 16, 932, 930, 934, 998, 996. Clearwater Junction for Nos. 4, 6, 8, 30. Hutchinson Junction for Nos. 602, 812, 816, 860.
- 11. The switch at Northtown (end of double track) will be kept set for east bound track.
- The switch at Long Lake (and of double track) will be kept set for west bound track.
- 13. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamiline Transfer, and west to Northtown on Freight Tracks via Minneapolis Junction and from Minneapolis Junction west to 8000 ft. east of Hopkins Junction. St. Paul Yard extends to East Switch, Hamiline Transfer. The main Passenger Tracks between St. Authony Park and Minneapolis Passenger Station via Stone Arch Bridge will not be considered a part of Minneapolis Yard.
- 14. On Single Track West Bound Trains are Superfor to East Bound Trains of Same Class.
- 15. All Extra Trains will use double track, double passenger and double freight tracks in direction of current without running orders.
- 16. First Class and Extra Passenger Trains will use Passenger tracks exclusively, and second class and extra freight trains, Freight tracks exclusively.
- 17. Extra Trains on passenger tracks will run ahead of delayed first class trains without orders. Extra trains on freight tracks will run ahead of delayed second class trains without orders. Extra trains on double track will run ahead of second class trains without orders.
- 18. First Class Trains must not exceed schedule running time between Minneapolis Passenger Station and Northtown, and Minneapolis Passenger Station and Clearwater Junction. West Bound Trains will approach Cross-overs at Western Avenue under full control and know the way is clear before proceeding.
- 19. A Stop Board has been piaced 200 ft. west of Osseo Line Junction Cross-over. East Bound Trains must come to a full stop at this point. All Terminals and Willmar Div. West Bound Trains must not exceed twelve (12) miles per hour over Osseo Line Junction switch at Clearwater Junction.

- 26. All trains on Doable Freight Tracks will bring their trains under full control prepared to stop when approaching roses-overs located east and west of Hamine Transfer and will acb proceed until way is seen to be clear. All trains on east bound Freight Track will approach cross-over between freight tracks East Ead Minnesota Transfer under absolute control, and not proceed until way is seen to be clear. All trains coming out of St. Antheny Elevator Yard must come to a full stop 1500 feet west of the dwarf signal convoling cross-over, and will protect themselves when trains on west bound freight track russ of this dwarf signal convolence of the standard of the s
- 21. In passing Mineapolis Junction "P", 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 or the Fergus Falls Division and Superior Division must come to a full stop before passing switches at either end of "Y" unless they reculve a signal to proceed from Switch Tender and personally know the way is clear.
- owith a enter and personally know the way is clear.

 22. Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Minnapolis 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.
- 23. All trains on East Bound freight track will approach erossover from the lead to East Bound freight track located between Como Av. and Western Av. bridges with train under full control and not proceed until way is seen to be clear. All trains on Double Freight Tracks will bring their trains under full control, prepared to stop, when approaching cross-over connecting Double Freight Tracks is ust east of Rice Street overhead bridge, St. Faul. All east bound trains on double freight tracks will bring their trains to full stop at stop board about 800 feet west of cross-over connectionable freight tracks opposite old store building just west of Jackson Street overhead bridge, St. Faul, and will not proceed until way is seen to be clear. West bound trains will approach this crossing under full control prepared to stop if cross-over is obstructed.
- 24. All trains must come to a full stop before crossing the Northern Pacific track east of Minneapolis Junction Station, crossing of Northern Pacific west of Monroe Street N. E., and Soc crossing at 25th Avenue N. E. east of Northtown, and know the way is clear before recording.
- 25. All trains must approach double-elip switches at West end of Union Yard opposite Union Elevator under full control, prepared to stop, if switches are occupied, and must not exceed ten (10) miles per hour while passing over these switches.

- 26. 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.
- 27. All trains must approach Hopkins Junction under control unless way is seen to be clear. Switches at Hopkins Junction will be kept set for main line and must be so left by trains after using them.
- 23. East Bound trains moving towards Minneapolis Passen;er Station or Minneapolis Junction will come to a full stop at Stop Board west of First Street Bridge, Minneapolis. West Bound trains via Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. West Bound trains via Minneapolis Passenger Station will come to a full stop at Stop Board east of First Street Bridge. All trains coming to a full stop at Stop Board east of First Street Bridge. All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signaled to do so by the Switch Tender.
- 29. The Speed of all Freight and Transfer Trains, also switch engines, must not exceed ten (10) miles an hour over cross-overs at First Street North, Minneapolis. Brakemer and Switchmen must be on top of trains and properly distributed, keeping sharp look-out.
- 30. All trains will reduce speed approaching highway crossing at Sixth Ave. S. E. near east end of Stone Arch Bridge, running over same at rate of speed that will insure safety to both persons and teams using crossing, and will consume at least one and one-quarter (14) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minusepolis Passenger Station Yard.
- 31. All trains passing over or occupying main line tracks after dark or in foggy weather must display a red light on rear car, in the absence of a caboose.
- 32. Train and Yard crews using Switches or Railway Crossings, which are covered by Semaphore Signals must invariably set the signals before throwing Switches.
- Trains must not exceed ten (10) miles an hour over East and West Island Avenues, Minneapolis.
- 34. Wye Switches at Summer St., Minneapolis Junction, will be kept set for the west leg of the Wye.
- Nos. 501, 502, 503, 504, 995, 996, 571 and 572
 will carry passengers when provided with proper transportation and freight train permit.
- 36. G. N. Track No. 1 Minnesota Transfer for use of West Bound Freight Trains. G. N. Track No. 2 Minnesota Transfer for use of East Bound Freight Trains. All Freight Trains having cars to act out or pick up at Minnesota Transfer will clear the Main Track.

37. ALL TRAINS COMING INTO OR LEAVING MINNEAPOLIS PASSENGER STATION WILL NOT PROCEED UNLESS SIGNALED BY SWITCH TENDER.

38. TRAINS ON PASSENGER TRACKS BETWEEN ST. PAUL AND MINNEAPOLIS MAY LEAVE TERMINALS THREE MINUTES APART BUT NO CLOSER. TRAINS ON FREIGHT TRACKS AND DOUBLE

39. ALL TRAINS WILL REDUCE SPEED TO TEN (10) MILES PER HOUR PASSING THROUGH WAYZATA STATION.

40. ALL TRAINS USING EAST BOUND PASSENGER TRACK COMO TOWER TO ST. PAUL WILL

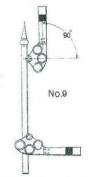
NOT EXCEED TWENTY (20) MILES AN HOUR.

INTERLOCKING SIGNALS.

ENGINEMEN AND TRAINMEN.

- Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking
- 665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train-parted."

- 666. When a parted train has been re-coupled the Signahuan must be
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

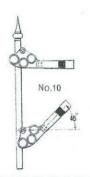


INTERLOCKING HOME SIGNAL.

Upper Arm, GREEN light at Lower Arm. RED light at

Indication. Main line rouse clear, PRO-CEED

Name CLEAR Signal



INTERLOCKING HOME SIGNAL.

Upper Arm, RED light at Lower Arm, YELLOW light at night.

Indication. Diverging route with CAUTION.

CAUTION Signal Name.

night.
Indication, STOP, Proceed only when No.15



STOP Signal.

Upper Arm, RED light at

night. Middle Arm, RED light at

Lower Arm. RED light at

signal clears or upon pres-cribed hand signal from Sig-

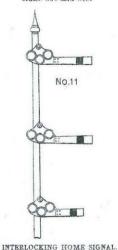
DWARF SIGNAL RED light at night. Indication. STOP.
Name. STOP Signal.

night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



INTERLOCKING HOME SIGNAL.

Upper Arm, RED light at night. Middle Arm, RED light at night. Lower Arm, YELLOW light at night.

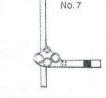
No.12

Indication. Slow speed, Reute clear, Pro-

Name CAUTION Signal.



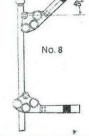
DWARF SIGNAL. Color. YELLOW light at night.
Indication. PROCEED with CAUTION
Name. CAUTION Signal.



INTERLOCKING HOME SIGNAL

Upper Arm, RED light at Lower Arm. RED light at

night.
Indication, STOP, Proceed only when signal clears or upon prescrib-ed hand signal from Signalman. STOP Signal. Name.



INTERLOCKING HOME SIGNAL

Upper Arm, YELLOW light Lower Arm, RED light at

night.

Indication. Main line route clear, proceed

with CAUTION, prepared to stop at next signal. CAUTION Signal. Name



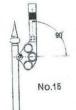
Color. YELLOW light at night.
Indication. PROCEED with CAUTION

CAUTION Signal



INTERLOCKING DISTANT SIGNAL.

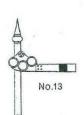
prepared to stop at Home Sig-



INTERLOCKING DISTANT SIGNAL.

GREEN light at night. Color Indication. PROCEED.

CLEAR Signal



INTERLOCKING DISTANT SIGNAL.

RED light at night Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.

Name. STOP Signal.

AUTOMATIC BLOCK SIGNALS.

- 501. In all cases except as noted by special rules, the BLOCK Signals are located upon the right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the right of the Signal mast as seen from an approaching train. The movement of trains will be regulated by the block Signal indications as follows:
 - A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP"
 - An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
 - C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the block is "CLEAR" and is a Signal to "PROCEED".
 - D. At night the position of the Signals will, in addition, be shown by the standard colored lights. RED indicates "STOP". YELLOW indicates "CAUTION;" proceed with caution prepared to STOP at next Signal. GREEN indicates "PROCEED".
- 502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and whereever they may be required.
- 503. Block Signals for a track apply only to trains running with the current of traffic on that track.
 - A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

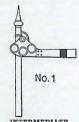
- B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.
- 504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed -(See A. B and C):
 - A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
 - On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
 - C. On double track, at once, under control, expecting to find track impassable
 - A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.
- 505. Omitted.
- When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.
- 507. Lights must be used upon all block signals from sunset to sunrise. and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

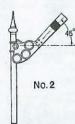
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

- 509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.
- 510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.
- Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.
- 512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.
- 513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights. See general instructions governing operation and mainte-nance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



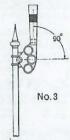
INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

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



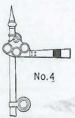
INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

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



INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

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

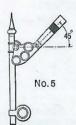


HOME AUTOMATIC BLOCK SIGNAL.

Arm, RED light at night. Disc, RED light at night. Color. Indication. STOP.

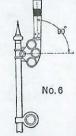
Name.

STOP Signal.



HOME AUTOMATIC BLOCK SIGNAL.

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



HOME AUTOMATIC BLOCK SIGNAL.

Arm, GREEN light at night. Disc, RED light at night. Indication. PROCEED. CLEAR Signal.

Name

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.

. 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.

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 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 terbefore the car or engine leaves the place where the accurate occurrent, and attracted to notify such person of 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, Suit 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.

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Residence, Prior and St. Anthony Aves. Residence Telephone, N. W. Midway 2136.

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Office, 800 Washington Ave. S. E. Residence, 425 Oak St. S. E.

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Office, Room 305 Reid Corner.

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Office, 411 Donaldson Bldg. Residence, 1817 Aldrich Ave. South. Office Telephone, N. W. Main 1250.

Residence Telephone, N. W. South 2658..... Minneapolis, Minn.

TIME INSPECTORS.

CHAS. C. PONSONBY. Chief Train Dispatcher. M. H. MURTHA. Train Master.

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

