

# **GREAT NORTHERN RAILWAY**

**TERMINALS DIVISION**

## **TIME TABLE No. 427**

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

**MONDAY, NOVEMBER 2, 1914**

**Superseding Time Table No. 426 and All Supplements Thereto.**

**THIS TIME TABLE IS FOR THE USE OF EMPLOYEES 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.**



**TIME TABLE**  
**No. 427.**  
In Effect November 2, 1914.

**WEST BOUND.—FIRST CLASS TRAINS.**

**TIME TABLE**  
**No. 427.**  
**In Effect November 2, 1914.**

No. 901. (N. P. No. 13) Arrives First Street 8:47 A. M.  
No. 891. (N. P. No. 9) Arrives First Street 9:02 A. M.  
No. 893. (N. P. No. 1) Arrives First Street 11:27 A. M.  
No. 903. (N. P. No. 5)  
No. 887. (N. P. No. 10) Arrives First Street 6:17 P. M.

No. 899.	(N. P. No. 11)	Arrives First Street	7:42 P. M.
No. 895.	(N. P. No. 15)	Arrives First Street	
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  
No. 427.**  
In Effect November 2, 1914.

**FIRST DISTRICT EAST BOUND.—FIRST CLASS TRAINS.**

No. 427.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	
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**TIME TABLE  
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In Effect November 2, 1914.

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SAINT PAUL	A	26.06	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am

No. 892. (N. P. No. 16) Leaves First Street 7.03 A. M.  
No. 894. (N. P. No. 8) Leaves First Street 7.23 A. M.  
No. 906. (N. P. No. 2) Leaves First Street 7.53 A. M.  
No. 908. (N. P. No. 14) Leaves First Street 8.03 A. M.  
No. 910. (N. P. No. 12) Leaves First Street 8.23 A. M.

No. 904. (N. P. No. 8) Leaves First Street 10.05 P. M.  
No. 906. (N. P. No. 14) Leaves First Street 10.25 P. M.  
No. 908. (N. P. No. 2) Leaves First Street 10.45 P. M.  
No. 910. (N. P. No. 12) Leaves First Street 10.65 P. M.



## FIRST DISTRICT—WEST BOUND. SECOND CLASS TRAINS.

|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|--|

## EAST BOUND.—SECOND CLASS TRAINS.

TIME TABLE  
No. 427  
In Effect November 2, 1914.

## EAST BOUND.—SECOND CLASS TRAINS.

													No. 427 In Effect November 2, 1914.																									
													STATIONS ARRIVE																									
968	966	952	406	404	998	982				954	970	984	Distance from Long Lake via Freight Tract.		956	996	572	986	988	504	410	976	972	502	850	974	990	958	994	992	402							
G.G.W. Trsf. No. 2 Daily	G.G.W. Trsf. No. 4 Daily	C.B.&Q. FRT. Trsf. Daily	F.F. Div TIME FRT.		Sup. Div TIME FRT. No. 407 Daily	Omaha FRT. Trsf. Daily				G.B.&Q. FRT. Trsf. Daily	G.G.W. Trsf. No. 6 Daily	Omaha FRT. Trsf. Daily			G.B.&Q. FRT. Trsf. Daily	Sup. Div Local FRT. No. 507 Ex. Su.	Will'r Div. Local FRT.	Omaha FRT. Trsf. Daily	Omaha FRT. Trsf. Daily	Prince- ton Local FRT.	Will'r Div. TIME FRT.		G.G.W. Trsf. No. 8 Daily	F.F. Div Local FRT.	Hutch. Mixed Train Ex. Su.	C.G.W. Trsf. No. 10 Daily	Omaha TIME FRT. No. 74 Daily	C.B.&Q. FRT. Trsf. Daily	Omaha FRT. No. 86 Daily	Omaha TIME FRT. No. 78 Daily	Coast FRT.							
Am	Am	Am			Am	Am				Am	Am	Am	26 36	.....SAINT PAUL.....	A	Pm	Pm		Pm	Pm				Pm	Pm	Pm	Pm	Pm	Pm	Pm	Am							
12 45	2 35	4 00								8 10	11 30		23 33	.....COMO.....	Q	3 15	4 45		5 25	5 50				6 15		6 55	7 40	9 20	10 45	11 25	1 30							
12 25	2 20	3 40			6 45	7 30				7 50	11 15	11 40	21 74	.....HAMLINE.....	CP																							
12 10	2 05	3 20			6 25	7 10				7 25	11 00	11 25	20 45	.....MINNESOTA TRANSFER.....	MT	2 55	4 30		5 15	5 35				6 00		6 40	7 25	9 00	10 35	11 15	1 10							
12 01											10 45		20 05	.....ST. ANTHONY PARK.....										5 45														
														.....MINNEAPOLIS.....	S										5 30													
	1 40	2 40			5 40	6 40				8 50		10 55	17 40	.....MINNEAPOLIS JCT.....	SJ	2 30	3 50		4 40	5 10				5 30		6 20	6 55	8 15	10 10	10 40	12 30							
		2 30			6 30					8 40		10 45	15 30	.....FIRST STREET.....		3 10			4 20	5 00							6 45	8 05	10 00	10 30	12 20							
		2 20								8 30			15 08	.....CLEARWATER JCT.....	UD	3 00								5 15	5 20				7 55		12 10							
													10 33	.....HOPKINS JCT.....												4 59					11 40							
													4 04	.....HOLDRIDGE.....												4 45					11 20							
													3 08	.....WAYZATA.....	WA											4 41					11 15							
													2 40	.....HUTCHINSON JCT.....	FN											4 34					11 10							
														.....LONG LAKE.....	ON																11 00							
														.....NORTHTOWN.....	NJ																							
Am	Am	Am			5 25	Am				Am	Am	Am		LEAVE		Pm	3 30		Pm	Pm			Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm							
Daily	Daily	Daily			Daily	Daily				Daily	Daily	Daily		Daily	Ex. Su.			Daily	Daily			Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily							
968	966	952	406	404	998	982				954	970	984		956	996	572	986	988	504	410	976	972	502	850	974	990	958	994	992	402								



## WEST BOUND.

## SECOND DISTRICT—BETWEEN HUTCHINSON JUNCTION AND HUTCHINSON.

## EAST BOUND.

5

SECOND CLASS		FIRST CLASS TRAINS.													Car Capacity of Siding	Distance from St. Paul	TIME TABLE No. 427 In Effect November 2, 1914.		Telegraph Code	Distance from Hutchinson	SIGNS.	FIRST CLASS TRAINS.													SECOND CLASS
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	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	Passenger	Mixed Train			
Ex. Sun.							Daily	Ex. Sun.				Sat. only	Daily		Daily			Ex. Sun.		Sat. only	Daily						Ex. Sun.								
Am 7:39							Pm 6:15	Pm 6:35				Pm 8:30	Am 10:05		24.56 HUTCHINSON JCT. PN 43.69 R D I	Am 7:45		Am 9:02	Pm 12:55	Pm 4:25							Pm 4:34								
							s 6:18	s 5:38				s 2:33	s 10:08		26.05 ORONO ..... 42.20	s 7:42		s 8:57	s 12:52	s 4:22															
							s 6:22	s 5:42				s 2:37	s 10:12	35 27.33	CRYSTAL BAY... VI 40.92 D	s 7:39		s 8:54	s 12:49	s 4:19							s 8:12	4 19							
s 8:04							s 6:24	s 5:44				s 2:39	s 10:14	40 28.24	ARCOLA ..... 40.01	s 7:35		s 8:50	s 12:45	s 4:15															
							s 6:28	s 5:46				s 2:43	s 10:18	49 28.88	MINNETONKA B'CH. MB 39.37 D	s 7:33		s 8:48	s 12:43	s 4:13								s 8:55							
s 8:09							s 6:30	s 5:48				s 2:45	s 10:20	50 29.68	NAVARRE ..... 38.57	s 7:29		s 8:43	s 12:39	s 4:09															
							s 6:33	s 5:51				s 2:48	s 10:23	73 30.48	SPRING PARK... PK 37.77 D	s 7:27		s 8:41	s 12:37	s 4:07								s 8:45							
s 8:20							s 6:36	s 5:53				s 2:51	s 10:26	78 31.48	SETON ..... 35.77	s 7:23		s 8:37	s 12:33	s 4:03															
81A 8 34							6:40	s 5:57				s 2:55	s 10:30	67 32.48	MOUND ..... ND 35.77 R D CT	7:20		s 8:34	12:30	s 4:00								s 8:36							
s 8:49								s 6:05						49 33.48	ST. BONIFACIUS... BA 31.28 DW			s 8:20										s 8:30							
s 9:10							f 6:11							14 41.20	MAPLE ..... 27.65			f 8:05										s 8:57							
s 9:28							s 6:19							37 44.79	MAVER ..... KY 23.48 D			s 7:58										s 8:45							
s 9:56							s 6:26							31 48.54	NEW GERMANY... NI 19.71 D			s 7:46										s 8:24							
s 10:38							s 6:34							32 52.21	LESTER PRAIRIE... RA 16.64 DW			s 7:34										s 8:18							
s 11:12							s 6:50							64 60.29	SILVER LAKE... SI 7.96 D			s 7:19										s 8:18							
11:50 Am							Pm 7:05	7:05 Pm				Pm 8:05	Am 10:30	54 68.25	HUTCHINSON... HO 0.00 REDWCT	Am 7:05		7:05 Am	Pm 12:30	Pm 4:00								1 00 Pm							
Ex. Sun.							Daily	Ex. Sun.				Sat. only	Daily				Daily		Ex. Sun.	Sat. only	Daily							Ex. Sun.							
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	824	850						
4.11 10.						19.25	19.25	1.30 29.	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	15.25	19.25		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, Mayer, New Germany, Lester Prairie and Hutchinson.

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

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

## INITIAL STATIONS:

Hutchinson Jct. for Nos. 803, 805, 811, 815, 849.  
Hutchinson " " 816, 850.  
Mound " " 802, 810, 812.

## TERMINAL STATIONS:

Hutchinson for Nos. 815, 849.  
Hutchinson Jct. " " 802, 810, 812, 816, 850.  
Mound " " 803, 805, 811.

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.



## SPECIAL RULES.

FIRST AND SECOND CLASS TRAINS USE DOUBLE TRACK BETWEEN MINNEAPOLIS JUNCTION AND NORTHTOWN, BETWEEN MINNEAPOLIS JUNCTION AND FIRST STREET AND BETWEEN WESTERN AVENUE AND LONG LAKE. SEE GENERAL AND SPECIAL RULES GOVERNING SUPERIORITY OF TRAINS.

### 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, 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 Minneapolis Passenger Station.

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

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

4. Double Track extends from Western Avenue to Long Lake. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.

5. Bulletin Boards are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Long Lake, Jackson Street and Minneapolis Junction Round Houses.

6. Clocks regulated to Standard Time are located in Telegraph Office at Dispatcher's Office, Minneapolis, St. Paul, Como, Minneapolis Passenger Station, Minneapolis Junction, Clearwater Junction and Long Lake.

7. Registering Stations: St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown, Clearwater Junction and Long Lake. First Class Willmar Div. Trains and Passenger extras to and from that Division and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. Fergus Falls Div. First Class trains and Passenger extras will register at Clearwater Junction by card. First Class trains will register at Minneapolis Junction and Como only when using freight tracks on special orders. Trains going to and from Minnesota Transfer will register at St. Anthony Park Interlocking Tower, Nos. 12, 15, 16, 29, 929, 930, 931, 932, 933 and 934 will register at Northtown by card.

8. Train Order Signals are located at St. Paul, Minneapolis Junction, Clearwater Junction, Northtown, Minneapolis, Hutchinson Junction and Long Lake.

9. Terminal Stations  
Long Lake for Nos. 3, 8, 13, 21, 27, 461, 409, 571, Northtown for Nos. 15, 29, 921, 929, 933, 408, 405, 997, 503, 995.  
Clearwater Junction for Nos. 1, 5, 7, 11, 501.  
Hutchinson Junction for Nos. 303, 305, 311, 315, 349.

10. Initial Stations  
Long Lake for Nos. 2, 10, 14, 22, 28.  
Northtown for Nos. 12, 15, 932, 930, 934, 998, 996.  
Clearwater Junction for Nos. 4, 8, 30.  
Hutchinson Junction for Nos. 302, 312, 316, 360.

11. The switch at Northtown (end of double track) will be kept set for east bound track.

12. The switch at Long Lake (end of double track) will be kept set for west bound track.

13. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamline Transfer, and west to Northtown on Freight Tracks via Minneapolis Junction and from Minneapolis Junction west to 5000 ft. east of Hopkins Junction. St. Paul Yard extends to East Switch, Hamline Transfer. The main Passenger Tracks between St. Anthony 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 Superior to East Bound Trains of Same Class.

15. All Extra Trains will use double track, double passenger and double freight tracks in direction of current without running orders.

16. First Class and Extra Passenger Trains will use Passenger tracks exclusively, and second class and extra freight trains, Freight tracks exclusively.

17. Extra Trains on passenger tracks will run ahead of delayed first class trains without orders. Extra trains on freight tracks will run ahead of delayed second class trains without orders. Extra trains on double track will run ahead of second class trains without orders.

18. First Class Trains must not exceed schedule running time between Minneapolis 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 placed 200 ft. west of Osseo Line Junction Cross-over. East Bound Trains must come to a full stop at this point. All Terminals and Willmar Div. West Bound Trains must not exceed twelve (12) miles per hour over Osseo Line Junction switch at Clearwater Junction.

20. 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 on east bound Freight Track will approach cross-over between freight tracks East End Minnesota Transfer under absolute control, and not proceed until way is seen to be clear. All trains coming out of St. Anthony Elevator Yard must come to a full stop 1500 feet west of the dwarf signal controlling cross-over, and will protect themselves when moving from point of stopping to this dwarf signal. All trains on west bound freight track must approach cross-over between freight tracks west of Tower and Crossings at St. Anthony Park, which is used by east bound freight trains setting out grade in Union Yard, under full control, prepared to stop should way be obstructed.

21. 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.

22. 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.

23. All trains on East Bound freight track will approach cross-over 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 just east of Rice Street overhead bridge, St. Paul. All east bound trains on double freight tracks will bring their trains to full stop at stop board about 300 feet west of cross-over connecting double freight tracks opposite old store building just west of Jackson Street overhead bridge, St. Paul, 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 Soo crossing at 25th Avenue N. E., east of Northtown, and know the way is clear before proceeding.

25. All trains must approach double-slip 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.

28. East Bound trains moving towards Minneapolis Passenger 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 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. Brakemen and Switchmen must be on top of trains and properly distributed, keeping sharp lookout.

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 (1 1/4) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minneapolis 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.

33. 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.

35. 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 set 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 SIGNALLED 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 TRACKS MAY LEAVE TERMINALS FIVE MINUTES APART.

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.

7

## ENGINEMEN AND TRAINMEN.

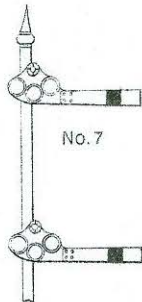
661. Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
662. If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
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.
664. The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking plant.
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 Signalman must be notified.
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.

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 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.



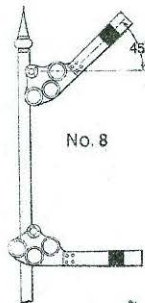
No. 7

### INTERLOCKING HOME SIGNAL.

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

Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.

Name. STOP Signal.



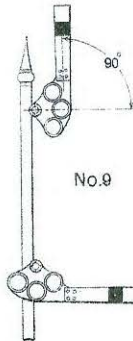
No. 8

### INTERLOCKING HOME SIGNAL.

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

Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.

Name. CAUTION Signal.



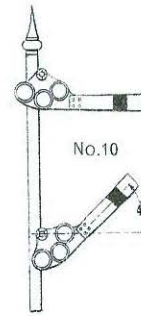
No. 9

### INTERLOCKING HOME SIGNAL.

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

Indication. Main line route clear, PROCEED.

Name. CLEAR Signal.



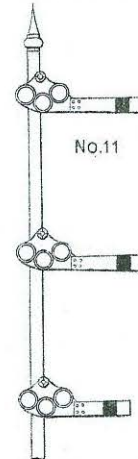
No. 10

### INTERLOCKING HOME SIGNAL.

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

Indication. Diverging route clear, proceed with CAUTION.

Name. CAUTION Signal.



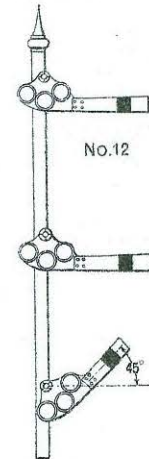
No. 11

### INTERLOCKING HOME SIGNAL.

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

Indication. STOP. Proceed only when signal clears or upon prescribed hand signal from Signalman.

Name. STOP Signal.



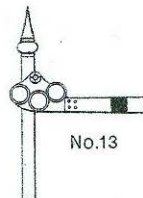
No. 12

### INTERLOCKING HOME SIGNAL.

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

Indication. Slow speed, Route clear, Proceed.

Name. CAUTION Signal.



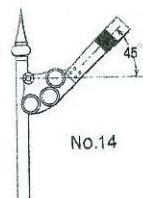
No. 13

### INTERLOCKING DISTANT SIGNAL.

Color. RED light at night.

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

Name. STOP Signal.



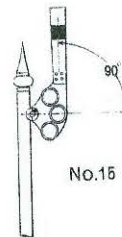
No. 14

### INTERLOCKING DISTANT SIGNAL.

Color. YELLOW light at night.

Indication. PROCEED with CAUTION, prepared to stop at Home Signal.

Name. CAUTION Signal.



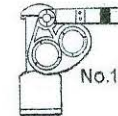
No. 15

### INTERLOCKING DISTANT SIGNAL.

Color. GREEN light at night.

Indication. PROCEED.

Name. CLEAR Signal.



No. 16

### DWARF SIGNAL.

Color. RED light at night.

Indication. STOP.

Name. STOP Signal.



No. 17

### DWARF SIGNAL.

Color. YELLOW light at night.

Indication. PROCEED with CAUTION.

Name. CAUTION 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".
- B. 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 wherever 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.
- B. 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.  
Or—
- C. On double track, at once, under control, expecting to find track impassable.
- D. 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.

506. 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.

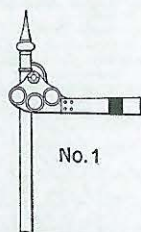
509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The 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.

511. 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.

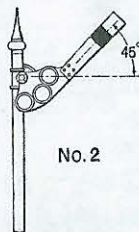
513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights. See general instructions governing operation and maintenance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



No. 1

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

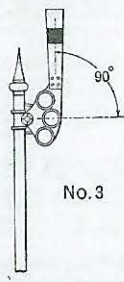
Color. RED light at night.  
Indication. STOP.  
Name. STOP Signal.



No. 2

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

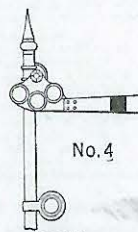
Color. YELLOW light at night.  
Indication. PROCEED with CAUTION,  
prepared to stop at next signal.  
Name. CAUTION Signal.



No. 3

INTERMEDIATE  
AUTOMATIC BLOCK SIGNAL.

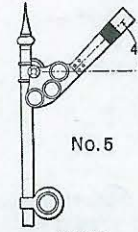
Color. GREEN light at night.  
Indication. PROCEED.  
Name. CLEAR Signal.



No. 4

HOME  
AUTOMATIC BLOCK SIGNAL.

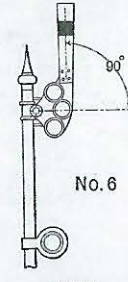
Color. Arm, RED light at night.  
Disc, RED light at night.  
Indication. STOP.  
Name. STOP Signal.



No. 5

HOME  
AUTOMATIC BLOCK SIGNAL.

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



No. 6

HOME  
AUTOMATIC BLOCK SIGNAL.

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



## PERSONAL INJURIES.

9

1. Whenever passengers or employees 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, Suit 301-302-303 Pittsburgh Bldg., cor 5th and Wabasha Sts.

Residence, Snelling and Larpentur.

Office Telephone, N. W. Cedar 1112. T. S. 1112.

Residence Telephone, N. W. Midway 376. T. S. 6691. . . . . St. Paul, Minn.

BOECKMAN & BOECKMAN, Ophthalmic Surgeons.

Office 642 Lowry Bldg.

Office Telephone, N. W. Cedar 6383. . . . . St. Paul, Minn.

J. OHAGE, M. D.

Office, 232 Am. Natl. Bank Bldg.

Telephone, N. W. Cedar 213. T. S. 213. . . . . St. Paul, Minn.

R. J. HILL, M. D.

Office, Room 307 Reid Corner, 9th and Nicollet Ave.

Residence, 1910 Stevens Ave.

Office Telephone, N. W. Main 175.

Office Telephone, T. S. 1285.

Residence Telephone, N. W. South 2240.

Residence Telephone, T. S. 8271. . . . . Minneapolis, Minn.

DR. C. N. SPRATT, Ophthalmic Surgeon.

Office, 302 Reid Corner, 9th and Nicollet Ave.

Office Telephone, N. W. Nicollet 1817. . . . . Minneapolis, Minn.

A. E. AHRENS, M. D.

Residence, Prior and St. Anthony Aves.

Residence Telephone, N. W. Midway 2136.

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 175. 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, 1817 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.

M. H. MURTHA,

Train Master.

Trick Dispatchers:

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