## GREAT NORTHERN RAILWAY

TERMINALS DIVISION

# TIMETABLE No. 427

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

## MONDAY, NOVEMBER 2, 1914

Superseding Time Table No. 426 and All Supplements Thereis

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.

NEED TO BE								_				000000000000000000000000000000000000000	A CONTRACTOR OF THE	2004 W (200 20 10 cm	N. C.	140000000000000000000000000000000000000			),—F1		-		-						-					1		a pop.	No. 427.
SMINISTERS.				THE PARTY OF	945				865																												In Effect November 2,
B.&Q	Div.	Lake M't'ka	C.G.W.	Div.	FF Div Or PASS. t No. 16 Lin	on- N. Pa	o. C.G.W	N. Pao.	Omaha C	Omaha PASS	N. Pas.	Omaha PASS	Omaha PASS	Omaha	Div.	Lake M't'ka	Gopher State Exp.	N. Pac.	Omaha PASS.	FFDiv	N. Pao. PASS.	C.B.&Q PASS.	N. Pac PASS.	Fast	Omaha N PASS.	PASS.	Omaha PASS.	C.G. W. PASS.	PASS.	Omaha PASS.	Omsha PASS.	N. Pac PASS.	Div. PASS.	Lake M't'ka	CB&Q PASS.	Distance St. Paul Fassenge	STATIONS.
o. 53 I	No. 24 Daily	PASS.	No. 5 Daily	No. 23 Daily	No. 16 Lin Ex. Su. De	it'd No. !	5 No. 41 Daily	No. 1 Daily	No. 34	No. 8	2,24,00	No. 9	No. 3	No. 19	No. 13	PASS.	No. 20 Daily	No. 67 Ex. Su.	No. 2 Daily	No. 11 Daily	No. 9 Deily	No. 57 Daily	No. 13 Daily	Mail Daily	No. 16 N	io. 101	No. 10 Daily	No. 1 Daily	No. 47 Daily	Daily	No. 15 Daily	Daily	Daily	PASS.	No.49	222	LEAVE.
of the same	Pm 1 30		Pm 12.55	Salar Miles Committee	Pm 11	COLUMN STREET		11 00		LO SO	- 1/4		Am 9.45						An 40		2011/00/2012	The second second	Spring or pass !	Department of the last			A1145	Am 40	Am 35	7.20	Am	6.30	Ara			0.0	SAINT PAUL.
.20	1.40		1.05		11			11 10		10.40		Alteredal Local	9.55				9.10	9.05	8.50	8.46	8.40	8.85	8.80	8.25			7 55	7.50	7.45	7.80	7.25	6.45				3.03	
3.24	1.44		1.09		11	29	-	11.14		10.44		10.29	9.59	9.39	9 34		9.14	9.09	8.54	8.49	8.44	8.89	8.34	8.29			7 59	7.54	7.49	7 34	7.29	6.49				5.22	
.27	1.47		1.13		11	82		11.17		10.47			10.02						8 57						erkining.		8 02	7.57	7.52	7.87	7.32	6.52				6.91	ST. ANTHONY PA
.85	1.55	2 00	1.20		11	40 45	11.80	11.25	1	10.85		10.40	10.10	9.50	9.45	9.35	9.25	9.20	9.05	9.00	8 65 9 00	8.50	8.45	8.40 8.42			8 10	8 05	8.00	7 45	7.40	7 00				10.44	3.53 MINNEAPOLIS
-	2.06	- Contractor	Sec. Sec. Sec. Sec. Sec. Sec. Sec. Sec.	1.24	12.45	**********	-	-				-	-		and a second	-	9.86	-	Your Statistics	ENLANCE (CL)M	w/www.infairshin												5.49			12.06	MINNEAPOLIS J
				1.29	12.51		-																										5.54		************	11.06	1.50 FIRST STREET
		2.05	****	*************	13	60	-		Care Comments of						10.00	9.40				9.15				8.47							7,					11.95	CLEARWATER JO
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		s 2 25				TE 2711 W.								in .	10.22	10.00			THE R.					9.00												22.92	HOLDRIDGE.
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-	9.15			Column 1999			DA STATEMENT		antitioner on					WHEAT STORES	-	*******	9.45		accommunication of the contract of the contrac	angerman Abelia			DEFENDEN								Na	An	Arm			14.46	NORTHTOWN
Pro	Pm	Pm	Pm Daily	Pri Daily	Pm A Ex. Su. Da	ilv	ha Daily	An Daily	T	Am Ex. Su.	- 1	Am Dally	An Daily	Am Ex. Su.	Am Bx. Su.	hn Daily	Dally	Kx. Su.	ha: Daily	Maily	An Daily	Dally	Dally	In Dally	100		Daily	Daily	Int Daily	Daily	Daily	Daily	Daily				AWRIVE.
and the second			The second second	Transference (III)	945	903	791	893	865	855	877	841	831	827	1.3	803	929	875	847	11	891	919	901	27	865	873	853	781	911	843	829	871	941	801	913		
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94			000	008	861 91									100 March 1971				Designation of the last of the	The second second		Carrier Contract	040	005	M (100)	7	044	64	922	04 E	057	ona	0.52	15	270	207	reok	No. 427.
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Div.	G. N. PASS.	FF Div PASS.	N. Pac. PASS.	N. Pac. PASS.	Omaha CB PASS. PA No. 17 No	&Q Omsh SS. PASS	N. Pac	Omaha PASS.	N. Pas. C. PASS. P	G.W.	Omaha PASS.	Div. PASS.	Omaha PASS.	C.G.W. PASS.	Omaha PASS.	PASS.	N. Pao. PASS.	Dakota Ezp.	N. Pas. I	PASS.	N. Pac. PASS.	M't'ka PASS.	Omsha (	PASS.	Winni- peg h	Lake Y	Willm'r Div.	PASS.	Hutch.	PASS.	M't'ka	PASS.	PASS.	N. Pac. PASS. No. 61	Lake M't'k'a PASS	t. Pa sance	STATIONS.
1. 18				No. 3	No. 17 No			No. 1	No. 15 I	No. 3 Daily	No. 12 Daily	No. 19 Daily	No. 4 Daily	No. 43 Daily	No. 201	No. 5 Daily	No. 11 Dally	Daily	No. 63 Daily	No. 79	Daily		No. 7 Daily	Daily	Daily 1	Daily I	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	A Acco.	Daily 1	Sx. Su. I	Ex. Su.	111000	HOOM	LEAVE.
aily	Daily	Daily	Daily	Daily	Daily	Daily			10	Pm 0.05	Pm	Pm	Pm	Pm 7.40		7.30	7.05	Pm o	e ss		Pm 6.50		Pm 5.45	5 40	Pm 85	Pra	Pm 8 00	Pm 4.40	A 80	Pm 4 05		Pm	8.30	8 00		0.0	SAINT PAUL.
eily	Daily	Daily	Daily	Daily Pm 10.80		Dail)	0						7.45										- Contract of the Contract of				and the same of the	-		-							3.03
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.10 1 .30 1 .24 1	Pm 10.45 10.55 10.59	Pm 10.40 10.50 10.54 10.57	Daily 10.86 10.46 10.49	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47		7.55 7.59 8.02	7.50 7.54 7.57		7.44	7.19	7.10 7.14 7.17	7.05 7.09 7.18		6.04		5.59	5.54	5.49		5.14	4 54	4.44	4.19			3 44	8 19		5.22	HAMLINE
.10 1 .20 1 .24 1 .27 1 .25 1	Daily Pm 10.45 10.55 10.59 11.02 11.10	Daily Pm 10.40 10.50 10.54 10.57 11.06 11.10	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Daily Pm 10.80 10.40 10.44	Pm 10.25 10.35 10.89	10.2 10.3	0 4 7		10	0 15	8.40 8.44 8.47 8.55	8.05	7.55 7.59 8.02 8.10	7.50		7.44	7.19	7.10 7.14 7.17	7.05 7.09 7.18	e and amounts	6.04		5.59	5.54	5.49		5.14	4 54	4.44	4.19	in a		8 44 8 47 8 55 4 00	8 19	Carrinau I	5.22	2.19
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20 1 24 1 27 1 25	Daily 10.45 10.55 10.59 11.03 11.10 11.20	Daily Pm 10.40 10.50 10.54 10.57 11.06 11.16	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55	8.05 8.18	7.55 7.59 8.02 8.10	7.50 7.54 7.57	PARAMETRICA	7.44 7.47 7.55 8.05	7.19	7.10 7.14 7.17 7.25 7.85	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49	5.45	5.14 5.17 5.25 5.30	4 54	4.44	4.19	Solding and a	4.44	8 44 8 47 8 55 4 00	8 19		5.22 . 6.91 . 10.44 .	2.19 HAMLINE ST. ANTHONY PA 8.88 MINNEAPOLIS 1.62 MINNEAPOLIS JC 1.60 PIRST STREET
.30 1 .34 1 .35 1 .45 1	Daily Pm 10 45 10 55 10 59 11 02 11 10 11 20	Daily Pm 10.40 10.50 10.54 10.57 11.06 11.16	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57	- Continues	7.44	7.19	7.10 7.14 7.17 7.25 7.35	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45	5.14 5.17 5.25 5.30 5.30	4 54	4 447 4 55 5 00	4.19	and the state of t	4.44	8 44 8 47 8 55 4 00	8 19		5.22 . 6.91 . 10.44 . 12.06 .	2.19 HAMLINE ST. ANTHONY PA 8.88 MINNEAPOLIS 1.62 MINNEAPOLIS JC 1.60 PIRST STREET
10 1	Daily Pm 10.45 10.55 10.59 11.25 11.25	Daily Pm 10.40 10.50 10.54 10.57 11.10 11.16	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19	7.10 7.14 7.17 7.25 7.85 7.40 7.47	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45 5.50 6.00	5.14 5.17 5.25 5.30 5.85 5.42	4.54 4.57 5.05	4.44 4.47 4.65 5.00	4.19		4.44	8 44 8 47 8 55 4 00	8 19		5.22 . 6.91 . 10.44 . 12.06 . 11.06 .	HAMLINE.  ST. ANTHONY PA  MINNEAPOLIS JC  MINNEAPOLIS JC  FIRST STREET  CLEARWATER JC
.10 1 .30 1 .34 1 .35 1 .45 1 .45 1 1 1	Daily Pm 10 45 10 55 10 59 11 02 11 20 11 25 11 32 11 40	Daily Pm 10.40 10.50 10.54 10.57 11.06 11.16	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19 7.23 7.80 7.40	7.10 7.14 7.17 7.25 7.85 7.40 7.47 7.58	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45 5.50 6.00 6.10	5.14 5.17 5.25 5.30 5.35 5.43 5.43	4.54 4.57 5.05	4.44 4.47 4.55 5.00 6.05 5.15	4.19		4.44	8 44 8 47 8 55 4 00	8 19	8	5.22 . 6.91 . 10.44 . 12.06 . 11.06 . 11.05 .	HAMINE ST. ANTHONY PA MINE ST. ANTHONY PA MINEAPOLIS J MINNEAPOLIS J FIRST STREET CLEARWATER JC HOPKINS JCT HOLKRIDGE
10 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Daily Pm 10.45 10.55 10.59 11.20 11.25 11.25 11.45	Daily Pm 10.40 10.50 10.54 10.57 11.06 11.10 11.16	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19 7.23 7.80 7.40	7.10 7 14 7 17 7.25 7.85 7.40 7.47 7.58 8.00	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45 5.50 6.00 6.10	5.14 5.17 5.26 5.30 5.35 5.42 5.52	4.54 4.57 5.05	6.05 5.15 6.26 5.31	4.19		4.44	8 44 8 47 8 55 4 00	8 19	8	5.22 6.91 10.44 12.06 11.95 16.43 22.92 23.88	HAMLINE  ST. ANTHONY PA  MINE 5.93 MINNEAPOLIS J  MINNEAPOLIS J  FIRST STREET  CLEARWATER J  HOPKINS JCT  HOLKRIDGE  0.96 WAYZATA
Pm . 10 1 1	Daily Pm (0 45 (0.55 (0.	Daily   Pm   10.40   10.50   10.50   11.10   11.16   1	Daily 10.88 10.48 10.49 10.52 11.00 11.10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19 7.23 7.80 7.40	7.10 7.14 7.17 7.25 7.35 7.40 7.47 7.58 8.00 8.00	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45 5.50 6.00 6.10 6.13	5.14 5.17 5.25 6.30 5.85 5.42 5.52 5.55 6.67	4.54 4.57 5.05	4.44 4.47 4.55 5.00 5.05 5.16	4.19	1	4.44	8 44 8 47 8 55 4 00	8 19	,	5.22 6.91 10.44 12.06 11.95 16.43 22.92 23.88	HAMINE ST. ANTHONY PA MINE 58 MINEAPOLIS MINEAPOLIS J FIRST STREET CLEARWATER JC HOPKING JCT HOLDRIDGE WAYATTA
1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Daily Pm (0.46 to 0.65 to .65 to .59 to .65 to .59 to .65 to .59 to .65 to .59 to .65	Daily Pm 10.40 10.50 10.50 10.57 11.06 11.16	Daily 10 ns 10 .46 10 .49 11 .10	Pin 10.80 10.40 10.44 10.47	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 7		10	0 15 0 19 0 22	8.40 8.44 8.47 8.55		7.55 7.59 8.02 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19 7.23 7.80 7.40	7.10 7.14 7.17 7.25 7.85 7.40 7.47 7.58 8.00	7.05 7.09 7.18		6.04		5.59	5.54 5.57 6.05	5.49 5.52 6.00 6.10	5.45 5.50 6.00 6.10 6.13	5.14 5.17 5.26 5.30 5.35 5.42 5.52	4.54 4.57 5.05	6.05 5.15 6.26 5.31	4.19		4.44	3 44 8 47 8 55 4 00 4 08	3 19 3 23 3 80 8		5.22 . 6.91 . 10.44 . 12.06 . 11.96 . 11.95 . 16.43 . 22.92 . 23.88 . 24.56 .	HAMINE ST. ANTHONY PAI MINEAPOLIS MINNEAPOLIS MINNEAPOLIS MINNEAPOLIS FIRST STREET CLEARWATER JC HOPKING JCT HORDROB WAYATA HUTCHINSON JCS HUTCHINSON JCS HUTCHINSON JCS HUTCHINSON JCS HUTCHINSON JCS
1.30 1 1.30 1 1.30 1 1.30 1 1 1.30 1 1 1.30 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	Daily Pm (0.45 to 6.55 to 5.59	Daily Pm 10.40 10.50 10.54 10.57 11.16 11.16	Dolly 10 86 10 46 10 45 10 62 11 10 11 10	Pm Pm	Pm 10.25 10.35 10.89	10.2 10.3 10.3	0 4 4 77 5 5		10 10 10 10 10 10 10 10 10 10 10 10 10 1	0 15 0 19 0 22 0 90	8.40 8.44 8.47 8.55	8.18 Pm	7.55 7.59 8.03 8.10	7.50 7.54 7.57		7.44 7.47 7.55 8.05	7.19 7.22 7.80 7.40	7.10 7.14 7.17 7.25 7.35 7.40 7.47 7.58 8.00 8.00	7.05 7.09 7.13 7.20		6.04	Pm	5.59 6.03 8.10	5.54 5.57 6.05	5.49 5.52 6.00 6.10 8.15	5.45 5.50 6.00 6.10 6.13	5.14 5.17 5.25 5.30 5.85 5.42 5.52 5.55 5.67 6.05	4.54 4.57 5.05	6.05 5.05 5.16 6.26 5.31	4. 19 4. 22 4. 80	3	4.44	3 44 8 47 3 55 4 08 4 08	3 19 8 22 3 80 8		5.22 . 6.91 . 10.44 . 12.06 . 11.96 . 11.95 . 16.43 . 22.92 . 23.88 . 24.56 .	HAMLINE  ST. ANTHONY PAR  ST. ANTHONY PAR  MINNEAPOLIS JC  FIRST STREET.  CLEARWATER JC  HOPKINS JCT  HOLDRIDGE  WAYZATA  HUTCHINSON JC  LONG LAKE

No. 901. (N. P. No. 13) Arrives First Street 8:47 A. M. No. 901. (N. P. No. 9) Arrives First Street 9:02 A. M. No. 903. (N. P. No. 1) Arrives First Street 11:27 A. M. No. 903. (N. P. No. 8) Arrives First Street 9:17 P. M. No. 907. (N. P. No. 19) Arrives First Street 9:17 P. M. No. 899. (R. P. No. 11) Arrives First Street 7:42 F. M. No. 895. (N. P. No. 15) Arrives First Street 1:02 F. M. No. 905. (N. P. No. 3) Arrives First Street 1:102 F. M. No. 897. (N. P. No. 7) Arrives First Street 1:112 F. M.

TIME TABLE								THE REAL PROPERTY.			-1				FIF	RST	DIST	RIC	T E	AST	BOU	ND	FIRS	T CL	uss th	RAINS	•	-	,								3	3
No. 427. In Effect November 2, 1914.	h Calls.	from rn via r Track.	918	932	852	846	10	894	8	844	864	906	30				872									808	900	22	6		1.455.70		934 Supr.	100	-	878		-
STATIONS ARRIVE	Telegraph	Distance Northton Passenge	C.B.&Q PASS. No. 54	Div. PASS. No. 17	Omaha PASS. No. 5	Omaha PASS. No. 16 Daily	Dakota Express	N. Pac. PASS. No. 8	Winni- peg Limit'd	Omaha PASS. No. 62	Omaha PASS. No. 200	N. Pac. PASS. No. 2	PASS.	Orient'	Lake M't'ka PASS.	N. Pac. PASS. No. 20 Daily	N. Pac. PASS. No. 62 Ex. Su.	PASS. No. 4 and 44 Daily	Minne- tenka PASS	Luke M't'k'a PASS.	N. Pac. PASS. No. 76	PASS. No.4	PASS. No. 3	PASS. No. 20 Daily	Lake Hutch. PASS. Ex. Su.	M'c'ka PASS.	PASS. No. 12 Daily	Will'r Div. PASS. Ex. Su.	PASS. No. 6 Daily	PASS. No. 16 Ex. Su.	PASS. No. 78	PASS. No. 8 Daily	PASS. No. 23 Daily	PASS. No. 20 Ex. Su.	Express Daily	N. Pac. PASS. No. 64 Daily	M't'ka PASS. Sa. only	PA No.
Market and a second sec		= =====	Am 5.55	-	1000		and the same of	Control better Agent	3				Am 8.00			- Company				No.	-		Am s	Am	10.00		10.80	10.85	11.45	Pm 1.25		Pm 1.55	2.00	9m 8.15	Pm 20	Pm 2.25	Pm	
SAINT PAUL	A	-	5.45				-	ACCOUNTS AND ADDRESS OF THE PARTY OF T	-	Andrews Commen			7.50			***************************************	8.25				·		9.45		9.51		10.20	10.45	11.85	1.15		1.45	1.50	2.05	2.10	2.15		
2.19 HAMLINE	CP	9.24	-			7.16		****					7.46				8.21	-					9.41		8 9.47		10.16	10.41	11.31	1.11		1.41	1.46	2.01	2.06	2.11		
ST. ANTHONY PARK	CP	-	5.38	-	-	-Assessment	THE PERSON NAMED IN			7.88			7.43				8.18			PER AMAGNE			9.38		9.48			10.38					1.48			2.08		
MINNEAPOLIS	s	-				7.05										8.00	8.10	8.15	here you aman				9.80		9.85 9.80		10.05	10.80 10.26	11.20	1.00 12.52		1.80	1.85	1.50	1.55	2.00	1.25	
MINNEAPOLIS JCT	SJ	2.40		6.49		7.00	7.00	7.00	7.20											-				9.86						12.45			1.94					
1.50 FIRST STREET		12.47	-	0.40		-												1			Secretary and			9.81														_
CLEARWATER JCT	UD	15.01	-			********	6.58		7.10			-	7.25	7.80	8.10										9.25			10.20	11.05				200		1.45		1.20	
HOPKINS JCT		10.53					6.49			- W. W.					7.57										9.14			10.10							1.86		1.08	
HOLDRIDGE		4.04			7	MARKET AND ASSESSED	6.38							7.15	7.50										9.06			10.00							1.26		s 1.00	
0.96 WAYZATA	WA	3.08			100.000	*************	s 6.85			w.xdeti-cx	-0.00	3. 4 J F 2. 10 S		7.18	7.48										9.04			19.57					Communication of the Communica		1.94		12.57	_
0.68 HUTCHINSON JCT	FN	2.40			-		6.81							7.11	7.45			273477.02							9.02			9.54							1.22		12.55	
LONG LAKE	ON	0.0	1			100	6.24							7.05														9.48	-	-					1.15		-	_
NORTHTOWN	NJ	0.0		5.40 km			Acn	Ara	Aru	Am		Am	Am	Am	Ans	Am	Am	Am					Аm	Аm	Ans		Anı	Am	Am	12.35 Pm		Pm	1.18 Pm	Pm	Pm	Pm	Pm	
LEAVE			Daily	1600	W- On	Daily		Daily	SELVENCE T					Daily	Dally	Daily	Ez. Su.	Daily					Daily	Daily	Ex. Su.			Ex. Su.						Ex. 8u.				
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No. 427. In Effect November 2, 1914.	Calls.	rom Via Track.		792	832	944	786	856	812	12	828	880	904	814	898	14	920	836	790	834	882	858	914	838	866	848	788	930	860				820	840	884	946	826	9
No. 427. In Effect November 2, 1914.	100			792 c.o.w.	832	944 FFDiv	786	856	812	12	828	880	904	814	898	14	920	836	790	834	882	858	914	838	866 Omaha PASS.	848 Omaha PASS.	788 C.G.W. PA88.	930 Gopher State Express	860 Omahi PASS				820	840 Omaha PASS.	884 N. Pao. PASS.	946	826 Omaha PASS.	9: 8:0 PA
No. 427.	Telegraph Calls.		Supr. Div. PASS. No. 24	C.O.W. PASS. No. 42	Omaha PASS. No. 64	F F Div PASS. No. 15	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7	Lake M't'ka PASS.	FFDiv PASS. No. 12	Omahs PASS. No. 8	N. Pac PASS. No. 68	N. Pac PABS. No. 6	Lake M't'k PASS	N. Pac. PASS. No. 10	Will'r Div. PASS. No. 14	920 C.B.&Q PASS. No. 58	936 Omsha PASS. No. 2	790 C.G.W. PASS. No. 8	Omaba PASS. No. 14	882	858 Omaha PASS. No. 1	914	938 Omaha PASS. No. 6	Omahs PASS. No. 15	Omaha PASS. No. 11	C.G.W. PASS. No. 2		Omahi PASS. No. 9	N. Pac PASS. No. 14	G. N. PASS.	N. Pao PASS. No. 4	Lake M't'ka PASS.	Omaha PASS. No. 10	N. Pse. PASS. No. 66	946 FF Div PASS. No. 29 Daily	Omaha PASS. No. 18	Di PA No.
No. 427. In Effect November 2, 1914.	100	Distance from Long Lake via Passenger Track.	Supr. Div. PASS. No. 24 Daily	C.O.W. PASS. No. 42 Daily	Omaha PASS. No. 64 Daily	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su.	Lake M't'ka PASS. Daily	FFDiv PASS. No. 12 Daily	Omahs PASS. No. 8 Daily	N. Pac PASS. No. 68 Ex. Su	N. Pac PASS. No. 6	814 Lake M't'k PASS	N. Pac PASS. No. 10 Daily	Will'r Div. PASS. No. 14 Ex. Su	920 C.B.&Q PASS. No. 58 Daily	Omsha PABS. No. 2 Daily	790 C.G.W. PASS. No. 6	0mabs PASS. No. 14 Daily	882	858 Omaha PASS. No. 1 Daily	914 C.B.&Q PASS. No. 48 Daily	938 Omaha PASS. No. 6 Daily	Omaha PASS, No. 15	Omaha PASS. No. 11 Daily	C.G.W. PASS. No. 2 Daily	Gopher State Express No. 19 Daily	Omah PASS. No. 9	N. Pac PASS. No. 14 Daily	G. N. PASS. Daily	N. Pao PASS. No. 4 Daily	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa.	N. Pac. PASS. No. 66 Daily	F F Div PASS. No. 29 Daily	Omaha PASS. No. 18 Sa. only	Di PA No.
No. 427. In Effect November 2, 1914.  STATIONS  ARRIVE	Telegraph		Supr. Div. PASS. No. 24 Daily	C.O.W. PASS. No. 42	Omaha PASS. No. 64 Daily	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7	Lake M't'ka PASS. Daily	Pm 5.20	Omahs PASS. No. 8 Daily	N. Pac PASS. No. 68 Ex. Su	N. Pac PASS. No. 6	814 Lake M'tk PASS	N. Pace PASS. No. 10 Daily Pm 6.90	Will'r Div. PASS. No. 14 Ex. Su	920 C.B.&Q PASS. No. 58 Daily	836 Omsha PASS. No. 2 Daily	790 C.G.W. PASS. No. 8 Daily	Omaba PASS. No. 14 Daily	882	858 Omaha PASS. No. 1 Daily	914 C.B.&Q PASS. No. 48 Daily	Omaha PASS. No. 6 Daily	866 Omaha PASS, No. 15	Omaha PASS. No. 11 Daily	C.G.W. PASS. No. 2 Daily	Gopher State Express No. 19 Daily	Omahi PASS. No. 9 Daily	N. Pac PASS. No. 14 Daily	G. N. PASS. Daily	N. Pao PASS. No. 4 Daily	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa.	N. Pao. PASS. No. 66 Daily	P F Div PASS. No. 29 Daily	Omaha PASS. No. 18 Sa. only Pm 11.50	Di PA No Da
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL 3.69	O Y Telegraph	Distance fro	Supr. Div. PASS. No. 24 Daily	C.G.W. PASS. No. 42 Daily	Omaha PASS. No. 64 Daily	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su.	Lake M'Vka PASS. Daily	PF Div PASS. No. 12 Daily Pm 5.20	Omahs PASS. No. 8 Daily 5.95	N. Pac PASS. No. 68 Ex. Su 5.80	N. Pac PASS. No. 6	814 Lake M'Vk PASS.	N. Pass. PASS. No. 10 Daily Pm 6. 90	14 Will'r Div. PASS. No. 14 Ex. 8u	920 C.B.&Q PASB. No. 58 Daily 6.85	936 Omeha PASS. No. 2 Daily Pm 6.45 6.85	790 C.G.W. PASS. No. 6 Daily Pm 6.50	834 Omaba PASS. No. 14 Daily 7.25 7.16	882	858 Omaha PASS. No.1 Daily Pm 7.55 7.45	914 C.B.&Q PASS. No. 48 Daily 8.15	Omaha PASS. No. 8 Daily	Omaha PASS. No. 15	Omaha PASS. No. 11 Daily Pm 8.40	C.G.W. PASS. No. 2 Daily Pm 8.50	Gopher State Express No. 19 Daily Pm 8.55	Omshi PASS. No. 9 Daily Pm 10.30	N. Pao PASS. No. 14 Daily Pm 10.85	G. N. PASS.  Daily  10.45	N. Pao. PASS. No. 4 Daily	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. Pm 11.05	N. Pao. PASS. No. 66 Daily 11.35	F F Div PASS. No. 29 Daily	Omaha PASS. No. 18 Ba. only Pm 11.50	DA PA
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL	Y Tolegraph	Tangender Distance Lake	Supr. Div. PASS. No. 24 Daily	C.G.W. PASS. No. 42 Daily Pm 8. 55	Omaha PASS. No. 64 Daily	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. ************************************	Lake M'Vka PASS. Daily	FF Div PASS. No. 12 Daily Fm 5.20 5.10 5.06	Omahs PASS. No. 3 Daily 5.25 5.15 5.11	N. Pac PASS. No. 68 Ex. 8u 5.80 5.80 5.20	N. Pac PASS. No. 6	814 Lake M't'k PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10	14 Will'r Div. PASS, No. 14 Ex. 8u Pm 6.80	920 C.B.&Q PASS. No. 58 Daily Pm 6.85 6.25	836 Omaha PASS. No. 2 Daily Am 6.45 6.85	790 C.G.W. PASS. No. 8 Daily Pm 6.50 6.40	834 Omaba PASS. No. 14 Daily 7.85 7.16	882 N. Pac. PA88. No. 138	858 Omaha PASS. No. 1 Daily Pm 7. 55 7. 45	914 C.B.&Q PASS, No. 48 Daily 8.15 8.00 7.86	0maha PASS. No. 6 Daily 8.20 8.10 8.06	866 Omaha PASS No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.28	C.G.W. PASS. No. 2 Daily 8.50 8.40	Gopher State Express No. 19 Daily Pm 8.55	Omah PASS. No. 9 Daily 10.30 10.20	N. Pac PASS. No. 14 Daily Pm 10.86 10.25	G. N. PASS.  Daily  10.46  10.85	N. Pao PASS. No. 4 Daily 10.55 10.40	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55	N. Pac. PASS. No. 66 Daily 11.35 11.15	P F Div PASS. No. 29 Daily	Omaha PASS. No. 18 Sa. only Pm 11.50 11.40	DA No
No. 427. in Effect November 2, 1814.  STATIONS ARRIVE  SAINT PAUL	O Y Telegraph	26.96 23.93 21.74 20.05	Supr. Div. PASS. No. 24 Daily	C.G.W. PASS. No. 42 Daily Pm. 8. 55 8. 45	Omaha PASS. No. 64 Daily 4. 25	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M 'tka PASS. Daily Pm	FFDiv PASS, No.12 Daily Pm 5.20 5.10	PASS. No. 8 Daily  Pm 5.95 5.15 5.11 5.08	N. Pace PASS. No. 68 Ex. Su 5.80 5.30 5.18	N. Pao PASS. No. 6	814 Lake M't'k PASS.	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	Will's Div. PASS. No. 14 Ex. Su Pm 6.80 6.20 6.16	920 C.B.&Q PASS. No. 58 Daily m. 6.85 6.25 6.21	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Pm 8.55 8.45 8.41	Omah PASS. No. 9 Daily 10.30 10.10	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	G. N. PASS.  Daily  10.45  10.85  10.81	N. Pao PASS. No. 4 Daily Pm 10.55 10.40	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily 11.95 11.15 11.11	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Sa. only Pm 11.50 11.40 11.88	D Da
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL	a Q > Telegraph	Tangender Distance Lake	Supr. Div. PASS. No. 24 Daily	C.G.W. PASS. No. 42 Daily 8.55 3.45 8.41 8.88 9.80	Omsha PASS. No. 64 Daily 4.25 4.15	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M 'tka PASS. Daily Pm	FF Div PASS. No. 12 Daily Pm 5.20 5.10 5.08 4.58 4.50	Omahs PASS. No. 3 Daily Pm 5.95 5.11 5.13 5.08 5.08	N. Pac PASS. No. 68 Ex. 8u 5.80 5.80 5.20	N. Pao PASS. No. 6	Lake M't'k PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	Will's Div. PASS. No. 14 Ex. Su Pm 6.80 6.20 6.16	920 C.B.&Q PASS. No. 58 Daily Pm 6.85 6.25	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PASS, No. 48 Daily 8.15 8.00 7.86	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS, No. 16	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	G. N. PASS.  Daily  10.45  10.85  10.81	N. Pao PASS. No. 4 Daily Pm 10.55 10.40	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily  Pm 11.95 11.15 11.11 11.08	P F Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Sa. only 11.50 11.40 11.86 11.88	D PANO
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL.	Q O Y Telegraph	26.96 23.93 21.74 20.05	Supr. Div. PASS. No. 24 Daily	C.G.W. PASS. No. 42 Daily 8.55 3.45 8.41 8.88 9.80	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M 'tka PASS. Daily Pm	FFDiv PASS, No.12 Daily Pm 5.20 5.10	Omahs PASS. No. 3 Daily Pm 5.95 5.11 5.13 5.08 5.08	N. Pace PASS. No. 68 Ex. Su 5.80 5.30 5.18	N. Pao PASS. No. 6	814 Lake M'Yk PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	Will's Div. PASS. No. 14 Ex. Su Pm 6.80 6.20 6.16	920 C.B.&Q PASS. No. 58 Daily m. 6.85 6.25 6.21	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	Market PASS. No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Pm 8.55 8.45 8.41	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	G. N. PASS.  Daily  10.45  10.85  10.81	N. Pao PASS. No. 4 Daily Pm 10.55 10.40	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	DA No
No. 427. in Effect November 2, 1814.  STATIONS ARRIVE  SAINT PAUL.  SAINT PAUL.  SAINT PAUL.  1, 99 HAMLINB ST. ANTHONY PARK.  MINNEAPOLIS MINNEAPOLIS JCT.  FIRST STREET.	S S S S S S S S S S S S S S S S S S S	26.96 23.93 21.74 26.05 16.52	Supr. Div. PASS. No. 24 Daily	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No. 15 Ex. Su.	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M tka PASS. Daily Pm 4.51	FF Div PASS. No. 12 Daily Pm 5.20 5.10 5.08 4.56 4.56 4.46	Omahs PASS. No. 3 Daily Pm 5.95 5.11 5.13 5.08 5.08	N. Pace PASS. No. 68 Ex. Su 5.80 5.30 5.18	N. Pao PASS. No. 6	814 Lake M't'k PASS.	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will'r Div. PASS. No. 14 Ex. 8u Pm 6.80 6.16 6.11 6.11	920 C.B.&Q PASS. No. 58 Daily m 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	Omaha PASS No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	P F Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	DA DA
No. 427. In Effect Nevember 2, 1814.  STATIONS ARRIVE  SAINT PAUL	S S S S S S S S S S S S S S S S S S S	26.96 23.93 21.74 20.05	Supr. Div. PASS. No. 24 Daily Pm	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M tha PASS. Daily Pm 4.58	Pr Div PASS. No. 12 Daily Pm 5.20 5.10 5.06 5.08 4.56 4.56 4.44	Omahs PASS. No. 3 Daily Pm 5.95 5.11 5.13 5.08 5.08	N. Pace PASS. No. 68 Ex. Su 5.80 5.30 5.18	N. Pao PASS. No. 6	814 Lake M'Yk PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will's Div. PASS, No. 14 Ex. Su 6. 80 6. 16 6. 16 6. 15 6. 16 6. 16	920 C.B.&Q.PASS, No. 58 Daily 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	G. N. PASS.  Daily  10.45  10.85  10.81	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	D D D
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL.  MINNEAPOLIS JCT.  FIRST STREET.  CLEAR WATER JCT.  HOWKINS JCT.	S S S S S S S S S S S S S S S S S S S	26.96 23.93 21.74 26.05 16.52	Supr. Div. PASS. No. 24 Daily Pm	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M tka PASS. Daily Pm 4.51	Pr Div PASS. No. 12 Daily Pm 5.20 5.10 5.06 5.08 4.56 4.56 4.44	Omahs PASS. No. 3 Daily Pm 5.95 5.11 5.13 5.08 5.08	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	814 Lake M't'k PASS.	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will'r Divis No. 14 Ex. 8u Pm 6.80 6.16 6.15 6.15 6.15 6.16	920 C.B.&Q PASS. No. 58 Daily 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	111
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE  SAINT PAUL.  MINNEAPOLIS L.  MINNEAPOLIS L.  PIRST STREET.  FIRST STREET.  CLEAR WATER JCT.  HOPK 1849 HOPK 1859 JCT.	S S S S S S S S S S S S S S S S S S S	26.96 23.93 21.74 20.05 16.52	Supr. Div. PASS. No. 24 Daily Pm  2.06	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 66	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M tha PASS. Daily Pm 4.58	FF Div PASS, No. 12 Daily Pm 5.20 5.10 5.06 4.46 4.46	Omahs PASS. No. 3 Daily Pm 5.95 5.15 5.15 5.06	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	814 Lake M'th PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will'r Div. PASS, No. 14 Ex. 8 6.80 6.80 6.16 6.10 5.61 5.81	920 C.B.&Q PASS, No. 85 Daily m. 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS, No. 15	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	111
No. 427. In Effect Nevember 2, 1934.  STATIONS ARRIVE SAINT PAUL	S S S S S S S S S S S S S S S S S S S	26.96 23.93 21.74 20.05 16.52 15.00 10.53	Supr. Div. PASS. No. 24 Daily Pm  S. 06	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M'tka PASS. Daily Pm  4.55	FFDiv PASS, No. 12 Daily Pm 5.20 5.10 5.06 5.08 4.56 4.44	Omahs PASS. No. 3 Daily Pm 5.95 5.15 5.15 5.06	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	Lake MYRAS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will's Div. PASS. No. 14 Ex. Su Ex. Su 6.8( 6.9( 6.16 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5(	920 C.B.&Q PASS, No. 95 Daily 6.85 6.25 6.21 6.18 6.10	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS, No. 10	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	111
No. 427. In Effect November 2, 1934.  STATIONS ARRIVE	A Q CP S S.J	26.96 23.93 21.74 20.05 16.52 15.99 15.01 10.53	Supr. Div. PASS. No. 24 Daily Pm Sp. 06 8.01	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M ** PASS. PASS. Daily Pm  4.50 4.50 4.50	FF Div PASS, No. 12 Daily Pm 5.20 5.10 5.06 5.08 4.52 4.52 4.52	Omahs PASS. No. 3 Daily Pm 5.95 5.15 5.15 5.06	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	Lake M Tk PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will'r Div. PASS, No. 14 Ex. 8 6.80 6.80 6.16 6.10 5.61 5.81	920 C.B.&Q PASS, No. 95 Daily 6.85 6.25 6.21 6.18 6.10	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 16	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omship PASS, No. 9 Daily 10.30 10.20 10.16 10.18	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	P. N. D
No. 427. In Effect November 2, 1934.  STATIONS ARRIVE	A Q CP S SJ UD WA	26.96 23.93 21.74 20.05 16.52 15.99 16.01 10.53 4.04 3.08	Supr. Div. PASS. No. 24 Daily Pm Sp. 06 8.01	PASS. No. 42 Daily  Mm. 8. 55 8. 45 8. 45 8. 38	Omaha PASS. No. 64 Daily 4.25 4.15 4.11	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Im 4. 46 4. 85	Lake M Tha PASS. Daily Pm  4.50 4.50 4.50 54.20	FF Div PASS, No. 12 Daily Pm 5.20 5.10 5.06 5.08 4.52 4.52 4.52	Omahs PASS. No. 3 Daily Pm 5.95 5.15 5.15 5.06	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	814 Lake M'tk PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will's Div. PASS. No. 14 Ex. Su Ex. Su 6.8( 6.9( 6.16 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5( 6.16 6.5(	920 C.B.&Q PASS. Daily fm 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 16	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Bipress No. 18 No. 18 S. 68 S. 44 S. 8. 4.15 S. 8. 9.05 S. 1.05 S	Omahn PASS, No. 9 Daily Pass, 10.36 10.36 10.16 10.06	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	D D D
No. 427. In Effect Nevember 2, 1934.  STATIONS ARRIVE	A Q CP SJ UD WA FN	26.96 23.93 21.74 20.05 16.52 15.99 18.01 2.40	Sup- Div. PASS, No. 24 Daily Pm	C.G. W. PASS. No. 42 Daily Pass. 3.55 8.41 8.88 3.30	Omehab PASS, No. 84 Daily \$4.25 4.15 4.11 4.08	F F Div PASS. No.15 Ex. Su. Pm	786 C.G.W. PASS. No. 46	Omaha PASS. No. 7 Ex. Su. Pm 4.46 4.85 4.81 4.20	Labo M 'Yas PASS, Daily Pm 4.56 4.56 4.31 4.43 4.24	PF Div PASS. No. 12 Daily Pm 5.9c 5.1c 5.0c 5.0c 4.55 4.56 4.46	7 Omaha PASS, No. 8 Daily 5.22 5.24 5.25 5.26 5.26 5.26 5.26 5.26 5.26 5.26	N. Pace PASS. No. 68 Ex. Su Pm 5.80 5.20 5.18	N. Pao PASS. No. 6	814 Lake M'tk PASS	N. Pac. PASS. No. 10 Daily Pm 6.90 6.10 6.06	14 Will'r PASS, 80 Pm 6.86 6.91 6.16 6.11 6.05 5.56 5.36 5.38 5.88	920 C.B.&Q PASS. Daily fm 6.85 6.25 6.21 6.18	836 Omaha PASS. No. 2 Daily Pm 6. 45 6. 85 6. 81	790 C.G.W. PASS. No. 0 Daily Pm 6.50 6.40 6.36	834 Omaha PASS. No. 14 Daily 7.86 7.16 7.11	882 N. Pac. PASS. No. 138	0maha PASS. No.1 Daily Pm 7.55 7.45 7.41	914 C.B.&Q PA88. No. 48 Daily  ** 8.15 8.00 7.86 7.88	0maha PASS. No. 6 Daily Pn 8.20 8.10 8.06 8.08	866 Omaha PASS. No. 16	Omaha PASS. No. 11 Daily Pm 8.40 8.80 8.26	C.G.W. PASS. No. 2 Daily 8.50 8.40 8.36	Gopher State Express No. 19 Daily Fm 8. 55 8. 45 8. 45 8. 88 8. 80 8. 15	Omahn PASS, No. 9 Daily Pass, 10.36 10.36 10.16 10.06	N. Pac PASS. No. 14 Daily 10.85 10.25 3 10.21	Daily 10.45 10.81 10.28 10.20 10.15	N. Pao PASS. No. 4 Daily Pin 10.55 10.40 10.86 10.86	Lake M't'ka PASS.	Omaha PASS. No. 10 Ex. Sa. 11.05 10.55 10.51	N. Pac. PASS. No. 66 Daily Pm 11.95 11.15 11.11 11.08	PF Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Ba. only 11.50 11.40 11.86 11.88	PANO Date of the control of the cont
No. 427. In Effect November 2, 1914.  STATIONS ARRIVE	A Q CP S SJ UD WA FN ON	26.96 23.93 21.74 20.05 16.52 15.99 18.01 2.40	Sup- PASS, No. 24 Daily Pm	C.G.W. PASS. No. 42 Daily Pass. 3 45 3 45 3 45 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9 9	Omsha PASS. No. 64 Daily    Pm	F F Div PASS. No. 15 Bs. Su. Pm 4.06 4.01	C.G.W. PASS. No. 46	Omaha PASS, No. 7 5x. Su. Pm 4.45 4.31 4.26 4.32	Labe M 'the PASS, Daily Pm 4.51 4.55 4.34 34.37 4.21	PF Div PASS. No. 12 Daily Pm 6. 90 5. 10 5. 06 4. 4. 44 4. 44 6. 60 6. 6	7 Omaba PASS, No. 3 Daily http://doi.org/10.1001/ 6.986 5.113 5.005 5.113 5.005 5.00	N. Pac PASS, No. 88 Ez. 8u Br. 8u 5.80 5.10 5.11 5.12 5.00	N. Pace PASS, No. 6	Lake M'tk. PASS.	N. Paese P.A.B. No. 10 Delily P. M. No. 10 Del	14 Will'r PASS No. 14 Ex Su	920 G.B.40 G.B.45 PASS. No. 58 Daily 6.85 6.25 6.21 6.18 6.10	836 Omaha PASS. Daily Pm Rase Pm Pm Daily	790 G.G. W. G.G. W. Ass. No. 9 Daily 6.50 G.40 G.86 G.83 G.25	834 Omaka Pass No. 14 Pass No. 14 Pass 7. 16 7. 11 7. 08 7. 00 Pass Pass Pass Pass Pass Pass Pass Pa	882 N. Pac. PASS. No. 138	858 Cumha PAS3. No.1 Daily 7.86 7.45 7.41 7.88 7.80	914 C.B.&Q C.B.&Q PASS, No.48 Daily S.15 S.00 7.56 7.63 7.45	838 Omaha PASS. No. 6 Delly 8.30 8.10 8.06 8.03 7.55	Omaha PASS, Mo. 16	Omaha PASS. 10 Pass. 10 S. 40 S. 28 S. 15	C.G.W.PASS. PASS. Daily  M. 2 Daily  M. 5 S. 40 S. 40 S. 36 S. 25	Gopher Sister Si	Omahn PASS, No. 9 Daily Pm 10.36 10.36 10.16 10.06	N. Pass N. Pas	G. NS. Daily 10 45 10 .85 10 .81 10 .28 10 .10 10 10 10 10 10 10 10 10 10 10 10 10 1	N. Pass N. Pas	Lake Mitta	Omaha PASS, No. 10 Ez. 8a. 11. 05 10. 51 10. 48 10. 40	N. Pao. FASS. No. 66 Daily 17 11 25 11 11 15 11 11 10 11 100 Ph. Daily 17 10 10 Ph. Daily 17 10 10 Ph. Daily 17 10 10 Daily 17	P P Div PASS. No. 29 Daily Pm	Omaha PASS. No. 18 Sa. only Pm 11. 50 11. 40 11. 83 11. 95	Di PATI NO. Da Ph

No. 882. (N. P. No. 16) No. 894. (N. P. No. 8) Leaves First Street 7.03 A. M. No. 906. (N. P. No. 2) Leaves First Street 7.23 A. M. No. 888. (N. P. No. 20) Leaves First Street 7.53 A. M. No. 688. (R. P. No. 12) Leaves First Street 7.53 A. M. No. 904. (N. F. No. 6) No. 885. (N. F. No. 10) Leaves First Street 5.48 F. M. No. 902. (N. F. No. 14) Leaves First Street 10.08 F. M. No. 386. (N. F. No. 4) Leaves First Street 10.18 F. M.

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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.

Bulistin Board located at Mound and Hutchinson. No Siding at Arcola, Navarre, Ozono and Seton.

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

#### INITIAL STATIONS:

TERMINAL STATIONS:

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

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

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

D Day telegraph or telephone station.

N Night telegraph or telephone station.

ND 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, Camo, Minneapolis Junction, Clearwater Junction, Long Lake, Jackson Street and Minneapolis Junction Round Houses.
- 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 of the Control of t
- Train Order Signals are located at St. Paul, Minneapolis Junction, Clearwater Junction, Northtown, Minneapolis, Hutchinson Junction and Long Lates.

- Terminal Stations
   Long Lake for Nos. 3, 9, 13, 21, 27, 401, 409, 571.
   Northtown for Nos. 15, 29, 981, 929, 983, 408, 405, 907, 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.
- 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 oo 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 Willman 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 gross-over, and will protect themselves when trains on west bound freight track russes when the strains on west bound freight track russes over between freight tracks well as the strains of the str
- 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 Soo crossing at 25th Avenue N. E. east of Northtown, and know the way is clear before proceeding.
- 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.
- 28. 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 Boards 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.
- 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 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 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 TEROUGH WAYZATA STATION.
    - 40, ALL TRAINS USING EAST BOUND PASSENGER TRACK COMO TOWER TO ST. PAUL WILL

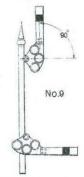
NOT EXCEED TWENTY (20) MILES AN HOUR.

## 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.

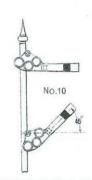


#### INTERLOCKING HOME SIGNAL.

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.

#### INTERLOCKING DISTANT SIGNAL.

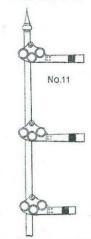
Color

CLEAR Signal

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. RED light at

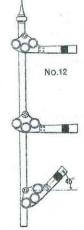
night.
Indication, STOP, Proceed only when signal clears or upon pres-cribed hand signal from Sig-

DWARF SIGNAL

RED light at night.

STOP Signal.

Indication. STOP.
Name. STOP Signal.



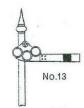
#### INTERLOCKING HOME SIGNAL.

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

Indication. Slow speed, Reute clear, Pro-Name CAUTION Signal.



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



No. 7

INTERLOCKING HOME SIGNAL

night.
Indication, STOP, Proceed only when

Name.

Upper Arm, RED light at

Lower Arm. RED light at

signal clears or upon prescrib-ed hand signal from Signalman. STOP Signal.

#### INTERLOCKING DISTANT SIGNAL.

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

Name. STOP Signal.

Name

No. 8

INTERLOCKING HOME SIGNAL

night.

Indication. Main line route clear, proceed

Upper Arm, YELLOW light

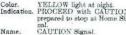
Lower Arm, RED light at

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

Color. YELLOW light at night.
Indication. PROCEED with CAUTION prepared to stop at Home Sig-



No.14





GREEN light at night. Indication. PROCEED.



### 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 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.

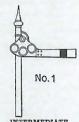
- B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.
- 504. When a train 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.
  - 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.
  - 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.

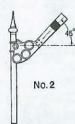
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed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



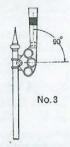
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



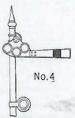
INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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



INTERMEDIATE
AUTOMATIC BLOCK SIGNAL.

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

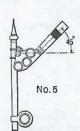


HOME AUTOMATIC BLOCK SIGNAL.

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

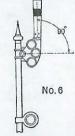
Indication. STOP.

Name. STOP Signal.



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.



HOME AUTOMATIC BLOCK SIGNAL.

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

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. BOECKMAN & BOECKMAN, Ophthalmic Surgeons.

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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. 

L. A. NIPPERT, M. D.

Office, Room 305 Reid Corner. 

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.

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

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