

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

TERMINALS DIVISION.

TIME TABLE No. 227.

TAKES EFFECT TWELVE-ONE (12:01) A. M.

WEDNESDAY, June 18th, 1902.

THIS TIME TABLE FOR EMPLOYES ONLY.

P. L. CLARITY,
Superintendent.

J. M. GRUBER.
Asst. Gen'l Superintendent.

F. E. WARD,
General Superintendent.

SPRING PARK AND HUTCHINSON LINE.

TRAINS GOING WEST.

FIRST CLASS TRAINS.										TRAINS GOING EAST.									
STATIONS										STATIONS									
No. 31										No. 24									
No. 41										No. 22									
No. 39										No. 26									
No. 23										No. 28									
No. 33										No. 32									
No. 29										No. 34									
No. 27										No. 42									
No. 25										No. 30									
Wayzata										Wayzata									
Ferndale										Ferndale									
Crogo										Crogo									
Markville										Markville									
Aroola										Aroola									
Minnetonka Beach										Minnetonka Beach									
Langdon Park										Langdon Park									
Spring Park										Spring Park									
Mound										Mound									
St. Bonifacius										St. Bonifacius									
Coney Island										Coney Island									
Maple										Maple									
Mayer										Mayer									
New Germany										New Germany									
Lester Prairie										Lester Prairie									
Silver Lake										Silver Lake									
Hutchinson										Hutchinson									

West Bound Trains are Superior to East Bound Trains of Same Class.
 Wayzata, Spring Park, Mound and Hutchinson registering stations. Train Order Stands are located at Wayzata, Minnetonka Beach, Spring Park, St. Bonifacius, Mayer, New Germany, Lester Prairie, Silver Lake and Hutchinson.
 Bulletin Board located at Spring Park and Hutchinson. Standard clocks located in Telegraph Office at Wayzata and Hutchinson. No Stopping at Mound, Langdon Park, Aroola, Markville, Crogo and Ferndale.

SPECIAL RULES--NOTE IMPORTANT CHANGES.

See Book of Rules Governing Interlocking Systems.

- 1. On single track West Bound trains are Superior to East Bound trains of same class.
- 2. Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction, Coon Creek Junction, Northtown Junction, Coon Creek Junction, Clearwater Junction and Wayzata are registering stations. First Class Willmar Div. Trains and Passenger extras to and from that Division and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. First Class Trains will register at Northtown Junction by Time Ticket and will register at Minneapolis Junction and Como only when using freight tracks on special orders. Trains going to and from Minnesota Transfer will register at St. Anthony Park Interlocking Tower.
- 3. Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Coon Creek Junction, Minneapolis, and Wayzata.
- 4. Coon Creek Junction is terminal station for all Fergus Falls Division and Eastern Division trains. Wayzata is terminal station for all Willmar Division, Spring Park and Hutchinson Line trains.
- 5. The switch at Northtown Junction (end of double track) will be kept set for east-bound track. The switch at Wayzata (end of double track) will be kept set for east-bound track.
- 6. Yard limit board is located one mile west of Northtown Junction.
- 7. Wayzata yard limit board is located one mile west of Wayzata.
- 8. All trains must approach Hutchinson Junction under control unless the way is seen to be clear. Switches at Hutchinson Junction will be kept set for main line and approach Clearwater Junction with train under control and stop unless main track is seen to be clear.
- 9. The terms "Freight" and "Passenger" are merely descriptive and do not refer to class. 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.
- 10. Nos. 30, 31, 25, 97, 101, 129, 36, 130, 134 and 102 will carry passengers when provided with transportation and permit.
- 11. Bulletin Boards are located at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction, Coon Creek Junction, Clearwater Junction, Wayzata, St. Paul Shops and Minneapolis Junction Round House.
- 12. All trains passing over or occupying main line tracks after dark or in foggy weather must display red light on rear car, in the absence of a caboose or trainman on rear end.
- 13. All trains must approach double-slip switches at West end of freight tracks opposite Union Elevator under full control, prepared to stop if switches are occupied, and must not exceed five miles per hour while passing over these switches.
- 14. 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, St. Paul to St. Anthony Park and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minneapolis via Union Depot.
- 15. 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.
- 16. Double Track extends from Minneapolis Junction to Northtown Junction, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the East Bound Passenger track, and track three (3) the West Bound Passenger track. Track four (4) East Bound Freight track. Track five (5) West Bound Freight track. These tracks are numbered, commencing with No. one (1), on north side, and are handled by switch tender night and day.
- 17. Double Track extends from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by the interlocking system.
- 18. First class trains will use Passenger tracks exclusively. Second class trains, Freight tracks exclusively.
- 19. Trains using Double Passenger Tracks, Double Freight Tracks or Double Track will take the left hand track. These tracks shall be used in no other way except on orders from Superintendent.
- 20. All West Bound Trains on passenger track must reduce speed to Twenty-five miles per hour at University Cross-over, one mile West of St. Anthony Park. Conductors and engine-men of all trains on any Double Track must bear in mind the right of all other trains of same or superior class, whether on time or delayed, to make the stops called for by time table, without protection by diagram and must govern their speed accordingly at such points.
- 21. All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.
- 22. 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 diagram and must govern their speed accordingly at such points.
- 23. All Trains must approach the C, R & Q Cross-over Tracks between 3d and 4th streets, St. Paul, cautiously, which will enable them to stop, if necessary, in time to avoid accident.
- 24. In passing Minneapolis Junction "X" 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 Eastern Division must come to a full stop before passing switches at either end of "X" unless they receive a signal to proceed from Switch Tender and personally know the way is clear.
- 25. Trains east and west bound 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.
- 26. Double Freight Tracks will approach cross-over switches near Rice Street overhead bridge, west of St. Paul shops, at a rate of speed not exceeding four (4) miles per hour, expecting to find main track obstructed at cross-over just east of Park Avenue connecting double freight tracks, and will come to a full stop before reaching Omaha cross-over at St. Paul shops. West bound Trains on Double Freight Tracks must approach cross-over at Park Avenue at slow speed, expecting to find cross-over in use and main track obstructed.
- 27. All Trains must come to a full stop before crossing the Northern Pacific track East of Minneapolis Junction Station, crossing of Northern Pacific west of Monroe Street N. E., and Soo crossing at 25th Avenue N. E., East of Northtown Junction, and Northern Pacific and Soo crossing at Northtown Junction, and know the way is clear before proceeding.
- 28. West Bound Trains on Double Freight Tracks will approach cross-over at Como under full control, prepared to stop if it is found to be in use.
- 29. Signal men in charge of Connection Track and Main track Switches and Railway Crossings which are covered by Semaphore Signals must invariably set the Signals before throwing Switches; and Train and Yard crews using the Switches or Railway Crossings must do the same.
- 30. 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.
- 31. Minneapolis Yard limits on Freight Tracks extend East to Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Lake, one and one-half miles west of Clearwater Junction Telegraph Office, St. Paul Yard, extends 1,000 feet west of connection tracks about midway between Dale Street and Lexington Avenue overhead bridges. The main Passenger Tracks between St. Anthony Park and Minneapolis Passenger Station via Minneapolis Union Railway, will not be considered a part of Minneapolis Yard.
- 32. East bound trains moving toward Union Depot or Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge. West bound trains via Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. West bound trains via Union Depot will approach and pass switches near First Street Bridge at a rate of speed not exceeding four (4) miles per hour.
- 33. The engine bells of all engines must be kept constantly ringing while engines are moving within the city limits of both St. Paul and Minneapolis.
- 34. All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signalled to do so by the Switch Tender.

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

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

ST. ANTHONY PARK INTERLOCKING SYSTEM.

The Signal Tower is Located 700 feet West of St. Anthony Park Depot.

Location of Signals for West Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet east of the Home Signal and 1,800 feet east of the Signal Tower on the right hand side on a bracket post, placed between the east bound passenger track and the switching track.

2. A Home Signal, located 600 feet east of the Signal Tower, on the right hand side, on a bracket post placed between the east bound passenger track and the switching track, governs movements across the "Belt Line" track and across the main freight tracks.

Main Freight Track.—1. A Distant Signal located 1,200 feet east of the Home Signal, and 1,980 feet east of the Signal Tower, on the right hand side of track.

2. A Home Signal having three arms, located 750 feet east of the Signal Tower on the right hand side of track.

The top arm governs the main freight track movements across the "Belt Line" track, and across the main passenger tracks.

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

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

North Switching Track.—1. A Dwarf Signal located 170 feet east of the Signal Tower on the north side of track, governs movements across, and on to the "Belt Line" track, as well as to "B" and "Q" yards.

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

2. A Dwarf Signal located 960 feet west of the Signal Tower on the north side of track, governs movements into the St. Anthony Elevator yard.

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

"Belt Line" Track.—1. A Home Signal, located 750 feet east of the Signal Tower on the north side of track, governs movements across the main and switching tracks and on to the main west bound freight track and the switching tracks.

Location of Signals for East Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet west of the Home Signal, and 1,940 feet west of the Signal Tower,

on the right hand side, on a bracket post placed south of the west bound passenger track.

2. A Home Signal, located 740 feet west of the Signal Tower on the right hand side, on a bracket post placed south of the west bound passenger track, governs movements across the main freight tracks and across the "Belt Line" Track.

Main Freight Track.—1. A Distant Signal, located 1,940 feet west of the Home Signal and 1,400 feet west of the Signal Tower on the right hand side of track.

2. A Home Signal having two arms, located 540 feet west of the Signal Tower on the right hand side of track.

The top arm governs the main freight track movements across the main passenger tracks and across the "Belt Line" track.

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

"Belt Line Track."—1. A Distant Signal located 1,510 feet west of the Home Signal, and 1,780 feet west of the Signal Tower, on the south side of track.

2. A Home Signal located 270 feet west of Signal Tower, on right hand side of track governs movements across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

The North Switching Track and B. & Q. Yard Lead.—1. A Dwarf Signal located 140 feet west of the Signal Tower on the south side of track governs movements across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

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

2. A Dwarf Signal, located 840 feet east of the Signal Tower on the south side of track, governs movements across and on to the "Belt Line" track.

Coon Creek Junction Interlocking System.

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

Location of Signals for West Bound Trains.

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

Location of Signals for East Bound Trains.

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

Home Signal is located 260 feet west of the Tower.

Rules Governing and Location of Semaphores.

Semaphore Signals on double tracks are for the protection of trains using railway crossings and cross-over tracks connecting east and west bound double tracks and also switches leading from freight or side tracks into double track at points where trains using double track are not required to stop unless stopped by Semaphore Signal, and are placed next to, and with arm of signal pointing toward the track they are designed to block when signal is set. Arm of signal raised horizontally, or Red light at mast-head means Stop, and trains must approach the signal at reduced speed and under full control, and must come to a full stop before reaching cross-over or crossing that Semaphore protects, and must not proceed until arm of Signal is dropped, or green light is shown at mast-head, and all is seen to be clear. Arm of signal dropped vertically, or Green light at mast-head, means Proceed.

Semaphores are Located as Follows:

No. 1.—On East Bound Passenger Track. One hundred and fifty feet West of Seventh (7th) Street Bridge, St. Paul, protecting Burlington cross-over against east bound trains on passenger track.

No. 2.—On West Bound Passenger Track. Three hundred feet East of Lafayette Avenue Bridge, St. Paul, protecting Omaha cross-over against West bound trains on passenger track.

No. 3.—On West Bound Freight Track. One thousand feet East of Omaha cross-over protecting Omaha cross-over against West bound trains on freight track.

No. 4.—On West Bound Passenger Track. One thousand feet East of Omaha cross-over, protecting Omaha cross-over against West bound trains on passenger track.

No. 5.—On East Bound Passenger Track. Twelve hundred feet West of Omaha cross-over track, opposite Round-house, St. Paul, protecting Omaha cross-over against East bound trains on passenger track.

No. 10.—On West Bound Passenger Track. Two thousand feet East of Cross-over track, on Minneapolis Union Railway, about one mile east of East Side Station, protecting this crossing against West bound trains on passenger track.

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

No. 12.—On East Bound Track West of Clearwater Junction. At Bryn Mawr Bridge, protecting cross-over West End Clearwater Junction Yard against East bound trains on east bound track.

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

Semaphores are located 1,800 feet east and same distance west from Hutchinson Junction.

St. Paul Union Depot.

Semaphore for incoming Great Northern double track is located just west of Third (3rd) street overhead bridge.

Semaphore for outgoing Great Northern double track is located at beginning of curve on Union Depot Grounds.

After train has made full stop for incoming stop signal, track will be given to them by lowering signal, but train must proceed under full control, expecting to find main track occupied.

P. L. CLARITY,
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