

# **GREAT NORTHERN RAILWAY LINE.**

**GREAT NORTHERN RAILWAY.**

**TERMINALS DIVISION.**

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## **TIME TABLE No. 266.**

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

**MONDAY, Sept. 12th, 1904.**

**THIS TIME TABLE FOR EMPLOYES ONLY.**

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**P. L. CLARITY,**  
Superintendent.

**E. L. BROWN,**  
Asst. Gen'l Superintendent.

**GEORGE T. SLADE,**  
General Superintendent.

**F. E. WARD,**  
General Manager.



WEST.

## FIRST CLASS TRAINS.

STATIONS	Office/Squad	1 95 83 53 21 11 29 17 27 43 91 25 81 5 45 75 93 79 47 77 59 23 89 13																									
		FF Div PASS. No. 11	N. Pac. PASS. No. 12	N. Pac. PASS. No. 13	Omah. PASS. No. 14	Omah. PASS. No. 15	Willm. PASS. No. 16	Lake PASS. No. 17	Omah. PASS. No. 18	Lake PASS. No. 19	Sepp. PASS. No. 20	N. Pac. PASS. No. 21	Lake PASS. No. 22	N. Pac. PASS. No. 23	FF Div PASS. No. 24	W.G. PASS. No. 25	Omah. PASS. No. 26	N. Pac. PASS. No. 27	Omah. PASS. No. 28	O.R.&O. PASS. No. 29	Omah. PASS. No. 30	FF Div PASS. No. 31	Lake PASS. No. 32	N. Pac. PASS. No. 33	Supt. PASS. No. 34		
LEAVE		Daily	Su. o/y	Daily	Ex. Su.	Daily								Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily			Daily				
Saint Paul.....	A	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.	A. M.		
2 mile.....	Q	10.40	10.30	10.25	10.20	9.55	9.35	9.25	9.20	9.10	9.05	9.00	8.50	8.40	8.35	8.15	8.05	7.55	7.45	7.35	7.30	A. M.			A. M.		
Hayline.....		10.44	10.34	10.29	10.24	9.59	9.39	9.29	9.24	9.14	9.09	9.04	8.54	8.44	8.39	8.19	8.09	7.59	7.45	7.40					6.45		
St. Anthony Park.....		10.47	10.37	10.32	10.27	10.02	9.42	9.32	9.27	9.17	9.12	9.07	8.57	8.47	8.32	8.12	8.02	7.52	7.49	7.44					6.49		
East Side Stat'n.....		10.56	10.48	10.37	10.32	10.07	9.47	9.37	9.32	9.22	9.17	9.12	9.02	8.52	8.47	8.27	8.17	8.07	7.58	7.47					6.52		
Minneapolis.....	B	10.55 11.01	10.45 10.45	10.35 10.35	10.10 10.10	9.50 10.00	9.30 9.45	9.35		9.25 9.30	9.20 9.20	9.15 9.15	9.05 9.00	8.50 8.50	8.30 8.30	8.20 8.20	8.10 8.10	8.00 7.55							7.00		
1st Minneapolis Jc.....	SJ									9.30																	
U. S. Junction.....																											
1st Clearwater Jc.....	UD	11.08				10.06	9.50						9.25		9.05												
Hopkins Jct.....																											
Wayzata.....	WA					10.25	10.10						9.42														
2nd Northtown Jc.....	NH												9.45														
ARRIVE		Daily	Su. o/y	Daily	Ex. Su.	Daily	Ex. Su.	Su. o/y	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily			Daily	Daily		

# EAST.

## FIRST CLASS TRAINS.

[illegible]

**C. C. PONSONBY, Chief Train Dispatcher.**



## Terminals Division.

# GOING


## FIRST CLASS TRAINS.

[illegible]

# GOING

## FIRST CLASS TRAINS.

[illegible]

 No. 81. (N. P. No. 5) arrives First Street 9:12 A. M.  
 No. 83. (N. P. No. 1) " " " 10:47 A. M.

No. 85. (N. P. No. 7) arrives First Street 8:37 P. M.  
 No. 87. (N. P. No. 3) " " " 10:47 P. M.

**C. C. PONSONBY, Chief Train Dispatcher.**



## Terminals Division.

# GOING

**WEST.**

### SECOND CLASS TRAINS.

	237	217		265	327	309	307	347	215		345	325		STATIONS		343	305	235	263		241	121	341	323	225	303	301	321
	SP Div. Xmas F No. 237	Wilm'g Div. No. 217		Super. Div. No. 265	O.R.&Q. FRT. Tr. and No. 327	W.C. FRT. Tr. and No. 309	W.C. FRT. Tr. and No. 307	Omah. FRT. Tr. and No. 347	P. P. FRT. Tr. and No. 215		Omah. FRT. Tr. and No. 345	O.R.&Q. FRT. Tr. and No. 325		LEAVE	Office Signal.	Omah. FRT. Tr. and No. 343	W.C. FRT. Tr. and No. 305	Prince Line Local No. 235	Super. Div. Local No. 263		Wilm'g FRT. Tr. and No. 241	Butte FRT. Tr. and No. 121	Omah. FRT. Tr. and No. 341	O.R.&Q. FRT. Tr. and No. 323	SP Div. FRT. Tr. and No. 225	W.C. FRT. Tr. and No. 303	P. P. FRT. Tr. and No. 301	O.R.&Q. FRT. Tr. and No. 321
	Daily	Daily		Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily		Daily	Daily				Daily	Daily	Fri	Ex. Su.		Ex. Su.	Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily
	P.M.	P.M.		P.M.	P.M.	P.M.	P.M.	P.M.	P.M.		P.M.	P.M.				A.M.	A.M.	A.M.	A.M.		A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.	A.M.
	11.00	10.00		6.30	6.10	6.25	3.20	3.25	2.50	2.40	2.00	12.00	12.00	Saint Paul..	A	9.00	7.10	6.00	6.00				5.15	4.50		8.50		12.45
														Corso	Q													
														Madison	CP													
														Minneapolis Tran	MT	9.25	7.40	6.20	6.20				5.35	5.15		4.10		1.15
														St. Anthony Park														
														East Side Stat'n														
														Minneapolis	S													
	11.55 1.30 A.M.	10.55		7.10 7.30	7.05	4.20	4.00	3.35	3.20 4.50		2.45	1.30	9.55	Minneapolis Jo.	SJ	9.50	7.55	7.30	7.00				5.50	5.40	5.25	4.45		1.45
					7.15			3.45			2.55	1.40	11.00	U. D. Junction		10.00							6.00	5.50				1.55
		11.05 1.05 A.M.				7.25						1.50	11.57	Clearwater Jo.	UD							7.10	6.00	6.00				2.05
													11.55	Hopkins Jo.														
													12.12	Wayzata	WA													
	1.45 A.M.	2.40		7.53 P.M.	P.M.	P.M.	P.M.	P.M.	4.35 P.M.		P.M.	P.M.	15.31	Northtown Jo.	NR	A.M.	A.M.	A.M.	8.05	7.30		A.M.	A.M.	A.M.	A.M.	A.M.	5.40	A.M.
	Daily	Daily		Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily		Daily	Daily		ARRIVE		Daily	Daily	Ex. Su.	Ex. Su.		Ex. Su.	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	

# GOING

**EAST.**

### SECOND CLASS TRAINS.

[illegible]

**C. C. PONSONBY, Chief Train Dispatcher.**



# Terminals Division.

## SPRING PARK AND HUTCHINSON LINE.

GOING WEST.												GOING EAST.											
Second Class	FIRST CLASS TRAINS.											FIRST CLASS TRAINS.											Second Class
No. 121	No. 41	No. 39	No. 71	No. 37	No. 35	No. 33	No. 29	No. 27	No. 25	No. 23	STATIONS	No. 22	No. 72	No. 24	No. 26	No. 28	No. 30	No. 34	No. 36	No. 38	No. 122		
Mixed Train. Ex. Sun.	Passenger	Passenger Sun. only	Passenger Sun. only	Passenger Ex. Sun.	Passenger Daily	Passenger	Passenger Sun. only	Passenger	Passenger Ex. Sun.	Passenger	Water, Coal, Crockery and Turn Tables. Distance from Hutchinson.	Passenger Daily	Passenger Ex. Sun.	Passenger	Passenger	Passenger Daily	Passenger Ex. Sun.	Passenger	Passenger Sun. only	Passenger	Mixed Train. Ex. Sun.		
A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.	Distance from Hutchinson.	A. M.	A. M.	A. M.	A. M.	P. M.	P. M.	P. M.	P. M.	P. M.	P. M.		
8.40 De		7.30 De	6.35 De	5.32 De	2.25 De		10.10 De		9.42 De		22.92	Wayzata	7.45 Ar	8.35 Ar		1.25 Ar	4.25 Ar	5.25 Ar		4.05 Ar			
		7.34	6.39	5.36	2.28		10.14		9.46		24.06	Ferdale	7.41	8.29		1.21	4.21	5.21					
		7.38	6.43	5.40	2.30		10.18		9.50		25.05	Orono	7.37	8.25		1.17	4.17	5.17					
6.50		7.41	6.46	5.44	2.34		10.21		9.54		26.03	Markville	7.34	8.22		1.14	4.14	5.14		3.55			
		7.44	6.49	5.47	2.37		10.24		9.57		26.94	Arcola	7.31	8.19		1.11	4.11	5.11					
7.29		7.47	6.52	5.50	2.40		10.26		10.00		28.08	Minnetonka Beach	7.29	8.16		1.09	4.09	5.09		3.50			
M. No. 22											29.08	Langdon Park											
7.40		7.50	6.55	5.55	2.45		10.30		10.05		30.41	Spring Park	7.25	8.13		1.05	4.05	5.05		3.45			
8.08		7.55 Ar	7.00	6.00 Ar	2.50 Ar		10.35 Ar		10.10 Ar		31.40	Mound	7.20 De	8.08		1.00 De	4.00 De	5.00 De		3.35			
M. No. 33											32.40	St. Bonifacius											
8.38			7.10								33.40	Maple											
8.59			7.19								34.40	Mayer											
9.17			7.30								35.40	New Germany											
9.38			7.38								36.40	Lester Prairie											
10.12			7.47								37.40	Silver Lake											
10.47			8.03								38.40	Hutchinson											
11.20 Ar			8.18 Ar								39.40												
A. M. Ex. Sun.		P. M. Sun. only	P. M. Ex. Sun.	P. M. Ex. Sun.	P. M. Daily		A. M. Sun. only		A. M. Ex. Sun.			A. M. Daily	A. M. Ex. Sun.			P. M. Daily	P. M. Ex. Sun.	P. M. Sun. only		P. M. Ex. Sun.			

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

## NORTHTOWN JUNCTION and COON CREEK JUNCTION.

GOING WEST.										GOING EAST.																	
SECOND CLASS TRAINS.						FIRST CLASS TRAINS.				STATIONS		office signal.		Car Capacity of siding.		Distance from Coon Creek Junction.		Telegraph Office.		FIRST CLASS TRAINS.				SECOND CLASS TRAINS.			
No. 265	No. 215	No. 235	No. 263	No. 225	No. 237	No. 7	No. 31	No. 43	No. 15											No. 16	No. 8	No. 32	No. 56	No. 226	No. 266	No. 264	No. 236
Supr. Div. Time P. M. No. 224	F. F. Div. Coast P. M. No. 224	Princeton Local P. M. No. 224	Supr. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	Water, Coal, Crockery and Turn Tables.	Supr. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	Supr. Div. Local P. M. No. 224	F. F. Div. Local P. M. No. 224	Supr. Div. Local P. M. No. 224	Supr. Div. Local P. M. No. 224	Princeton Local P. M. No. 224									
Daily	Daily	Mon. Wed. Fri.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Distance from St. Paul. Via passenger track.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Tue. Thur. Sat.								
7.55 De	7.35 De	8.05 De	7.30 De	7.40 De	7.45 De	8.35 De	8.30 De	9.45 De	12.02 De	14.46	5.40 Ar	7.30 Ar	7.45 Ar	7.45 Ar	7.45 Ar	7.45 Ar	7.45 Ar	7.45 Ar	6.00 Ar								
8.05	8.25	8.17	7.45	7.55	7.55	8.43	8.37	9.52	12.10	15.48	5.32 De	7.12 De	7.27 De	7.27 De	7.27 De	7.27 De	7.27 De	7.27 De	4.46								
8.20 Ar	8.40 Ar	8.30 Ar	8.00 Ar	8.10 Ar	8.15 Ar	8.50 Ar	8.45 Ar	10.00 Ar	12.20 Ar	16.48	5.25 De	7.05 De	7.20 De	7.20 De	7.20 De	7.20 De	7.20 De	7.20 De	4.46 De								
P. M. Daily	P. M. Daily	Mon. Wed. Fri.	A. M. Ex. Sun.	A. M. Ex. Sun.	A. M. Daily	P. M. Daily	P. M. Ex. Sun.	A. M. Daily	A. M. Daily		A. M. Daily	A. M. Daily	P. M. Ex. Sun.	P. M. Daily	A. M. Ex. Sun.	A. M. Daily	P. M. Ex. Sun.	P. M. Ex. Sun.	Tue. Thur. Sat.								

West Bound Trains are Superior to East Bound Trains of Same Class.

- REGISTERING STATIONS—Coon Creek Junction and Northtown Junction.
- First class trains will register at Northtown Junction by Time Ticket.
- Train Order Signals located at Coon Creek Junction and Northtown Junction.
- Coon Creek Junction is a Terminal Station for all Fergus Falls Division and Superior Division Trains.
- The Switch at Northtown Junction (end of double track) will be kept set for the East Bound Track.
- Yard Limit Board is located one mile west of Northtown Junction.
- Bulletin Board—Coon Creek Junction.

C. C. PONSONBY, Chief Train Dispatcher.



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

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

## ST. ANTHONY PARK INTERLOCKING SYSTEM.

The Signal Tower is Located just East of Northern Pacific Overhead Bridge on North Side of Track.

### Location of Signals for West Bound Trains.

**Main Passenger Track.**—1. A Distant Signal, located 1,200 feet east of the Home Signal and 1,300 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 1,900 feet east of the Signal Tower, on the right hand side of track.

2. A Home Signal having three arms, located 780 feet east of the Signal Tower on the right hand side of track.

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

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

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

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

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

2. A Dwarf Signal located 860 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 700 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

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

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

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

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

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

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

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

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

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

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

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

## MINNEAPOLIS: EAST CHANNEL INTERLOCKING SYSTEM.

The Signal Tower is located on south side of tracks, just west of Main Street Bridge, directly opposite W C connection to their Boom Island Yard.

**Location of Signals for West bound trains.** Main West bound track. A distant signal is located 958 feet east of Home Signal, and 1713 feet east of the Signal Tower, on a straight pole right hand side of track.

**Home Signal,** located 750 feet east of the Signal Tower on a post north of east bound main track, having two arms. The top arm governs the movements over the west bound

movements from main track to Boom Island Yard.

**A Dwarf Signal,** located 468 feet east of the Signal Tower, on the north side of south side track, governs movements to west and east bound main tracks and to Boom Island Yard.

**A Dwarf Signal,** located 958 feet east of the Signal Tower, north of the east bound main track, governs movements from east to west bound main tracks; also west bound on east bound main track.

**A Dwarf Signal,** located 953 feet east of the Signal Tower north of the north side track, governs movements from the north side track to Spur on north side; from north side track to east bound main track, from north side track to west bound main track, and north side track across east bound main track to Boom Island Yard.

### Location of Signals for East Bound Trains: Main East Bound Track.

**A Distant Signal,** on a bracket, is located 698 feet west of Home Signal and 1170 feet west of Signal Tower.

**Home Signal** on a bracket post is located 473 feet west of Signal Tower, south side of west bound main track, having two arms. The top arm governs the movements over the east bound main track; the bottom arm governs the movements from east bound main track to west bound main track; also movements from east bound main track to north and south side tracks.

**A Dwarf Signal,** located 290 feet east of Signal Tower on north side of east bound main track, governs back up movement on east bound main track or to Boom Island Yard.

**A Dwarf Signal,** located 110 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track; also to south side track.

**A Dwarf Signal,** located 463 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track, also from west bound main track to east bound main track, and from west bound main track to north side track.

### Location of Signals on Wisconsin Central Boom Island.

**A Distant Signal,** located 1000 feet west of Home Signal and 1130 feet west of the Signal Tower on a straight pole south side of track.

**Home Signal,** located 150 feet west of the Signal Tower on a post, south side of track, having two arms. The top arm governs the movement on to east bound main track. The bottom arm governs the movement on to west bound main track and to north and south side

## Coon Creek Junction Interlocking System.

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

### Location of Signals for West Bound Trains.

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

### Location of Signals for East Bound Trains.

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

Home Signal is located 260 feet west of the Tower.

### Rules Governing and Location of Semaphores.

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

### Semaphores are Located as Follows:

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

**No. 2.—On West Bound Passenger Track.** Three hundred feet East of Lafayette Avenue Bridge, St. Paul, protecting Omaha cross-over, Westminster St., against West bound trains on passenger track. This semaphore is located between West bound passenger and East bound freight tracks, also protects Omaha cross-over against West bound trains

**No. 4.—On West Bound Passenger Track.** Two hundred feet East of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against West bound trains on passenger track.

**No. 5.—On East Bound Passenger Track.** Twelve hundred feet West of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against East bound trains on passenger track.

**No. 6.—On East Bound Freight Track.** Twelve hundred feet West of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against East bound trains on freight track.

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

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

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

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

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

### St. Paul Union Depot.

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

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

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

P. L. CLARITY,  
Superintendent



## SPECIAL RULES---NOTE IMPORTANT CHANGES.

First and Second Class Trains use Double Track between Minneapolis Junction and Northtown Junction, between Minneapolis Junction and First Street and between Western Avenue and Wayzata. See General and Special Rules governing the Superiority of Trains.

### See Book of Rules Governing Interlocking Systems.

#### NOTE EAST CHANNEL INTERLOCKING SYSTEM.

On single track West Bound trains are Superior to East Bound trains of same class.

- 1. First Class Trains must not exceed schedule running time between Minneapolis Union Depot and Northtown Junction, and Minneapolis Union Depot and Clearwater Junction.
- 2. Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction.
- 3. St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown 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.
- 4. Park Interlocking Tower.
- 5. Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis and Wayzata.
- 6. Wayzata is terminal station for all Willmar Division, Spring Park and Hutchinson Line trains.
- 7. 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.
- 8. Yard limit board is located one mile west of Northtown Junction.
- 9. Wayzata yard limit board is located one mile west of Wayzata.
- 10. All trains must approach Hopkins Junction under control unless the way is seen to be clear. Switches at Hopkins Junction will be kept set for main line and must be so left by trains after using them. Lights will not be displayed on semaphore east and west of Hopkins Jct. This cross-over will not be used between 6.00 p. m., and 8.00 a. m. unless protected by flagman. All trains must approach Clearwater Junction with train under control and stop unless main track is seen to be clear.
- 11. 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.
- 12. Nos. 225, 226, 227, 228, 211, 242, 293 and 294 will carry passengers when provided with transportation and permits.
- 13. Bulletin Boards are located at St. Paul, Como, Minneapolis, Minneapolis Junction, Clearwater Junction, Wayzata, St. Paul Shops and Minneapolis Junction Round House.
- 14. 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.
- 15. 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.
- 16. The Double Passenger Tracks are the two (2) left-hand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminster Street; the two (2) north tracks from Westminster Street, St. Paul, to St. Anthony Park and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minneapolis via Union Depot.
- 17. 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.
- 18. 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) is the West Bound Passenger track. Track four (4) is the 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.
- 19. Double Track extends from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.
- 20. First class trains will use Passenger tracks exclusively, and second class trains, Freight tracks exclusively.

- 21. 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 Superintendents.
- 22. All Trains on passenger track must reduce speed to Twenty-five miles per hour at University Cross-overs, one mile West of St. Anthony Park. Conductors and 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 flagman and must govern their speed accordingly at such points.
- 23. All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.
- 24. All trains on Double Freight Tracks will bring their trains under full control, prepared to stop when approaching cross-overs located east and west of Hamline Transfer and will not proceed until way is seen to be clear.
- 25. All Trains must approach the C. B. & Q. Cross-over Tracks between 3d and 4th streets, St. Paul, cautiously, expecting to find cross-overs in use and at a rate of speed which will enable them to stop, if necessary, in time to avoid accident.
- 26. In passing Minneapolis Junction "Y" trains must be kept under complete control in order that they may be stopped before passing Junction switches, if connecting tracks are occupied or other trains are approaching upon them. First class trains of the Fergus Falls Division and Superior Division must come to a full stop before passing switches at either end of "Y" unless they receive a signal to proceed from Switch Tender and personally know the way is clear.
- 27. Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Minneapolis Junction at a rate of speed that will enable them to come to a full stop before passing these cross-over switches unless the way is seen to be clear.
- 28. All trains on Double Freight Tracks will bring their train under full control, prepared to stop when approaching cross-over connecting Double Freight Tracks just east Rice Street overhead bridge; also cross-over connecting Double Freight Tracks opposite old store building just west of Jackson Street overhead bridge. All trains on

- west bound freight track must approach Omaha and W. O. cross-over at Mississippi Street under full control prepared to stop, unless way is seen to be clear.
- 29. 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. P., and Soo crossing at 26th Avenue N. E., East of Northtown Junction, and Northern Pacific and Soo crossing at Northtown Junction, and know the way is clear before proceeding.
- 30. 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.
- 31. 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.
- 32. 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.
- 33. Minneapolis Yard limits on Freight Tracks extend East to East Switch, Hamline and west to one mile west of Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Lake, one and one-half miles west of Clearwater Junction Telegraph Office. St. Paul Yard, extends 1,000 feet west of connection tracks about midway between Dale Street and Lexington Avenue overhead bridges. The main Passenger Tracks between St. Anthony Park and Minneapolis Passenger Station via Minneapolis Union Railway, will not be considered a part of Minneapolis Yard.
- 34. East bound trains moving toward Union Depot or Minneapolis Junction will come to a full stop at Stop Board west of First Street Bridge. West bound trains via Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. West bound trains via Union Depot will approach and pass switches near First Street Bridge at a rate of speed not exceeding four (4) miles per hour.
- 35. 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.
- 36. All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signalled to do so by the Switch Tender.

All East Bound Trains must approach crossovers located Fifteen Hundred (1500) Feet East of Bryn Mawr Bridge, Clearwater Junction, under full control.

## COMPANY SURGEONS.

### J. A. QUINN, M. D., CHIEF SURGEON.

Office, corner Fourth and Wabasha Streets.  
Residence, 32 Albion.  
Office Telephone, 1112.  
Residence Telephone, Dale 27.....St. Paul, Minn.

### CHAS. SIMPSON, M. D.

Office, 428 Central Avenue.  
Residence, 815 Sixth Street S. E.  
Office Telephone, East 111.  
Residence Telephone, East 311.....Minneapolis, Minn.

### J. W. CHAMBERLIN, OPHTHALMIC SURGEON.

Office, 220 Lowry Arcade Building.  
Office Telephone, Main 1347.  
Residence, 575 Holly Avenue.  
Residence Telephone, Dale 168-J 1.....St. Paul, Minn.

### L. A. NIPPERT, M. D.

Office, No. 2 Syndicate Block.  
Residence, 1521 Dupont Avenue North.  
Office Telephone, Main 1555.  
Residence Telephone, Main 2346-J 2.  
Residence Telephone, Twin City 13114. Minneapolis, Minn.

### C. M. CANNON, M. D.

Office, 946 Raymond Avenue.  
Residence, 2277 Carter Avenue.  
Office Telephone.....Selby 41-3.  
Residence Telephone, Selby 101-3. St. Anthony Park, Minn.

### GUSTAVE SCHWYZER, M. D.

Office, Pillsbury Building.  
Residence, Harvard Chambers, 22 South Tenth St.  
Office Telephone.....Main 691.  
Residence Telephone..Main 2690.....Minneapolis, Minn.

### R. J. HILL, M. D.

Office, Room 2, Syndicate Block.  
Residence, 70 11th Street S.  
Office Telephone, Main 1555.  
Residence Telephone, Main 72.....Minneapolis, Minn.

## TIME INSPECTORS.

A. L. HAMAN & CO., 352 Robert Street .....St. Paul, Minn.

S. JACOBS & CO., 518 Nicollet Avenue.....Minneapolis, Minn.