GREAT NORTHERN RAILWAY LINE.

NORTHERN RAILWAY.

TERMINALS DIVISION.

TIME TABLE No. 269.

TAKES EFFECT TWELVE-ONE (12:01) A. M. SUNDAY, Nov. 20th, 1904.

THIS TIME TABLE FOR EMPLOYES ONLY.

P. L. CLARITY, Superintendent.

E. L. BROWN,

Asst. Cen'l Superintendent.

GEORGE T. SLADE, General Superintendent. General Manager.

GOING

FIRST CLASS TRAINS.

																1		-												
15	87		41	69	103	63	85	9	7	67	19	101	39	99	71	3	55	37	65	61	73	57	97	31	35	33	49	51	Track	STATIONS
Supr. Div.	N. Pao PASS.	Lake Mtka PASS	Lake Mtka. I PASS.	PASS.	N. Pac. C	PASS.	N. Pac. V PASS. No. 7	Wilm'r Div. PASS.	PASS.	Omah. PASS. No. 4	Supr. Div. PASS.	N. Pac PASS.	Lake Mtka PASS	N. Pac. PASS.	Lake & Hutch PASS.	Wilm'r Div.	Omah. PASS. No. 7	Lake Mtka. PASS	W.C. PASS. No. 1	Omah. PASS. No. 61		Omah. PASS. No. 6	N. Pac PASS.	FF Div PASS.	Lake Mtka PASS	Lake Mtka PASS	OB&Q PASS. No 49	FF Div PASS No. 32	Pass.	SIATIONS
INO. 18	Daily	Section 1	TO STATE OF	Daily	25.9%		Daily	No. 9			No. 19		a ser had		Ex. Su.		130			1	a Carlotta	1		Ex.Su.		1		Ex. Su.	2 2 1	LEAVE
P. M.	Р. М.			P. M. 9.55		P. M. 9.10	P. M. 8.00	P. M. 7.55	P. M. 7.50	P. M. 7.45	Р. М.	P. M. 6.30	Р. М.		P. M. 5.40	P. M. 5.00	P. M. 4.55	P. M.	P. M. 4.45	Р. М. 4 40		P. M. 4.20	P. M. 3.00	P. M. 2.35			Р. М. 12.55	Р. М.	0	Saint Paul
11.20	10.25						8.10								s 5.50					4.50			100	2.45		1000				Como
11.24	10.29						8.14						1		s 5.54	The same of				4.54	0.50	1000	1000	2.49	1 1 1 1 1 1					Hamilne
							8.17					100	The same		6.02	Ships -	5.12							2.52		1		2000		t. Anthony P 2.66 ast Side Sta
 11.35	5 { 10.40 7 { 10.40			10.20		9.35	8.25 8.35	8.20 8.25	\8.15 \8.20	8.10		7.00	6.10		{6 05 6 10	{5.25 5.32	5.20	5.10	5.10	5.05		4.45	3.30	3.05			1.20		10.44	Minneapoli:
. 11.53	3								8.26		7.55													3.11				12.34	12.08 N	finneapolis
 											8.00																	12.39	11.06 U	J. D. Junetle
								8.30					6.15		6.15	5.37		5.15												Clearwater
		s						8.50					s 6.30		s 6.35	s 5.57		s 5.32												Wayzata.
. 12.02																			:					3.20					14.46	Northtown
_	P.M. Daily	-		P. M. Daily			P. M.								P. M. Ex. Su.								Ex. Su	Ex. Su.		-	P. M. Daily	Ex. Su.		ARRIVE

GOING

FIRST CLASS TRAINS.

Supr. N. P. PAS. PASS. No. 17		4 74	N. Pac. PABS. No. 4	0, B&Q PASS. No.50	62 Omah. PASS. No. 62	FF Div PASS. No. 8	Wilm'r Div. PASS. No. 10	Omah PASS. No. 4	W.C. PASS. No. 2	Lake Mtka.	90 N. Pac PASS. No. 102	I. Pac. I.	Butch PASS.			Supr Div. PASS No. 2		26 Lake Mtka. PASS.	Distance from Goon Creek Jo	STATIONS
A.M. A.1 6.30 7. 6.20 7. 6.16 7. 6.13 7. 6.08 7.	.15 7. .15 7. .11 7.	M. 35 25 21	7.30 7.26 7.23	A. M. 7.55 7.45 7.41 7.38	A.M. 8.00 7.50 7.46 7.43	A. M. 8.05 7.55 7.51 7.48	A. M. 8.10 8.00 7.56 7.53	A. M. 8.20 8.06 8.02 7.59	A. M. 8.25 8.15 8.11 8.08	А. М.	A. M. 8.40 . 8.30 . 8.26 .	s	9.01 8.57 8.53	9.35 9.25 9.21 9.18	 				23.0 20.0 17.5 16.1	3Saint Paul 3Some Paul 4Como 5Hamiline 1
\$6.05 \ 6. 5 49	7.00 7.		{7:15 7:05	7.30	7.35	17.40 7.35		7.50						9.10		9.3	6		12.5	- 11
5.40							7.10						-						6.4	7Clearwater 4.48 Hopkins Je 0Wayzata 7 Northtown
Daily Da	. м. А.	М.		A. M.	A. M.	A. M.	A. M. Daily	A. M.	A. M.	A. M.	A. M.		A. M. Ex.Su.	A. M.		A. M Dail				LEAVE

No. 81. (N. P. No. 5) arrives First Street 9:12 A. M. P. 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.

WEST.

FIRST CLASS TRAINS.

	nals.	1	95	83	53	21	11	29	17	27	43	91	25	81	5	45	75	93	79	47	77	59	23	89	13	
STATIONS	e Bign	FF Div PASS. Flyer	N. Pac. PASS.	N. Pao. PASS.	Omah.	Omah. PASS.	Wilm'r	Lake Mtka.	Omah. PASS.	Lake M'tka PASS.	Supr. Div.	N. Pac PASS.	Lake Mtka. PASS.	N. Pac. PASS. No. 5.	FFDIV PASS. No. 5	W. C. PASS. No. 3	Omaha PASS.	N. Pac. PASS.	Omah. PASS.	O,B&Q PASS.	Omah. PASS.	FF DIV PASS.	Lake Mtka.	N. Pac PASS.	Supr Div. PASS.	
LEAVE	OMO	Daily			The Park of the Control of the Contr		I NO. 11	Su only			No. 20 Daily.	Ex. Su		Ex. Su.			A 1 5 C C C		Daily						No. 17 Daily	
Saint Paul	A	 A. M. 10.30		A. M. 10.15	А.М. 10.10	A.M. 9.50	A. M. 9.25	А. М.	A. M. 9.10		A. M. 9.00	а. м. 8.55		л. м. 8.40	A. M. 8.30	A.M. 8.25	A. M. 8.05		л. л. 7 45	A. M. 7.35	A. M. 7.30	А. М.		а. м. 6.30	А. М.	
Como		 10.40		10.25	10.20	10.00	9.35	5	9.20		9.10	9.05		8.50	8.40	8.35	8.15		7.55	7.45	7.40			6.45	5	
Hamiline		 10.44		10.29	10.24	10.04	9.38		Contract of the Contract of th								A Second				The state of the		1			
St. Anthony P'rk		 10.47	•••••	10.32	10.27	10.07	9.42						OTT YOU THE	Control of the Contro	100 mm					9.6				No transport	3	
East Side Stat'n		 10.52		10.37	10.32	10.12	9.47	7	9.32		9.22	9.17		9.02	8.52	8.47	8.27		8.07	7.57	7.52	•••••		6.57	7	
Minneapolis	S	 11.01		10.46	10.35	10.15	10.00	9.45	9.35		18:30	9.20		8.10	18:00	8.50	8.30	0	8.10	8.00	7.55			7.00	0	
Minneapells Jc.	BJ	 									9.36											7.29			5.49	9
U. D. Junction.		 																				7.34			5.54	4
Clearwater Jc	UD	 11.08					10.05	9.50							9.05											
Hopkins Jct	I Sa	 																								
Wayzata	WA	 					s 10.25	s 10.10												•••••						
Northtown Jc	NR	 А, М.		A. M.		A. M.		A M	A. M.		9.45 A. M.			А. М.		A. M.			А. М.		А. М.				A. M.	
ARRIVE	-	Daily						Su o'ly			Daily.			Ex. Su.					A Part of the last	the second second	Daily		-		Daily	
	11								-1671																	

EAST.

FIRST CLASS TRAINS.

	nals.	32	94	28	86	96	2	54	64	52	30	76	6	98	88	12	36	58	60	100	78	48	42	56	34	80	70	4	68	102	38	40	66	
STATIONS	lee Sig	FF Div PASS No. 32	N. Pac. PASS.	Lake Mtka PASS.	N. Pac. PASS. No. 2.	N. Pac PASS. No. 104	FF Div PASS Flyer	FF Div PASS. No. 31	Omah. PASS. No. 64	Omah. PASS. No. 7	Lake Mtka. PASS.	Omah PASS. No. 18	FF Div PASS. No. 6	N. Pac PASS. No. 108	N. Pac. V PASS. No. 6.	Wilm'r Div. PASS.	Lake Mtka PASS	Omah. PASS. No. 2	W.C. PASS. No. 4	N. Pac. PASS.	PASS. No. 1	O, B&Q PASS. No. 48	PASS. No. 6	Supr. Div. PASS.	Lake M'tka PASS.	PASS. No. 7	Omah. PASS No. 15	Wilm'r Div. No. 4	Omah. PASS. No. 10	N. Pac PASS. No. 106	Lake M'tka PASS.	Lake Mtka PASS.	Supr. Div. PASS. No. 18	
ARRIVE	Оп	Ex. Su.							Daily				Ex.Su.								and the last of the	Daily	Woman and	NO. IA	CONTRACTOR OF THE PARTY OF THE				Daily	Annual Control of the			Daily	
Saint Paul.	A	P. M. 1.10			P.M. 2.20	P. M. 2.25	P. M. 2.45	Р. М.	P. M. 4.25	P. M. 4.45		P. M. 5.15	P. M. 5.25	P. M. 5.30	P.M. 5.50	P. M. 6.15	Р. М.	P. M. 6.25	P. M. 7.30		Р. м. 7.55	P. M. 8.20	P. M. 8.25	P. M. 8.30		Р. М.	P. M. 8.55	Р. м. 10.40	P. M. 10.45	P. M. 10.55			Р. М.	
Como	Q																	CONTRACTOR OF THE PARTY OF THE				CONTRACTOR OF THE PARTY OF THE				TA THE STATE OF	8.45	10.30	10.35	10.45				
Hamilne		12.56							4.11	4.31		5.01	5.11	5.16	5.36	6.01		6.11	7.16		7.41	8.01	8.11	8.16					10.31					
Anthony P'rk		12.53			2.03	2.08	2.28																						10.28					
st Side Stat'n	4				A CONTRACTOR OF THE PARTY OF TH				AND THE PARTY OF T																				10.23			The state of the s		
Minneapolis	S	12.40			1:50	2.00	12:15		4.00	4.20		4.50	14.55	5.05	15.20	15.40	5.45	6.00	7.05		7.30	7.50	8.00	18.01			0.00	(10.10	10.00	10.00				
inneapolis Jc.	SJ	12.34	•••••					3.11																7.55		8.26							11.53	
. D. Junction.								3.06																		8.21							11.48	
1.51 Clearwater Jc	UD						2.10						4.50			5.35	5.40											10.05						
Hopkins Jet	11																									+5.								
Wayzata	11															5.15	5.25										•••••	9.45						
2.40 lorthtown Jc	NR	12.25																						7.48									P. M.	
		P M.							P. M.	Section Contract to		P. M.	Р. М.	P. M.	P. M.	P.M.	P. M.	P. M.	P. M.	The second secon	Charles and the Control of the Contr	P. M.					THE RESIDENCE		P. M. Daily				Daily	
LEAVE		Ex. Su.			Daily	Daily	Daily	Ex. Su.	Daily	Ex. Su.		Ex. Su	Ex. Su	Ex.Su.	Ex. Su.	ex.Su.	Bu. o'ly	Daily	рацу		Dank	Daily	Daily	Daily.		Daily	Panj	Zanj						

No. 82. (N. P. No. 8) Leaves First Street 6:48 A. M. W. No. 84. (N. P. No. 4) " " 7.03 A. M.

No. 86. (N. P. No. 2) Leaves First Street 1:48 P. M. No. 88. (N. P. No. 6) " " 5:18 P. M.

C. C. PONSONBY, Chief Train Dispatcher.

GOING WEST.

SECOND CLASS TRAINS.

237 FF Div	217			327 3				215 F. F.	345		325	_3H	STATIONS	Ignals.			-5 3.04		305	Prince	Supr.				1		303 30	
Time F No. 257	Wilm'r Div. Time F No. 217 Daily		No. 2241	FRT. r'nsfr N	The state of the	The state of	Omah. FRT. I'r'nsfr	Coast FRT. No. 215 Daily	Omah. FRT. Tr'nsfr		C.B&Q FRT. Tr'nsfr Daily	2 2	LEAVE	Office S				118		Line Local Mo We Fri	No. 250	FR'	r. Mixed T. Train	Omah. FRT. Tr'nsfr	FRT. Tr'nsfr	Local Frt.		C.B&Q FRT. Trnsfr
 P. M.	P. M.	 	-			P. M.	P. M.	P. M.	P. M.		P. M. 12.05		Saint Paul	A		 	i care	A. M.	A. M.	A. M.		E.X.		A.M.	A.M.	A. M.		Daily A.M. 12.30
 11.00	10.00	 	6.30		3.30	3.25	2.50	2.40			1000		Como Hamline	Q OP		 		9.00	7.10		6.00			5.15	4.50		3.50	12.45
 11.35	10.35	 	6.50	6.85	3.40	3.35	3.10	3.00			12.50		Minnesota Tran .41 St. Anthony P'rk	167		 		9.25	7.40		6.20			. 5.35	5.15		4.10	1.15
 		 											East Side Stat'n Minneapolis	8		 												
 \ \\ \begin{align*} alig	м, 10.55	 	{7:10 7:30	7.05			3.35	2344		j	1.30		Minneapolis Jc. 1.50 U. D. Junction	S				9.50 10.00	7.55	7.30	7.00						4.45	
 	\ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \ \	 		7.25							1.50	100	Clearwater Jc	ΠD		 						7.	10 6.0	0	6.00			2.05
 	2.40	 											Wayzata	WA		 						8 8.	00 8 6.3	5				
 1.45	A. M.		8.13 P. M.	Р. М.		P. M.	P. M.	4.35	P. M.		Р. М.	12.31	Northtown Jc.	NR		 		А. М.	A. M.	8.05 A. M.				. А. м.	А. М.	5.40 A. M.	А. М.	
 Daily	Daily		Dafly	Daily E	x. Su. I	Ex. Su.	Daily	Daily	Daily		Daily		ARRIVE		Estava Com			Daily	Daily	MoWe Fri	Ex. Su.	Ex.	Su Ex. Si	Daily	Daily	Ex.Su	Daily	Daily

GOING

EAST.

SECOND CLASS TRAINS.

322 226 266 302 342	324 306 344	STATIONS	32 guals	Supr.	Prince
O.B&Q FF Div Supr. W.C. Omah. PRT. Local Div. Local FRT. Frinsfr Frt. FRT. No. 42 Trinsfr	C.B&Q W. C. Omah. FRT. FRT. FRT. Tr'nsfr No. 30 Tr'nsfr	Pass.	O.B& FRT	T. Div. FRT. Local Local I	Omah. Hutch. W. C. ton W. C. C.B&Q Wilmr FRT Mixed FRT. Line FRT. FRT. Div. Irnsfr Train No. 22 Local No. 24 Tr. Str. Frt.
Daily Ex. Mo Daily Ex. Su. Daily	Daily Ex. Su. Daily	ARRIVE	O Dail	No. 242 Ex. Su. Dally Ex. Su. Ex. Su. I	Daily Ex.Su. Daily Tu Th Sat Daily Daily Daily Daily
A. M.	8.10 A. M. A. M	22.92Saint Paul		M. P. M. P. M. P. M. P. M.	9.35
3.40 4.30 6.45 6.50 7.30	7.50 9.40 11.40	19.89Como		15 5.25 5.45	
3.20 4.10 6.25 6.30 7.10	20일 보다 보다면서 경기에 되었다면서 경기가 되었다면서 경기가 되었다면서 보다면서 되었다면서 되었다.	1 28			
		2.66			
		.87			
2.40 3.40 5.40 6.00 6.40	6.50 8.30 10.55	13.65 Minneapolis Jc.	SJ 2.2	20 4.40 4.45 4.55	5.10 6 00 5 20 6 45 8.15 9.15
6.30	6.40 10.45	12.15 .U. D. Junction.	2.1	10 4.30 4.45	5.00 8.05 9.05
2.20	6.30	4 48			4.85 7.55 8.55
		6.49Hopkins Jc 0Wayzata			4.05
3.25 5.25	A. M. A. M. A. M.	5.57Northtown Jc	NR	M. F. M. P. M. P. M. P. M.	P, N P, M. P, M. P, M. P, M. P, M.
Daily Ex. Mo Daily Ex. Su. Daily	Daily Ex. Su. Daily	LEAVE	Dai	ily Ex.Su. Daily Ex. Su. Ex. Su.	Daily Ex. Su. Daily Tu th Sat Daily Daily Daily

C. C. PONSONBY, Chief Train Dispatcher.

SPRING PARK AND HUTCHINSON LINE.

			G	DINC	3 W	ES7	Γ.				lings	8			ų		89				GO	ING	EA	ST.			
Second Class				FIRST	CLASS	TRAI	NS.				Gross	istance fre St. Paul.	000000	nal	city o	e fron	ОШО				FIRST	CLASS	TRAINS	5.			Second
No.121	No. 41	No. 39	No. 71	No. 37	No. 35	No. 33	No. 29	No. 27	No. 25	No. 23	Conl.	Distan	STATIONS	ce Sig	Sidin	Distance Hutchin	graph	No. 22	No. 72	No. 24	No. 26	No. 28	No. 30	No. 34	No. 36	No. 38	No.122
Mixed Train.	Passenger	Passenger Sun, only	Passenger Ex. Sun.	Passenger Ex. Sun.	Passenger	Passenger	Passenger Sun. only	Passenger	Passenger	Passenge	Water			ШО	Car	Qm	Telc	Passenger Daily	Passenger Ex. Sun.	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger Sun. only	Passenger	Mixed Train.
Ex. Sun.		P. M.	Р. М.	P. M.			A. M.				-			-	-			A. M.	A. M.						Р. М.		Ex. Sun.
6.40De		6.30 De	6.85 De	5.32 De			10.10 De				. W	22.92	Wayzata	WA	39	45.33	DN	s 7.45 Ar	s 8.20 Ar						s 5.25 Ar		4.054
		s 6.34	s 6.39	s 5.36			s10.14				-		Ferndale	16.			= 3	s 7.41	s 8.14						s 5.21		
		s 6.36	s 6.43	s 5.40			s10.18					28.05	Orono			42.20		s 7.37	s 8.10						s 5.17		
6.50		s 6.41	s 6.46	s 5.44			s10.21					27.33	Markville			40.92		s 7.34	s 8.07						s 5.14	<i></i>	3.55
		s 6.45	s 6.49	s 5.49			s10.24					28.24	Arcola			40.01		s 7.31	s 8.03						s 5.11		
7.29 M. No.22		s 6.46	s 6.52	s 5 50			s10.26					28.88	Minntka Beach	MB	21	39.37	D	M. No. 121 s 7.29	s 8.01						s 5.09		3.50
M. No. 22		f	f	f			f					29.68	Langdon Park.					f	f						f		
7.57 M. No. 72		s 6.50	s 6.55	s 5.55			s10.30					30.48	Spring Park	PK	82	37.97	D	s 7.25	M. No. 121 8 7.57						s 5.05		3 45
M. No. 72 8.08		6.55 Ar	s 7.00	6.00 Ar			10.35 Ar				. CT	32.48	Mound	ND	30		D	7.20 De	s 7.53						5.00 De		3.35
8.38			s 7.10								. W	36.99	St. Bonifacius	BA	44	31.28	D		s7.41								8.20
8.59			f 7.19									41.20	Maple		17	27.05			17.32								2.57
9.17			s 7.30									44.79	Mayer	KY	43	23.46			87.26								2.42
9.38			s 7.38									48.54	New Cermany	NG	35	19.71	D		87.20								2.26
10.12			9 7.47								. W	52.21	Lester Prairie.	RA	36	16.04	D		67.13								2.10
10.47			s 8.03									60.29	Silver Lake	SI	59	7.96	D		s 6.58								1.85
11.20 Ar			8.18 Ar		,						. WOI	68.25	Hutchinson	HO	60	.00	D		6.45 De								1.00D
A. M. Ex.Sun.		P. M. un. only	P. M. Ex. Sun.	P. M. Ex.Sun.			A. M. Sun, only											A. M. Daily	A. 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 and Hutchinson, Standard clocks located in Telegraph Office at Wayzata and Hutchinson. No Siding at Arcola, Langdon Park, Markville, Orono and Ferndale.

NORTHTOWN JUNCTION and COON CREEK JUNCTION.

			GO	ING	WE	ST.				gs and	ack.				Creek					GO	ING	EA:	ST.			
	SECOND CLASS TRAINS. FIRST CLASS TRAINS. [0.265] No.215 No.235 No.263 No.225 No.237 No. 7 No. 31 No. 43 No.										ger Tr		ignal.	celty o	Coon Ion.	ОЩС	FIRS	ST CLA	SS TRA	INS.		SECO	ND CL	ASS TR	AINS.	
No.265	No.215	No.235	No.263	No.225	No.237	No. 7	No. 31	No. 43	No. 15	oal, Courn T	asseny	STATIONS	ffice S	Capa Sidi	Junct	graph	No. 16	No. 8	No. 32	No. 56	No.226	No.266	No.264	No.236		
Supr. Div. Time F. No. 224	F. F. Div. Coast FRT.	Princeton Line Local Mon., Wed.,	Supr. Div. Local FRT. No. 250	F. F. Div. Local Frt. No. 225	F. F. Div. Time F. No. 237	F. F. Div. PASS. No. 7	F. F. Div. PASS. No. 31	Supr. Div. PASS. No. 20	Supr. Div. PASS. No. 18	Water, Co	Via P		0	Car	Distance	Tele	Supr. Div. PASS. No. 17 Daily		De l'est de l'a		F. F. Div. Local FRT. No. 226		No. 249	Tue., Thur.,		
Daily	Daily	Fri.	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily								A. M.	Daily	Ex. Sun.	Daily	Ex. Mon.	Daily	Ex. Suu.	Sat.		
P. M. 8.13 De	P. M. 4.35	A. M. 8.05 De	7.30 De	A. M. 5.40 De M No. 16 f 5.52	A.M. 1.45 De	P. M. 8.35 De	P. M. 3.20 De	A. M. 9.45 De	12.02 De	14.	46 [Northtown Jc.	N R		8.57	DN	M No. 225 5.40 Ar	7.20 At	12.25 Ar	7.48 Ar	3.25 Ar	5.25 Ar	P. M. 4.25 Ar	5.00 Ar M No. 215		
8.25	4.46 M No. 236	8.17	7.45	f 5.52	1.56	8.42	f 3.27				A.	Fridley Brighton Jct		200			f 5.32	7.12	f 12.17	7.42	3.12	5.12	4.12	4.46		
8.45 Ar	5.00	8.80 Ar	8.00 Ar	6.10 Ar	2.15 Ar	8.50 Ar	3.35 Ar					oon Creek Jct.				DN	5.25 De	7.05 De	12.10 De	7.37 De	3.00 De	5.00 De	4.00 De	4.25 De		
P. M. Daily	P. M. Daily	A. M. 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. Mon.	A. M. Daily	P. M. Ex. Sun.	P. M. 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.

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.
- First Class Trains must not exceed schedule running time between Minneapolis Union Depot and Northtown Junction, and Minneapolis Union Depot and Clearwater Junction.
- Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction.
- St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Clearwater Junction and Wayzata 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 Park Interlocking Tower Park Interlocking Tower.
- Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis and Wayzata.
- Wayzata is terminal station for all Willmar Division, Spring Park and Hutchinson Line trains.
- 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
- "Yard limit board is located one mile west of Northtown Junction.
- Wayzata yard limit board is located one mile west of Wayzata.
- 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 he 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.

 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.
- Nos. 225, 226, 235, 236, 241, 242, 263 and 264 will carry passengers when provided with transportation and permit.
- Bulletin Boards are located at St. Paul, Como, Minne-apolis, Minneapolis Junction, Clearwater Junction, Way-zata, St. Paul Shops and Minneapolis Junction Round
- All trains passing over or occupying main line tracks after dark or in foggy weather must display ared light on rear car, in the absence of a caboose or trainman on rear end
- 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.
- The Double Passenger Tracks are the two (2) lefthand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminister Street; the two (2) north tracks from West-minister 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.
- 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.
- 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.
- Double Track extends from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.
- First class trains will use Passenger tracks exclusively, and second class trains, Freight tracks exclusively.

- 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.
- Conductors and enginemen 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.
- All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.
- All trains on Double Freight Tracks will bring their trains under full control prepared to stop when approaching cross-overs located east and west of Hamline Transfer and will not proceed until way is seen to be clear.
- All Trains 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.
- IF 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
- 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.
- 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.

- C. cross-overs at Mississippi Street under full control pre-
- pared to stop, unless way is seen to be clear.

 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 cross-ing at Northtown Junction, and know the way is clear before proceeding.
- 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.
- 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
 - All Trains using double Freight tracks w.il 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.
- 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.
- 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.
- 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.
- 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 Trains on Passenger Tracks must come to a full stop at Stop Boards Three Hundred (300) Feet East and West of University Cross-Overs, located one (1) mile East of Stone Arch Bridge.

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

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.

ING SYSTEM.

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

Location of Signals for West Bound "Belt Line" Track. Trains.

Main Passenger Track .- 1. A Distant Signal, located 1,200 feet east of the Home Sig- nal and 1,400 feet west of the Signal Tower nal and 1,800 feet east of the Signal Tower on on the right hand side of track. 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 passenger track and the switching track, tracks and across the "Belt Line" 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 780 feet east of the Signal Tower on the south side of track. the right hand side of track.

movements across the "Belt Line" track, and across the main passenger tracks.

"Belt Line" track, as well as to "B" and "Q"

North Switching Track .- 1. A Dwarf Sigas well as to "B" and "Q' yards.

the Signal Tower on the north side of track,

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 760 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 Sig-

ST. ANTHONY PARK INTERLOCK- on the right hand side, on a bracket post main track, having two arms. The top arm

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

Main Freight Track .- 1. A Distant Signal, located 1,940 feet west of the Home Sig-

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 a bracket post placed between the east bound track movements across the main passenger

> 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

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

side of track governs movements across the east bound main track; the bottom arm govnal located 170 feet east of the Signal Tower main and switching tracks and on to the main on the north side of track, governs movements across, and on to the "Belt Line" track, as well as to the Minnesota Transfer

South Switching Track.—1. A Dwarf Signal Tower Signal, located 520 feet west of the Signal on the north side of track, governs move. Tower on the south side of track, governs main track, governs back up movement on ments across and on to the "Belt Line" track. movements across the west bound freight east bound main track or to Boom Islaud Yard. 2. A Dwarf Signal located 360 feet west of track and on to the east bound freight track.

2. A Dwarf Signal, located 340 feet east of 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, from west bound main track to north side 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 963 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

placed south of the west bound passenger governs the movements over the west bound main track. The bottom arm governs the having two arms. The top arm governs the Bridge, St. Paul, protecting Omaha cross-over, movements from main track to Boom Island

> A Dwarf Signal, located 463 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

> A Dwarf Signal, located 953 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 The bottom arm governs movements across the "Belt Line" track in to the St. Anthony For The North Switching Track and B. & Q. 478 feet west of Signal Tower, south side of west bound main track, having two arms. feet west of the Signal Tower on the south The top arm governs the movements over the erns 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

A Dwarf Signal, located 110 feet east of

A Dwarf Signal, located 483 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

Location of Signals on Wisconsin Central Boom Island.

A Distant Signal, located 1000 feet west of nal, and 1,940 feet west of the Signal Tower, Signal Tower on a post north of east bound Tower on a straight pole south side of track. on passenger track.

Home Signal, located 150 feet west of the Signal Tower on a post, south side of track,

Coon Creek Junction Interlocking

System.

Junction controls the crossing of the North- cross-overs against West bound trains on ern Pacific also Eastern Minnesota trains passenger track. going to and from Great Northern track. Tower is located at crossing.

Trains.

Signal Tower. Home Signal is located 230 cross-overs against East bound trains on feet east of the Tower.

Location of Signals for East Bound Clearwater Junction. At Bryn Mawr Bridge, Trains.

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

Rules Governing and Location of Semaphores.

ings and cross-over tracks connecting east of either line, it denotes crossing clear for and west bound double tracks and also trains of that line. At night, White and Red switches leading from freight or side tracks Signal light will also be shown at the mastinto double track at points where trains using head. White signifying Proceed, and Red, double track are not required to stop unless Stop. stopped by Semaphore Signal, and are placed next to, and with arm of signal pointing Signal Tower on south side of west bound toward the track they are designed to block governs movements into the St. Anthony the Signal Tower on the south side of track, Elevator yard.

Z. A Dwarf Signal, located 340 feet east of signal Tower on south side of west bound when signal is set. Arm of signal raised west bound main track; also to south side of the located 340 feet east of signal tower on the signal is set. Arm of signal raised west bound main track; also to south side of west bound when signal is set. Arm of signal raised west bound main track; also to south side of west bound when signal is set. Arm of signal raised west bound main track; also to south side of west bound when signal is set. Arm of signal raised west bound main track; also to south side of west bound. means Stop, and trains must approach the signal at reduced speed and under full con-trol, 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 on Union Depot Grounds. 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 Bur-Home Signal and 1150 feet west of the Signal | lington cross-over against east bound trains

No. 2.—On West Bound Passenger Track. Three hundred feet East of Lafayette Avenue movement on to east bound main track. The Westminster St., against West bound trains bottom arm governs the movement on to west on passenger track. This semaphore is lobound main track and to north and south side cated between West bound passenger and East bound freight tracks, also protects Omaha cross-over against West bound trains on freight track.

No. 4.—On West Bound Passenger Track. Twelve hundred feet East of Mississippi St., Interlocking apparatus at Coon Creek St. Paul, protecting Omaha and Wis. Central

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

No. 6 .- On East Bound Freight Track. A Distant Signal is located 1,200 feet east | Twelve hundred feet West of Mississippi St., of Home Signal and 1,430 feet east of the St. Paul, protecting Omaha and Wis. Central freight track.

> No. 12 .- On East Bound Track West of 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 Home Signal is located 260 feet west of the 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. Semaphore Signals on double tracks are for the protection of trains using railway cross- with or edgewise to the main track or tracks

> Semaphores are located 1,800 feet east and same distance west from Hopkins June

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

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.

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