GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIMETABLE MO. 288.

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

SATURDAY, MARCH 31, 1906.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. L. CLARITY, Superintendent.

E. L. BROWN, Asst. General Superintendent.

F. E. WARD, General Manager.

GEORGE T. SLADE, General Superintendent.

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	e francis paragraphy (menorally) Landra e al Piloto apromotori																	WI	EST I	BOUN	D.			Carpenan des				Since			083	Towns of the second			
								:									FI	RST CL	ASS TR	RAINS.										•				- 1	TIME TABLE
		!]				913	0//5	ĺ	1	877	893	255	9/11	13	831	807	829		19	875	803	11	921	891	853	873	851	911	827	943	871 801	941	om St.	No. 288.
		·															.				·					_:						N.Pac.	Supr.	via Parack.	IN EFFECT MAR. 31, 19
							C.B.&Q. PASS. No.49	PASS. No. 16.		FF Div. PASS	N.Pac. PASS	N.Pac. PASS. No. 1.	PASS. No. 8.	PASS. No. 15	Div. PASS. No. 13.	PASS. No. 3.		PASS. No. 17.	M't'ka PASS.	Supr Div. PASS. No. 20.	PASS. No.107		PASS. No. 11.	W. C. PASS. No. 3.	PASS. No. 5.	PASS. No. 16.	PASS.	PASS. No. 2.	C,B & Q PASS. No. 47.	PASS. No. 5.	PASS. No. 6.	PASS. No.105	Supr. Div PASS. No. 17.	Paul .	STATIONS,
					_		Daily			Daily		Daily	Ex. Su	Daily	Ex. Su.	Daily		Ex. Su.	Daily	Daily	Ex. Su			Daily					Daily				Daily Am	1 7 . 2	LEAVE
							12.40	Pan		10.30		10.15	10.10	10.05	Апь 9.80	9.25 -		9.10	Am 9.05	9.00	8.55		8.80	Am 8.25	8.20	8.05		7.40	7.85	7.30		6.30	_		SAINT PAUL
					_		12.50			10.40		10.25	10.20	10.15	9.40	9.85		9.20	9.15	9.10	9.05		8.40	8.35	8.80	8.15	 	7.50	7.45	7.40		6.45			
							12.54			10.44		10.29	10.24	10.19	9.44	9.39	-	9.24	9.19	9.14	9.09		8.44	8.39	8.34	8.19		7.54	7.49	7.44		6.49	_	5.22	2.19 HAMLINE
				<u> </u>	_		12.57			10.47		10.82	10.27	10.22	9.47	9.42		9.27	9.22	9.17	9.12		8.47	8.42	8.37	8.22		7.57	7.52	7.47	<u>_</u>	6.52	_	6.91	
					_		1.02			10.52				10.27		9.47	<u> </u>	9.32		9.22			8.52	i——	8.42			8.02	7.57	7.52		6.57	_	9.57	
	area a company			SZEDICH/DEZSE			1.05	-		10.55 11.01		10.40 10.45	10.35	10.80	9.55 10.05	9.50		9.35	9.30 9,35	9.25 9.30	9.20		8.55 9.00	8.50	8.45 8.50	8.30		8.05	8.00	7.55		7.00		10.44	
			· .	<u> </u>			 	12.34				<u></u>								9.86											7.14				
	manuscame	1200		-				12.39		-	i	1							1 2 40				0.05				<u> </u>	<u> </u> 			7.19		5.54	11.06	1.51
-	·									11.08					10.10			ļ	9.40		<u> </u>	ļ	9.05				-						_	16.43	4.48
		<u> </u>			-				<u> </u>		<u> </u>	<u> </u>					ļ					<u> </u>					ļ ——							22.92	6.49
						· [**********		Secretary Confe		 - -			s10.80				s 9.55	9.45		1		i.				,		A CONTRACTOR				14.46	2.40 NORTHTOWN JCT
		-	<u> </u>		<u> </u>		Pm	Pm Ex. Su.		Am Daily	<u> </u>	Am Daily	Am Ex. Su.	Am Daily	Am Ex. Su.	Am Daily		Ex. Su.	Am Daily		Am Ex. Su		Am Ex. Su.	Am Daily	Ex. Su.	Am Daily		Am Daily	Am Daily	An Daily	Am Daily	An Daily	Daily		ARRIVE
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							17	897		821		885		5 ·	895	!		947		881			817	ļ			833	813	857		879	3 15	J	from	IN EFFECT MAR. 31, 1
							Supr. Div. PASS. No. 18.	N.Pac. PASS No. 3.			Omah. PASS. No. 1.	N. Pac. PASS.	Omah.	FF Div. PASS.	N. Pac PASS.	Wilm'r Div. PASS	Omah. PASS.	Supr. Div. PASS.	N.Pac. PASS.	N.Pac. PASS.	Lake &	FF Div. PASS. No. 7.		Omah. PASS. No. 7.	W.C. PASS. No. 1	Lake M't'ka PASS	Omah. PASS. No. 61	İ	Omah. PASS. No. 6.		N.Pac. PASS. No.101	Wilmar Div. PASS. PASS. No. 1	v. 5.	Distance via.Pass	
			ļ		_		No. 18.				No. 1. Daily							No. 19. Daily			Ex. Su			i			Ex. Su.		Ex. Su.		Ex. Su.	Daily Ex. S	u.	Dis	STATIONS. LEAVE
<u> </u>		1	<u> </u>				Pm 11.10			, <u>, , , , , , , , , , , , , , , , , , </u>	Pm 9.55							Pm		<u>. </u>		Pm 5.15		Pm 4.55			Pm 4.40		Pm 4.25		Pm 3.00			0	SAINT PAUL
							11.20			-	10.05				8.10				6.45			5.25		5.05	4.55		4.50		4.87		3.15	3.10 3.0	5	3.03	3.03 COMO
					-		11.24				10.09				8.14				6.49		s 5.54	5.29		5.09	4.59		4.54		4.40		8.19	3.14 8.0	9	5.22	2.19 HAMLINE
·			-		-		11.27				10.12				8.17				6.52		5.57	5.32		5.12	5.02		4.57		4.43		3.22	8.17 8.1	2	6.91	ST. ANTHONY PARI
					-		11.82				10.17				8.22				6.57		6.02	5.37		5.17	5.07		5.02		4.47		3.27	8.22 8.1	7	9.57	EAST SIDE STATION
					-		11.35 11.47				10.20				8.25 8.35		I		7.00			5.40 5.50		5.20	5.10	5.07	5.05		4.50		8.80	3.25 3.2 3.32 3.2	0	10.44	MINNEAPOLIS
						1	11.53	1				************		8.56				7.55	ranzan ya i sipinini ali													3.8	31	12.06	1.62 minneapolis jct .
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No. 891. (N. P. No. 5) Arrives First Street 8:52 A. M. No. 895. (N. P. No. 7) Arrives First Street 8:37 P. M. No. 893. (N. P. No. 1) " " 10:47 A. M. No. 897. (N. P. No. 3) " " 10.47 P. M.

Daily

12.02 Am

Daily Daily

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11.95CLEARWATER JCT..UD

.....HOPKINS JCT..... 6.49 . WAYZATA. 2.40northtówn jct...nr

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3.37

Ex. Su. Daily Ex. Su.

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TIME TABLE	Coon sson-			-	-	-										FIRST	CLAS	S TRAI	INS.																		
No. 288.	fram Coon via Passen-	18	892	852		894	6	912	828	8	10	830	922	802	872	804	874	806	816	854	942	808	16	876	2	896	878	810			·						
MARCH 31, 1906	nce f Jc. v rack.	Supr. Div. PASS.	N.Pac.	Omah. PASS. No. 5.	-	N Pac. PASS. No. 4.	FF Div.	C,B & Q PASS. No. 50.	Omah.	FF Div.	Wilm'r Div.	Omah.	W. C. PASS. No. 2.	Lake Mtka, PASS,	N.Pac.		N.Pac. PASS.		Lake Hutch. PASS.	Omah, PASS, No. 3	Supr. Div.	-	FF Div.	N.Pac.	FF Div. PASS.	N.Pae.	N.Pac.										
STATIONS.	Oreeks Greeks Fer T	No. 17.	<u> </u>		-l												PASS.							PASS.						_	_	_		_			_
SAINT PAUL	A D2 D	1 Am		Ex. Su. Am 5 7.31		Daity Am 7.40	· · · · · · · · · · · · · · · · · · ·	Daily Am 7.55			Dariy Am 8:10						<u> </u>	<u> </u>	Ex. Su.	Daily Am 9.35	Daily	1	Pm 1.10		Pm 2.15			1 -	<u> </u>	_	 	-	_			1	
3.03 COMO				5 7.2		-											-	<u> </u>				- 					2.15		-	-	_	_	-	-	-	-	-
2.19 HAWLINE				_			7.40		7.50		7.56			-			- 		s 9.11			ļ	1.00		2.05					-		-	-	_	-	-	
1.69 st. anthony park		2 6.13	1			-	7.30		7.46							 		 -	s 9.07			 	12.56		2.01		2.11				-	-	-	-	-		
2.66 EAST SIDE STATION	-!	-				7.23			7.48		7.53			8,15			 		9.03			 -	12.53		1.58		2.08		<u>-</u> -	- -	-		-	_	-	-	-
.87	-	6.0			_	7.18 7.15 7.05	·	7.33		7.40	7.48	7.50	·	8.07	·		 	 	8.58 8.55 8.50				12.45 12.40	I	1.50 1.45		2.03	<u> </u>	ļ	-		-	-		-	-	-
MINNEAPOLIS 1.62 MINNEAPOLIS JCT) 		7.05	7.20	A STATE OF THE PROPERTY OF	7.35	7.85	7.40	7.50	8.00	8.05	8.18		-		8.50	9.10	9.36	5	12.40		1.45	1.50	2.00			- Inches	-	numerous su	120	-			
1.50 U. D. JUNCTION			-				'					-					-		-		9.31		10.01			<u> </u>				-		-	-		-	-	-
1.51 CLEARWATER JCTU										7.80	7.85			8.00				-	8.45		2.0.				1,40							- The second sec	2002000000	NAME AND ADDRESS OF THE PARTY O	200000000		
HOPKINS JCT																														-						-	
6.49 WAYZATAW											7.15			7.45					8.28									-				-					
northtown jctn		7 5.40 Ani	Am	- Am		Am	7.0:	Anı	Am ·	Ana	Am	Am	Am	Asn	Am	STREET, STREET			Am	Am	A		12.25 Pm		- Pm	Pm	Pm			20,000,000				Parameter Benga			
LEAVE		-	_	Ex. Su	1.	Daily	-[Daily	i	ļ		1	·		Ex. Su		- 		Ex. Su.		Am Daily,		Ex. Su.		i	Daily	Daily			-					-	-	-
		18	892	852		894	6	912	828	8	10	830	922	802	872	804	874	806	816	854	942	808	16	876	2	896	878	810									
				5		-	_					-	_			EAS	ST BO	UNI).			~ . =				-			-	_							
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No. 288.	Passe	044	000	010	050	040	014	004		000	010	000		10	004	<u> </u>			T 1	000		000	040	000	,	040	004	004	040		1	T	1	1	$\overline{}$	1	1
IN EFFECT	e from a via Pa	1	ı	ł		842								12				i	914	 -		860					884		948	I	-		<u> </u>		-	-	-
MARCH 31, 1906	stance ayzat	FF Div. PASS. No. 15.	PASS. No. 64.		PASS. No. 7.	Omaha Pass. No. 16	Mtka. PASS.	PASS. No. 18.	PASS. No.108	PASS. No. 6		PASS. No. 2.	Div. PASS.	PASS. No. 12,	PASS. No. 4.	N.Pac. PASS.	Omah. PASS. No. 1.		C,B & Q PASS. No. 48	PASS. No. 6	Supr. Div. PASS. No 19	Omah PASS. No.15	PASS. No. 5.		Wilm'r Div. PASS. No. 4.	PASS. No. 10.	PASS. No. 106.		Supr. Div. PASS. No. 18.								
STATIONS. ARRIVE	Ğ %	Ex. Su.	Daily		Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Ex. Su.		Doily	No. 14. Ex. Su.	Ex. Su	Daily	·	Daily		Daily			Daily	Daily		Daily	Daily	Daily		Daily	-1	_		-		-	-	-
SAINT PAUL	A 22.92	Pm	Pm 4.25	<u></u>	Pm 4.45	Pm 4.50	Pma	Pm 5.15	Pm 5.30	Pm 6 20		Рп 6.25	Pm 630	Pm 7.00	Pm	<u>. </u>	Pm 7.55		Pm 8.20	Pm 8.25	Pm 8 30	Pm 8.55	Pan	··	Pm 10.40	Pm 10.45	₽m 10.55	<u> </u>	Pm	<u> </u>		1			'	 	
3.03 		.	4.15	·	4.35				5.20			6.15	ļ——	6.50			7.45					8.45			10.30				<u> </u>	- 	-	-	-	-	-	-	-
2.19 HAMLINE			4.11	ļ 		4.36		5.01				6.11		6.46			7.41		8.01			8.41			10.26					-	-	-	1		-	-	-
1.69 ST. ANTHONY PARK	_	·	4.08			4.33			5.13			6.08		6.48											10.28					-		-	-	-	-	-	-
2.66 EAST SIDE STATION			4.03														7.38		7.58			8.88			10.28			<u></u>		-	-		-	-	-		-
.87 .MINNEAPOLIS	_		4.00		1	4.28		l——	5.08				6.08 6.05 5.55				7.88				···	8.83 8.30			10.15 10.10					-	-	-	-		-		-
1.62 MINNEAPOLIS JCT		3.31	4.00		4.20	4.25	4.45	4,50	5.05	0.50		6.00	5.55	6.80	7.05		7.30		7.50	8.00	7.55		8.56		10.10	10.20	10.80		11.58	3					-		
U.D. JUNCTION	_[-					8.51						11.48					-		-	-
0.98 CLEARWATER JCTU							4.40			-	-		5.50	6.25							ACTO TO	1			10.05					in an annual							
4.48 HOPKINS JCT	6 49	-						· .			. ,																					-					
6.49 WAYZATAW	A 0						4.25						5.80							-					9.45												
northtown jctn	R	Pm	Pm		Dm	D		Pra	Pm	Pnt		Pm	Pm	Pro	Pm				D	p.,	7.48 Pm	Pm	Pm		Pm .	Pan	Pm		Pm		AND THE PROPERTY OF	White are analysis and					
LEAVE		Ex. Su.	_ 	·	Ex. Su.	Daily	P _{III} Daily						Ex. Su.				Pm Daily		Pm Daily	Pm Daily		Daily			Daily				Daily	<u> </u>	-			-	- 	-	-
		944	832	812	856	842	814	834	880	898	818	836	14	12	924	882	858	820	914	838	20	860	946	822	4	840	884	824	948	-		-	-	-	-	-	-
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No. 892. (N. P. No. 8) Leaves First Street 6.48 A. M. No. 894. (N. P. No. 4) " " 7:03 A. M.

No. 896. (N. P. No. 2) Leaves First Street 1:48 P. M. No. 898. (N. P. No. 6) " " 5:48 P. M.

						OUNI SS TRA						-		T.	ERMINALS DIVIS	N.	-				 -		WES:									
	<u> </u>	405		409	U CLA	SO TKA	711/2.	401	407	957	971	960	991	 	TIME TABLE No. 288	989	955	927	967	503	825	_ 	507		i		501	965	983	981	95 I	40:
		FF Div		<u> </u>				-i	I					E 26	IN EFFECT		CB&Q FRT.		!						i					1	Li	l
		TIME FRT		Wilm'r Div FRT.				Wilm'r Div Coast FRT.	Supr. Div. Time F No. 408	FRT, Tr'nsfer	FRT No. 29.	Local No. 41	FRT Tr'nsfer	tance fro ul via Fre ick.	MARCH 31, 1906. STATIONS.	FRT. Tr'nsfer	FRT, Tr'nsfer	FRT Tr'nsf		Prince- ton Line Local			Sup Div Local FRT, No. 508								C, B &Q FRT. Tr'nsfer	
	1	Daily		Daily				Daily	Daily		<u> </u>		<u> </u>	ÄÄÄÄ	LEAVE	Daily		Dail:		Mo, We Fri.	Ex. Su.	Ex. Su.	Ex. Su.		Daily Am	·	Ex. Su.	Daily	Daily	Daily Anı	Daily	<u> </u>
		Pm	<u></u>	Pm -		-		- Pm	Pm	6.10	Pm	Pm 	Pan 	0	SAINT PAUL	-	12.05									4.3			ļ	ļ	12.30	_
		11 00		10.30		-		7.45	6.30	6.25	4.20	3.25	2.50		2.19 		12.20	9.0	7.10				6.00		5.15	4.50	<u> </u>	3.50	3.80	2.00	12.45	12.0
													9.16	-[HAMLINEC		1950		5 7.40				6.20		5.85	5.15		10	8.50	2.20	1.15	12.
		11.35		11.05				8.25	6.50	0.56	2.40	0.00	3.10		ST. ANTHONY PARK	-1	12.00															
				-		·			-				-		2.66 EAST SIDE STATION																	
															.87 .minneapolis	s					7.15											
		11.55 1.30Am		11 25				8.45 9.50	7.10	7.05	5.20	4.00	8.88	9.56	MINNEAPOLIS JCTS	2.45	1.30	9.5	0 7.55	7.80			7.00		5.50	5.40	6 00	4.45			1.45	
			 	11.85 1.00Am			 	10.00		7.15			8.45	11.06	1.50 U. D. JUNCTION		1.40	10.0	0		7.30	7.10			6.00	5.50 6.00		-	4.25	2.55	2.05	
				1.00Am				10.00		7.85			-	-	4.48 HOPKINS JCT				-													
-				1.55				10.50						-1							s 8.15	s 8.00										3.
		1.45 Am		Am				Pm	8.28 Pm	Pm	Pm	Pm	Pm	12.31	NORTHTOWN JCTN	R Pm	Pm	Am	. Am	8.05 Am	Am	Am	7.30 Am		Am	Am	6.15 Am	Am	Am	Åm	Am	Ans
		Daily		Daily				Daily			Ex. Su	Ex. Su	Daily		ARRIVE.	Daily	Daily I	aily Dail	Daily	Mo, Wo Fri.	Ex. Su.	Ex. Su.	Ex. Su.				Ex. Su.	<u> </u>	ļ	<u> </u>	Daily	Dai
		405		409				401	407	957	971	969	991			989	955	98	967	503	825	571	507		985	953	501	965	983	981	951	40
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			S	EAS											TIME TABLE						· .		ECOND	CLASS	TRAI	NS.					1	. ·
	952	1	404	408	966	S TRAI					_i		984	k, m	No. 288.			56 572	1 .	Į.	1	410	502	CLASS 988	970	ns. 504		i		. 		-
	1	1	404	408	966	S TRAI					_i			nce from safa via bt Track.	No. 288.				1 .	Į.	1	410	502	CLASS 988	970	ns. 504		i		. 		
	C.B & Q FRT. Tr'nsfr	FF Div. Time FRT.	Wilm'r Div. Local Stock	408 Sup Div TIME FRT, No. 407	966 W. C. Local No. 42.	982 Omah. FRT. Tr'n-fr					W. C. FRT. No. 30.	C,B & C FRT, Tr'nsfi	984 Omah. FRT. Tr'nsfr	reig reig	No. 288.		C,I	& Q Wilm CT. Div. asfer Loca	r Omah. FRT. Tr'nsfer	Sup. Div Local FRT. No. 507	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT.	502 FF Div. Local FRT. Ex. Su.	Omah, FRT. Tr'nsfer	970 W. C. FRT No. 22.	NS. 504 Princeton Line Locai Tu, Th, Sat,	W. C. FRT No. 24. Daily	Omaha Tm.Frt. No. 74 Daily	Omaha Tm.Frt. No. 80	C,B & C FRT. Tru'sfer	Wilmar Div, Time FRT.	
	C.B & Q FRT. Tr'nsfr	FF Div. Time FRT.	Wilm'r Div. Local Stock	408 Sup Div TIME FRT, No. 407	966 W. C. Local No. 42.	982 Omah. FRT. Tr'n-fr	INS.	Am	Am	Anı	W. C. FRT. No. 30.	C,B & C FRT, Tr'nsfi	Omah. FRT. Tr'nsfr	Dista Way	No. 288. IN EFFECT MARCH 31, 1906. STATIONS.		C,I	& Q Wilm T. Div.	r Omah. FRT. Tr'nsfer	Sup. Div Local FRT. No. 507	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT.	502 FF Div. Local FRT. Ex. Su.	Omah, FRT. Tr'nsfer	970 W. C. FRT No. 22.	NS. 504 Princeton Line Locai Tu, Th, Sat,	W. C. FRT No. 24. Daily	Omaha Tm.Frt. No. 74 Daily	Omaha Tm.Frt. No. 80	C,B & C FRT. Tru'sfer	Wilmar Div, Time FRT.	
	C.B & Q FRT. Tr'nsfr Daily	FF Div. Time FRT.	Wilm'r Div. Local Stock Daily	408 Sup Div TIME FRT, No. 407	966 W. C. Local No. 42. Ex. Su.	982 Omah. FRT. Tr'nsfr	NS.	Am	An	Anı	W. C. FRT. No. 30.	C.B&C FRT. Trusin Daily	Omah, FRT. Tr'nsfr Daily	22.92 29.89	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL. 3.03 .COMO	5	C.I.	& Q Wilm CT. Div. asfer Loca	r Omah. FRT. Tr'nsfer	Sup. Div Local FRT. No. 507	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT.	502 FF Div. Local FRT. Ex. Su.	Omah. FRT. Tr'nsfer Daily	970 W. C. FRT No. 22.	Princeton Line Local Tu, Th. Sat.	W. C. FRT No. 24. Daily	Omaha Tm.Frt. No. 74 Daily	Omaha Tm.Frt. No. 80 Daily	C.B & C.FRT. Tru'sfer Daily Pm 9.35	Wilmar Div, Time FRT.	
	C.B & Q FRT. Tr'nsfr Daily	FF Div. Time FRT.	Wilm'r Div. Local Stock Daily	408 Sup Div TIME FRT. No. 407 Daily	966 W. C. Local No. 42. Ex. Su.	982 Omah. FRT. Tr'nsfr	NS.	Am	An	Am	W. C. FRT. No. 30. Ex. Su Am 7.40	C.B&C FRT. Tynsfr Daily 8.10	Omah. FRT. Tr'nsfr Daily	22.92 19.89	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO 2.19 HAMLINE C	P	C.I.	& Q Wilm Div. Loca aily Ex. S	r Omah. FRT. Tr'nsfer Daily Pm 5.23	Sup. Div Local FRT. No. 507 Ex. Su.	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT.	502 FF Div. Local FRT. Ex. Su.	Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W. C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm.Frt. No. 74 Daily Pm 7.40	Omaha Tm.Frt. No. 80 Daily	C.B & C.FRT. Tru'sfel Daily Pm 9.86	Wilmar Div. Time FRT. Daily	
	C.B.& Q.FRT. Tr'nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am	Ana	Am	An	Anı	W. C. FRT. No. 30. Ex. Su Am 7.40	C.B&C FRT. Tynsfr Daily 8.10	Omah. FRT. Tr'nsfr Daily	22.92 19.89 17.70	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO HAMLINE C MINNESOTA TRANS. M	P	C.i.	& Q Wilm Div. Loca aily Ex. S	r Omah. FRT. Tr'nsfer Daily Pm 5.23	Sup.Div Local FRT. No. 507 Ex. Su.	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT.	FF Div. Local FRT. TEX. Su.	Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W. C. FRT No. 22. Daily	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm.Frt. No. 74 Daily Pm 7.40	Omaha Tm.Frt. No. 80 Daily	C.B & C.FRT. Tru'sfel Daily Pm 9.86	Wilmar Div. Time FRT. Daily	
	C.B.& Q.FRT. Tr'nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am	Ana	Am	An	Anı	W. C. FRT. No. 30. Ex. Su Am 7.40	C.B&C FRT. Tynsfr Daily 8.10	Omah. FRT. Tr'nsfr Daily	22.92 19.89 17.70	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL. 3.03 COMO 42.19 HAMLINE C 1.28 MINNESOTA TRANS. M ST. ANTHONY PARK.	P	C.i.	& Q Wilm Div. Loca sily Ex. S	r Omah. FRT. Tr'nsfer Daily Pm 5.23	Sup. Div Local FRT. No. 507 Ex. Su.	Hutch. Mixed Train Ex. Su.	Wilm'r Div. FRT. Daily Pm 5.45	FF Div. Local FRT. TEX. Su.	Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W. C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm.Frt. No. 74 Daily Pm 7.40	Omaha Tm.Frt. No. 80 Daily	C.B & C.FRT. Tru'sfel Daily Pm 9.86	Wilmar Div. Time FRT. Daily	
	C.B.& Q.FRT. Tr'nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am	Ana	Am	Am	Anı	W. C. FRT. No. 30. Ex. Su Am 7.40	C.B&C FRT. Tynsfr Daily 8.10	Omah. FRT. Tr'nsfr Daily	22.92 19.89 17.70	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO 1.219 HAMLINE C 1.28 MINNESOTA TRANS. M 2.66 EAST SIDE STATION.	P	C.i.	& Q Wilm Div. Loca sily Ex. S	r Omah. FRT. Tr'nsfer Daily Pm 5.23	Sup. Div Local FRT. No. 507 Ex. Su.	Hutch Mixed Train Ex. Su.	### 410 Witm'r Div. FRT. Daily Pm 5.45 5.30	FF Div. Local FRT. TEX. Su.	Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W. C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm.Frt. No. 74 Daily Pm 7.40	Omaha Tm.Frt. No. 80 Daily	C.B & C.FRT. Tru'sfel Daily Pm 9.86	Wilmar Div. Time FRT. Daily	
	C.B.& Q.FRT. TY'nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am 7.30	Am	Am	An	Am	W. C. FRT. No. 30. Ex. Su Am 7.40	C.B & C.B &	Omah. FRT. Tr'nsfr Daily An 11.46	22.92 19.89 17.70 16.42	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL. 3.03 COMO 42.19 HAMLINE C 1.28 MINNESOTA TRANS. M ST. ANTHONY PARK.	Q P	C.I. Tr.	& Q Wilm Div. Loca sily Ex. S	r Omah. FRT. Tr'nsfer Daily Pm 5.23	Sup. Div Local FRT No. 507 Ex. Su. Pm 5.440	Hutch Mixed Train Ex. Su.	### 410 Witm'r Div. FRT. Daily Pm 5.45 5.30	FP Div. Local FRT. Ex. Su. Pm	CLASS 988 Omah. FRT. Trinsfer Daily Pm 5.50	970 W.C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm. Frt. No. 74 Daily Pm 7.40	Omaha Tm.Frt. No. 80 Daily Pm 7.55	C.B&C FRT. Tru'sfel Daily 9.3 & 9.2 C	Wilmar Div. Time FRT. Daily	
	C.B.& Q.FRT. TY'nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am 7.30	Am	Am	Am	Am	W. C. FRT. No. 30. Ex. Su 7.40	C.B&C FRT. TYnsin Daily 8.1(7.56)	Omah. FRT. Tr'nsfr Daily AR 11.46	22.92 19.89 17.70 16.42 16.01	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO HAMLINE C MINNESOTA TRANS. M 2.66 EAST SIDE STATION MINNEAPOLIS MINNEAPOLIS 1.62 MINNEAPOLIS JCT. S. U. D. JUNCTION	P P S S S S S S S S S S S S S S S S S S	C.I. Tr.	& Q Wilm Div. Service Local State Control of the Co	r Omah. FRT. Tr'nsfer 1. Daily Pm 5.28 4.40 4.40	Sup. Div Local FRT. No. 507 Ex. Su. Pm 5.40	Hutch, Mixed Train Ex. Su. Pm	410 Witm'r Div. FRT. Daily Pm 5.45 5.30	FF Div. Local FRT. Ex. Su. Pm	CLASS 988 Omah. FRT. Trinsfer Daily Pm 5.50	970 W.C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm. Frt. No. 74 Daily Pm 7.40 7.25	Omaha Tm. Frt. No. 80 Daily Pm 7.55 7.40	C.B&C FRT. Tru'sfer Daily 9.3 & 9.20 9.00	Wilmar Div. The Priv. Daily Daily 1.30 1.20 1.20	
	C.B.& Q.FRT. TY nsfr Daily 4.00 3.40	FF Div. Time FRT. Ex. Mo. Am 5.45	Wilm'r Div. Local Stock Daily Am 6.00	408 Sup Div TIME FRT. No. 407 Daily An 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily 7.30 7.10	Am	Am	Am	Anı	W. C. FRT. No. 30. Ex. Su 7.40	C.B&C FRT. TYnsin Daily 8.1(7.56)	Omah. FRT. Tr'nsfr Daily An 11.46 110.55 10.45	22.92 19.89 17.70 16.42 16.01 13.36 11.86	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO HAMLINE C 1.28 MINNESOTA TRANS. M ST. ANTHONY PARK EAST SIDE STATION MINNEAPOLIS MINNEAPOLIS 1.50 U. D.JUNCTION 1.51 CLEARWATER JCT. UI	P P S S S S S S S S S S S S S S S S S S	C.I. Tr.	& Q Wilm Div. Loca Loca Loca Loca S. S. S. S. S. S. S. S. S. S. S. S. S.	r Omah. FRT. Tr'nsfer 1. Daily Pm 5.28 4.40 4.40	Sup. Div Local FRT. No. 507 Ex. Su. Pm 5.40	Hutch, Mixed Train Ex. Su. Pm	410 Wilm'r Div. FRT. Daily Pm 5.45	FF Div. Local FRT. Ex. Su. Pm	CLASS 988 Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W.C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm. Frt. No. 74 Daily Pm 7.40 7.25	Omaha Tm. Frt. No. 80 Daily Pm 7.55 7.40	C.B&C FRT. Tru'sfer Daily 9.3 & 9.20 9.00	Wilmar Div. The Prince of the	
	C.B.& Q FRT. Ty'nsfr Daily 4.00 3.40 2.40 2.80	FF Div. Time FRT. Ex. Mo. Am 5.45	### ### ##############################	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily 7.30 7.10	Am	Am	Ana	Anı	W. C. FRT. No. 30. Ex. Su 7.40	C.B&C FRT. TYnsfi Daily 7.50 7.21	Omah. FRT. Tr'nsfr Daily An 11.46 110.55 10.45	22.92 19.89 17.70 16.42 16.01 13.36 11.86	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL. 3.03 COMO HAMLINE C 1.28 MINNESOTA TRANS M ST. ANTHONY PARK EAST SIDE STATION "I.62 MINNEAPOLIS MINNEAPOLIS "I.62 MINNEAPOLIS JCT S U. D. JUNCTION 1.50 U. D. JUNCTION CLEARWATER JCT UI 4.48 HOPKINS JCT	P P S S	C.I. Tr.	& Q Wilm Div. See Loca saily Ex. S Pm 3.35 Pm 3.15	7 Omah. FRT. Tr'nsfer 1. Daily	Sup. Div Local FRT. No. 507 Ex. Su. Pm 5.40	Hutch Mixed Train Ex. Su. Pm 4.40	410 Witm'r Div. FRT. Daily Pm 5.45 4.50	502 FF Div. Local FRT. Ex. Su. Pm 6.00 5.50	CLASS 988 Omah. FRT. Tr'nsfer Daily Pm 5.50	970 W.C. FRT No. 22. Daily Pm 6.40	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35	Omaha Tm. Frt. No. 74 Daily Pm 7.40 7.25	Omaha Tm. Frt. No. 80 Daily Pm 7.55 7.40	C.B&C FRT. Tru'sfer Daily 9.3 & 9.20 9.00	Wilmar Div. Time FRT. Daily 1.30 1.20 1.20 1.20 1.20 1.20	
	C.B.& Q FRT. Tr'nsfr Daily 4.00 3.40 3.20 2.20	FF Div. Time FRT. Ex. Mo. Am 5.45	404 Wilm'r Div. Local Stock Daily Am 6.00 5.50 5.20	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'nsfr Daily Am 7.30 6.40 6.30	Am	Am	Ana	Anı	W. C. FRT. No. 30. Ex. Su 7.40 7.20	C.B&C FRT. TYnsfi Daily	Omah. FRT. Tr'nsfr Daily An 11.46 11.25	22.92 19.89 17.70 16.42 16.01 13.36 11.86	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL 3.03 COMO HAMLINE C 1.28 MINNESOTA TRANS. M ST. ANTHONY PARK. 2.66 EAST SIDE STATION. 87 MINNEAPOLIS MINNEAPOLIS 1.62 MINNEAPOLIS JCT. S U. D. JUNCTION 1.51 CLEARWATER JCT. UI 4.48 HOPKINS JCT. 4.48 HOPKINS JCT. 96.49 WAYZATA. WA	P P S S	C.I. Tr.	& Q Wilm Div. Sept. 10 Sept. 1	7 Omah. FRT. Tr'nsfer 1. Daily fm 5.28 5.18 4.40 4.80 0	Sup. Div Local FRT. No. 507 Ex. Su. Pm 5.40	Hutch Mixed Train Ex. Su. Pm 4.40	410 Witm'r Div. FRT. Daily Pm 5.45 4.50 .4.35	ECOND 502 FF Div. Local FRT. Ex. Su. Pm 6.00 5.50 5.40	CLASS 988 Omah. FRT. Tr'nsfer Daily Pm 5.50 5.35	970 W.C. FRT No. 22. Daily Pm 6.40 6.20	Princeton Line Local Tu, Th, Sat.	W. C. FRT No. 24. Daily Pm 7.35 7.15	Omaha Tm.Frt No. 74 Daily Pm 7.40 7.25	Omaha Tm.Frt. No. 80 Daily Pm 7.55 7.40 7.10	C.B.&C. FRT. Tru'sfer Daily 9.38 9.20 9.00 8.15 8.05	Wilmar Div. Time FRT. Daily 1.30 1.20 1.20 11.35	
	C.B.& Q FRT. Tr'nsfr Daily 4.00 3.40 3.20 2.30 2.20	FF Div. Time FRT . Ex. Mo. Am 5.45 4.35	404 Wilm'r Div. Local Stock Daily Am 6.00 5.50 5.00 4.15	408 Sup Div TIME FRT. No. 407 Daily Am 6.45	966 W. C. Local No. 42. Ex. Su. Am 6.50	982 Omah. FRT. Tr'n-fr Daily Am 7.30 7.10 6.40 6.30	Am	Am	Ana	Anı	W. C. FRT. No. 30. Ex. Su 7.40	C.B&C FRT. TYnsfi Daily	Omah. FRT. Tr'nsfr Daily An 11.40 11.25 11.25	22.92 19.89 17.70 16.42 16.01 13.36 11.86	No. 288. IN EFFECT MARCH 31, 1906. STATIONS. ARRIVE SAINT PAUL. 3.03 COMO HAMLINE C 1.28 MINNESOTA TRANS M ST. ANTHONY PARK EAST SIDE STATION "I.62 MINNEAPOLIS MINNEAPOLIS "I.62 MINNEAPOLIS JCT S U. D. JUNCTION 1.50 U. D. JUNCTION CLEARWATER JCT UI 4.48 HOPKINS JCT	P P S S	C.I. Tr'	& Q Wilm Div. See Loca saily Ex. S Pm 3.35 Pm 3.15	7 Omah. FRT. Tr'nsfr. 1. Daily Pm 5.28 4.40 4.80 0 Fm 5.80 Pm Fm Fm Fm Fm Fm Fm Fm	Sup. Div Local FRT No. 507 Ex. Su. Pm 5.40 5.25 4.45 Pm	Hutch Mixed Train Ex. Su. Pm 4.40	410 Wilm'r Div. FRT. Daily Pm 5.45 4.50 .4.35	ECOND 502 FF Div. Local FRT. Ex. Su. Pm 6.00 5.50 6.40	CLASS 988 Omath. FRT. Tr'nsfer Daily Pm 5.50 5.35 5.10 5.00	970 W. C. FRT No. 22. Daily Pm 6.40 6.20	Princeton Line Local Tu, Th Sat. Pm 5.20	W. C. FRT No. 24. Daily Pm 7.35 7.15	Omaha Tm. Frt. No. 74 Daily Pm 7.40 7.25	Omaha Tm.Frt. No. 80 Daily Pm 7.55 7.40 7.10	C.B.&C FRT. Tru'sfer Daily 9.36 9.20 9.00 8.15 8.05	Wilmar Div. Time FRT. Daily 1.30 1.20 1.20 11.35	

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SECON	D CLASS TR	RAINS.			, , , , , , , , , , , , , , , , , , , ,		FIRST	CLASS T	RAINS.		-			ssings les.		TIME TABLE	, g					FI	RST CLA	SS TRAIN	vs.					SECOND CLASS
	[[825	821	815	819	817	813	118	809	807	805	803	801	Tabl	Distance from St. Paul	No. 288.	acity	802	804	816	806	808	810	812	814	818	820	822	824	826
		Mixed Train.	Passenge	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenge	Se la	St. P.	IN EFFECT MAR. 31, 1906.	S S	Passenger	Passenge	er Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger l	Passenger	Mixed Train.
	Ex	c. Sun.		Ex. Sun.	Daily						Daily			Wate	ğ	STATIONS.	5	Daily		Ex. Sun.					Daily					Ex.Sun.
		Am 816 8.28		Pm 6.35	Pm 5,29						Am 9.55			1		DNWAYZATAW	A 39	A _{III} s 7.45		Am 825 s 8.28					Pm s 4.25					Pm s 3.55
				s 6.38	s 5.32						s 9.58				23.88	0.96 WEST WAYZATA		s 7.42		s 8.25					s 4.22					
				s 6.43	s 5.38		<u></u>				s 10.04				26.05	oRONO		s 7.37		s 8.18					s 4.17					
ή	8	8.43		s 6.46	s 5.43						s 10.09				27.33	1.28 , MARKVILLE		s 7.34		s 8.15					s 4.1.4			-	-	s 3.45
			4	s 6,49	s 5.45						s 10.12		1		28.24	ARCOLA	<u>.</u>	s 7.31		s 8.10					s 4.11					
	s	8.58		s 6.51	s 5.50				<u> </u> 		s 10.16			<u> </u>	28.88	0.64 MINNTKA BEACH MI	3 21	s 7.29		s 8.08					s 4.09					s 3.40
				f	f						f]		29.68	LANGDON PARK	<u> </u>	f		f					f					
	s !	9.00		s 6.54	s 5.54		<u>.</u>	i 			s 10.20			-[!	0.30 . SPRING PARK . PR	-11			s 8.04					s 4.05			* .		s 3.35
	s f	9.08		s 6.59	6.00						10.25				 -	DMOUNDNI		7.20		s 7.59					4,00					s 3.26
	s	9.88		s 7.09											!	D. ST. BONIFACIUS .B.	-1			s 7.47	<u> </u>			· .						s 3.11
	f	9.55		f 7.18	_ :	-			-					-!	l	4.21 MAPLE	- }			f 7.36										f 2.48
.	s1	0.10		s 7.29		-	ļ				· .		 ··· ···	-!	!	3.59 MAYERKY	- !			s 7.29			<u>, </u>							s 2.33
· 	s1	0.80	·	s 7.37						,						DNEW GERMANY.NO	-! 			s 7.21										s 2.17
	s1	1.00		s 7.46		ļ. <u></u>		<u> </u>								D LESTER PRAIRIE RA	-			s 7.14	_ i				:					s 2.03
	s1	1.30		s 8.01										-1	I — — - I	DSILVER LAKES	-1	-		s 6.59	·	· .			-					s 1.80
		1.55 Am		8.15 Pm	& Pm						Am			WCT	68.25	DHUTCHINSON.HO	60	Aan	! 	6.45 Am		-			Pm	-		:-		1.00 Pm
	Ex	Sun.		Ex. Sun.	Daily						Daily					· · · · · · · · · · · · · · · · · · ·		Daily		Ex. Sun,				-	Daily					Ex. Sun.
	8	325	821	8!5	819	817	813	811	809	807	805	803	801					802	804	816	806	808	810	812	814	818	820	822	824	826

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

Wayzata, Mound, and Hutchinson registering Stations. Train Order Signals are located at Wayzata, Minnetonka Beach, Spring Park, Mound, St. Bonitacius, 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

WEST BOUND.

NORTHTOWN JUNCTION AND COON CREEK JUNCTION.

EAST BOUND.

	SECOND C	LASS TRAIN	3.		-	I	IRST CLA	SS TRAII	VS.	sgui B	ck.	TIME TABLE	Creek	F	RST CLA	SS TRAIN	s.			SEC	COND CLAS	S TRAIN	s.		
	407	503	507	501	405	- 5	15	19	17	, Cross	n St. 1	No. 288	Coop in	18	6	16	20	406	408	508	504			:	T
	Supr. Div. Time Frt. No. 408.	Princet Line Loca	FRT. No. 508	F. F. Div. Local FRT.	F. F. Div. Time Frt.	F. F. Div. PASS.	F. F. Div. PASS.	Supr. Div. PASS. No. 20,	Supr. Div. PASS. No. 18.	and Turn	tance fror	IN EFFECT sides of the second	anoe from	Supr. Div. PASS. No. 17.	F. F. Div. PASS.	F. F. Div. PASS.	Supr. Div. PASS. No. 19.	F. F. Div. Local FRT.	Supr. Div. Time Frt. No. 407.	Supr. Div. Local FRT. No. 507.	Princeton Line Local				
j	Daily	Mon., W and Fr	ed. Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	F -	E. V	STATIONS	Dist	Daily	Daily	Ex. Sun.	Daily	Ex. Mon.	Daily	Ex. Sun.	Tue., Thur, and Sat.				
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	8.40	8.17	7.45	f 6.27	1.56	9.12	f 3.47	9.52	f12,10		18.48	4.02 FRIDLEY 68	4.5	5 f 5.82	6.57	f 12.17	7.42	4.07	5.12	4.12	4.46				1
										.	19.73	BRIGHTON JCT	. 3.3	0											
	9.00 Pm	8.30 Am	8.00 Am	6.50 Am	2.15 Anı	9.20 Pm	3.55 Pm	10.00 Am	12.20 Åm		23.03	DN.COON CREEK JCTCK 68	3	9 5.25 Åm	501 6.50 Ånı	12.10 Pm	7.87 Pm	3.55 Am	5.00 Am	4.00 Pm	4.25 Pm				
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	407	503	507	501	405	5	15	19	17					18	6	16	20	406	408	508	504				1

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 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 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.

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 track.

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 be displayed on semaphore east and west of Hopkins Junction. 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. 501, 502, 503, 504, 571, 572, 507 and 508 will carry passengers when provided with transportation and permit.

Bulletin Boards are located at St. Paul, Como, Minneapolis, Minneapolis Junction, Clearwater Junction, Wayzata, St. Paul Shops and Minneapolis Junction Round House.

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 or trainman on rear end.

All trains must approach double-slip switches at West end of freight tracks opposite Union Elevator under full control, perpared 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 Westminister 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. Crossover 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.

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.

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 of 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 prepared 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 crossing 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 same.

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.

Minneapolis Yard limits on Freight Tracks extend East to East Switch, Hamline Transfer 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 to East Switch Hamline Transfer. 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. 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.

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.

Switch Tenders at Holden Street will use green lanterns in giving signals.

All passenger trains must use not less than Five (5) minutes running time between Minneapolis Union Depot and Clearwater Junction.

The Speed of all Freight and Transfer Trains, also switch engines must not exceed Ten (10) miles an hour over cross-overs at First (1st) St. North, Minneapolis. Brakemen and Switchmen must be on top of trains and properly distributed keeping sharp lookout.

Operator at Northtown Junction will close double track switch after all west bound trains.

All trains will reduce speed approaching 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 (1½) minutes in crossing Stone Arch Bridge and will pass over switches into Minneapolis Union Depot Yards at a rate of speed not to exceed eight miles per hour.

LOCATION INTERLOCKING SYSTEMS AND SEMAPHORES

NOTICE—SPECIAL ATTENTION IS CALLED TO SIGNAL COLORS USED ON SEMAPHORE AT NORTHERN PACIFIC 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 1,800 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 the track. 2. A Home Signal having two arms, located 780

feet east of the Signal Tower on the right hand side of the track.

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

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

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.

M. & M. Track 1. A Dwarf Signal located 690 feet east of Signal Tower on north side of the track governs movements over crossing and to St. Anthony Elevator yard.

M. & M. Track 2. A Dwarf Signal located 720 feet cast of the Signal Tower on north side of track governs movements over crossing and to St. Anthony Elevator

M. & M. Track 3. A Dwarf Signal located 720 feet east of the Signal Tower on the north side of track governs movements over crossing and into St. Anthony Elevator yard. "Belt Line" Track.—A Two-Arm Home Signal lo-

cated 760 feet east of the Signal Tower on North side of track. Top Arm governs movements across main and switching tracks and onto the west bound freight track and to St. Anthony Elevator yard, B. &. Q. yards and New Brighton Lower Arm governs move-

ments onto south switching track.

C. St. P. M. & O. Railway Lead—Dwarf Signal located 240 feet west of Signal Tower on south side of track governs movements onto north switching track over crossover to east bound freight track and into Minnesota Transfer.

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

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 into Minnesota Transfer or Track M. and M. 2.

"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.

2. A Dwarf Signal, located 340 feet east of the Signal Tower on the south side of track, governs movements east to Minnesota Transfer lead and tracks M. & M. 1, 2 and 3.

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 963 feet east of Home Signal, and 1713 feet east of the Signal Tower, on a straight pole right hand side of

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 main track. The bottom arm governs the movements from main track to Broom

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

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 Signa Tower north of the north side track, governs move-ments from the north side track to Spur on north side; 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 1,170 feet west of Signal

Home Signal on a bracket post is located 478 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 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 from west bound main track to north

Location of Signals on Wisconsin Central Boom

A Distant Signal, located 1,000 feet west of Home Signal and 1,150 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

UNIVERSITY INTERLOCKING SYSTEM.

Location of Semaphores and Dwarf Signals and Movements they Govern are as Follows:

Main Westbound Passenger Track.—1. A Distant Signal located 1,200 feet east of Home Signal and 1,500 feet east of Tower, on right hand side of track.

2. A Home Signal located 300 feet east of Tower on right hand side of track.

Main Eastbound Passenger Track.—1. A Distant Signal located 1,200 feet west of Home Signal and 1,500 feet west of Tower on right hand side of track. 2. A Home Signal located 300 feet west of Tower on

post west side Fifteenth Avenue Southeast Bridge.

Minneapolis Western Ry.—1. A Home Block Signal located on right side of track 1,800 feet west of

2. A Dwarf signal located just east of Fifteenth Avenue Southeast Bridge on Minneapolis Western Ry. right side of track, governing movement over cross-overs and from the Minneapolis Western track to the C. M. & St. P. and C. G. W. yards and west end of St. Anthony Elevator Yard.

3. A Dwarf Signal located 200 feet east of Tower on right hand side of south switching track governs movement onto Minneapolis Western Ry. track.

4. A Dwarf Signal located 200 feet east of Tower on right hand side of St. Anthony elevator track governs movement onto Minneapolis Western Ry.

5 A Dwarf Signal located 325 feet east of Tower on right hand side of track D-1 lead, governs movement over crossovers and to track D-1 and A Mill.

6. A Dwarf Signal located 275 feet east of Tower on right hand side of track D-2 governs movement over crossover and to track D-1 and A Mill.

7. A Dwarf Signal located opposite Tower at right hand side of track D-1 governs movement from A Mill to D Yard.

8. A Dwarf Signal located 210 feet east of Tower on right hand side of track D-2 governs movement into D Yard.

COON CREEK JUNCTION INTERLOCKING

Interlocking apparatus at Coon Creek Junction controls the crossing of the Northern Pacific also Superior Division trains going to and from Terminals Division 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 Sema-phore 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 Hori-zontally, 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. I .- 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 on freight track.

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

No. 5.—On East Bound Passenger Track. Twelve bundred feet West of Mississippi St., St. Paul, pro-tecting Omaha and Wisconsin 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, pro-tecting Omaha and Wisconsin Central cross-overs against East bound trains on freight track.

A Semaphore Signal located at the Northern Pacific 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.

Seapmhore for incoming Great Northern double track is located just west of Third (3rd) street over-

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

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

COMPANY SURGEONS.

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J. W. CHAMBERLIN, Opthalmic Surgeon.

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GUSTAVE SCHWYZER, M. D.

TIME INSPECTORS.

J. McNAUGHT,
Assistant Superintendent.

CHAS. C. PONSONBY,
Chief Train Dispatcher.

