GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE NO. 299.

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

SUNDAY, OCTOBER 14, 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.

R. W. BRYAN, General Supt. Transportation.

GEORGE T. SLADE, General Superintendent.

F. E. WARD, General Manager.

																			- mp.11	·															COTRETE COAT
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	- 	.					-	945		1	877	<u> </u>	855	-l	<u>-</u>]	831			i	05 875	_	-			803			843		871	i	941 Supr.	a Passe ck.	IN EFFECT OCT.
							C.B.&Q. PASS. No. 49	FF Div. PASS. No. 16.		Orien- tal Limited	N.Pac. PASS No. 145	N.Pac. PASS. No. 1.	Omah, PASS. No. 8.	PASS. No. 15	Lake M't'ka PASS.	Wilm'r Div, PASS, No. 13.	Omah, PASS, No. 3.	Omah. L PASS. M No. 17. P	t'ka S ASS. Ex	opher State M' xpress P	ake N.Pa l'ka PASS SS. No.10					Lake M't'ka H PASS. N	- — <u>—</u> —İ-					M't'ka PASS.	Supr. Div PASS. No. 17	Saul vit	STATIONS.
		1	1			ſ		Ex. Su.		Daily			Ex. Su			-		Ex. Su. I		1			Daily		f Am I			Daily				1 1	Daily	<u> </u>	STATIONS. LEAVE
			-				12.40			10.30			10.10			9.30				9.00			8.25					7.85	7.80	7.25			[0		SAINT PAUL
			-[12.50			10.40			10.20					9.20					8.35					7.45		7.85					COMO 2.19 HAMLINE
			-[12.54			10.44			10.24			9.44			9.19		9.0	-						7.49	7.44		6.49				ST. ANTHONY PA
		-	-				12.57			10.47			10.27			9.47			9.22		9.1			8.37	-			7.52		7.42					2.66EAST SIDE STAT
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							1.05	12.34	1	11.01		10.40	10.50	10.60		10.0թլ	9.50	9.35		9.30	J. 5. 6	9.00		0.00	0.00			3.00	7.00,	_7.00	-/.		5.49	12.06	MINNEAPOLIS JO
								12.39																									5.54 1	11.06	U. D. JUNCTIO
										11.08						10.10			9.40]	11.95 .	CLEARWATER JO
																						_				-							I <u></u>		HOPKINS JCT
																s10.30		s	9.55															22.92	HOLDRIDGE
	-														.	s10.33		s	9.58	Fee		-									MOCENTRE			23.88	0.96 WAYZATA 2.40 NORTHTOWN JO
J	1					l!	Pan	Pm		Am		Am	Am	_Am_		Am	Am			9.45 Am	Am,	9.14 Am		Am	Am			Am	Am	Am	Am		Am	14.46	<u> </u>
		(4 ,		i—	,—				<u> </u>	<i>-</i>	T	m ~ ·	[n - ·						-	1	10 . O.	. Daily	Daily	Daily	. 1	- 1	Daily	Daily	Daily	Daily	()	Daily	3	ARRIVE
							Daily 913	945		Daily	877	I	855					829 8		19 8)5 875		921		.	803	873			85 I	871	801	941		
							ı——I	·		Daily	877	I	II				831		07	19 8			-			803	873			851	871	801			
							ı——I	·		Daily	877	I	II				831 W	829 8	OUN	19 8 D.			-			803	873			851	871	801	941	Paul ack.	TIME TAP
	23	17	825	895	897	5	ı——I	945		1	1	893	II	841	809	13	W FIR	EST E	OUN	D.		11	-	891	853	803 8			843			801	941	#£	TIME TAP
		l	-[[-ll	ļ.———	913	839	885	837	845	893	855	841	947	883	831 W FIR	EST B EST CLAS 881	SOUNI S TRAIL	D. INS.	7 83	5 923	921	891	853	857	15	911	3	819	817	813	941	from St.	TIME TAP
		Supr. Div. PASS. No. 18.	Lake M't'ka PASS.	N. Pas PASS. No. 5.	-ll	FF Div. PASS. No. 5.	913 915 C.B.& Q PASS. No. 51	945 839 Omah. PASS. No. 1.	885 N. Pac. PASS. No. 109	837 Omah. PASS. No. 63	Omaha PASS. No. 109	9 Dakota Express	855	823 Lake M'Uka PASS.	947 Supr. Div. PASS. No. 19.	883 N.Pac. PASS. No.103	W FIR 899 N.Pac. PASS. No. 9	EST E ST CLAS 881 N.Pac. W PASS. No. 111 P	SOUNI S TRAIL 21 8 Sillm'r La Div. ASS. P.	D. INS. BI5 Lake & W. Hureb. Lir	05 875	5 923 W. C. PASS No. 1	943 FF Div PASS. No. 12	833 Omah. PASS. No. 61	853 821 Lake M't'ka PASS.	857	FF Div. PASS. No. 15.	911 879 N.Pac. PASS. No.101	3 Fast Mail	819 Lake M't'ka PASS.	817	Lake M't'ka PASS.	941	#£	TIME TAE No. 299 IN EFFECT OCT. I STATIONS LEAVE
	FF Div. Local PASS.	Supr. Div. PASS. No. 18.	Lake M't'ka PASS,	N. Pac PASS. No. 5.	N.Pac. PASS No. 3.	FF Div. PASS. No. 5.	913 915 C.B.&Q PASS. No. 51 Daily	839 Omah. PASS. No. 1. Daily	885 N. Pac. PASS. No. 109	837 Omah. PASS. No. 63 Daily	845 Omaha PASS. No. 109 Su. only	9 Dakota Express Daily	859 Omah. PASS. No. 4 Daily	823 Lake M't'ka PASS. Su. only	947 Supr. Div. PASS. No. 19.	883 N.Pac. PASS. No.103	W FIR 899 N.Pac. PASS. No. 9	EST E ST CLAS 881 N.Pac. W.PASS. No. 111 P	SOUNI S TRAL 21 8 Sillm'r La Div. H HASS. P. Daily Ex	D. INS. BI5 Lake & W. Hureb. Lir	7 833	5 923 W. C. S. PASS PASS PASS PASS PASS PASS PASS	943 FF Div PASS, No. 12 Ex.Sun.	833 Omah. PASS. No. 61	853 821 Lake M't'ka PASS. Daily	857 Omah. F. PASS. No. 6. No.	FF Div. PASS. No. 15. Ex. Su	911 879 N.Pac. PASS. No.101	3 Fast Mail Daily	819 Lake M't'ka PASS.	817 Lake M't'ka PASS.	813 Lake M't'ka PASS.	941	Distance from St.	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE
	FF Div. Local PASS. Daily	Supr. Div. PASS. No. 18.	Lake M't'ka PASS.	N. Pac PASS. No. 5. Daily	N.Pac. PASS No. 3.	FF Div. PASS. No. 5. Daily	913 915 C.B.&Q PASS. No. 51 Daily Pm 10.05	839 Omah. PASS. No. 1. Daily Pm 9.55	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily	Omaha PASS. No. 109 Su. only	9 Dakota Express Daily	859 Omah. PASS. No. 4. Daily Pm 7.45	823 Lake Mrks PASS. Su. only	947 Supr. Div. PASS, No. 19. Daily	883 N.Pac. PASS. No.103 Daily	W FIR 899 N.Pac. PASS. No. 9 Ex. Su.	829 8 EST B ST CLAS 881 N.P.ac. W PASS. No. 111 P	SOUNIS TRALL 21 8 (illm'r La Div. ASS. P. Daily Ex	D. INS. B15 ske & W. Hureb. J. ASS. Lii x. Su. D. Pm. 5.40	7 833	5 923 W. C. PASS No. 1 Daily Pm 4.48	943 FF Div PASS. No. 12 Ex.Sun	833 Omah. PASS. No. 61 Ex. Su	821 Lake M'tka PASS. Daily	857 Omah. F. PASS. No. 6. No.	FF Div. PASS. No. 15. Ex. Su.	911 879 N.P.as. P.ASS. No.101 Ex. Su.	3 Fast Mail Daily Pm 8.00	819 Lake M't'ka PASS.	817 Lake M't'ka PASS. Sa. only	Lake M't'ka PASS.	811 Lake Mttka PASS.	Distance from St.	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVESAINT PAUISOMO
	FF Div. Local PASS. Daily	Supr. Div. PASS. No. 18. Daily Pm 11.10	Lake M't'ka PASS.	N. Pac PASS. No. 5. Daily	N.Pac. PASS No. 3. Daily	FF Div. PASS. No. 5. Daily Pm 10.10	913 915 C.B.&Q PASS. No. 51 Daily 10.05 10.15	839 Omah. PASS. No. 1. Daily Pm 9.55	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Da'ly	0maha PASS. No. 109 Su. only \$5.50	9 Dakota Express Daily Pm 8.00	859 Omah. PASS. No. 4 Daily Pm 7.45	823 Lake Mrks PASS. Su. only	947 Supr. Div. PASS, No. 19. Daily	883 N.Pac. PASS. No.103 Daily	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su.	BST EST CLAS BSI N.P.ac. W.PASS. No. 111 P	GOUNDS TRAIL STRAIL	D. INS. BI5 ake & W. Huteb. PASS. Lin x. Su. D Pm 5.40 5.50 5	7 833 nni- Oma eg PAS: nited No.: iliy Daily	5 923 a. W. C. 3. PASS No. 1 Daily 5 4.45	943 FF Div PASS. No. 12 Ex.Sun	833 Omah. PASS. No. 61 Ex. Su.	821 Lake M't'ka PASS. Daily	857 Omah. F PASS. No. 6. No. 6. W Ex. Su. F 4.25	FF Div. PASS. No. 15. Ex. Su. Pm 3.10	879 N.Pac. P.ASS. No.101 Ex. Su.	3 Fast Mail Daily Pm 8.00 3.10	819 Lake M't'ka PASS.	Lake M't'ka PASS. Sa. only	813 Lake M't'ka PASS.	811 Lake M't'ka PASS.	1 Distance from St. 0	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL 3.03 COMO L2.19 HAMLINE
	FF Div. Local PASS. Daily Pm 11.30 11.40	Supr. Div. PASS. No. 18. Daily Pm 11.10	Lake M't'ka PASS.	N. Pac PASS. No. 5. Daily 10.35 10.45	N.Pac. PASS No. 3. Daily Pm 10.15	FF Div. PASS. No. 5. Daily 10.10 10.20	913 915 C.B.& Q. PASS. No. 51 Daily Pm 10.05 10.15 10.19	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05	885 N. Pac. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24	845 Omaha PASS. No. 109 Su. only \$8.50 9.00	9 Dakota Express Daily 8.00 8.10	859 Omah. PASS. No. 4. Daily Pm 7.45 7.55	841 823 Lake M't'ka PASS. Su. only	947 Supr. Div. PASS, No. 19. Daily	883 N.Pao. PASS. No.103 Daily Pm 6.30 6.45 6.49	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6 40	829 8 EST E ST CLAS 881 N.P.ac. PASS. No. 111 P	SOUN STRAIL 21 8 Sillm'r La H. Div. H. H. Div. H.	D. INS. BI5 ake & W. Finteb. Lin x. Su. D Pm. 5.40 5.50 5.54	7 831 nni-Omaaneeg PAS: No. aity Daily m_15 5.0	923 No. 1 Daily 4.44 4.56	943 FF Div PASS. No. 12 Ex.Sun	833 Omah. PASS. No. 61 Ex. Su. \$\frac{f_m}{4.40}\$\$4.50	821 Lake Mtka PASS. Daily	857 Omah. F PASS. J No. 6. M Ex. Su. E 4.37 4.40	FF Div. PASS. No. 15. Ex. Su Pm. 3.10 3.20 3.24	879 N.Pac. PASS. No.101 Ex. Su.	3 Fast Mail Daily Pm 8.00 3.10 3.14	819 Lake M't'ka PASS.	Lake M't'ka PASS. Sa. only Pm 1.30	I.ake M'r'ka PASS.	811 Lake M't'ka PASS.	Distance from St. 0	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL COMO HAMLINE 1.69ST. ANTHONY I
	PASS Daily Pm 11.30 11.40 11.44 11.47	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.32	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02 8.07	823 Lake M'Cka PASS. Su. only	947 Supr. Div. PASS. No. 19. Daily	883 N. Pac. PASS. No. 103 Daily Fm 6.30 6.45 6.49 6.52 6.57	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST B ST CLAS 881	300 SOUN SOUN STRAIL SOUN STRAIL SOUN	19 81 D. INS. B15 ASS. Li FM 5.40 5 5.50 5 5.54 5 6.02 5	7 833 nni- Oma eg PAS nited No. 3 15 5.0 25 5.1 3.2 5.1 3.87 5.2	5 923 W. C. S. PASS No. 1 Daily 4.48 4.58 7 5.02	943 FF Div PASS. No. 12 Ex.Sun	891 833 Omah. PASS. No. 61 Ex. Su. \$4,40 4,50	821 Lake M't'ka PASS. Daily	857 Omah. F. PASS. No. 6. N Ex. Su. F. PM 4.25 4.37 4.40 4.43 4.47	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.000 3.15 3.19 3.22 3.27	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22	819 Lake M't'ka PASS.	817 Lake M't'ka PASS. Sa. only Pm 1.30 1.40 1.44 1.47	B13 Lake M Tka FASS.	811 Lake M't'ka PASS.	Distance from St. 0	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL COMO HAMLINE ST. ANTHONY I EAST SIDE STA
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 12.05	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.27 11.32 11.35 11.47	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02	823 Lake M'Cka PASS. Su. only	947 Supr. Div. PASS. No. 19. Daily Pm	883 N.Pac. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST B ST CLAS 881	300 SOUN SOUN STRAIL SOUN STRAIL SOUN	D. INS. BI5 ske & Witteb. Line ASS. Line 5.40 5.50 5.54 6.57 5	7 833 nni- Oma eg PAS nited No. 3 15 5.0 25 5.1 3.2 5.1 3.87 5.2	5 923 W. C. S. PASS No. 1 Daily 4.48 4.58 7 5.02	943 FF Div. PASS. No. 12 Ex.Sun. Pm	833 Omah. PASS. No. 61 Ex. Su. 4.40 4.50 4.54 4.57 5.02 5.05	821 Lake M't'ka PASS. Daily	857 Omah. F. PASS. No. 6. N Ex. Su. F. PM 4.25 4.37 4.40 4.43 4.47	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32 3.35 3.40	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22	819 Lake M't'ka PASS.	B17 Lake M't'ka PASS. Sa. only Pm 1.30 1.40 1.44	B13 Lake M Tka FASS.	941 BII Lake Mtka PASS.	Distance from Sr. 0 . 3.03 . 5.22 . 6.91 . 9.57 .	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUI COMO 2.19 HAMLINE 1.69ST. ANTHONY I EAST SIDE STA MINNEAPOLI
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 12.05	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.32	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02 8.07	823 Lake M'Cka PASS. Su. only	947 Supr. Div. PASS. No. 19. Daily Pm	883 N.Pao. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST B ST CLAS 881	300 SOUN SOUN STRAIL SOUN STRAIL SOUN	19 81 D. INS. B15 ASS. Li FM 5.40 5 5.50 5 5.54 5 6.02 5	7 833 nni- Oma eg PAS nited No. 3 15 5.0 25 5.1 3.2 5.1 3.87 5.2	5 923 h. W. C. S. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5 5.00	943 FF Div PASS. No. 12 Ex.Sun. Pm	891 833 Omah. PASS. No. 61 Ex. Su. \$\frac{1}{4}.40 4.50 4.54 4.57 5.02 5.05	821 Lake M't'ka PASS. Daily Pm	857 Omah. F. PASS. No. 6. N Ex. Su. F. PM 4.25 4.37 4.40 4.43 4.47	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22	819 Lake M't'ka PASS.	817 Lake M't'ka PASS. Sa. only Pm 1.30 1.40 1.44 1.47	B13 Lake M Tka FASS.	811 Lake Mttka PASS.	7.00	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUN 3.03 COMO. 2.19 HAMLINE
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 Am	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.27 11.32 11.35 11.47	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32 10.37 10.40 10.45	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27 10.32 10.35 10.40	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22 8.25 8.33	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02 8.07 8.10	823 Lake M'cka PASS. Su. only Pm 8.05	947 Supr. Divs. No. 19. Daily Pm 7.55 8:00	883 N.Pao. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST E ST CLAS 881 N.P.a.c. W PASS. No. 111 1	30UN S TRAIL 21 8 31Im'r La Div. H ASS. P. Daily Ex. 5.05 5 5.15 s 5 5.22 5 5.22 5 5.22 5 5.23 6	19 8 D. INS. BI5 Ake & W. Hureb. Lit. X. Su. D 5.540 5 5.54 5 6.02 5 6.02 5 6.05 5 6.10 5	7 833 nni- Oma PAS: No. 3aity Daily Daily Daily Daily Daily 5.1 32 5.1 32 5.1 3.87 5.2 40 5.3	5 923 h. W. C. S. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5 5.00	943 FF Div. PASS. No. 12 Ex.Sun. Pm	891 833 Omah. PASS. No. 61 Ex. Su. \$\frac{1}{4}.40 4.50 4.54 4.57 5.02 5.05	821 Lake M't'ka PASS. Daily Pm	857 Omah. F. PASS. No. 6. Mo.	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32 3.35 3.40	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22 3.25 3.32	819 Lake M'tka PASS.	817 Lake M't'ka PASS. Sa. only 1.30 1.40 1.47 1.52 1.55 2.00	Lake M'rka PASS.	811 Lake Mt'ka PASS.	70 Lossen Lund	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL COMO HAMLINE STANTHONY LEAST SIDE STA MINNEAPOLI MINNEAPOLIS U. D. JUNCTIO
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 12.05	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.27 11.32 11.35 11.47	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32 10.37 10.40 10.45	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.19 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02 8.07 8.10	823 Lake M'Cka PASS. Su. only	947 Supr. Divs. No. 19. Daily Pm 7.55 8:00	883 N.Pao. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST E ST CLAS 881 N.P.a.c. W PASS. No. 111 1	30UN S TRAIL 21 8 31Im'r La Div. H ASS. P. Daily Ex. 5.05 5 5.15 s 5 5.22 5 5.22 5 5.22 5 5.23 6	19 81 D. INS. B15 ASS. Li FM 5.40 5 5.50 5 5.54 5 6.02 5	7 833 nni- Oma PAS: No. 3aity Daily Daily Daily Daily Daily 5.1 32 5.1 32 5.1 3.87 5.2 40 5.3	5 923 h. W. C. S. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5 5.00	943 FF Div PASS. No. 12 Ex.Sun. Pm	891 833 Omah. PASS. No. 61 Ex. Su. \$\frac{1}{4}.40 4.50 4.54 4.57 5.02 5.05	821 Lake M't'ka PASS. Daily Pm	857 Omah. F. PASS. No. 6. Mo.	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32 3.35 3.40	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22	819 Lake M'tka PASS.	817 Lake M't'ka PASS. Sa. only Pm 1.30 1.40 1.44 1.47	Lake M'rka PASS.	811 Lake Mtka PASS.		TIME TAI No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL 3.03 COMO. 2.19 HAMLINE 2.66 EAST SIDE STA MINNEAPOLIS MINNEAPOLIS 1.50 U. D. JUNCOLO 1.51 CLEARWATER
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 Am	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.27 11.32 11.35 11.47	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32 10.37 10.40 10.45	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27 10.32 10.35 10.40	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.19 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22 8.25 8.33	859 Omah. PASS. No. 4 Daily Pm 7.45 7.55 7.59 8.02 8.07 8.10	823 Lake M*Cka PASS. Su. only Pm 8.05	947 Supr. Divs. No. 19. Daily Pm 7.55 8:00	883 N.Pao. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST B ST CLAS 881 N.P.ac. W PASS. No. 111 P	300 SOUN SOUN STRAIL SOUN STRAIL SOUN STRAIL SOUN SOUN	19 80 D. INS. BI5	7 833 nni- Oma PAS: No. 3aity Daily Daily Daily Daily Daily 5.1 32 5.1 32 5.1 3.87 5.2 40 5.3	5 923 h. W. C. S. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5 5.00	943 FF Div PASS. No. 12 Ex.Sun. Pm	891 833 Omah. PASS. No. 61 Ex. Su. \$\frac{1}{4}.40 4.50 4.54 4.57 5.02 5.05	821 Lake Mtka PASS. Daily Pm 5.07	857 Omah. F. PASS. No. 6. Ex. Su. E 4.25 4.37 4.40 4.48 4.47 4.50	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32 3.35 3.40	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22 3.25 3.32	819 Lake Mtka PASS.	817 Lake M't'ka PASS. PASS. Sa. only 1.30 1.40 1.44 1.47 1.52 2.00	Alake M'rka PASS.	811 Lake M't'ka PASS.	3.03 . 3.03 . 5.22 . 6.91 . 9.57 . 10.44 . 11.06 . 11.05 .	TIME TAI NO. 298 IN EFFECT OCT. STATION: LEAVE SAINT PAU. 3.03 COMO. 2.19 HAMLING ST. ANTHONY EAST SIDE ST. MINNEAPOL MINNEAPOL 1.50 U. D. JUNCTIK 1.51 CLEARWATER 4.48 HOPKINS JO
	FF Div. Local PASS. Daily Pm 11.30 11.40 11.47 11.52 11.55 Am	Supr. Div. PASS. No. 18. Daily 11.10 11.20 11.24 11.27 11.32 11.35 11.47	Lake M'tka PASS.	PASS. No. 5. Daily 10.45 10.49 10.52	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32 10.37 10.40 10.45	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27 10.32 10.35 10.40	913 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.19 10.22 10.27	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32	Omaha PASS. No. 109 Su. only Pm 8.50 9.00 9.04 9.07	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22 8.25 8.37	859 Omah. PASS. No. 4. Daily Pm 7.45 7.55 7.59 8.02 8.07 8.10	823 Lake M'c'ka PASS. Su. only Pm 8.05	947 Supr. Divs. No. 19. Daily Pm 7.55 8:00	883 N.Pao. PASS. No.103 Daily Fm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.40 6.44 6.47 6.52	829 8 EST E ST CLAS 881 N.P.a.c. W PASS. No. 111 P	300 SOUN SOUN STRAIL SOUN STRAIL SOUN	19 8 D. INS. BI5 Aske & W. Huteb. Lit X. Su. D 5.50 5.54 5.57 6.02 6.06 6.15 6.15 6.32	7 833 nni- Oma PAS: No. 3aity Daily Daily Daily Daily Daily 5.1 32 5.1 32 5.1 3.87 5.2 40 5.3	5 923 h. W. C. S. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5 5.00	943 FF Div PASS. No. 12 Ex.Sun. Pm	891 833 Omah. PASS. No. 61 Ex. Su. \$\frac{1}{4}.40 4.50 4.54 4.57 5.02 5.05	821 Lake M't'ka PASS. Daily Pm	857 Omah. F. PASS. No. 6. No. 6. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4. 4.	FF Div. PASS. No. 15. Ex. Su Pm 8.10 3.20 3.24 3.27 3.32 3.35 3.40	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22 3.25 3.32	819 Lake Mtka PASS.	817 Lake M't'ka PASS. Sa. only 1.30 1.40 1.47 1.52 1.55 2.00	I.ake M't'ka PASS.	941 Lake Myka PASS.	3.03 . 3.03 . 5.22 . 6.91 . 9.57 . 10.44 . 11.06 . 11.05 .	TIME TA No. 29 IN EFFECT OCT. STATION LEAVE SAINT PAU
	FF Div. Local PASS. Daily PM 11.30 11.40 11.47 11.52 11.55 12.05 Am	Supr. Div. PASS. No. 18. Daily 11.10 11.24 11.27 11.32 11.35 11.53	Lake M'tka PASS.	N. Pac PASS. No. 5. Daily 10.35 10.49 10.52 10.57 11.00 11.05	N.Pac. PASS No. 3. Daily 10.15 10.25 10.32 10.40 10.45	PF Div. PASS. No. 5. Daily 10.10 10.20 10.24 10.27 10.82 10.82 10.40	913 915 C.B.& Q. PASS. No. 51 Daily Pm 10.05 10.15 10.19 10.22 10.27 10.30	839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17	885 N. Pas. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32 9.35	9.00 9.00 9.00 9.12 9.15	9 Dakota Express Daily Pm 8.00 8.10 8.14 8.17 8.22 8.25 8.33 8.37	859 Omah. PASS. No. 4. Daily Pm 7.45 7.55 7.59 8.02 8.07 8.10	841 Lake M't'kn PASS. Su. only Pm 8.05	947 Supr. Div. PASS. No. 19. Daily Pm	883 N.Pac. PASS. No.103 Daily Pm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm. 6.30 6.44 6.47 6.52 6.55 7.00	829 8 EST E ST CLAS 881 N.P.ac. PASS. No. 111 1	30UN) STRAI 21 8 Sillm'r La Div. H ASS. P. Saily Ex Pm 3.05 5 3.15 s 6 3.27 6 3.30 6 3.35 6 7.00 s 6 7.00 s 6	19 8 D. INS. BI5 ake & Witter First Fir	7 833 nni- Oma PAS nited No. 115 5.0 .25 5.1 .29 5.1 .32 5.1 .37 5.2 .40 5.3	5 923 h. W. C. 3. PASS No. 1 Daily 5 4.4.4 4.58 4 4.58 5.07 5.09 5.10	943 FF Div PASS. No. 12 Ex.Sun Pm 5.04 5.09	833 Omah. PASS. No. 61 Ex. Su. 4.40 4.50 4.54 4.57 5.02 5.05	821 Lake Mtka PASS. Daily Pm 5.07 5.12 s 5.29 s 5.32	857 Omah. F. PASS. No. 6. Ex. Su. F. 4.25 4.37 4.40 4.43 4.47 4.50	FF Div. PASS. No. 15. Ex. Su Pm 3.10 3.20 3.24 3.27 3.32 3.35 3.40 3.46	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22 3.25 3.37	819 Lake Mtka PASS.	817 Lake M't'ka PASS. Sa. only Pm 1.30 1.40 1.44 1.47 1.52 2.05 2.05 s 2.20 s 2.23	I.ake M't'ka PASS.	811 Lake M't'ka PASS.	0 . 3.03 . 5.22 . 6.91 . 9.57 . 11.06 . 11.95 . 16.43 . 22.92 . 22.88	TIME TAI NO. 298 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUL
	FF Div. Local PASS. Daily PM 11.30 11.40 11.47 11.52 11.55 12.05 Am	Supr. Div. PASS. No. 18. Daily 11.10 11.24 11.27 11.32 11.35 11.47 11.53	Lake M't'ka PASS.	N. Pac PASS. No. 5. Daily 10.35 10.49 10.52 10.57 11.00 11.05	N.Pac. PASS No. 3. Daily 10.15 10.25 10.29 10.32 10.37 10.40 10.45	Principal Princi	913 915 C.B.&Q PASS. No. 51 Daily 10.05 10.15 10.22 10.27 10.30	945 839 Omah. PASS. No. 1. Daily Pm 9.55 10.05 10.09 10.12 10.17 10.20	885 N. Pac. PASS. No. 109	837 Omah. PASS. No. 63 Daily Pm 9.10 9.20 9.24 9.27 9.32 9.35	845 Omaha PASS. No. 109 Su. only 8.50 9.00 9.04 9.07 9.12 9.15	9 Dakota Express Daily Pm 8.00 8.14 8.17 8.22 8.25 8.32 8.37	859 Omah. PASS. No. 4. Daily Pm 7.4-5 7.55 7.59 8.02 8.07 8.10	841 Lake M't'kn PASS. Su. only Pm 8.05 8.10 8.25 s 8.28 Pm	947 Supr. Div. PASS. No. 19. Daily Pm 7.55 8:00	883 N.Pac. PASS. No.103 Daily Pm 6.30 6.45 6.49 6.52 6.57 7.00	831 W FIR 899 N.Pac. PASS. No. 9 Ex. Su. Pm 6.30 6.44 6.47 6.52 6.55 7.00	829 8 EST E ST CLAS 881 N.P.ac. WPASS. No. 111 P 66 66 66 66 66 67 67 68 68 68 68 68 68 68 68 68 68 68 68 68	300 SOUN SOU	19 81 D. INS. B15 ake & W. iturch. F. ASS. Lin 5.40 5.50 5.54 6.02 6.02 6.06 6.10 6.15 6.32 6.35	7 833 nni- Oma PAS nited No. 115 5.0 .25 5.1 .29 5.1 .32 5.1 .37 5.2 .40 5.3	5 923 W. C. PASS No. 1 Daily 5 4.58 4 4.58 7 5.03 2 5.07	943 FF Div PASS. No. 12 Ex.Sun. Pm 5.04 5.09	833 Omah. PASS. No. 61 Ex. Su. 4.40 4.50 4.54 4.57 5.02 5.05	853 821 Lake M't'ka PASS. Daily Pm 5.07 5.12 s 5.29 s 5.32	857 Omah. F PASS. No. 6. Ex. Su. F 4.25 4.37 4.40 4.48 4.47 4.50	15 FF Div. PASS. No. 15. Ex. Su. Pm 8.10 8.20 8.24 8.27 8.32 8.40 8.46	879 N.Pac. PASS. No.101 Ex. Su. Pm 3.00 3.15 3.19 3.22 3.27 3.30	3 Fast Mail Daily Pm 8.00 3.10 3.14 3.17 3.22 3.25 3.37	819 Lake M'tka PASS.	817 Lake M'tka PASS. Sa. only Pm 1.30 1.40 1.44 1.47 1.52 2.00	I.ake M'r'ka PASS.	811 Lake M't'ka PASS.	0 . 3.03 . 5.22 . 6.91 . 9.57 . 11.06 . 11.95 . 16.43 . 22.92 . 22.88	TIME TAP No. 299 IN EFFECT OCT. I STATIONS LEAVE SAINT PAUN 3.03 COMO. 2.19 HAMLINE

No. 891. (N. P. No. 7) Arrives First Street 8:52 A. M. No. 895. (N. P. No. 5) A. No. 893. (N. P. No. 1) " " 10:47 A. M. No. 897. (N. P. No. 3) No. 899. (N. P. No. 9) " " 7:02 P. M.

No. 895. (N. P. No. 5) Arrives First Street 11:07 P. M. No. 897. (N. P. No. 3) " " 10.47 P. M.

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TIME	TABLE	orth-												-			FIRST	CLASS	TRAIL	NS.	·	-	, ,		·					1	1	1	1	ī	1.	1 1	
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В		tance fr 'n Jet. v Track.	Supr.	N.Pac. I	F Div.	Omah. PASS.	Omaha PASS,	N Pac. PASS.	Winni- C peg Limited I	B&Q PASS.	Omah. PASS.	Dakota Express	Omah. PASS.	Lake Mtka,	W C. PASS.	N.Pac. PASS.	Lake M't'ka	N.Pac. PASS. No.110	Lake Hutch.	FF Div. PASS. No 11.	Omah. PASS.	Supr. Div. PASS.	N. Pac. PASS No. 10	Lake M't'ka	Lake M't'ka PASS	Willmar Div Pass	Lake M't'ka PASS.	Lake M't'ka PASS.	FF Div. Local PASS.	FF Div. PASS. No. 16.	N Pac. PASS. No. 112	Fast Mail	N.Pac PASS No. 2	N.Pac. PASS. No.104	Mtka. PASS.		
: STA	ATIONS. RRIVE	医医肾1			L				Daily Daily														Ex. Su.			Daily			<u> </u>	Ex. Su.	-1		Daily	Daily			
SAIN	NT PAULA						Anı 7.35				8 00	-			1				9.20	Am .	Ат 9.35	Am	10.30			10.55			12.05	1.10	P	2,1 t	2.2	2.81 2.81	5		
	3.03 COMOQ	11.43	6.20	7.15	7.20	7.25	7.25	7.30	7.35	7.45	7.50	8.00	8.05	8.10	8.15	8.30			s 9.11		9.25		10.20			10.45			11.55	1.00		 	 	2.1	·		
най	2.19 MLINE	9.24	6.16	7.11	7.16	7.21	7.21	7.26	7.31	7.41	7.46	7.56	8.01	8.06	8.11	8 26			s 9.07		9.21		10.16			10.41			11.51	12.56			-	2.13	-		
\	1.69 HONY PARK	7.55	6.13	7.08	7.18	7.18	7.18	7.23	7.28	7.38	7.48	7.53	7.58	8.03	8.08	8.28			9.03		9.18		10.18			10.38				12.53	-	-		2.08	1	-	
. EAST SI	2.66 IDE STATION	4 89	:	7.08		7.13				7.88	7.38					8.18	-		8.58 8.55 8.50		9.13		10.08 10.05 10.00			10.33 10.30 10.25			11.48 11.40 11.35	12.45 12.45 12.40		1.58 1.50 1.40	-[3 2.00 5 2.00			
Contract of the last of the la	EAPOLISs 1.62 APOLIS JCTSJ	4.02	6.05 5.55	7.00 6.50	7.00	7.10	7.10	7.15 7.05	7.20 7.15	7.80	7.35	7.45 7.35	7.50	7.55 7.50	8.00	8.15			8.50	9.06	9.10	9.86	1		<u> </u>	10.25			11.35	12.34	(1.40	1.5	2.00			
I	1.50		5.49		···-							<u>-</u>								9.01		9.31	 														
Value of the last	1.51 VATER JCTUD	12.47			6.55				7.10			7.30		7.45					8.45							10.20			11.80			1.38	5				
норк	4.48 KINS JCT	7.45]									-	<u> </u>		~	· .				ļ		-	-			
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Mixed Train	Passe ger			Passen- ger	Passen- ger	Passen- ger.	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger.	Passen- ger	Water, Coal, Gros and Turn Tabl Distance from St. Paul	IN EFFECT OCT. 14, 1906.	r Cap	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger.	Mixed Train.							
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Am 802 7 - 2	<u>. </u>	Par	28	₽m 6.85	Pm 5.32		Pm 2.28				Am 9.58				1 1	DNWAYZATAWA		Am 849		Am s 8.27			,			Pm s 3.52	Pm s 4.22	Pm				₽m s 4.05
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s 7.4	0	s 8.	39 :	6.45	s 5.43		s 2.34		ļ	-	s 10.09					CRYSTAL BAY .VI	!		ļ	s 8.16						s 3.44				·		s 3.54
	_	в 8.	42	6.48	s 5.45		s 2.37	<u> </u>		ļ	s 10.12			<u> </u>	-	0.91 ARCOLA	I -I-		ļ	s 8.11						88.41	s 4.11	s 7.16				
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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. Bonifacius, Mayer New Germany, Lester Prairie, Silver Lake and Hutchinson.

Bulletin Boards located at Wayzata, Mound and Hutchinson. Standard Clocks located in Telegraph Office at Wayzata and Hutchinson. No Siding at Arcola, Navarre and Orono.

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 HOLDRIDGE. 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 Holdridge 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 Corko 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 Holdridge.

Holdridge is terminal station for all Willman 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 Holdridge (end of double track) will be kept set for east-bound track.

Yard Limit Board is located one mile west of Northtown Junction.

Holdridge Yard Limit Board is located one mile west of Holdridge.

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, Holdridge, 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 Northfown 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 Holdridge. 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

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 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 east of the Signal Tower on north side of track governs movements over crossing and to St. Anthony Elevator

yard.

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 movements 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, gov-erns 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

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.

A Home Signal located 270 feet west of Signal Tower, on right hand side of track governs move-ments 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 Island Yard.

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 Vard.

A Dwarf Signal, located 953 feet east of the Signat 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 movements 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

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

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 move-ment 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 SYSTEM.

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

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 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 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 hundred feet West of Mississippi St., St. Paul, protecting 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, protecting 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 erossing 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 to find main track occupied.

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J. W. CHAMBERLIN, Opthalmic Surgeon.

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TIME INSPECTORS.

J. McNAUGHT,
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CHAS. C. PONSONBY,
Chief Train Dispatcher.

