

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE No. 311.

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

MONDAY, SEPTEMBER 23, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. L. CLARITY, Superintendent

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. of Transportation.

H. A. KENNEDY, Asst. General Manager.

F. E. WARD, General Manager.

WEST BOUND.—FIRST CLASS TRAINS.

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WEST BOUND.—FIRST CLASS TRAINS.

		17	825	901	897	5	915	839	885	837	961	845	895	859	9	823	947	883	881	899	21	917	815	23	7	835	821	833	943	857	15	879	3	813	923	Distance from S Paul via Pas- senger Track.	
		Supr. Div. PASS. No. 18	Lake M't'ka PASS.	N.Pac. PASS. No. 13	N.Pac. PASS. No. 3	FF Div PASS. No. 5	CB&Q PASS. No. 51	Omaha PASS. No. 1	N.Pac. PASS. No. 109	Omaha PASS. No. 63	FF Div PASS. No. 2	Omaha PASS. No. 109	N. Pac. PASS. No. 5	Omaha PASS. No. 4	Dakota Express	Lake M't'ka PASS.	Supr. Div. PASS. No. 19	N.Pac. PASS. No. 103	N.Pac. PASS. No. 111	N.Pac. PASS. No. 9	Willm'r Div. PASS.	CB&Q PASS. No. 53	Lake & Hutcl. PASS.	FF Div Local PASS.	Winni- peg Limited	Omaha PASS. No. 7	Lake M't'ka PASS.	Omaha PASS. No. 61	FF Div PASS. No. 12	Omaha PASS. No. 6	FF Div PASS. No. 15	N.Pac. PASS. No. 101	Fast Mail	Lake M't'ka PASS.	W. C. PASS. No. 1		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Sat. only	Daily		
		Pm 11.10		Pm 10.30	Pm 10.15	Pm 10.10	Pm 10.05	Pm 9.55		Pm 9.10	Pm		Pm 8.05	Pm 7.45	Pm 7.25			Pm 6.30		Pm 6.10	Pm 6.05	Pm 6.00	Pm 5.40	Pm 5.30	Pm 5.15	Pm 5.05	Pm	Pm 4.40	Pm	Pm 4.25	Pm 3.10	Pm 3.00	Pm 3.00	Pm	Pm 1.00	0	
		11.20		10.40	10.25	10.20	10.15	10.05		9.20			8.15	7.55	7.35			6.45		6.20	6.15	6.10	s 5.50	5.40	5.25	5.10		4.50		4.37	3.20	3.15	3.10		1.10	3.03	
		11.24		10.44	10.29	10.24	10.19	10.09		9.24			8.19	7.59	7.39			6.49		6.24	6.19	6.14	s 5.54	5.44	5.29	5.14		4.54		4.40	3.24	3.19	3.14		1.14	5.22	
		11.27		10.47	10.32	10.27	10.22	10.12		9.27			8.22	8.02	7.42			6.52		6.27	6.22	6.17	5.57	5.47	5.32	5.17		4.57		4.43	3.27	3.22	3.17		1.17	6.91	
		11.32		10.52	10.37	10.32	10.27	10.17		9.32			8.27	8.07	7.47			6.57		6.32	6.27	6.22	6.02	5.52	5.37	5.22		5.02		4.47	3.32	3.27	3.22		1.22	9.57	
		11.35		10.55	10.40	10.35	10.30	10.20		9.35			8.30	8.10	7.50			7.00		6.35	6.30	6.25	6.05	5.55	5.40				4.50	3.35	3.30	3.25					
		11.47		11.00	10.45	10.40	10.30	10.20					8.40	8.10	7.55					6.40	6.35	6.30	6.10	6.05	5.50	5.30	5.07	5.05		4.50	3.40	3.30	3.25	2.00	1.25	10.44	
		11.53									9.25							7.55							5.56				5.04		3.46					12.06	
											9.29							8.00											5.09							11.06	
						10.45									8.00							6.40		6.15	6.10		5.12						3.37	2.05		11.95	
																																				16.43	
																						s 7.00		s 6.30			s 5.38							s 2.20		22.92	
															s 8.22							s 7.03		s 6.33		s	s 5.32						s 4.00	s 2.23		23.88	
															8.24							7.05		6.35			5.34						4.02	2.25		24.56	
															8.33							7.10										4.10 4.08				26.96	
		12 02 Am		Pm	Pm	Pm	Pm	Pm		Pm	Pm		Pm	Pm	Pm		Pm	Pm		Pm	Pm	Pm	Pm	Pm	Pm	6.05 Daily	Pm	Pm	Pm	Pm	Pm	3.55 Pm	Pm	Pm	Pm	Pm	14.46
		Daily		Daily	Daily	Daily	Daily	Daily		Daily	Daily		Daily	Daily	Daily		Daily	Daily		Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Sat. only	Daily			
		17	825	901	897	5	915	839	885	837	961	845	895	859	9	823	947	883	881	899	21	917	815	23	7	835	821	833	943	857	15	879	3	813	923		

No. 891. (N. P. No. 7) Arrives First Street 8:52 A. M.
 No. 893. (N. P. No. 1) " " " 10:47 A. M.
 No. 899. (N. P. No. 9) " " " 6:42 P. M.

No. 895. (N. P. No. 5) Arrives First Street 8:42 P. M.
 No. 897. (N. P. No. 3) " " " 10:47 P. M.
 No. 901. (N. P. No. 13) " " " 11:02 P. M.

IN EFFECT SEPT. 23, 1907.

STATIONS.
ARRIVE

[illegible]

IN EFFECT SEPT. 23, 1907.

IN EFFECT SEPT. 23, 1907.

STATIONS.		Distance from St. Paul, Miles.	F F Div PASS. No. 15	Omaha PASS. No. 64	Lake Mtka. PASS.	Omaha PASS. No. 16	Omaha PASS. No. 7	Lake Mtka. PASS.	Lake Mtka. PASS.	N. Pac. PASS. No. 108	F F Div PASS. No. 12	Omaha PASS. No. 18	N. Pac. PASS. No. 14	N. Pac. PASS. No. 6	Div. PASS. No. 14	Wiuyp. Lmtd. No. 7	Omaha PASS. No. 2	W. C. PASS. No. 4	N. Pac. PASS. No. 126	C B & Q PASS. No. 48	Omaha PASS. No. 1	Omaha PASS. No. 6	Gopher State Express	Omaha PASS. No. 9	Orient Lmtd.	Lake Mtka. PASS.	C B & Q PASS. No. 50	Lake Mtka. PASS.	Omaha PASS. No. 10	Pac. PASS. No. 106	Lake Mtka. PASS.	PASS. No. 18																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																						
ARRIVE		Ex. Su.	Daily		Daily	Ex. Su.		Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Da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No. 892. (N. P. No. 8) Leaves First Street 6.48 A. M. No. 900. (N. P. No. 10) Leaves First Street 9.58 A. M. No. 902. (N. P. No. 14) Leaves First Street 5.38 P. M.
No. 894. (N. P. No. 4) Leaves First Street 7.03 A. M. No. 896. (N. P. No. 2) Leaves First Street 1.48 P. M. No. 898. (N. P. No. 6) Leaves First Street 5.53 P. M.

[illegible]

WEST BOUND.														SPRING PARK AND HUTCHINSON LINE.														EAST BOUND.													
SECOND CLASS TRAINS		FIRST CLASS TRAINS.												Water, Coal, Crossings and Turn Tables.	Distance from St. Paul.	TIME TABLE No. 311 IN EFFECT SEPTEMBER 23, 1907.		Car Capacity of Siding.	FIRST CLASS TRAINS.														SECOND CLASS								
849	825	823	815	821	819	817	813	811	809	807	805	803	801			802	804		816	806	808	810	812	814	818	820	822	824	826	828	850										
Mixed Train	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger			Passen- ger	Passen- ger		Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Mixed Train										
Ex. Sun.			Ex. Sun.	Daily			Sat. only			Daily						Daily			Ex. Sun.			Sat. only				Daily						Ex. Sun.									
AM			PM	PM			PM			AM						AM		AM			PM			PM					PM												
7.18			6.35	5.34			2.25			10.00				24.56	DN....."FN" TOWER.....FN		s 7.40		s 8.25			s 1.20			s 4.20				s 3.42												
			s 6.39	s 5.38			s 2.29			s 10.04				26.05	1.49ORONO.....		s 7.37		s 8.19			s 1.17			s 4.17																
802 s 7.34			s 6.43	s 5.43			s 2.34			s 10.09				27.33	1.28 D....CRYSTAL BAY.....VI	45	s 7.34		s 8.16			s 1.14			s 4.14					s 3.34											
			s 6.45	s 5.46			s 2.37			s 10.12				28.24	0.91ARCOLA.....		s 7.31		s 8.11			s 1.11			s 4.11																
s 7.45			s 6.50	s 5.50			s 2.41			s 10.16				28.88	0.64 D...MINNETONKA BEACH MB	21	s 7.29		s 8.09			s 1.09			s 4.09					s 3.29											
			f	f			f			f				29.68	0.80NAVARRE.....		f		f			f			f																
816 s 8.04			s 6.54	s 5.55			s 2.45			s 10.21				30.48	0.80 D....SPRING PARK.....PK	82	s 7.25		s 8.04			s 1.05			s 4.05					s 3.24											
s 8.12			s 7.00	6.00			2.50			10.25				CT 32.48	2.00 D.....MOUND.....ND	60	7.20		s 7.59			1.00			4.00					s 3.15											
s 8.37			s 7.09											W 36.99	4.51 D....ST. BONIFACIUS.....BA	44			s 7.49											s 3.00											
f 8.59			f 7.18											41.20	4.21MAPLE.....	17			f 7.38											f 2.42											
s 9.14			s 7.29											44.79	3.59 D.....MAYER.....KY	42			s 7.31											s 2.30											
s 9.39			s 7.37											48.54	3.75 D....NEW GERMANY.....NG	35			s 7.21											s 2.17											
s 10.09			s 7.46											W 52.21	3.67 D...LESTER PRAIRIE.....RA	36			s 7.14											s 2.08											
s 10.42			s 8.01											60.29	8.08 D....SILVER LAKE.....SI	59			s 6.59											s 1.30											
11.20 AM			8.15 PM	PM			PM			AM				WCT 68.25	7.96 D.....HUTCHINSON.....HO	60	AM		6.45 AM			PM			PM					1.00 PM											
Ex. Sun.			Ex. Sun.	Daily			Sat. only			Daily							Daily		Ex. Sun.			Sat. only			Daily					Ex. Sun.											
849	825	823	815	821	819	817	813	811	809	807	805	803	801				802	804	816	806	808	810	812	814	818	820	822	824	826	828	850										

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

"FN" Tower is Terminal Station for all Spring Park and Hutchinson Line Trains.

"FN" Tower, Mound and Hutchinson registering stations. Train Order Signals are located at "FN" Tower, Crystal Bay, Minnetonka Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, Silver Lake and Hutchinson.

Bulletin Board located at Mound and Hutchinson. Standard Clock located in Telegraph Office at Hutchinson. No Siding at Arcola, Navarre and Orono.

First class trains will register at "FN" Tower by time ticket.

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 LONG LAKE. SEE GENERAL AND SPECIAL RULES GOVERNING SUPERIORITY OF TRAINS.

SEE BOOK OF RULES GOVERNING INTERLOCKING SYSTEMS

NOTE "FN" TOWER INTERLOCKING SYSTEM

1. The Double Passenger Tracks are the two (2) left hand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminster Street; the two (2) north tracks from Westminster Street, St. Paul, to St. Anthony Park, and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minneapolis, via Union Depot.

2. 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.

3. 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 West Bound Passenger Track, and track three (3) the East Bound Passenger Track. Track four (4), West Bound Freight track. Track five (5), East Bound Freight track. These tracks are numbered, commencing with No. one (1), on the north side, and are handled by switch tender night and day.

4. Double Track extends from Western Avenue to Long Lake. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.

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

6. Clocks regulated to Standard Time are located in Telegraph Offices at St. Paul, Como, Minneapolis Junction, Minneapolis, Clearwater Junction and Long Lake.

7. Registering Stations: St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Clearwater Junction and Long Lake. 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 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.

8. Train Order Signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis, and Long Lake.

9. Long Lake is terminal station for all Willmar and Terminals Division trains.

10. Northtown Junction is Terminal Station for all Fergus Falls, Terminals and Superior Division trains.

11. The switch at Northtown Junction (end of double track) will be kept set for east bound track.

12. The switch at Long Lake (end of double track) will be kept set for west-bound track.

13. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamline Transfer, and west to Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to 1000 ft. west of Overhead Bridge, Cedar Lake. 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.

14. On Single Track West Bound Trains are Superior to East Bound Trains of Same Class.

15. All Extra Trains will use double track, double passenger and double freight tracks in direction of current without running orders.

16. First Class and Extra Passenger Trains will use Passenger tracks exclusively, and second class and extra freight trains, Freight tracks exclusively.

17. 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.

18. First Class Trains must not exceed schedule running time between Minneapolis Union Depot and Northtown Junction, and Minneapolis Union Depot and Clearwater Junction.

19. 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.

20. Trains must not exceed ten (10) miles per hour through Superior Avenue Bridge.

21. A Stop Board has been placed 200 ft. west of Osseo Line Junction Cross-over. East Bound Trains must come to a full stop at this point. All Terminals and Willmar Div. West Bound Trains must not exceed eight (8) miles per hour over Osseo Line Junction switch at Clearwater Junction.

22. All East Bound Trains must come to a full stop at stopboard 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.

23. 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.

24. All Trains must approach the C. B. & Q. Cross-over Tracks between 3d and 4th streets, St. Paul, cautiously, expecting to find cross-overs in use and at a rate of speed which will enable them to stop, if necessary, in time to avoid accident.

25. 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.

26. 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.

27. All trains on Double Freight Tracks will bring their trains 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.

28. 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 know the way is clear before proceeding.

29. 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.

30. All trains must approach double-slip switches at West end of freight tracks opposite Union Elevator under full control, prepared to stop if switches are occupied, and must not exceed five miles per hour while passing over these switches.

31. 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.

32. All trains must approach Hopkins Junction under control unless 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.

33. 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 signaled to do so by the Switch Tender.

34. 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.

35. All trains will reduce speed approaching highway 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 (1 1/4) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minneapolis Union Depot Yards.

36. 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.

37. 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.

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

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

40. 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.

41. TRAINS USING DOUBLE PASSENGER TRACKS, DOUBLE FREIGHT TRACKS OR DOUBLE TRACK WILL TAKE THE RIGHT HAND TRACK, EXCEPTING TRACK 5 WILL BE USED AS WEST BOUND TRACK AND TRACK 4 AS EAST BOUND TRACK BETWEEN SECOND ST. AND WESTERN AVE. THESE TRACKS SHALL BE USED IN NO OTHER WAY EXCEPT ON ORDERS FROM SUPERINTENDENT.

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 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 located 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, governs movements across the main freight tracks and across the "Belt Line" Track.

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

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

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

The bottom arm governs the movements across the main passenger tracks 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 track.

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

A Dwarf Signal, located 953 feet east of the Signal Tower, north of the east bound main track, governs movements from east to west bound main tracks; also west bound on east bound main track.

A Dwarf Signal, located 953 feet east of the Signal Tower north of the north side track, governs movements from the north side track to Spur on north side; from north side track to 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 Tower.

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 side track.

Location of Signals on Wisconsin Central Boom Island.

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 side tracks.

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 Tower.

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.

"FN" TOWER.

Interlocking System.

A new signal tower has been located on south side of track just east of Hutchinson Line Junction, West of Wayzata station, and will be known as "FN" TOWER.

MAIN TRACK SIGNALS.

Distant signals on high masts are located 1500 ft. east and west of tower on east and west bound main lines respectively. Home signal of high pattern on west bound track is located 55 ft. east of cross-over switch. Home signal on east bound track is located 450 ft. west of Junction Switch. Home signal on west bound track is of the two arm pattern; top arm governs main line movements and lower arm branch line movements.

HUTCHINSON LINE TRACK SIGNALS.

Distant signal located on high mast 1500 ft. west of tower and home signal on high mast located 450 ft. west of tower.

Dwarf signals are located at home signal masts on east bound and west bound and Hutchinson line tracks to govern reverse movements through cross-overs, and

also dwarf signal directly in front of signal tower at west switch of cross-over governs reverse movements over same.

RULES GOVERNING AND LOCATION OF SEMAPHORES.

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

SEMAPHORES ARE LOCATED AS FOLLOWS:

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

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

No. 3.—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. 4.—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. 5.—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.

No. 6.—On West Bound Passenger Track. Two hundred (200) feet east of Western Ave. bridge, protecting crossover against west-bound trains on passenger track.

No. 7.—On East Bound Passenger Track. Two hundred feet west of Dale St. Bridge, protecting cross over against East bound trains on passenger 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.

A Semaphore is located 1,200 feet west of Superior Ave. bridge on south side of track protecting crossover leading to new yard or extension of "P" yard Clear-water Junction.

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

ST. PAUL UNION DEPOT.

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

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

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

COMPANY SURGEONS.

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Residence Telephone, M 2218.....St. Paul, Minn.

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Office Telephone, Main 1347.
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Residence Telephone, Dale 168-J 1.....St. Paul, Minn.

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Office Telephone, Twin City, 1285.
Residence Telephone, N. W., South 2240.
Residence Telephone, Twin City, 2767.....Minneapolis, Minn.

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

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Residence Telephone, Main 2346-J 2.
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Office Telephone.....Main 691.
Residence Telephone.....Main 2690.....Minneapolis, Minn.

TIME INSPECTORS.

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

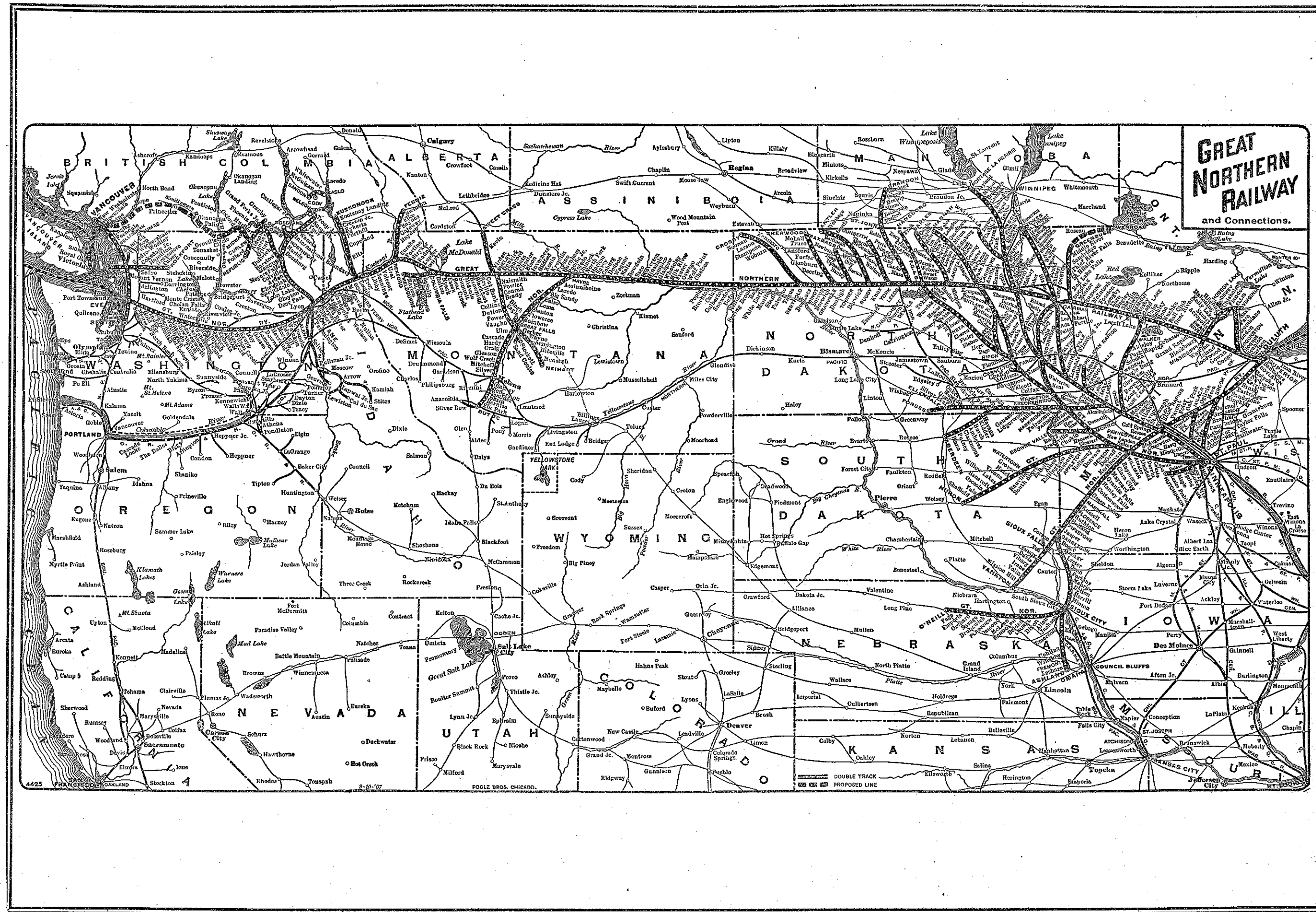
S. JACOBS & CO., 518 Nicollet Avenue.....Minneapolis, Minn.

CHAS. C. PONSONBY,
Chief Train Dispatcher.

B. B. GREER,
Assistant Superintendent.

Trick Dispatchers:

H. E. WAKEMAN,
I. E. WEST,
A. H. MARTICKE.



**GREAT
NORTHERN
RAILWAY**
and Connections.