

GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE No. 327.

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

SUNDAY, OCTOBER 11, 1908.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. L. CLARITY, Superintendent.

W. D. SCOTT, General Superintendent.

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

H. A. KENNEDY, Asst. General Manager.

J. M. GRUBER, General Manager.

WEST BOUND.—FIRST CLASS TRAINS.

WEST BOUND.—FIRST CLASS TRAINS.																																	Distance from St. Paul via Passenger Track.	TIME TABLE No. 327. IN EFFECT OCTOBER 11, 1908.			
819	817	813	811	913	923	945	1	877	893	855	841	809	13	829	831	807	19	805	875	921	891	901	11	851	873	853	803	911	843	959	871	801		941	STATIONS. LEAVE		
Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	CB&Q PASS. No. 49	W. C. PASS. No. 1	P. F. Div. PASS. No. 16	Orien- tal Limit'd	N. Pac. PASS. No. 145	N. Pac. PASS. No. 1	Omaha PASS. No. 8	Omaha PASS. No. 9	Lake M't'ka PASS.	Willm't Div. PASS. No. 12	Omaha PASS. No. 15	Lake M't'ka PASS.	Gopher State Exp.	Lake M't'ka PASS.	N. Pac. PASS. No. 107	W. C. PASS. No. 3	N. Pac. PASS. No. 7	N. Pac. PASS. No. 13	P. F. Div. PASS. No. 11	Omaha PASS. No. 2	N. Pac. PASS. No. 113	Omaha PASS. No. 10	Lake M't'ka PASS.	CB&Q PASS. No. 47	Omaha PASS. No. 5	N. Pac. PASS. No. 105	Lake M't'ka PASS.	Supr. Div. PASS. No. 17						
				Pm 1.10	Pm 1.00	Pm	Am 10.30		Am 10.15	Am 10.10	Am 9.45		Am 9.20		Am 9.10	Am 9.05	Am 9.00		Am 8.55	Am 8.35	Am 8.20	Am 8.10	Am 8.00	Am 7.55		Am 7.40		Am 7.35	Am 7.30		Am 6.30	Am	00.00	SAINT PAUL.....A			
				1.20	1.10		10.40		10.25	10.20	9.55		9.30		9.20	9.15	9.10		9.05	8.35	8.30	8.20	8.10	8.05		7.50		7.45	7.40		6.45		3.03	COMO.....Q			
				1.24	1.14		10.44		10.29	10.24	9.59		9.34		9.24	9.19	9.14		9.09	8.39	8.34	8.24	8.14	8.09		7.54		7.49	7.44		6.49		5.22	HAMLINE.....			
				1.27	1.17		10.47		10.32	10.27	10.02		9.37		9.27	9.22	9.17		9.12	8.42	8.37	8.27	8.17	8.12		7.57		7.52	7.47		6.52		6.91	ST. ANTHONY PARK.....			
				1.32	1.22		10.52		10.37	10.32	10.07		9.42		9.32	9.27	9.22		9.17	8.47	8.42	8.32	8.22	8.17		8.02		7.57	7.52		6.57		9.57	EAST SIDE STATION.....			
				1.35	1.25		10.55 11.00		10.40 10.45	10.35	10.10		9.45 9.55		9.35	9.30	9.25		9.20	8.50	8.45 8.50	8.35 8.30	8.25 8.20	8.20		8.05		8.00	7.55		7.00		10.44	MINNEAPOLIS.....S			
							12.39		11.06								9.36																5.49	12.06	MINNEAPOLIS JCT.....SJ		
							12.44																										5.54	11.06	U. D. JUNCTION.....		
													10.00			9.40							8.35											11.95	1.51	CLEARWATER JCT.....UD	
													10.08			9.46																		16.43	4.48	HOPKINS JCT.....	
													10.20			9.55																		22.92	6.49	HOLDRIDGE.....	
													10.23			9.58																		23.88	0.96	WAYZATA.....WA	
													10.25			10.00																		24.56	0.68	"FN" TOWER.....FN	
													10.30																					26.96	2.40	LONG LAKE.....ON	
				Pm	Pm	Pm	11.16		Am	Am	Am		Am		Am	Am	9.45		Am	Am	Am	Am	Am	Am		Am		Am	Am		Am		14.46	2.40	NORTHTOWN JCT.....NR		
819	817	813	811	913	923	945	1	877	893	855	841	809	13	829	831	807	19	805	875	921	891	901	11	851	873	853	803	911	843	959	871	801	941		ARRIVE		
Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	CB&Q PASS. No. 49	W. C. PASS. No. 1	P. F. Div. PASS. No. 16	Orien- tal Limit'd	N. Pac. PASS. No. 145	N. Pac. PASS. No. 1	Omaha PASS. No. 8	Omaha PASS. No. 9	Lake M't'ka PASS.	Willm't Div. PASS. No. 12	Omaha PASS. No. 15	Lake M't'ka PASS.	Gopher State Exp.	Lake M't'ka PASS.	N. Pac. PASS. No. 107	W. C. PASS. No. 3	N. Pac. PASS. No. 7	N. Pac. PASS. No. 13	P. F. Div. PASS. No. 11	Omaha PASS. No. 2	N. Pac. PASS. No. 113	Omaha PASS. No. 10	Lake M't'ka PASS.	CB&Q PASS. No. 47	Omaha PASS. No. 5	N. Pac. PASS. No. 105	Lake M't'ka PASS.	Supr. Div. PASS. No. 17						

WEST BOUND.—FIRST CLASS TRAINS.

WEST BOUND.—FIRST CLASS TRAINS.																																Distance from St. Paul via Passenger Track.	TIME TABLE No. 327. IN EFFECT OCTOBER 11, 1908.	
17	825	895	897	5	915	839	885	961	845	859	837	861	9	947	883	899	881	21	23	917	823	815	7	835	833	821	943	857	15	879	3		STATIONS. LEAVE.	
Supr. Div. PASS. No. 18	Lake M't'ka PASS.	N. Pac. PASS. No. 5	N. Pac. PASS. No. 3	F.F. Div. PASS. No. 5	CB&Q PASS. No. 51	Omaha PASS. No. 1	N. Pac. PASS. No. 109		Omaha PASS. No. 109	Omaha PASS. No. 4	Omaha PASS. No. 63	Omaha PASS. No. 16	Dakota Express	Supr. Div. PASS. No. 19	N. Pac. PASS. No. 103	N. Pac. PASS. No. 9	N. Pac. PASS. No. 111	Willm'r Div. PASS.			C.B.&Q. PASS. No. 53	Lake M't'ka PASS.	Lake & Hutch. PASS.	Winnipeg Limited	Omaha PASS. No. 7	Omaha PASS. No. 61	Lake M't'ka PASS.	F.F. Div. PASS. No. 12	Omaha PASS. No. 6	F.F. Div. PASS. No. 15	N. Pac. PASS. No. 101			Fast Mail
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Su. Only	Daily	Daily	Daily	Ex. Su.		Ex. Su.			Daily	Su. Only	Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.			Daily
Pm 11.10		Pm 10.30	Pm 10.15	Pm 10.10	Pm 10.05	Pm 9.55				Pm 7.45	Pm 7.40	Pm 7.35	Pm 7.30	Pm	Pm 6.30	Pm 6.30		Pm 6.05			Pm 5.55	Pm 5.40	Pm 5.40	Pm 5.15	Pm 5.05	Pm 4.40	Pm	Pm	Pm 4.25	Pm 3.15	Pm 3.00	Pm 3.00	0	
11.20		10.40	10.25	10.20	10.15	10.05				7.55	7.50	7.45	7.40		6.45	6.40		6.15			6.05	5.50	5.50	5.25	5.15	4.50			4.37	3.25	3.15	3.10	3.03	
11.24		10.44	10.29	10.24	10.19	10.09				7.59	7.54	7.49	7.44		6.49	6.44		6.19			6.09	5.54	5.54	5.29	5.19	4.54			4.40	3.29	3.19	3.14	5.22	
11.27		10.47	10.32	10.27	10.22	10.12				8.02	7.57	7.52	7.47		6.52	6.47		6.22			6.12	5.57	5.57	5.32	5.22	4.57			4.48	3.32	3.22	3.17	6.91	
11.32		10.52	10.37	10.32	10.27	10.17				8.07	8.02	7.57	7.52		6.57	6.52		6.27			6.17	6.02	6.02	5.37	5.27	5.02			4.47	3.37	3.27	3.22	9.57	
11.35		10.55	10.40	10.35	10.30	10.20				8.10	8.05	8.00	8.00		7.55	7.55		6.30			6.05	6.05	5.40	5.30	5.05	5.07			4.50	3.40	3.30	3.25	10.44	
11.45		11.05	10.45	10.40											8.08	8.08		6.35			6.20	6.10	6.10	5.50	5.30	5.05	5.07			4.50	3.45	3.30	3.25	10.44
11.51															7.55	7.55		6.35											5.19	3.51			12.06	
															8.00	8.00													5.24				11.06	
					10.45										8.08			6.40					6.15	6.15	5.55				5.12				3.40	11.95
															8.16			6.47					6.22	6.22					5.19				3.47	16.43
															8.28			6.57					6.32	6.32					5.28				3.55	22.92
															8.30			7.00					6.35	6.35					5.32				4.00	23.88
															8.32			7.02					6.37	6.37					5.34				4.02	24.56
															8.41			7.10															4.08	26.96
12.02		Pm	Pm	Pm	Pm	Pm				Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	4.00			14.46
Daily		Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Su. Only	Daily	Daily	Daily	Ex. Su.		Ex. Su.			Daily	Su. Only	Ex. Su.	Daily	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Pm	Daily	
17	825	895	897	5	915	839	885	961	845	859	837	861	9	947	883	899	881	21	23	917	823	815	7	835	833	821	943	857	15	879	3		ARRIVE	

No. 901. (N. P. No. 13) Arrives First Street 8:27 A. M.
No. 891. (N. P. No. 7) " " " 8:52 A. M.
No. 893. (N. P. No. 1) " " " 10:47 A. M.

No. 899. (N. P. No. 9) Arrives First Street 7:02 P. M.
No. 895. (N. P. No. 5) " " " 11:07 P. M.
No. 897. (N. P. No. 3) " " " 10:47 P. M.

TIME TABLE No. 327. IN EFFECT OCT. 11, 1908.		EAST BOUND.—FIRST CLASS TRAINS.																																						
STATIONS. ARRIVE	Distance from Northampton, via N. P. Track.	18	4	918	892	852	846	894	8	10	922	844	912	802	830	862	872	804	874	816	946	854	942	6	900	806	808	22	24	946	16	876	2	896	878	810	812	814		
		Supr. Div. PASS. No. 17 Daily	Fast Mail Daily	CB & Q PASS. No. 54 Daily	N. Pac. PASS. No. 6 Daily	Omaha PASS. No. 5 Ex. Su.	Omaha PASS. No. 110 Daily	N. Pac. PASS. No. 4 Daily	Winnipeg Limited Daily	Dakota Express Daily	W. C. PASS. No. 2 Daily	Omaha PASS. No. 4 Daily	CB & Q PASS. No. 52 Daily	Lake Mika. PASS. Daily	Omaha PASS. No. 62 Ex. Su.	Omaha PASS. No. 15 Su. Only	N. Pac. PASS. No. 102 Ex. Su.	Lake Mika. PASS. Daily	N. Pac. PASS. No. 110 Daily	Lake Hatch. PASS. Ex. Su.		Omaha PASS. No. 3 Daily	Supr. Div. No. 20 PASS. Daily	FF Div. PASS. No. 6 Daily	N. Pac. PASS. No. 10 Ex. Su.	Lake Mika. PASS. Daily	Lake Mika. PASS. Daily	Will'r Div. PASS. Ex. Su.		FF Div. PASS. No. 1 Daily	FF Div. PASS. No. 16 Ex. Su.	N. Pac. PASS. No. 112 Daily	Orient' Lmt'd Daily	N. Pac. PASS. No. 2 Daily	N. Pac. PASS. No. 104 Daily	Lake Mika. PASS. Daily	Lake Mika. PASS. Daily	Lake Mika. PASS. Daily		
SAINT PAUL.....A	14.46	6.30	7.15	7.20	7.25	7.30		7.40	7.45	8.00	8.05	8.15	8.25	8.25	8.30	8.35	8.40				9.20		9.55	AM	10.10	10.30			10.55		AM	PM	1.15		2.15	2.20	2.25			
3.03 COMO.....Q	11.43	6.20	7.05	7.10	7.15	7.20		7.30	7.35	7.50	7.55	8.05	8.10	8.15	8.20	8.25	8.30				9.11		9.45		10.00	10.20			10.45			1.05		2.05	2.10	2.15				
2.19 HAMLINE.....	9.24	6.16	7.01	7.06	7.11	7.16		7.26	7.31	7.46	7.51	8.01	8.06	8.11	8.16	8.21	8.26				9.07		9.41		9.56	10.16			10.41			1.01		2.01	2.06	2.11				
1.69 ST. ANTHONY PARK.....	7.55	6.13	6.58	7.03	7.08	7.13		7.23	7.28	7.43	7.48	7.58	8.03	8.08	8.13	8.18	8.23				9.08		9.38		9.53	10.13			10.38			12.58		1.58	2.03	2.08				
2.66 EAST SIDE STATION.....	4.89	6.08	6.53	6.58	7.03	7.08		7.13	7.23	7.38	7.43	7.53	7.58	8.03	8.08	8.13	8.18				8.58		9.33		9.48	10.08			10.33			12.53		1.53	1.58	2.03				
87 MINNEAPOLIS.....S	4.02	6.05	6.50	6.55	7.00	7.05		7.15	7.20	7.35	7.40	7.50	7.55	8.00	8.05	8.10	8.15				8.55		9.30		9.45	10.05			10.30			12.50		1.50	1.55	2.00				
1.02 MINNEAPOLIS JCT.....SJ	2.40	5.49																					9.36								11.06	12.39								
1.50 U. D. JUNCTION.....	12.47																						9.31								11.01									
0.98 CLEARWATER JCT.....UD	15.01		6.85						7.10	7.20				7.50								8.45							10.20				1.40							
4.48 HOPKINS JCT.....	10.53		6.25							7.12				7.43								8.38							10.12											
6.49 HOLDRIDGE.....	4.04		6.12							7.03				7.35								8.30							10.02											
0.96 WAYZATA.....WA	3.08		6.10							7.00				7.32								8.27							9.59											
0.68 "FN" TOWER.....FN	2.40		6.05							6.57				7.30								8.25							9.56											
2.40 LONG LAKE.....ON	0.0		5.55							6.50																			9.48											
2.40 NORTHTOWN JCT.....NR	0.0	5.40	AM	AM	AM	AM		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM				AM	AM	AM	AM	AM	AM	AM	AM		AM		12.30	PM	PM	PM	PM				
LEAVE		Daily	Daily	Daily	Daily	Ex. Su.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su.	Su. Only	Ex. Su.				Ex. Su.		Daily	Daily	Daily	Ex. Su.			Ex. Su.	Daily	Ex. Su.		Daily	Daily	Daily					
		18	4	918	892	852	846	894	8	10	922	844	912	802	830	862	872	804	874	816	946	854	942	6	900	806	808	22	24	946	16	876	2	896	878	810	812	814		

TIME TABLE No. 327. IN EFFECT OCT. 11, 1908.		EAST BOUND.—FIRST CLASS TRAINS.																																						
STATIONS. ARRIVE	Distance from Long Lake via N. P. Track.	944	832	818	856	820	822	842	880	834	12	916	898	14		836	924	882	860	914	838	20	858	824	826	902	840	884	828	948										
		FF Div. PASS. No. 15 Ex. Su.	Omaha PASS. No. 64 Daily	Lake Mika. PASS. Daily	Omaha PASS. No. 7 Ex. Su.	Lake Mika. PASS. Ex. Su.	Lake Mika. PASS. Su. Only	Omaha PASS. No. 19 Daily	N. Pac. PASS. No. 108 Ex. Su.		FF Div. PASS. No. 12 Ex. Su.	CB & Q PASS. No. 50 Daily	N. Pac. PASS. No. 8 Daily	Will'r Div. PASS. No. 14 Ex. Su.		Omaha PASS. No. 2 Daily	W. C. PASS. No. 4 Daily	N. Pac. PASS. No. 126 Daily	Omaha PASS. No. 9 Daily	CB & Q PASS. No. 48 Daily	Omaha PASS. No. 6 Daily	Gopher State Express Daily	Omaha PASS. No. 1 Daily	Lake Mika. PASS. Daily	Lake Mika. PASS. Daily	N. Pac. PASS. No. 14 Daily	Omaha PASS. No. 10 Daily	N. Pac. PASS. No. 104 Daily	Lake Mika. PASS. Daily	Supr. Div. PASS. No. 18 Daily										
SAINT PAUL.....A	26.96	PM	4.25		4.55	PM	5.20	PM	5.25	PM	5.30		5.55	PM	6.20	PM	6.25	PM	6.30		6.55	PM	7.30		7.55	PM	8.15	PM	8.25	PM	8.30	PM	8.35							
3.03 COMO.....Q	23.93		4.15		4.45		5.10	PM	5.15	PM	5.20		5.45	PM	6.05	PM	6.15	PM	6.20		6.45	PM	7.20		7.45	PM	8.00	PM	8.15	PM	8.20	PM	8.25							
2.19 HAMLINE.....	21.74		4.11		4.41		5.06	PM	5.11	PM	5.16		5.41	PM	6.01	PM	6.11	PM	6.16		6.41	PM	7.16		7.41	PM	7.56	PM	8.11	PM	8.16	PM	8.21							
1.69 ST. ANTHONY PARK.....	20.05		4.08		4.38		5.03	PM	5.08	PM	5.13		5.38	PM	5.58	PM	6.08	PM	6.13		6.38	PM	7.13		7.38	PM	7.53	PM	8.08	PM	8.13	PM	8.18							
2.66 EAST SIDE STATION.....	17.39		4.03		4.33		4.58	PM	5.03	PM	5.08		5.33	PM	5.53	PM	6.03	PM	6.08		6.33	PM	7.08		7.33	PM	7.48	PM	8.03	PM	8.08	PM	8.13							
87 MINNEAPOLIS.....S	16.52		4.00		4.30	4.50	4.55	5.00	5.05		5.30	5.50	6.00	6.05	6.10	6.30	7.05		7.30	7.45	8.00	8.05	8.10					10.15	10.20	10.30										
1.02 MINNEAPOLIS JCT.....SJ		8.51									5.19												7.55																	
1.50 U. D. JUNCTION.....	15.99	8.46																																						
0.98 CLEARWATER JCT.....UD	15.01					4.45	4.45							5.50																										
4.48 HOPKINS JCT.....	10.53					4.37	4.37							5.42																										
6.49 HOLDRIDGE.....	4.04					4.28	4.28							5.33																			</							

WEST BOUND.—SECOND CLASS TRAINS.										TIME TABLE No. 327.	WEST BOUND.—SECOND CLASS TRAINS.																
IN EFFECT OCT. 11, 1908.										STATIONS.	IN EFFECT OCT. 11, 1908.																
LEAVE.										ARRIVE.	LEAVE.																
405	409	971	401	407	957	969	991	Distance from St. Paul via Freight Track		989	955	983	987	967	503	507	849	985	953	417	571	501	965		981	951	403
FF Div TIME FRT.	Will'r Div. TIME FRT.	W. C. FRT. No. 20	Coast FRT.	Sup Div TIME FRT. No. 408	CB&Q FRT. Trsf.	W. C. Local No. 41	Omaha FRT. Trsf.	Distance from St. Paul via Freight Track		Omaha FRT. Trsf.	CB&Q FRT. Trsf.	Omaha FRT. No. 73	Omaha FRT. Trsf.	W. C. FRT. No. 23	Prince-ton Line Local	Sup Div Local FRT. No. 508	Hutch. Mixed Train	Omaha FRT. Trsf.	CB&Q FRT. Trsf.	Coast TIME FRT.	Will'r Div. Local FRT.	FF D Local FRT.	W. C. FRT. No. 21		Omaha FRT. No. 83	CP & C FRT. Trsf.	Dak'ta Div. TIME FRT.
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su	Daily	Distance from St. Paul via Freight Track		Daily	Daily	Daily	Daily	Daily	Mo We Fri	Ex. Su.	Ex. Su.	Daily	Daily		Ex. Su.	Ex. Su.	Daily		Daily	Daily	Daily
PM	PM	PM	PM	PM	PM	PM	PM	0		PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM		AM	AM	AM
10.30	10.00	9.45	7.45	6.30	6.25	8.25	2.50	3.03		2.00	12.20	10.30	9.00	7.10		7.00		5.15	4.50				3.50		2.00	12.45	12.01
								5.22																			
11.00	10.25	10.10	8.25	6.50	6.35	8.35	3.10	6.50		2.25	12.50	10.50	9.25	7.40		7.20		5.35	5.15				4.10		2.20	1.15	12.35
								6.91										6.30									
11.20	10.45	10.30	8.45	7.10	7.05	4.00	3.35	9.56		2.45	1.80	11.10	9.50	7.55	7.30	8.00		5.50	5.40			5.00	4.45		2.45	1.45	12.55
AM								7.15										6.00	5.50						2.55	1.55	
	10.55		8.55					11.95										6.45		6.00							1.05
	AM							16.43																			2.35
								22.92																			
	1.55		10.50					23.88										7.10				6.35					
	1.58		10.53					24.56										7.25				6.45					3.25
	2.15		402 11.10					26.96										802 7.30				6.48					3.28
																											404 3.45
1.05	AM	PM	PM	8.28	PM	PM	PM	12.31		PM	PM	AM	AM	AM	8.05	8.30	AM	AM	AM	AM	AM	5.30	AM		AM	AM	AM
Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su.	Daily			Daily	Daily	Daily	Daily	Daily	Mo We Fri	Ex. Su.	Ex. Su.	Daily	Daily		Ex. Su.	Ex. Su.	Daily		Daily	Daily	Daily
405	409	971	401	407	957	969	991			989	955	983	987	967	503	507	849	985	953	417	571	501	965		981	951	403

EAST BOUND.—SECOND CLASS TRAINS.										TIME TABLE No. 327.	EAST BOUND.—SECOND CLASS TRAINS.																
IN EFFECT OCT. 11, 1908.										STATIONS.	IN EFFECT OCT. 11, 1908.																
ARRIVE.										ARRIVE.	LEAVE.																
952	406	404	408	966	982				954	968	984	956	572	850	986	508	988	504	410	970	972	502	990	992	958	402	
CB&Q FRT. Trsf.	FF Div TIME FRT.	Will'r Div. Local Stock	Sup Div TIME FRT. No. 407	W. C. Local No. 42	Omaha FRT. Trsf.				CB&Q FRT. Trsf.	W. C. FRT. No. 30	Omaha FRT. Trsf.	CB&Q FRT. Trsf.	Will'r Div. Local	Hutch. Mixed Train	Omaha FRT. Trsf.	Sup Div Local FRT. No. 507	Omaha FRT. Trsf.	Prince-ton Line Local	Will'r Div. TIME FRT.	W. C. FRT. No. 22	W. C. FRT. No. 24	FF Div Local FRT.	Omaha FRT. No. 74	Omaha FRT. No. 80	CB&Q FRT. Trsf.	Coast FRT.	
Daily	Ex. Mo	Daily	Daily	Ex. Su	Daily				Daily	Daily	Daily	Daily	Ex. Su	Ex. Su	Daily	Ex. Su	Daily	Daily	Tu Th Sa	Daily	Daily	Ex. Su	Daily	Daily	Daily	Daily	
AM	AM	AM	AM	AM	AM				AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
4.00									8.10			8.35															
3.40	5.45	6.00	6.45	6.50	7.30				7.50	9.15	11.40	3.15			5.25	5.40	5.50		6.25	6.40	7.35		7.40	7.55	9.20	1.25	
3.20	5.25	5.40	6.25	6.30	7.10				7.25	8.55	11.25	2.55			5.15	5.25	5.35		6.10	6.20	7.15		7.25	7.40	9.00	1.05	
2.40	4.35	5.05	5.40	6.00	6.40				6.50	8.00	10.55	2.20			4.40	4.45	5.10	5.20	5.35	6.00	6.45		6.55	7.10	8.15	12.35	
2.80					6.30				6.40		10.45	2.10			4.30		5.00						6.45	7.00	8.05		
2.20		4.45							6.30			2.00	3.50	4.20					5.15						7.55	12.15	
																										AM	

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. 327 IN EFFECT OCT. 11, 1908.		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	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed Train										
Ex. Sun.		Sun. Only	Ex. Sun.	Ex. Sun.						Daily						Daily			Ex. Sun.								Ex. Sun.	Sun. Only				Ex. Sun.									
AM 802 7.30		PM 6.37	PM 6.37	PM 5.34						AM 10.00				 24.56	D..... "FN" TOWER..... FN		AM 849 7.30		AM 8.25								PM 4.22	PM 4.22			PM 3.42										
		s 6.41	s 6.41	s 5.38						s 10.04				 26.05	1.49 ORONO.....		s 7.27		s 8.19								s 4.19	s 4.19													
s 7.40		s 6.45	s 6.45	s 5.43						s 10.09				 27.33	1.28 CRYSTAL BAY..... VI	45	s 7.24		s 8.16								s 4.15	s 4.15			s 3.34										
		s 6.47	s 6.47	s 5.46						s 10.12				 28.24	0.91 ARCOLA.....		s 7.21		s 8.11								s 4.12	s 4.12													
s 7.45		s 6.51	s 6.51	s 5.50						s 10.16				 28.88	0.64 D... MINNETONKA BEACH MB	21	s 7.19		s 8.09								s 4.10	s 4.10			s 3.29										
		f	f	f						f				 29.68	0.80 NAVARRE.....		f		f							f	f														
816 s 8.04		s 6.55	s 6.55	s 5.55						s 10.21				 30.48	0.80 D... SPRING PARK..... PK	82	s 7.15		849 s 8.04								s 4.05	s 4.05			s 3.24										
s 8.12		7.00	s 7.00	6.00						10.25				CTR 32.48	2.00 D..... MOUND..... ND	60	7.10		s 7.59								4.00	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	4.21 MAPLE.....	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 2.03											
s 10.42			s 8.01											 60.29	8.08 D.... SILVER LAKE..... SI	59			s 6.59											s 1.30											
11.20 AM		PM	8.15 PM	PM						AM				WCT 68.25	7.96 D..... HUTCHINSON.... HO	60	AM		6.45 AM							PM	PM			1.00 PM											
Ex. Sun.		Sun. Only	Ex. Sun.	Ex. Sun.						Daily							Daily		Ex. Sun.						Ex. Sun.	Sun. Only				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 Hutchinson Line Trains.

"FN" Tower, Mound and Hutchinson registering stations. Train Order Signals are located at "FN" Tower, 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.

NOTE RULES AND CUTS ON NEXT PAGE GOVERNING AUTOMATIC BLOCK INTERLOCKING SIGNALS AND SEMAPHORES.

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), East Bound Freight Track. Track five (5), West 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, Jackson Street and Minneapolis Junction Round Houses.

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. Fergus Falls Div. First Class trains and Passenger extras will register at Clearwater Junction by card. 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, 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 East Side Fergus Falls, Terminals and Superior Division trains.

Clearwater Junction is Terminal Station for all Fergus Falls Division Osseo Line 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 Stone Arch Bridge 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. Trains must not exceed ten (10) miles per hour through Superior Avenue Bridge.

20. 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.

21. 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.

22. 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.

23. 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.

24. 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, St. Paul.

25. 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.

26. All trains must approach double-slip switches at West end of Union Yard 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.

27. 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.

28. 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.

29. EAST BOUND trains moving toward Minneapolis Union Depot or Minneapolis Junction will come to a FULL STOP at Stop Board west of First Street Bridge, Minneapolis. 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 Minneapolis 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.

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

31. 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 Yard.

32. 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.

33. Train and Yard crews using Switches or Railway Crossings, which are covered by Semaphore Signals, must invariably set the signals before throwing Switches.

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

35. All trains on East Bound Track will approach cross-over between Double Track at overhead bridge Cedar Lake under full control, expecting to find cross-over in use.

36. Wye Switches at Summer St., Minneapolis Junction, will be kept set for the west leg of the Wye.

37. Nos. 501, 502, 503, 504, 507, 508, 571 and 572 will carry passengers when provided with proper transportation and freight train permit.

38. TRAINS USING DOUBLE PASSENGER TRACKS, DOUBLE FREIGHT TRACKS OR DOUBLE TRACK WILL TAKE THE RIGHT HAND TRACK. THESE TRACKS SHALL BE USED IN NO OTHER WAY EXCEPT ON ORDERS FROM SUPERINTENDENT.

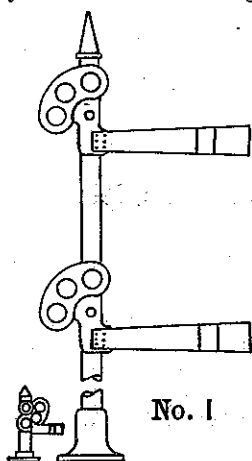
TRAINS ON PASSENGER TRACKS BETWEEN ST. PAUL AND MINNEAPOLIS MAY LEAVE TERMINALS THREE MINUTES APART BUT NO CLOSER. TRAINS ON FREIGHT TRACKS AND DOUBLE TRACKS MAY LEAVE TERMINALS FIVE MINUTES APART.

AUTOMATIC BLOCK, INTERLOCKING SIGNALS AND SEMAPHORES.

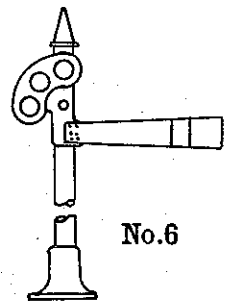
AUTOMATIC BLOCK SIGNALS.

Automatic Electric Semaphore Block System has been installed on passenger tracks between St. Paul and Minneapolis. For East Bound Trains the End of Block is located one thousand feet East of Third St. Bridge, St. Paul. For West Bound Trains the End of Block is located five hundred feet West of Mill Pond Bridge, Minneapolis. (Designated by small signs "END OF BLOCK.")

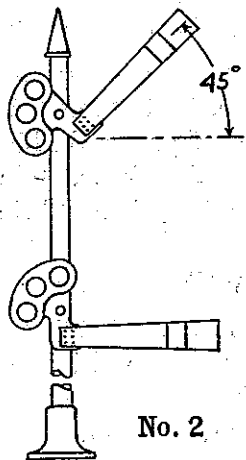
- In all cases the Block and Interlocking Signals are located upon the Right of and adjoining the track upon which trains are governed by them. The Semaphore arms that govern are displayed to the Right of the Signal mast as seen from an approaching train.
 - The movement of trains will be regulated by Block Signal Indications as follows:
 - An Arm in the horizontal position (see Fig. No. 6) indicates that the Block is not clear and is a signal to "STOP."
 - An Arm in the inclined position (45 degrees above the horizontal, see Fig. No. 7) indicates proceed with Caution prepared to stop at the next Signal.
 - An Arm in the vertical position (90 degrees above the horizontal, see Fig. No. 8) indicates that Block is "CLEAR" and is a Signal to "PROCEED."
 - At night the Position of the Signals will in addition be shown by the Standard Colored Lights.
- RED indicates "STOP."
YELLOW indicates "CAUTION;" proceed with caution prepared to Stop at next Signal.
GREEN indicates "PROCEED."
- The use of the Automatic Block Signal System is confined to the two Main Tracks used for Passenger Service.
 - Block Signals do not dispense with the Use or Observance of other Signals whenever or wherever they may be required. Nor do they relieve Enginemen and Trainmen from taking all precautions required by train rules for the protection of their trains.
 - The Block Signals apply only to trains running in the established direction.
 - When a train is stopped by a Block Signal it may proceed with caution after coming to a FULL STOP, expecting to find Block obstructed.
 - A train stopped by a Block Signal must stand facing the Signal so that its indication may be observed from the engine.



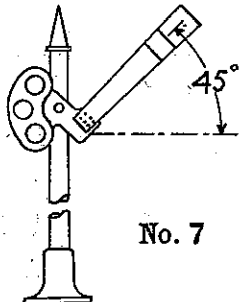
INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
Lower Arm, RED light at night.
Indication. STOP. Proceed only when Signal clears, or upon prescribed hand signal from Signalman. (See Rule No. 14.)
Name. STOP Signal.



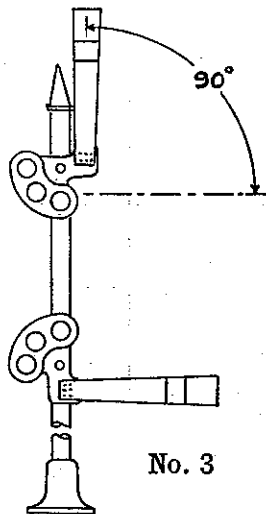
AUTOMATIC BLOCK SIGNAL.
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



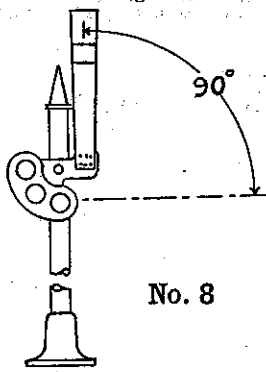
INTERLOCKING HOME SIGNAL.
Color. Upper Arm, YELLOW light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



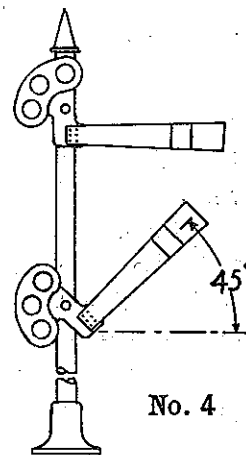
AUTOMATIC BLOCK SIGNAL.
Color. YELLOW light at night.
Indication. PROCEED with CAUTION, prepared to stop at next signal.
Name. CAUTION Signal.



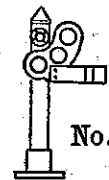
INTERLOCKING HOME SIGNAL.
Color. Upper Arm, GREEN light at night.
Lower Arm, RED light at night.
Indication. Main line route clear, PROCEED.
Name. CLEAR Signal.



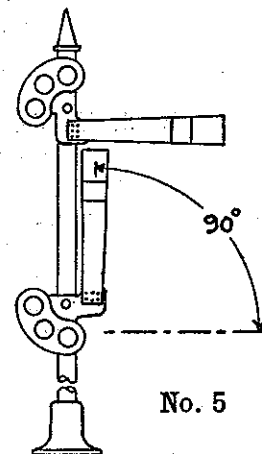
AUTOMATIC BLOCK SIGNAL.
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.



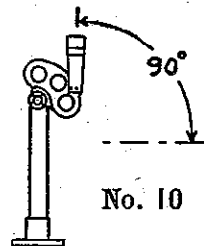
INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
Lower Arm, YELLOW light at night.
Indication. Diverging route clear, proceed with CAUTION.
Name. CAUTION Signal.



DWARF SIGNAL.
Color. RED light at night.
Indication. STOP.
Name. STOP Signal.



INTERLOCKING HOME SIGNAL.
Color. Upper Arm, RED light at night.
Lower Arm, GREEN light at night.
Indication. Diverging route Clear, proceed at reduced speed.
Name. CLEAR Signal.



DWARF SIGNAL.
Color. GREEN light at night.
Indication. PROCEED.
Name. CLEAR Signal.

- When a Block Signal is out of service, Notice of same will be given by special order.
- When a Signal is found at Stop from any cause, other than a train in the Block, Engineman will report same, using Form 2600, and Operator will transmit in accordance with instructions thereon.

INTERLOCKING SIGNALS.

Within the limits of the Automatic Block Signal System between St. Paul and Minneapolis, Interlocking Plants are located as follows:

- St. Paul, SEVENTH STREET CROSS-OVERS.
- St. Paul, WESTMINSTER STREET CROSS-OVERS.
- St. Paul, MISSISSIPPI STREET CROSS-OVERS.
- St. Paul, COMO AVENUE CROSS-OVERS.
- Minneapolis, ST. ANTHONY PARK CROSSING.
- Minneapolis, UNIVERSITY CROSS-OVERS.

In addition to Interlocking Plants within the limits of the Block Signal System, one is located at Main Street, or East End of East Channel Bridge, between Minneapolis Junction and Union Depot Junction, governing movements to and from Wisconsin Central Boom Island Yard; another is located at Hutchinson Line Junction, about one-half mile West of Wayzata, which governs movements to and from the Hutchinson Branch.

- Home Interlocking Signals are equipped with two arms and two lights (see Figures Nos. 1, 2, 3, 4 and 5). These Signals are positive and may be passed only when signal indicates "PROCEED," or upon Prescribed Hand Signal from Signalman. Rule governing reads as follows:

When from any cause signals cannot be operated, Signalman must examine switches and know that the way is clear. The train must be required to come to a full stop before the prescribed hand signal is given. Signalman giving hand signals must do so from the center of the track upon which the train movement is to be made, using a yellow flag by day and a yellow light by night. When more than one train is in sight, hand signals must be given from a point not to exceed one hundred feet in advance of the locomotive.

- Dwarf Signals (see Figs. Nos. 1, 9 and 10) are provided to govern train movements against the current of traffic, and slow movements either to or from main tracks to storage and industry tracks.
- Single Arm and Single Light Home and Distant Semaphores will be continued in use as heretofore for Train Order and Interlocking Signals outside of the prescribed limits of the Automatic Block Signal System.
- A signal imperfectly displayed, the absence of a signal at place where one is usually shown, or a white signal at a place where a colored signal should be shown, must be regarded as a STOP Signal, and the fact reported to the Superintendent. This applies to ALL fixed signals.
- Firemen as well as Enginemen must watch signals closely, as frequently the first view can be had from the Fireman's side.

RULES GOVERNING AND LOCATION OF SEMAPHORES.

At the following places outlying Semaphore Signals are provided to protect facing point and cross-over switches.

A Semaphore is located 1,200 feet west of Superior Ave. Bridge on south side of track protecting cross-over leading to new yard or extension of "P" yard, Clearwater Junction.

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

- An Arm in the horizontal position, or a red light at night, indicates "STOP."
- An Arm dropped to an angle of 90 degrees, or a green light at night, indicates "PROCEED."

When a train is stopped by an outlying switch semaphore it may proceed at once, moving slowly until the switches protected by that semaphore have been passed.

A Semaphore Signal is located at the Northern Pacific crossing of the Great Northern Ry. at Minneapolis Junction, by which the use of the crossing will at all times be governed. When the arms of the Semaphore are crosswise of the main tracks of either road, it denotes crossing blocked and no train of that line will cross until signal arms are changed. 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.

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Chief Train Dispatcher.

B. B. GREER,
Assistant Superintendent.

Trick Dispatchers:

H. E. WAKEMAN,
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