

GREAT NORTHERN RAILWAY

TERMINALS DIVISION

TIME TABLE No. 336.

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

CENTRAL TIME.

SATURDAY, MAY 29, 1909.

Superseding Time Table No. 334 and All Supplements Thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

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.

SECOND DISTRICT—BETWEEN "FN" TOWER AND HUTCHINSON.

EAST BOUND.

SECOND CLASS	FIRST CLASS TRAINS.													Car Capacity of Siding.	Distance from St. Paul.	TIME TABLE No. 336. In Effect May 29, 1909.	STATIONS.	Telegraph Calls.	Distance from Hutchinson.	SIGNS.	FIRST CLASS TRAINS.													SECOND CLASS			
	849	825	815	823	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.		Ex. Sun.	Daily	Daily				Daily		Daily						Ex. Sun.							Daily	Daily	Daily			Ex. Sun.									
AM 802 7.30		PM 6.37	PM 7.55	PM 5.34				Pm 2.25		AM 10.00			 24.56 "FN" TOWER...	FN	43.69	R D I	AM 849 7.30							PM 1.35	PM 5.20	Pm 9.20		PM 4.12							
		s 6.41	s 7.59	s 5.38				s 2.29		s 10.04			 26.05	1.49ORONO.....		42.20		s 7.27		s 8.19					s 1.82	s 5.17	s 9.17									
s 7.40		s 6.45	s 8.03	s 5.43				s 2.34		s 10.09				45 27.33	1.28 ...CRYSTAL BAY....	VI	40.92		s 7.24		s 8.16					s 1.29	s 5.14	s 9.14		s 4.04							
		s 6.47	s 8.06	s 5.46				s 2.37		s 10.12			 28.24	0.91ARCOLA.....		40.01		s 7.21		s 8.11					s 1.26	s 5.11	s 9.11									
s 7.45		s 6.51	s 8.10	s 5.50				s 2.41		s 10.16				21 28.88	0.64 MINNETONKABEACH	MB	39.37	D	s 7.19		s 8.09					s 1.24	s 5.09	s 9.09		s 3.59							
		f	f	f				f		f			 29.68	0.80NAVARRE.....		38.57		f		f				f	f	f										
816 s 8.04		s 6.55	s 8.15	s 5.55				s 2.46		s 10.21				82 30.48	0.80 ...SPRING PARK....	PK	37.77	D	s 7.15		s 8.04					s 1.20	s 5.05	s 9.05		s 3.54							
s 8.12		s 7.00	8.20	6.00				2.50		10.26				60 32.48	2.00MOUND.....	ND	35.77	R D CT	7.10		s 7.59					1.15	5.00	9.00		s 3.45							
s 8.37		s 7.09												44 36.99	4.51 ...ST. BONIFACIUS....	BA	31.26	DW			s 7.49								s 3.30								
s 8.59		f 7.18												17 41.20	4.21MAPLE.....		27.05				f 7.38								s 3.12								
s 9.19		s 7.29												42 44.79	3.59MAYER.....	KY	23.46	D			s 7.31								s 3.00								
s 9.49		s 7.37												35 48.54	3.75 ...NEW GERMANY...	NG	19.71	D			s 7.21								s 2.42								
s 10.29		s 7.46												36 52.21	3.67 ...LESTER PRAIRIE...	RA	16.04	DW			s 7.14								s 2.28								
s 11.12		s 8.01												59 60.29	8.08 ...SILVER LAKE....	SI	7.93	D			s 6.59								s 1.40								
11.50 AM		8.15 PM	PM	PM				Pm 2.50		AM				60 68.25	7.96HUTCHINSON...	HO	00.00	R@DWCT			AM 6.45					PM 1.00	PM 5.00	Pm 9.00		1.00 PM							
Ex. Sun.		Ex. Sun.	Daily	Daily				Daily		Daily										Daily		Ex. Sun.			Daily	Daily	Daily		Ex. Sun.								
849	825	815	823	821	819	817	813	811	809	807	805	803	801																850								
4.20 10.43		1.38 26.75	.25 19.2	.26 18.4				.25 19.2		.25 19.2					Time Over District. Average Speed per Hour				24.20		1.40 26.06					.20 24.	.20 24.		3.12 13.65								

West bound trains are superior to east bound trains of the same class.

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 Hutchinson. No Siding at Arcola, Navarre and Orono.

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

INITIAL STATIONS:

"FN" Tower for Nos. 807, 811, 821, 823, 815, 849.
Mound " " 802, 820, 822, 824.
Hutchinson " " 816, 850.

TERMINAL STATIONS:

Mound for Nos. 807, 811, 821, 823.
Hutchinson " " 815, 849.
"FN" Tower " " 802, 816, 820, 822, 824, 850.

SPECIAL RULES.

FIRST AND SECOND CLASS TRAINS USE DOUBLE TRACK BETWEEN MINNEAPOLIS JUNCTION AND NORTHTOWN, 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, 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, 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, Nos. 1, 2, 19 and 20 will register at Northtown by card.

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

9. Terminal Stations
Long Lake for Nos. 3, 9, 13, 21, 401, 403, 409, 411, 571.
Northtown for Nos. 1, 15, 17, 19, 405, 407, 501, 503, 507.

Clearwater Junction for Nos. 5, 7, 11.
"FN" Tower for Nos. 807, 811, 815, 821, 823, 849.

10. Initial Stations
Long Lake for Nos. 4, 10, 14, 22.
Northtown for Nos. 2, 12, 16, 18, 20, 408, 508.
Clearwater Junction for Nos. 6, 8.

"FN" Tower for Nos. 802, 816, 820, 822, 824, 850.

11. The switch at Northtown (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 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, 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. All trains on east-bound Freight Track will approach cross-over between freight tracks East End Minnesota Transfer under absolute control, and not proceed until way is seen to be clear. All trains on west-bound freight track must approach cross-over between freight tracks west of Tower and Crossings at St. Anthony Park, which is used by east-bound freight trains setting out grain in Union Yard, under full control, prepared to stop should way be obstructed.

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, 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 come to a full stop at Stop Board east of First Street Bridge. 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 will close double track switch after all west bound trains.

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. G. N. Track No. 1 Minnesota Transfer for use of West Bound Freight Trains. G. N. Track No. 2 Minnesota Transfer for use of East Bound Freight Trains. All Freight Trains having cars to set out or pick up at Minnesota Transfer will clear the Main Track.

39. 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.

Passenger Tracks between St. Paul and Minneapolis are equipped with Automatic Electric Semaphore Block System. 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.")

1. 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.
2. The movement of trains will be regulated by Block Signal Indications as follows:
 - A. An Arm in the horizontal position (see Fig. No. 6) indicates that the Block is not clear and is a signal to "STOP."
 - B. 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.
 - C. 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."
 - D. 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."

3. The use of the Automatic Block Signal System is confined to the two Main Tracks used for Passenger Service.
4. 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.
5. The Block Signals apply only to trains running in the established direction.
6. 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.
7. A train stopped by a Block Signal must stand facing the Signal so that its indication may be observed from the engine.

8. When a Block Signal is out of service, Notice of same will be given by special order.
12. 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.

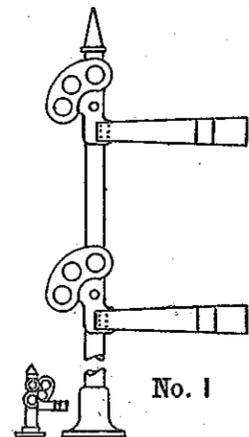
Within the limits of the Automatic Block Signal System between St. Paul and Minneapolis, Interlocking Plants are located as follows:

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.

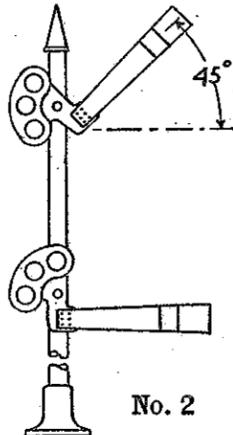
In addition to Interlocking Plants within the limits of the Block Signal System, one is located at Main Street, or East End of East Channel Bridge, between Minneapolis Junction and Union Depot Junction, governing movements to and from M. S. P. & S. M. Ry. Chicago Division Boom Island Yard; another is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

14. 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:

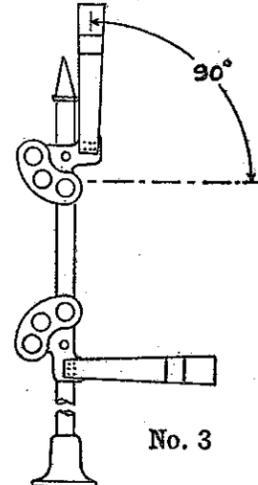
When from any cause signals cannot be operated, Signalman must examine switches and know that the way is clear. The train must be required to come to a full stop before the prescribed hand signal is given. Signalman giving hand signals must do so from the center of the track upon which the train movement 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.



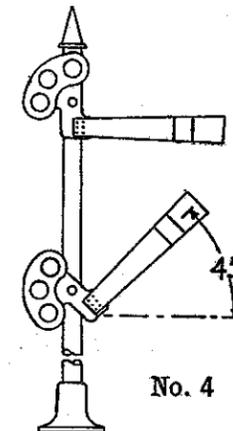
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Lower Arm, RED light at night.
 Indication. STOP. Proceed only when Signal clears, or upon prescribed hand signal from Signalman. (See Rule No. 14.)
 Name. STOP Signal.



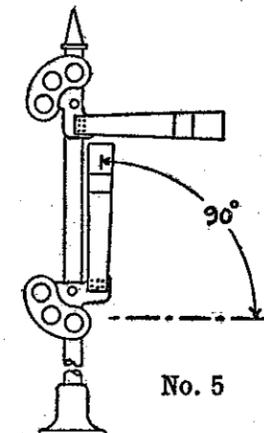
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, YELLOW light at night. Lower Arm, RED light at night.
 Indication. Main line route clear, proceed with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



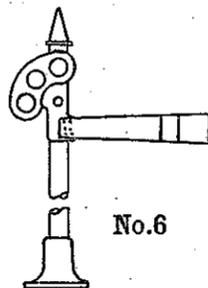
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, GREEN light at night. Lower Arm, RED light at night.
 Indication. Main line route clear, PROCEED.
 Name. CLEAR Signal.



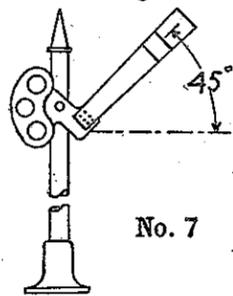
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Lower Arm, YELLOW light at night.
 Indication. Diverging route clear, proceed with CAUTION.
 Name. CAUTION Signal.



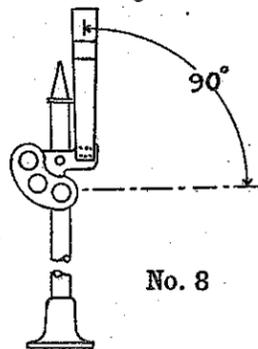
INTERLOCKING HOME SIGNAL.
 Color. Upper Arm, RED light at night. Lower Arm, GREEN light at night.
 Indication. Diverging route Clear, proceed at reduced speed.
 Name. CLEAR Signal.



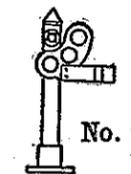
AUTOMATIC BLOCK SIGNAL.
 Color. RED light at night.
 Indication. STOP.
 Name. STOP Signal.



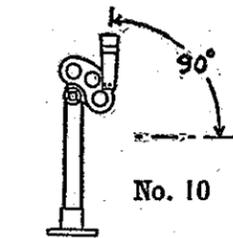
AUTOMATIC BLOCK SIGNAL.
 Color. YELLOW light at night.
 Indication. PROCEED with CAUTION, prepared to stop at next signal.
 Name. CAUTION Signal.



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



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



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

15. 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.
16. 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.
17. 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.
18. 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.

- A. An Arm in the horizontal position, or a red light at night, indicates "STOP."
- B. 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.

PERSONAL INJURIES.

1. Whenever passengers or employes are injured, everything must be done to care for them properly. If they are able to be moved, take them for treatment to the nearest place at which the Company has a surgeon. If they cannot be moved, call the nearest Company surgeon. If the case is urgent and the Company surgeon cannot be immediately procured, the conductor, agent or officer in charge is authorized to call the nearest surgeon available to administer first aid and care for the patient until the Company surgeon can take charge of the case.

No surgical operation must be performed until the arrival of the Company surgeon, unless it may be required for the immediate safety of the patient.

2. In cases of serious accidents to trains, conductors, after making everything safe, must give their undivided attention to the care and comfort of their passengers, especially to those who are injured. Bedding and linen may be taken from sleepers for this purpose, the conductor keeping careful account of all material so taken, and its return or safe keeping attended to; and, when necessary, injured persons may be put in the sleepers.

When a number of persons are injured, the service of competent surgeons in the vicinity should at once be secured, and every possible effort made to care for the injured, the Division Surgeon being notified by wire to come immediately to the place of the accident.

3. When tramps, boys and other persons, climbing on or jumping from moving trains, or persons walking or lying on the track, are injured or killed, they should be sent to their homes or placed in charge of the local county, city or village authorities, and no expense incurred on the part of the Company in the matter.

4. When people are killed away from a station the body should be picked up and taken to the nearest station and the authorities notified. Never take a body out of the county where the accident happened if it can be avoided, but if there is no station in that county take it to the nearest station in the next county, notifying the county authorities in all cases.

5. A report of all accidents must be made, and immediately sent by wire to Superintendent, giving all information.

In reporting accidents to trains carrying passengers, conductors should give the correct names of the injured and uninjured, the addresses and destinations of all persons on the train, and of the injured, and the

extent of their injuries. This report must be sent from first telegraph office to the General Claim Agent and to the Assistant Claim Agent in whose jurisdiction the accident occurs.

As soon as possible thereafter Form 245 should be made out by each employe and forwarded to the Superintendent of the Division; a separate report being made for each person injured.

6. Every effort must be made to procure the names and addresses of all persons, outsiders as well as employes, who witnessed the accident, especially when persons are injured within the corporate limits of any city, town or village, or when crossing the tracks at a public highway.

7. In every case of personal injury in any Department, a full and complete report must be made at once by every employe immediately present, no matter whether he considers his statement of importance or not, answering every question as fully as possible.

8. When persons are injured by an accident which may have been caused by defective appliances, tools or machinery, the car or appliance, tool or machinery must be immediately examined by the person in charge to ascertain its condition, and report made of the inspection, giving the numbers and initials of cars examined, with names, occupation and address of the persons making the inspection. This inspection must be made before the car or engine leaves the place where the accident occurred, and afterwards at the first district terminal by the inspector, foreman, or Master Mechanic at such point, the Superintendent to notify such person of the necessity of making such examination. When an accident is caused by the breaking of machinery, tools, appliances or rails, the broken parts must be so marked as to be readily identified, and immediately turned over to the Superintendent.

9. This Company will not recognize any responsibility for board, medicine, nursing or surgical attention furnished by other than Company Surgeons, except for the emergency service required under Rules 1 and 2, unless authorized by the Superintendent, General Claim Agent, or a general officer of the Company, and when so authorized the General Claim Agent should at once be notified.

COMPANY SURGEONS.

J. A. QUINN, M. D., Chief Surgeon.
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Office Telephone, Cedar 1112.
Residence Telephone, Cedar 2934.....St. Paul, Minn.

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Residence Telephone, Midway 101 L.. St. Anthony Park, Minn

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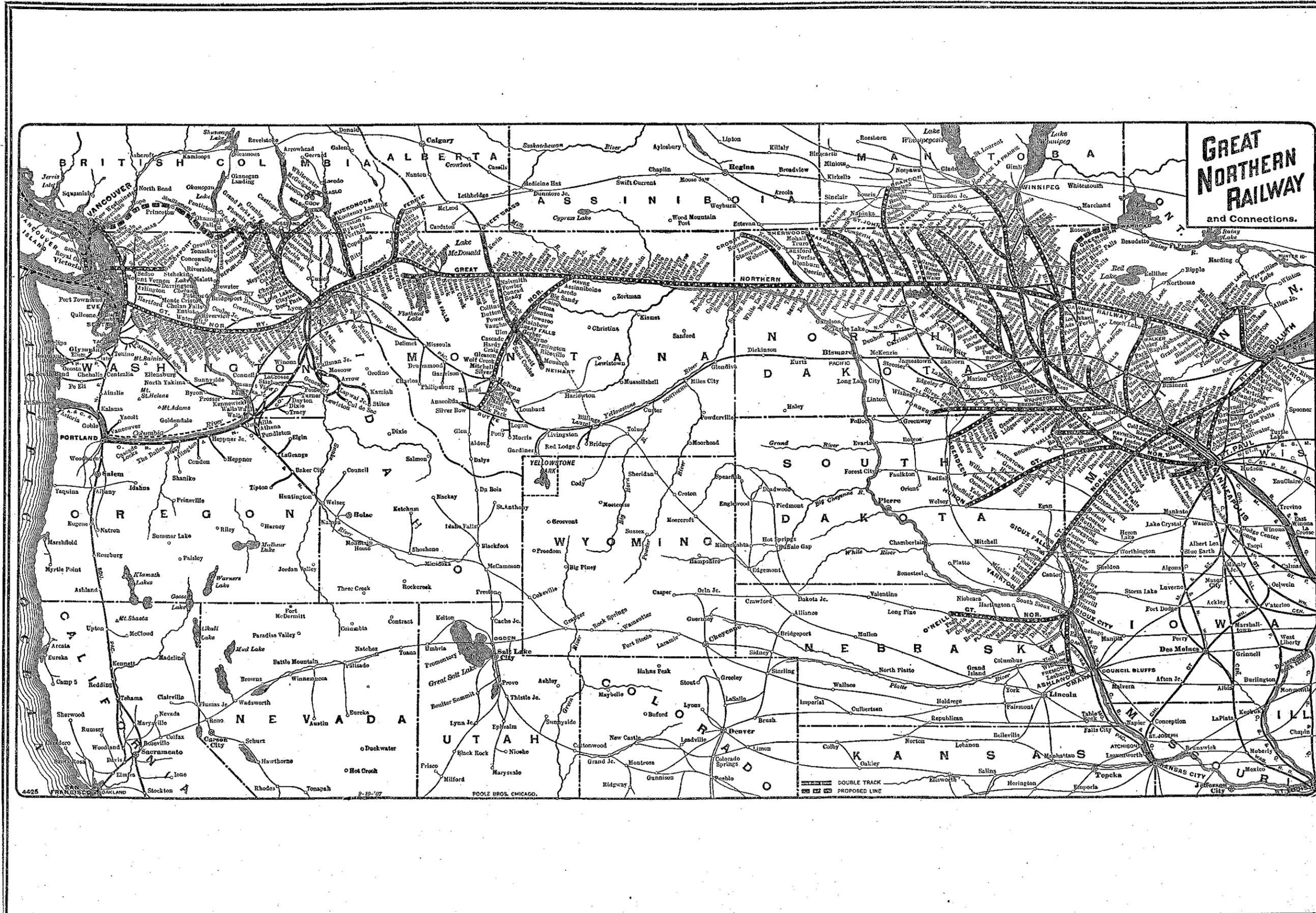
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CHAS. C. PONSONBY,
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M. H. MURTHA,
Assistant Superintendent.

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