# GREAT NORTHERN RAILWAY

**TERMINALS DIVISION** 

# TIME TABLE No. 390.

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

# SUNDAY, AUGUST 18, 1912.

Superseding Time Table No. 389 and All Supplements Thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

P. L. CLARITY, Superintendent.

C. E. LEVERICH, Asst. Gen. Superintendent.

F. BELL, General Superintendent.

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

GEO. H. EMERSON, Asst. General Manager.

J. M. GRUBER, General Manager.

		_,				The state of						FI	RST	DIS	TRIC	T-	WES	T BC	UNE	).—F	IRST	CLASS	TRAIL	vs.													اند	TIME TABI
		785								865																												No. 390. In Effect August 18, 1
B.&C	Q Lake M't'k PASS	C.G.W PASS. No. 5	PASS	v Div. PASS.	PASS.	C.G.W PASS	Orien-	C.G.W PASS.	N. Pac	o. Omahs PASS. No. 34	PASS.	N. Pac PASS	Omah PASS.	Omah PASS	Omah PASS.	Willin' Div. PASS.	N. Pac PASS.	Lake" M't'ka	Gopher State Exp.	N. Pac. PASS.	FF Div	Omaha PASS.	C.B.&Q PASS.	N. Pac. PASS.	Fast	N. Pan PASS.	Omaha PASS.	C.G.W.	C.B.&C. PASS.	Omahi PASS.	Omaha PASS.	Omah PASS.	W'n'p'g Limit'd	N. Pac.	Lake M't'ka	Div. PASS. No. 17	Distance St. Paul v Passenger	STATIONS.
aily	Daily	Daily	Ex. Su	. Daily	Ex. Su	i.	Daily	Daily	Daily		Ex. Su	. Su.on!	Daily	Daily	Ex. Su	Ex. Su	. Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Su.only	Daily	Page	LEAVE.
.4(	0 1.8	0 12.85	5 Pm	Pm	11.40	0	11.15	11.05	11.00	0	10.30	10.20	10.18	9.4	9.28	9.20	9.10	9.05	9.00	8.55	8.35	8.80	8.25	8.20	8.15	8.10	7.48	7.40	7.80	Amac	7 25	Am	Am	6.80	Am	Am	0.0	SAINT PAUL.
-	-	12.45			11.56	5	11.20	11.15	11.10	0	10.40	10.8	10.25	9.5	9.88	9.80	9.26	9.15	9.10	9.05	8.45	8.40	8.86	8.80	8.25	8.20	7.58	7.50	7.4	7.40	7.35	7.21	5	6.45			3.03	
-	-	1 12.49		-	11.59		192-1100	11.18		-	THE REAL PROPERTY.	-	-	1	-	-	-	-		17.	-	-				EX DECEMBER	8.02		-	-		2015	000000000000000000000000000000000000000	6.49	-		5.22	
		7 12.52			12.02			11.22																			8.05							6.52	-		6.91	ST. ANTHONY PA
.01	8.00	1.00	-		12.10	2	-	11.80	11.20	ő	10.55	10.50	10.40	10.10	9.50	9.50	9.40	9.85	-	-	9.10	8.55	8.50	8.50	8.42	8.85	8.18	8.05	8.00	7.55	7.50	7.40	1		6.30	-	10.44	MINNEAPOLIS
-	-			12.24	-	-	11.61		-		-		-	-			-	-	9.86							-		-	-	-	-		7.09			-	12.06	MINNEAPOLIS J
_	2.01		12.55	12.29		-	-	-	-	-	-	-	-	7000	-		-			-				_						-	-		7.14		0.05	-	11.06	U. D. JUNCTIO
-	2.1	-	-	-	-		-	-	-	-			-		-	10.00	-	9.40	-		9.15				8.47			-	-	-	-	-	-		6.85	-	11.95	CLEARWATER J
-	s 2.20				-			-				-	-	-		10.08	-	9.46	70000		-				9.00				-	-		-	-		s 6.50	-773	22.92	HOPKINS JCI
	8 2 . 2							-		-	-	-	-		-	10.28		s 9.68	-						9.08								-		s 6.53		23.88	WAYZATA.
	2.20	-						-								10.28		10.00				-			9.05										6.55		24.56	HUTCHINSON J
																10.80	-								9.10				117 2 2 2								26.98	LONG LAKE
						-	12.01 Pm												9.45 Am													- Military					14.46	NORTHTOWN
		Pm Daily					Daily	Daily		-	Ex. Su.	Am Su.only	Am Daily	Am	Ex. Su	Am Ex. Su	Am Daily	Am	Daily	Ex. Su.	Am	Daily	Am Daily	Am Daily	Am	An	Am Daily	Daily	Am	Am								ARRIVE.
.7	805	785	945	935	873	783	1	791	893	865	855	877	841	831	827	13	903	803	929	875	11	851	919	891	27	901	847	781	911	843	853	829	949	871	801	941		
				18		TE I									WEST	r BC	UNE	).—FI	RST C	CLASS	TRAI	NS.												***************************************				TIME TAB
ī	I	913	931	861	3	897	905	915	789	5	839	845	837		1	I	1					1	809	883	221	815	7	835	21	833	807	1857	943	879	15	933	Crack	No. 390
-					-						000	0.0		000	000	000	00-																					In Effect August 18,
		CRAO	Supr.	Omaha	O N	N Pag			O O W	PE Die	0		0	NT Day	0	M D.		0-1	a a m	Deleste	NT Des	Supr.	Yaka	N Dan	NT Das	Tales &	Ulimni				Tales	Omeh		M Dag	PPDie	Supr.	9 2 2 6	
		CB&Q PASS. No.49	Supr. Div. PASS, No. 18	Omaha PASS. No. 17	G. N. PASS.	N. Pac. PASS. No. 7	N. Pac. PASS. No. 3		C.G.W. PASS. No. 3	FF Div PASS. No. 5	Omaha PASS. No. 1		Omaha PASS. No. 63	N. Pac PASS No. 77	Omaha PASS. No. 42	N. Pac PASS. No. 15		Omaha PASS. No. 4	C.G.W. PASS. No. 7	Dakota Exp.	N. Pac. PASS. No. 11	Supr. Div. PASS. No. 19	Lake M't'ka PASS.	N. Pac. PASS. No. 63	N. Pac. PASS. No. 79	Lake & Hutch. PASS.	Winni- peg Limit'd	PASS. No. 7	Div. PASS.	PASS. No. 61	M't'ka PASS.	PASS. No. 6	PASS. No. 12	N. Pac. PASS. No. 61	FFDiv PASS. No. 15	Div. PASS. No. 24	Distanc St. Pau Passeng	STATIONS.
				Daily	Daily	Daily	N. Pac. PASS. No. 3 Daily	CB&Q PASS. No. 51	Daily	Daily	Daily		Dally	Daily	-	N. Pac PASS. No. 15		Daily	Daily	Daily	Dally	Daily	and designation of the last	Daily	Su.only	Ex. Su.	Daily	Daily	Ex. Su	Ex. Su	Daily	Ex. Su	. Daily	Ex. Su.	Ex. Su.	Daily		LEAVE.
	10.15		Pm 11.10	Daily Pm 11.05	Daily Pm 10.45	Daily Pm 10.85	N. Pac. PASS. No. 3 Daily Pm 10.30	CB&Q PASS. No. 51	Pm 10.20	Daily Pm 10.15	Daily Pm 10.10		Pm 10.00	Pm 9.10		N. Pac PASS. No. 15		Pm 7.50	Pm 7.45	Pm 7.80	Pin 7.05	Daily	Pm 6.40	Pm 6.18	Pm 6.10	Pm 5.40	Pm 5.15	Pm 5.05	Ex. Su 5.00	Ex. Su Pm 4.40	Pm 4.85	Ex. Su	Pm Pm	Pm 8.00	Pm 2.55	Pm 2.00	0.0	LEAVE.
			Pm 11.10 11.20	Daily Pm 11.05 11.15	Daily Pm 10.45	Daily Pm 10.85	N. Pac. PASS. No. 3 Daily Pm 10.30	CB&Q PASS. No. 51	Pm 10.20	Daily Pin 10.15	Daily 10.10		Dally 10.00	Daily Pm 9.1t		N. Pac PASS. No. 15		Pm 7.50 8.00	Pm 7.45	Pm 7.80 7.40	Pin 7.05	Daily	Pm 6.40 6.50	Pm 6.18	Pm 6.10 6.20	Fm 5.40	Pm 5.15 5.25	Pm 5.05	5.10	Pm 4.40	Pm 4.85	Pm 4.25	Daily Pm	8.00 8.15	Pm 2.55	Pm 2.00	0.0 3.03	LEAVESAINT PAUL3.03COMO
			Daily Pm 11.10 11.20 11.24	Daily 11.05 11.15 11.19	Daily Pm 10.45 10.55	Daily 10.85 10.45 10.49	N. Pac. PASS. No. 3 Daily Pm 10.80 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30	Daily 10.15 10.25 10.25	Daily 10.10 10.20		Dally 10.00 10.10	Daily 9.16 9.26 9.26		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04	Pm 7.45 7.55 7.59	Pm 7.80 7.40 7.44	Pin 7.05 7.15 7.19	Daily	Pm 6.40 6.50 6.54	Pm 6.18 6.28 6.32	Pm 6.10 6.20 6.24	Ex. Su. Pm 5.40 5.50 5.50	Pm 5.15 5.25 5.29	Pm 5.05 5.15 b.19	5.10 5.10	Pm 4.40 4.50 4.50	Pm 4.85 4.45 4.49	4.85 4.85 4.40	Daily Prn	Pm 8.00 3.15 3.19	Ex. Su. Pm 2.55 3.05 3.09	Pm 2.00 2.10 2.14	0.0 3.03 5.22	LEAVE.  SAINT PAUL  3.03 COMO 2.19 HAMLINE.
			Daily Pm 11.10 11.20 11.24 11.27	Daily 11.05 11.15 11.19 11.29	Daily 10.45 10.55 10.59	Daily Pm 10.85 10.45 10.49 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pm 10.15 10.25 10.29 7 10.82	Daily 10.10 10.20 10.24		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Pm 7.80 7.40 7.44 7.47	Pin 7.05 7.15 7.19 7.22	Pm	Pm 6.40 6.50 6.54 6.57	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27	Ex. Su. Pm 5.40 5.50 5.54 5.57	Dally 5.15 5.25 5.29 5.82	Pm 5.05 5.15 5.19 5.22	5.10 5.14 5.17	Pm 4.40 4.50 4.54	Pm 4.85 4.45 4.49 4.52	Ex. Su Pm 4 25 4 87 4 40 4 446	Pm	Pm 3.00 3.15 3.19 3.22	Pm 2.55 3.05 3.09 3.12	Pm 2.00 2.10 2.14 2.17	0.0 3.03 5.22 6,91	SAINT PAUL 3.03 COMO 42.19 HAMLINE 1.89 ST. ANTHONY P.
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily 11.05 11.15 11.19 11.29	Daily 10.45 10.55 10.59	Daily Pm 10.85 10.45 10.49 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily 10.15 10.25 10.25	Daily 10.10 10.20 10.24		Daily 10.00 10.10 10.14 10.17	Daily 9.16 9.26 9.26		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Pm 7.80 7.40 7.44	Pin 7.05 7.15 7.19 7.22	Pm	Pm 6.40 6.50 6.54 6.57	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27	Ex. Su. Pm 5.40 5.50 5.54 5.57	Pm 5.15 5.25 5.29	Pm 5.05 5.15 5.19 5.22	5.10 5.14 5.17	Pm 4.40 4.50 4.54	Pm 4.85 4.45 4.49 4.52	Ex. Su Pm 4 25 4 87 4 40 4 446	Pin	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44	LEAVE.  SAINT PAUL 3.03 COMO 4.19 HAMLINE 1.69 ST. ANTHONY P. 3.53 MINNEAPOLI
			Daily Pm 11.10 11.20 11.24 11.27	Daily 11.05 11.15 11.19 11.29	Daily 10.45 10.55 10.59	Daily Pm 10.85 10.45 10.49 10.52	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pm 10.15 10.25 10.29 7 10.82	Daily 10.10 10.20 10.24		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Pm 7.80 7.40 7.44 7.47	Pin 7.05 7.15 7.19 7.22	7.40	Pm 6.40 6.50 6.54 6.57	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27	Ex. Su. Pm 5.40 5.50 5.54 5.57	Dally 5.15 5.25 5.29 5.82	Pm 5.05 5.15 5.19 5.22	5.10 5.14 5.17	Pm 4.40 4.50 4.54	Pm 4.85 4.45 4.49 4.52	Ex. Su Pm 4 25 4 87 4 40 4 446	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Pm 2.00 2.10 2.14 2.17	0.0 3.03 5.22 6.91 10.44	LEAVE.  SAINT PAUL 3.03 COMO HAMLING HAMLING ST. ANTHONY P MINNEAPOLIS MINNEAPOLIS MINNEAPOLIS
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily Pm 11.05 11.15 11.19 11.29 11.80	Daily Fm 10.45 10.55 10.59 11.02 11.10	Daily Fm 10.85 10.45 10.45 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Pm 7.80 7.40 7.44 7.47 7.55 8.06	7.15 7.19 7.30 7.40	Pm	Daily Pm 6.40 6.50 6.54 6.57 7.05 7.10	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27	Ex. Su. Pm 5.40 5.50 5.54 5.57 6.05 6.10	Daily	Pm 5.05 5.15 5.19 5.22	5.10 5.10 5.14 5.17 5.25 5.30	Ex. Su Pm 4.40 4.50 4.54 4.57 5.05	Daily Pm 4.85 4.45 4.49 4.52 5.00 5.10	Ex. Su Pm 4.21 4.87 4.40 4.45	Pin	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44 12.06	LEAVE.  SAINT PAUL 3.03 COMO HAMLING HAMLING ST. ANTHONY P MINNEAPOLIS MINNEAPOLIS L02 L02 L03 L04 L04 L05
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily Pm 11.05 11.15 11.19 11.29	Daily Pm 10.45 10.55 10.59 11.02 11.20	Daily Pm 10.85 10.45 10.49 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pm 10.15 10.25 10.29 7 10.82	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Daily Pm 7.80 7.40 7.44 7.47 7.55 8.05	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.50 6.54 6.57 7.05 7.10	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27	Ex. Su. Pm 5.40 5.50 5.54 5.57 6.05 6.10	Dally 5.15 5.25 5.29 5.82	Pm 5.05 5.15 5.19 5.22	Ex. Su Pm 5.00 5.10 5.10 5.17 5.25 5.35	Ex. Su Pm 4.40 4.50 4.50 4.57 5.05	Daily Pm 4.85 4.45 4.49 4.52 5.00 5.10	Ex. Su Pm 4.25 4.87 4.46 4.46	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44 12.06 11.06	LEAVE.  SAINT PAUL  3.03 COMO HAMLING HAMLING ST. ANTHONY P. MINNEAPOLIS U. D. JUNCTIC CLEARWATER J
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily Pm 11.05 11.15 11.19 11.29	Daily Pm 10.45 10.55 10.59 11.02 11.20 11.25 11.32	Daily Pm 10.85 10.45 10.49 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	7.80 7.40 7.44 7.47 7.55 8.05	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.40 6.50 6.54 6.57 7.05 7.10	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27 6.85	Ex. Su. Pm 5.40 5.50 5.50 5.54 5.57 6.06 6.15 6.22	Daily	Pm 5.05 5.15 5.19 5.22	Ex. Su Pm 5.00 5.10 5.14 5.17 6.25 6.36 5.42	Ex. Su Pm 4.40 4.50 4.54 4.57 5.05	Daily Pm 4.85 4.45 4.49 5.10 5.15 5.21	Ex. Su Pm 4.25 4.37 4.46 4.46	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	3.03 5.22 6.91 10.44 12.06 11.06 11.95	LEAVE.  SAINT PAUL  3.03 COMO HAMLING HAMLING ST. ANTHONY P MINNEAPOLIS U. D. JUNCTIC CLEARWATER J HOPKINS JCT
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily Pm 11.05 11.15 11.19 11.28 11.80	Daily Pm 10.45 10.55 10.59 11.02 11.20 11.25 11.32 11.40	Daily Pm 10.85 10.45 10.49 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	7.80 7.40 7.44 7.47 7.55 8.05 8.10 8.17 8.28	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.50 6.54 6.57 7.05 7.15 7.21	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27 6.85	Ex. Su.  Pm 5.40 5.50 5.54 5.57 6.05 6.10 6.15 6.22 6.81	Daily	Pm 5.05 5.15 5.19 5.22	Ex. Su Pm 5.00 5.10 5.14 5.17 6.25 6.30 5.42 5.52	Ex. Su Pm 4.40 4.50 4.54 4.54 5.05	Daily Pm 4.85 4.45 4.49 4.52 5.00 5.10 5.15 5.21	Ex. Su Pm 4 25 4.87 4.40 4.46 4.50	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44 12.06 11.06 11.95 16.43	LEAVE.  SAINT PAUL  3.03 COMO HAMLING HAMLING ST. ANTHONY P MINNEAPOLIS U. D. JÜNCTIC CLEARWATER J HOPKINS JCI HOPKINS JCI HOPKINS JCI HOLBIDGE HOLBIDGE
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily 11.05 11.15 11.15 11.29	Dally Pm 10.45 10.55 10.59 11.02 11.120 11.32 11.40 11.48	Daily 10.85 10.45 10.52 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Daily Pm 7.80 7.40 7.44 7.47 7.55 8.06 8.10 8.17 8.28	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.50 6.54 6.57 7.10 7.15 7.21 3 7.30 5 7.33	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27 6.85	Ex. Su.  Pm 5.40 5.50 6.54 5.57 6.05 6.10 6.15 6.22 6.81	Daily	Pm 5.05 5.15 5.19 5.22	Ex. Su Pm 5.00 5.10 5.17 5.25 6.35 5.42 5.52 5.52	Ex. Su Pm 4.40 4.50 4.54 4.57 5.05	Daily Pm 4.85 4.45 4.49 5.00 5.10 5.15 5.21 s 5.80 s 5.88	Ex. Su Pm 4 25 4.87 4.40 4.46 4.50	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44 12.06 11.06 11.95 16.43 22.92 23.88	LEAVE,  SAINT PAUL  COMO  LEAVE  HAMLINE  ST. ANTHONY P  MINNEAPOLIS  U. D. JUNCTIC  CLEARWATER  HOPKINS JC  HOPKINS JC  HOBBIDGE  9.96  WAYAATA
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily 11.05 11.15 11.19 11.80	Daily 10.45 10.55 10.55 11.02 11.10 11.20 11.32 11.40 11.40	Daily 10.85 10.45 10.45 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pao PASS, No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Daily Pm 7.80 7.40 7.44 7.47 7.55 8.06 8.10 8.17 8.28 8.80	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.50 6.54 6.57 7.05 7.15 7.21	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27 6.85	Ex. Su.  Pm 5.40 5.50 5.54 5.57 6.05 6.10 6.15 6.22 6.81	Daily	Pm 5.05 5.15 5.19 5.22	Ex. Su Pm 5.00 5.10 5.10 5.17 6.25 6.30 5.35 5.42 5.52 4.5.65	Ex. Su Pm 4.40 4.50 4.54 4.57 5.05	Daily Pm 4.85 4.45 4.49 4.52 5.00 5.10 5.15 5.21	Ex. Su Pm 4 25 4.87 4.40 4.46 4.50	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su.  Pm 2.55  8.05  8.09  8.12  8.25	Daily 2.00 2.10 2.14 2.17 2.25 8.30	0.0 3.03 5.22 6.91 10.44 12.06 11.06 11.95 16.43 22.92 23.88 24.56	LEAVE.  SAINT PAUL  COMO  LOMO  HAMLINE  ST. ANTHONY P  MINNEAPOLIS  LU. D. JUNCTIL  CLEARWATER  HOPKINS JC  HODRINGE  9,06  WAYAATA  HUTCHINSON J  MANNEAPOLIS  LOME ST. ANTHONY P  MINNEAPOLIS  LOME ST. ANTHONY P  MANNEAPOLIS  LOME ST. ANTHONY P  MANNEAPOLIS  LOME ST. ANTHONY P  MANNEAPOLIS  MAYATATA  HUTCHINSON J  MAYAATA  HUTCHINSON J
			Daily Pm 10 11.20 11.24 11.25 11.45 11.51	Daily Pm 11.05 11.15 11.19 11.80	Daily 10.45 10.55 10.59 11.02 11.20 11.20 11.20 11.20 11.32 11.40 11.58	Daily 10.85 10.45 10.45 11.00 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40	CB&Q PASS. No. 51	Daily Pm 10.20 10.30 10.34 10.87	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.10 10.20 10.24 10.27		Daily 10.00 10.10 10.14 10.17	Daily 9.11 9.21 9.21 9.21 9.31		N. Pso PASS. No. 15		Pm 7.50 8.00 8.04 8.07	Pm 7.45 7.55 7.59 8.02	Daily Pm 7.80 7.40 7.44 7.47 7.55 8.06 8.10 8.17 8.28	7.15 7.19 7.30 7.40	7.40	Pm 6.40 6.50 6.54 6.57 7.10 7.15 7.21 3 7.30 5 7.33	Pm 6.18 6.28 6.32 6.35	Pm 6.10 6.20 6.24 6.27 6.85	Ex. Su.  Pm 5.40 5.50 6.54 5.57 6.05 6.10 6.15 6.22 6.81	Daily	Pm 5.05 5.15 5.19 5.22	Ex. Su pm 5.0c 5.1c 5.1c 5.1c 5.1c 5.1c 5.2s 6.36 5.42 5.52 5.45 5.55 5.42 5.55 5.65 5.65 5.60	Ex. Su Pm 4.4c 4.5c 4.5c 4.5c 5.05	Daily P. 25 4.45 4.45 4.49 5.10 5.15 5.21 8.5.80 5.35	Ex. Sto 4. 2: 4. 3: 4. 4: 4. 4: 4. 4: 4. 5: 4. 5:	Pm Pm 4.44	8.00 8.15 8.19 3.22 3.80	Ex. Su. Pm 2.55 3.05 3.09 3.12 3.20 3.25 3.31	Daily Pm 2.00 2.10 2.14 2.17 2.25 3.30 2.36	0.0 3.03 5.22 6.91 10.44 12.06 11.06 11.95 16.43 22.92 23.88 24.56 26.96	LEAVE.  SAINT PAUL COMO LOGO HAMLINE ST. ANTHONY P. MINNEAPOLIS J U. D. JUNCTIC CLEARWATER J HOPKINS JC1 HOPKINS JC1 WASTATA HOPKINS JC1 HOLDRIDGE WAYATA HUTTONY P. LONG LAKE
			Daily Pm 11.10 11.20 11.24 11.27 11.35 11.45	Daily 11.05 11.15 11.19 11.80	10.45 10.55 10.59 11.02 11.120 11.25 11.32 11.40 11.40 11.58	Daily pm 10.85 10.45 10.49 10.52 11.10	N. Pac. PASS. No. 3 Daily Pm 10.30 10.40 10.40 10.55 11.00	CB&Q PASS. No. 51	Daily Pro 10.20 10.30 10.84 10.87 10.45	Daily Pin 10.15 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.25 Daily 10.50 Da	Daily 10.110 10.20 10.20 10.25 10.25 Pm		Daily 10.00 10.10 10.14 10.17	Daily Pm Pm Pm		N. Pso PASS. No. 15		Daily Pm 7.50 8.00 8.04 8.07 8.15	Pm 7.45 7.55 7.59 8.02	Daily Pm Pm Daily Pm Pr.80 Pm Pm Pm	Daily Pm 7.05 7.15 7.19 7.29 7.30 7.40	7.40 7.45	Pm Daily Pm	Daily Pm 6.18 6.28 6.32 6.35 6.43	Pm Pm	Ex. Su.  Pm 5 - 40  5 - 50  6 - 55  6 - 15  6 - 15  6 - 22  6 - 31  6 - 35  7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7 - 7	Daily Pm 5.15 5.25 5.29 5.89 5.40 6.50 5.55	Daily Pm 5.05 5.15 5.15 5.15 5.19 5.22 5.300	Ex. Su property of the control of t	Ex. Su Pm 4.4C 4.5C 4.5C 4.5C 5.05	Daily Pm 4.85 4.49 4.49 5.00 5.15 5.21 8 5.80 5.85	Ex. Su 4. 2.2 4. 3.7 4. 4.4 4. 4.6 6. 60	Pm Pm 4.44	Ex. Su. Pm	Ex. Su. Pm 2.55 8.06 8.09 8.12 8.20 8.21 8.31	Daily Pm 2.00 2.10 2.14 2.14 5.30 2.36 2.46 Pm	0.0 3.03 5.22 6.91 10.44 12.06 11.06 11.95 16.43 22.92 23.88 24.56 26.96	LEAVE.  SAINT PAUL  3.83 COMO  HAMLINE.  ST. ANTHONY P/ MINNEAPOLIS J  U. D. JUNCTIO  CLEARWATER J  HOPKINS JCT  6.43 HOLDRIDGE  9.66 WAYZATA  HUTCHINSON J

No. 90 | . (N. P. No. 13) Arrives First Street 8:37 A. M.
No. 89 | . (N. P. No. 9) Arrives First Street 8:52 A. M.
No. 902. (N. F. No. 5) Arrives First Street 9:47 A. M.
No. 893. (N. P. No. 1) Arrives First Street 11:27 A. M.

No. 399. (N. P. No. 11) Arrives First Street 742 P. M. No. 395. (N. P. No. 15) Arrives First Street No. 305. (N. P. No. 3) Arrives First Street 1:02 P. M. No. 307. (N. P. No. 7) Arrives First Street 1:12 P. M.

075	400	070	405	404	004	0.57	007	074	000	004				TIME TABLE	1 3					503	501	983	849	571	953	985	417	965	951	403		
9/5	409	973	405	401	981	957	99/	9/1	969	991	989	955	rom	TIME TABLE	Osli	411	301	701	SupDiv	Prince-	301	Omah.	G-70	Will'r	2000	-		0.0 11		Dak'ta		
	Div.	C.G.V	FF Div	Coast	TIME FRT.	C.B.&Q FRT.	TIME	C.G.W.	C.G.W.	Omaha FRT.	Omahı FRT.	C.B.&C	pt 1	No. 390 In Effect August 18, 1912.	raph	Butte	C.G.W. Trsfr.	Omahs, FRT.	FRT.	Prince- ton I Line Local	Local	TIME FRT.	Hutch. Mixed	Div.	FRT.	FRT.	TIME	Trafr.	CB&Q FRT. Trsfr.	TIME		
	FRT.	No. 9	7. FF Div TIME FRT.	FRT.	No. 83	Trafr.	No. 408	No. 7	No. 5	Trefr.	Trafr.	Trafr.	St. P	STATIONS	Telegraph	Daily	No. 3	Daily	No. 508	No We Fri	Er. Su.	Daily I	Ex. Su.	Ex. Su.	Daily	Daily		Daily	Daily	Daily		
		10.1					Pm	-		50	25000		1	SAINT PAUL		Am	Am, o	Am	Am	-	Am	Am	Am	Am	Anjao			8.10	12.80	Am		
																10.00	9.10	0.00	7.00	and the same		5.55			-	4.10		-	12.45			
	10.80	10.2	5 10.18	7.45	7.10	6.95	5.80	8.25	8.15	2.50	2.00	12.20	3.03	3.08 COMO 2.19 HAMLINE		7	9.25	9.00	7.00			5.50			1,00	2.20		0,100			MINE NO.	
-	-	-			-			-		-1-20-	- 1					-101						6.15	-		E 16	4.80		2 40	1.15	1.05		
-	10.55			8.25	7.80	6.85	5.50	3.40			2.2	5 12.50	6.50	MINNESOTA TRANSFER	MT	10.18	9.40	100000	7.80			0.10			3.10	2.00		0.10	1,10			
-	-	11.0	0				-		8.40				6,91	ST. ANTHONY PARK			9.55		-	-	-		6.80	-								-350
			11 05				6 90			-			-		S	-							6.80			4.50			1.45	1.08	-	-
	11.20	)	12.26	8.45			6.20	4.10						MINNEAPOLIS JCT	SJ	10.86	Total Inches			7.80	6.50	-			and the same of th	-		4.10	1.55		-	
	11 91		700	0 88		7.15	-			8.45	2.5	5 1.40	0 11.06	U. D. JUNCTION	-	10.40		10.00				6.45			RECORD STATE	5.00				1.85	magazintan D	
	11.85	3		10.00		7.25		1		-		1,50	the production we do	CLEARWATER JCT	-	10.48	5				7.10		6.45	6.00	6.00			-	2.05	1.85	-	-
	Am			-						Villa !		1		HOPKINS JCT			-	-	-	-									-	-	-	-
								113						HOLDRIDGE		11.50	-	-/			-	-		s 6.85		-			-		-	-17
	2.28	5		10.50			Constant of the last	55						WAYZATA		12 0	5					-		s 6.45	-							
	2.28	3		10.53									24.56	HUTCHINSON JCT	FN	12.10	0	1		-		-	7.80	8.48		-						-
	2.40	5	Control of the Contro	11.10										LONG LAKE	NAT THE PARTY NAMED IN	12.80								6.58	5.3							
			12.50 Am				8.28 Pin						12.31	NORTHTOWN	. NR		Am	Ain	8.30	8.05 Am	Am	Am	Am	Am	Am	Am		Ant	Aen	4.00 An		
	An Daily	Pin Dail;	Am Daily	Pm Daily	Pm Daily	Pm Daily	Daily	Pm Daily	Pm	Pm Daily	Pm Dally	Pm Daily	4	ARRIVE		Daily	Daily	Dally	Ex. Su.	Ko We Fri	Ex. Su.	Daily 1	Ex. Su.	Ex. Su.	Daily	Daily		Daily	Daily	Daily		
975			405												1	411	967	987	995	503	501	983	849	571	953	985	417	965	951	403		
	FAST	r BC	OUNE	se	COND	CLAS	S TR	AINS.	0.		1		1	TIME TABLE	13.			Fixe			EAS	T BO	UN	D,—s	ECON	D CLA	SS TE	RAINS				
-	_		7					-	-	954 970 984 g 5 g			.43	No. 390		OFC	000	E72	000	950	000	504	410	976	972	502	974	990	958	402	994	992
			406							-				In Effect August 18, 1912.	h Cal	330	Sun Div	312	300	000	300	Prince-	Will'r					Omaba	an. a		2	Omah
C.G.W Trafr.	C.G.W.	C.B.&C FRT.	FF Div	TIME FRT.	TIME FRT.	Omaha FRT.			4	C.B.&Q FRT.	C.G.W Trafr,	Omaha FRT. Trsfr.	Distance fr. Long Lake Freight T	STATIONS	Telegraph	CB&Q FRT.	Local FRT.	Will'r Div.	Omaha FRT.	Hutch. Mixed Train	FRT.	Line	Div.		Trefr.	Local FRT.	Trefr.	FRT.	FRT.	Coast FRT.	Omaha T FRT. No. 86	FRT. No. 78
No. 2 Dally	No. 4 Daily	Trsfr.	FRT.	No. 403 Daily	No. 407 Daily	Trsir.				Trefr.	No. 6 Dally	Trsfr.	Piet	ARRIVE	Tele	Daily	Ex. Su.	Local	Daily	Er. Su.	Daily	Docki			Daily	Ex. Su.	Daily	Daily	Daily		Daily	Daily
			-	Am	Am	Am		-	-			-			1	Pm 8.36	Pm	1	Pm	Pm	Pm				Pm 6 80	Pm	Pm 7.10	Pm	Pm 9.85		Pm	Pm
12.45	2.35	4.0	0	Alit	All	Poli			_		11.80		26,96	SAINT PAUL		1			-	-	-				1000	-	150000	1000		170	10.41	11.0
12:25	2.20	3.4	0		6.45	7.80				7.50	11.18	11.40	23.93	3 03 COMO		8.10	4.80		5.25	-	5.60		ST. C. P.		6.15	-	6.55	7.40	9.20		10.45 1	.1.2
													21.74	HAMLINE							1 9 10				N. Santa	-	-					
12.10	2.05	3.2		LONG	6.25	7.10				7.25	11.00	11.25		MINNESOTA TRANSFER		2.50	4.15		5.15		5.85				6.00	2018	6.40	7.25	9.00		10.85 1	1.15
12.01											10.45		20.05	st. anthony park											5.45		L	-	-	-		
ALC: LICE														3.58MINNEAPOLIS	. s					5.10					Normal Commen						-	
	1.40	2.40		8.40	5.40	6.40	4			6.50		10.55	17.40	MINNEAPOLIS JCT	. SJ	2.20	3.85		4.40		5.10						6.20	6.55	8.15		10.10 1	
		2.80		8.80		6.80	and the second			6.40		10.45	15.90	U. D. JUNCTION		2.10	0		4.30		6.00							6.45	8.05		10.00	10.80
		2.20		8.20						6.80			15.06	CLEARWATER JCT	. UD	2.00	0			5.05								-	7.55			
									0.58				10.53							4.45												
													4.04	HOLDRIDGE						s 4 25								13.0				113
				eres.									3.08	0.96 WAYZATA		1.00				. 4.22								100	No.		3.33	
	13.75					576		300						HUTCHINSON JCT						4.15		S. State								18/4		
											1100	1	0	2.40 LONG LAKE			1	AT TO			MAKE											
THE RES							For St. Long				100			NORTHTOWN			3.15 Pm									Prn		Pin		The same of the sa	Don	Pro
	2		1	Transition of	5 05																											
Ano	An Daily	Am		Am	5.25 Am Daily					Am	Am	# Am Daily		LEAVE		Pm	Er Su.		Pm	Pm Ex. Su.	Pm	-	-		Pm	Ex. Su.	Daily	Daily	Daily		Daily 994	Daily

TIME TABLE																-	DIST	Annual Street	or versus	200000	- 22 r 11136 143 P		110000		Name of the						, ,							
No. 390. In Effect August 18, 1912.	Calls.	rom n vis Track,	918			6	852	894	8	906	912	844	1.0	2	802	784	846	872	862	900	804	874	816	830	854	942	782	22	946	864	934	16	876	28	878	806	842	92
STATIONS	graph	Distance f Northtown Passenger	C.B.&Q PASS. No. 54	Supr. Div.	N. Pac.	FFDiv.	Omaha PASS.	N. Pac. PASS. No. 8	Winnipeg	N. Pac.	C.B.&Q PASS.	Omaha PASS.	Daketa Express	Orient'l	Lake M't'ka	C.G.W. PASS.	Omaha PASS.	N. Pac. PASS.	Omaha PASS.	N. Pac. PASS.	Lake M't'ka	N. Pac. PASS.	Lake Hutch.	Omaha PASS.	Omaha PASS.	Div.	C.G.W PASS.	Will'r	PASS.	Omaha PASS. No. 15	Div. PASS.	PASS.	PASS.	Fast Express	N. Pac. PASS. No. 64	Lake M't'ka PASS	PASS.	
ARRIVE	Tele	Nort	No. 54 Daily	No. 17 Daily	No. 16	No. 6 Daily	No. 5 Ex. Su.	No. 8 Daily	Limit'd Daily	No. 2 Daily	No. 52	No. 62 Ex. Su.	Daily	Daily	PASS. Daily	No. 4 Dally	No. 16 Daily	No. 62 Ex. Su.	No. 31	No. 12 Daily	PASS. Su.only	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	Daily	140.13	Daily	Ex. Su.	Daily	Daily	Daily	Daily	Ex. Su.	-
SAINT PAUL	A	14.46	Am. 5.55	Am 80		Ani 7.20	An 7.25	Am 40	Am. 7.45	Am 5		8.00	FAm 8.08	8.10	8.20	Am 8.25	Am 80	An 8.85		9.00	Am	9.05	9.20	9.80	Am 9.55	Am	10.45	10.55	Anı		1.00	1.30	Pm 1.40	2.20	2.25	Pm 2.35	2.50	
3.03 	Q	11.43	5.45	6.20		7.10	7.15	7.80	7.85	7.45		7.50	7.58	7.56	8.10	8.15	8.20	8.25		8.50		8.55	s 9.11	9.20	9.45		10.35	10.45		-	12.50	1.20	1.25	2.10	2.15	2.25	2.40	-
HAMLINE	СР	9.24	5.41	6.16		7.06	7.11	7.26	7.81	7.41		7.46	7.49	7.52	8.06	8.11	8.16	8.21		8.46		8.51	s 9.07	9.16	9.41	-	10.81	10.41				1				2.21		1
ST. ANTHONY PARK		7.55	5.88	6.18				7.28									8.18			8.48					9.88			10.88								2.18		
MINNEAPOLIS	s	4.02	5.80	6.05 5.55		6.55 6.50	7.00	7:15	7.20	7.30		7.85	7.88 7.81	7.41	7.55	8.00	8.05	8.10		8.35	8.80	8.40	8.55	9.05	9.30	-	10.20	10.80			12.80	1:00	1.10	1.50	2.00	2.10	2.25	-
MINNEAPOLIS JCT	SJ	2.40		5.49					7.09																	9.86			11.51	-	12.24	12.54						-
U. D. JUNCTION		12.47																		-						9.81			11.46									-
CLEAR WATER JCT	UD	15.01				6.45							7.26	7.80	7.45						8.25		8.45					10.20						1.45		2.00		-
HOPKINS JCT		10.53											7.17		7.87						8.17		8.87			-		10.10					-	1.86		1.52		-
HOLDRIDGE		4.04											7.06		97.80						s 8.10		a 8.29			-		10.00						1.26		s 1.45		-
WAYZATA	WA	3.08											s 7.08		87.27						s 8.07		8.27					s 9.57	-					1.24		8 1.42	7.7	-
HUTCHINSON JCT	PN	2.40											6.59		7.25						8.05		8.25					9.54						1.22		1.40		-
LONG LAKE	ON	0.0											6.52		grickensking .	-												9.48						1.15				-
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ARRIVE	Tel	Program	PASS.	No. 24 Daily	Ex. Su.	No. 42 Daily	No. 64 Daily	No. 46	Ex. Su.	PASS.	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Daily	Ex. Su.	Daily	Daily	Su. only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	-	Daily	Daily	Daily I	Ex. Ss.	Daily	Daily 8	Sa. only	1
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No. 892. (N. P. No. 16) No. 894. (N. P. No. 8) Leaves First Street 7.08 A. M. No. 906. (N. P. No. 2) Leaves First Street 7.23 A. M. No. 900. (N. P. No. 12) Leaves First Street 8.28 A. M. No. 904. (N. P. No. 6) Leaves First Street 4.58 P. M. No. 898. (N. P. No. 10) Leaves First Street 5.48 P. M. No. 902. (N. P. No. 14) Leaves First Street 8.58 P. M. No. 896. (N. P. No. 4) Leaves First Street 10.18 P. M.

			WE	ST B	DUNE	).			S	ECON	D DI	STRIC	T-BE	TW	EE	N HUTCHINSO	N JI	JNCTIC	N AP	ND H	UTCH	INSO	N.		T I		EAST	BOU	ND.	(=10.5)	
CLASS						FIRST	CLASS	TRAINS			-				17	TIME TABLE								FIRST	CLASS	TRAINS					SECO
849	825	823	821	819	817	813	811	809	815	807	805	803	801	from		No. 390	from	SIGNS.	802	804	816	806	808	810	812	814	818	820	822	824	85
Mixed Train	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen-	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen-	Passen- ger	de de	Paul -	August 18, 1912.	Distance		Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen-	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- ger	Passen- gar	Passen- ger	Miz Tra
Ex. Sua.								Daily	Ex. Sun.	Daily	Daily	Daily	Sun. only	Sidi	St	STATIONS E	Dist		Daily	Sun. only	Ex. Sun.	Daily	Daily		Daily						Ex. S
Am 30								Pm 7.85	Pm 8 8 7	Pm 5.85	Pm 2.25	10 00	Am 55 .	24	.56	HUTCHINSON JCT. FN	43.60	RDPI	Am 25	Am 05	Å1125	Pm 1.40	8m 5.20		Pm 90				3.13		Pn 4
								s 7.89	s 6.41	s 5.39	s 2.29	s 10.04	s 6.59 .	26	.05	orono	42.20		s 7.22	8.02	8.19	s 1.37	s 5.17		s 9 17						
7.40								a 7.44	s 6.45	s 5.44	s 2.34	s 10.09	s 7.04	35 27	. 33	CRYSTAL BAY VI	40.92	D	s 7.19	3 7.59	s 8.16	s 1.84	s 5.14		s 9.14						a 4.
								s 7.47	s 6.47	s 5.47	s 2.87	1 10.12	s 7.07 .	28	.24 .	ARCOLA	40.01		s 7.16	9 7.56	s 8.11	s 1.81	s 5.11		s 9.11						
7.45																MINNETONKA B'CH. MB	39.37	D	s 7.14	s 7.54	s 8.09	1 29	s 5.09		s 9.09						s 8
																NAVARRE	38.57	-		-	s 8 06	-	-	-	s 9.07						
816 8.04		-						8 7.56	a 6.56	s 5.56						. SPRING PARK PK			s 7.10	s 7.50	s 8.04	s 1.25	s 5.05		s 9.05						s 8
8.27								8.00	3 7.00	6.00	2.50	10 25				MOUND ND			7.05	7.45	s 7.59	1.20	5.00		9.00						s 8
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755,0000	825	823	821	819	817	813	811	809	815	807	805	803	801	-	-	Time Over District.			802	804	816	806	808	810	812	814	818	820	822	824	
4.20 0.08		19.2	18.4	The second	The said	24	19.2	19.	1.38	19.25	19.25	19. 25	15.8	1	A	verage Speed per Hour.	1		24.20	24.20	1.55	24.20	24.20	24.20	24. 20			24. 20	24.20		13

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

Train Order Signals are located at Hutchinson Junction, Minnetonka Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie and Hutchinson.

Bulletin Board located at Mound and Hutchinson. No Siding at Arcola, Navarre and Orono.

First class trains will register at Hutchinson Jct. by time ticket.]

#### INITIAL STATIONS:

Hutchinson Jet. for Nos. 801, 803, 805, 807, 809, 815, 849. Hutchinson " " 816, 850. Mound " " 802, 804, 808, 808, 812.

#### TERMINAL STATIONS;

Hutchiason Jet. " 6 or Nos. 815, 849. Hutchiason Jet. " 802, 804, 806, 808, 812, 816, 856. Mound " 801, 803, 805, 807, 809.

#### In addition to signs provided for in Rule 7 the following signs in column headed "Signs" Indicate

Day telegraph or telephone station.
Night telegraph or telephone station.
Day and Night telegraph or telephone station.
Dispatcher's telephone in ware room or booth accessible at all times.
Interlecked.
Connection with foreign road.
Standard Clock.
Telegraph Calls Shown in station column.

### 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; 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, Minusopolis, via Minneapolis Passenger.
- 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 Minneanolis Junction.
- 3. Double Track extends from Minneapolis Junction to Northbown, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the West Bound Passesquer Track, and track three (3) the East Bound Passesquer Track. Trains on Freight Tracks four (4) and twe (5) between First Street and Western Avenue will keep to the left. Track four (4), East Bound Freight Track. Track for (6) West Bound Preight Track. These Prack Bound Preight Track. These tracks are the Bound Freight Track. One (1), on the north side, and are handled by switch tender wight and are handled by switch tender wight and the profit and the property of the property of the profit of the profit
- 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 Junction, Clearwater Junction, Long Lake, Jackson Street and Minneapolis Junction Round Houses.
- Clocks regulated to Standard Time are located in Telegraph Offices at Dispatcher's Office, Minneapolis, St. Paul, Como, Minneapolis Passenger Station. Minneapolis Junction, Clearwater Junction and Long Lake.
- 7. Registering Stations: St. Paul, Cone, Minneapolis Junction, Minneapolis, Northtown, Clearwater Junction and Long Lake. First Class Williams Div. Trains at Language of the Control of t
- Train Order Signals are located at St. Paul, Minneapolis Junction, Clearwater Junction, Northtown, Minneapolis, Hutchinson Junction and Long Lates.

- 9. Terminal Stations Long Lake for Nos. 3, 9, 13, 21, 27, 401, 409, 571. Northtown for Nos. 15, 29, 981, 929, 983, 408, 405, 997, 503, 995. Clearwater Junction for Nos. 1, 5, 7, 11, 501. Hutchinson Junction for Nos. 803, 805, 811, 815, 849.
- 10. Initial Stations Long Lake for Nos. 2, 10, 14, 22, 28. Northrown for Nos. 12, 16, 932, 930, 934, 998, 996. Clearwater Junction for Nos. 4, 6, 8, 30. Hutchinson Junction for Nos. 602, 812, 816, 860.
- 11. The switch at Northtown (end of double track) will be kept set for east bound track.
- The switch at Long Lake (and of double track) will be kept set for west bound track.
- 13. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamiline Transfer, and west to Northtown on Freight Tracks via Minneapolis Junction and from Minneapolis Junction west to 8000 ft. east of Hopkins Junction. St. Paul Yard extends to East Switch, Hamiline Transfer. The main Passenger Tracks between St. Authony 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 Passenger Station and Northtown, and Minneapolis Passenger Station and Clearwater Junction. West Bound Trains will approach Cross-overs at Western Avenue under full control and know the way is clear before proceeding.
- 19. A Stop Board has been piaced 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 twelve (12) miles per hour over Osseo Line Junction switch at Clearwater Junction.

- 26. All trains on Doable Freight Tracks will bring their trains under full control prepared to stop when approaching roses-overs located east and west of Hamine Transfer and will acb proceed until way is seen to be clear. All trains on east bound Freight Track will approach cross-over between freight tracks East Ead Minnesota Transfer under absolute control, and not proceed until way is seen to be clear. All trains coming out of St. Antheny Elevator Yard must come to a full stop 1500 feet west of the dwarf signal convoling cross-over, and will protect themselves when trains on west bound freight track russ of this dwarf signal convolence of the standard of the s
- 21. In passing Mineapolis Junction "P", 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 or the Fergus Falls Division and Superior Division must come to a full stop before passing switches at either end of "Y" unless they reculve a signal to proceed from Switch Tender and personally know the way is clear.
- owith a enter and personally know the way is clear.

  22. Trains on Double Freight Tracks will approach cross-over switches near Midway Elevator and at west end of Union Yard east of Minnapolis 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.
- 23. All trains on East Bound freight track will approach erossover from the lead to East Bound freight track located between Como Av. and Western Av. bridges with train under full control and not proceed until way is seen to be clear. All trains on Double Freight Tracks will bring their trains under full control, prepared to stop, when approaching cross-over connecting Double Freight Tracks is ust east of Rice Street overhead bridge, St. Faul. All east bound trains on double freight tracks will bring their trains to full stop at stop board about 800 feet west of cross-over connectionable freight tracks opposite old store building just west of Jackson Street overhead bridge, St. Faul, and will not proceed until way is seen to be clear. West bound trains will approach this crossing under full control prepared to stop if cross-over is obstructed.
- 24. 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 Soc crossing at 25th Avenue N. E. east of Northtown, and know the way is clear before recording.
- 25. All trains must approach double-elip switches at West end of Union Yard opposite Union Elevator under full control, prepared to stop, if switches are occupied, and must not exceed ten (10) miles per hour while passing over these switches.

- 26. 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.
- 27. 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.
- 23. East Bound trains moving towards Minneapolis Passen;er Station 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 east of First Street Bridge, and at Stop Board on West Channel Bridge. West Bound trains via Minneapolis Passenger Station 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.
- 29. 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. Brakemer and Switchmen must be on top of trains and properly distributed, keeping sharp look-out.
- 30. 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 (14) minutes in crossing Stone Arch Bridge. Trains will not exceed 6 miles per hour over switches in Minusepolis Passenger Station Yard.
- 31. 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.
- 32. Train and Yard crews using Switches or Railway Crossings, which are covered by Semaphore Signals must invariably set the signals before throwing Switches.
- Trains must not exceed ten (10) miles an hour over East and West Island Avenues, Minneapolis.
- 34. Wye Switches at Summer St., Minneapolis Junction, will be kept set for the west leg of the Wye.
- Nos. 501, 502, 503, 504, 995, 996, 571 and 572
   will carry passengers when provided with proper transportation and freight train permit.
- 36. 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 act out or pick up at Minnesota Transfer will clear the Main Track.

37. ALL TRAINS COMING INTO OR LEAVING MINNEAPOLIS PASSENGER STATION WILL NOT PROCEED UNLESS SIGNALED BY SWITCH TENDER.

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

39. ALL TRAINS WILL REDUCE SPEED TO TEN (10) MILES PER HOUR PASSING THROUGH WAYZATA STATION.

40. ALL TRAINS USING EAST BOUND PASSENGER TRACK COMO TOWER TO ST. PAUL WILL

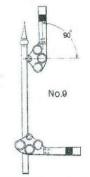
NOT EXCEED TWENTY (20) MILES AN HOUR.

## INTERLOCKING SIGNALS.

#### ENGINEMEN AND TRAINMEN.

- Trains or engine may be run to but not beyond a signal indicating "Stop," except as provided in Rule 663.
- If a Clear or Caution signal, after being accepted, is changed to a "Stop" signal before it is reached, the stop must be made at once. Such occurrence must be reported to the Superintendent.
- 663. Enginemen and Trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected, and then only when the prescribed hand signal is given as per Rules 620 and 620-A.
- The Engineman of a train which has parted must sound the whistle signal for "train-parted" on approaching an interlocking
- 665. An Engineman receiving a "train-parted" signal from a Signalman must answer by the whistle signal for "train-parted."

- 666. When a parted train has been re-coupled the Signahuan must be
- 667. Sand must not be used over movable parts, or ashes dumped within the limits of an interlocking plant.
- 668. Conductors must report to Superintendent any unusual detention at interlocking plants.
- 669. Trains or engines stopped by the Signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.
- 620. If a signal fails to work properly its operation must be discontinued and until repaired the signal secured so as to display the normal indication. Under such circumstances Signalmen must be governed as per Rule 623 and in addition will require all trains to make a full stop before giving hand signal to proceed. Signalmen giving proceed hand signals must use a yellow flag by day and a yellow light by night.

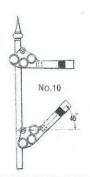


INTERLOCKING HOME SIGNAL.

Upper Arm, GREEN light at Lower Arm. RED light at

Indication. Main line rouse clear, PRO-CEED

Name CLEAR Signal



#### INTERLOCKING HOME SIGNAL.

Upper Arm, RED light at Lower Arm, YELLOW light at night.

Indication. Diverging route with CAUTION.

CAUTION Signal Name.

night.
Indication, STOP, Proceed only when No.15



STOP Signal.

Upper Arm, RED light at

night. Middle Arm, RED light at

Lower Arm. RED light at

signal clears or upon pres-cribed hand signal from Sig-

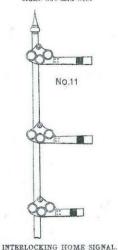
DWARF SIGNAL RED light at night. Indication. STOP.
Name. STOP Signal.

night.

620A. Signalmen giving hand signals must do so from the center of the track upon which the train movement is to be made. When more than one train is in sight hand signal must be given from a point not to exceed one hundred feet in advance of the locomotive.

623. If there is a derailment, or if a switch is run through, or if any damage occurs to the track or interlocking plant, or if any part of the interlocking apparatus fails to operate properly, the signals must be restored to the normal position, and no train or switch movement permitted until the track and interlocking parts liable to consequent injury or failure have been thoroughly examined and and are known to be in safe condition.

Note. A flag signal given by Signalman at an interlocking home signal in automatic signal districts is only authority to pass such signal and does not modify its indication as an automatic signal. See Rules 504 and 513.



#### INTERLOCKING HOME SIGNAL.

Upper Arm, RED light at night. Middle Arm, RED light at night. Lower Arm, YELLOW light at night.

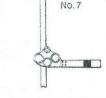
No.12

Indication. Slow speed, Reute clear, Pro-

Name CAUTION Signal.



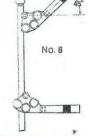
DWARF SIGNAL. Color. YELLOW light at night.
Indication. PROCEED with CAUTION
Name. CAUTION Signal.



#### INTERLOCKING HOME SIGNAL

Upper Arm, RED light at Lower Arm. RED light at

night.
Indication, STOP, Proceed only when signal clears or upon prescrib-ed hand signal from Signalman. STOP Signal. Name.



#### INTERLOCKING HOME SIGNAL

Upper Arm, YELLOW light Lower Arm, RED light at

night.

Indication. Main line route clear, proceed

with CAUTION, prepared to stop at next signal. CAUTION Signal. Name



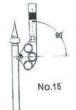
Color. YELLOW light at night.
Indication. PROCEED with CAUTION

CAUTION Signal



#### INTERLOCKING DISTANT SIGNAL.

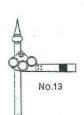
prepared to stop at Home Sig-



#### INTERLOCKING DISTANT SIGNAL.

GREEN light at night. Color Indication. PROCEED.

CLEAR Signal



INTERLOCKING DISTANT SIGNAL.

RED light at night Indication. STOP, then proceed with CAUTION, prepared to stop at Home Signal.

Name. STOP Signal.

## AUTOMATIC BLOCK SIGNALS.

- 501. In all cases except as noted by special rules, the BLOCK 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 the block Signal indications as follows:
  - A. An arm in the horizontal position (See figure No. 1) indicates that the block is not clear and is a Signal to "STOP"
  - An arm in an inclined position (45 degrees above the horizontal) (See figure No. 2) indicates "PROCEED" with caution prepared to stop at the next signal.
  - C. An arm in the vertical position (90 degrees above the horizontal) (See figure No. 3) indicates that the 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".
- 502. Block Signals control the use of the blocks, but unless otherwise provided, do not supersede the superiority of trains; nor dispense with the use or the observance of other Signals whenever and whereever they may be required.
- 503. Block Signals for a track apply only to trains running with the current of traffic on that track.
  - A. Automatic Signals are designated by the number plate located on the mast below the arm. Intermediate automatic block signals located between passing tracks are equipped with one arm and one light. Home automatic block signals located at each passing track are in addition equipped with a Disc enclosing a red light six feet below the Semaphore arm. The Disc and red light are provided as a distinguishing marker for the home signals only. Trains passing Home Signals, automatically set to the "Stop Position" all Signals governing train movements in the opposite direction from the next passing track. See figures 4, 5 and 6.

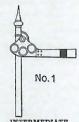
- B. Trains holding main track at meeting points must stand clear of passing track lead. Trains proceeding from side tracks, spurs, or other tracks to a main track, must remain clear of the bonded rails and insulated joints on such tracks, until the main line switch has been opened.
- 504. When a train is stopped by a block signal it may proceed when the signal is cleared. If not immediately cleared it may proceed -(See A. B and C):
  - A. On single track, if the block signal is a Home Automatic Signal, at a speed not to exceed 6 miles per hour after obtaining authority from the Train Dispatcher, or preceded by a flagman to the next signal displaying a "Caution" or "Clear" indication expecting to find track impassable.
  - On single track, if the block signal is an intermediate automatic signal, at once, at a speed not to exceed 6 miles per hour, except when proceeding under Rule 504-A, expecting to find track impassable.
  - C. On double track, at once, under control, expecting to find track impassable
  - A train stopped by a Block Signal must stand facing the signal so that its indication may be observed from the Engine. The forward wheels must not pass the signal.
- 505. Omitted.
- When a train is stopped by a block signal from any cause other than a train in the block, Engineman will report to Superintendent, preferably on Form 2600 and operator will transmit in accordance with instructions thereon.
- 507. Lights must be used upon all block signals from sunset to sunrise. and whenever the signal indications cannot be clearly seen without them. At such times if lights are not burning, or if a white light is shown where a colored light should be, trains must ascertain and be governed by the day signal indication before passing signal.

508. In making train movements through cross-over or other switches to or from a main track, one of the switches must be kept open until train movement is completed to insure signal protection.

The opening of any switch will set and hold signal of that block at stop until the switch is closed. The opening of any switch at either end of a double track cross-over will hold signals on both main tracks at stop.

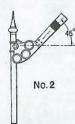
If either end of a siding cross-over on single track is opened, it will set and hold the signals that control the block on main track to which it leads in both directions at stop. Neither switch nor cross-over must therefore be opened, until the movement of the train is to be made, and must be closed immediately after the movement has been made and the switches locked.

- 509. Switch Indicators (miniature semaphores) where used stand normally in "STOP" position. Trainmen or others using switches equipped with switch indicators must first push button on bottom of switch indicator case and if no train is approaching switch indicator will clear when switch may be used. The switch should be thrown at once after switch indicator clears.
- 510. When necessary to clean ash pan or cinders from the smoke arch inside of block signal limits care must be taken to avoid dumping live coals or hot cinders on the wooden trunking used to protect the signal track wiring.
- Lights will not be provided on any main line switch located within 300 feet of an automatic signal governing the block in which the switch is located. Lights will not be provided on trailing point switches on double track.
- 512. Cars on side track or other tracks connecting with main tracks must be kept clear of bonded rails and insulated joints as otherwise signals will be held in "STOP" position. All tracks connecting with main track are bonded to clearance point only.
- 513. Interlocking Signals located in districts equipped with Automatic Signals, become, unless otherwise stated under "Special Rules", a part of the automatic block signal system. All such Home Interlocking Signals are equipped with not less than two arms and two lights. See general instructions governing operation and mainte-nance of interlocking plants and figures Nos. 7, 8, 9, 10, 11 and 12.



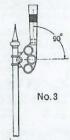
INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

RED light at night. Indication, STOP. STOP Signal Name.



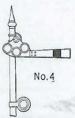
INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

YELLOW light at night. Indication, PROCEED with CAUTION prepared to stop at next signal. CAUTION Signal.



INTERMEDIATE AUTOMATIC BLOCK SIGNAL.

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

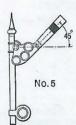


HOME AUTOMATIC BLOCK SIGNAL.

Arm, RED light at night. Disc, RED light at night. Color. Indication. STOP.

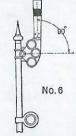
Name.

STOP Signal.



HOME AUTOMATIC BLOCK SIGNAL.

Arm, YELLOW light at night. Disc, RED light at night. PROCEED with CAUTION. Indication prepared to stop at next signal Name. CAUTION Signal.



HOME AUTOMATIC BLOCK SIGNAL.

Arm, GREEN light at night. Disc, RED light at night. Indication. PROCEED. CLEAR Signal.

Name

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.

. 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.

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 informa-

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 terbefore the car or engine leaves the place where the accurate occurrent, and attracted to notify such person of 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. Office, Suit 301-302-303 Pittsburgh Bldg., cor 5th and Wabasha Sts. Residence, Snelling and Larpenteur. Office Telephone, N. W. Cedar 1112. T. S. 1112. Residence Telephone, N. W. Midway 376. T. S. 6691............ St. Paul, Minn.

BOECKMAN & BOECKMAN, Ophthalmic Surgeons. Office 642 Lowry Bldg. Office Telephone, N. W. Cedar 6383..... St. Paul, Minn.

J. OHAGE, M. D.

R. J. HILL, M. D.

Office, Room 307 Reid Corner, 9th and Nicollet Ave. Residence, 1910 Stevens Ave. Office Telephone, N. W. Main 175. Office Telephone, T. S. 1285. 

DR. C. N. SPRATT, Ophthalmic Surgeon. Office, 302 Reid Corner, 9th and Nicollet Ave.  A. E. AHRENS, M. D.

Residence, Prior and St. Anthony Aves. Residence Telephone, N. W. Midway 2136.

W. H. AURAND, M. D.

Office, 800 Washington Ave. S. E. Residence, 425 Oak St. S. E. 

L. A. NIPPERT, M. D.

Office, Room 305 Reid Corner. 

GUSTAVE SCHWYZER, M. D.

Office, 411 Donaldson Bldg. Residence, 1817 Aldrich Ave. South. Office Telephone, N. W. Main 1250.

Residence Telephone, N. W. South 2658..... Minneapolis, Minn.

#### TIME INSPECTORS.

CHAS. C. PONSONBY. Chief Train Dispatcher. M. H. MURTHA. Train Master.

(H. E. WAKEMAN, Trick Dispatchers: I. E. WEST, A. H. MARTICKE.

