

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

TERMINALS DIVISION.

TIME TABLE No. 201.

TAKES EFFECT TWELVE-ONE (12:01) A. M.

THURSDAY, November 1st, 1900.

THIS TIME TABLE FOR EMPLOYEES ONLY.

P. L. CLARITY,
Superintendent.

J. M. CRUBER,
Asst. Gen'l Superintendent.

F. E. WARD,
General Superintendent.

Terminals Division.

TRAINS

GOING

WEST.

FIRST CLASS TRAINS.

121	69	41	63	39	7	67	9	33	19	65	59	131	23	31	57	61	27	49	STATIONS	55	53	25	11	51	3	43	29	1	45	21	47	5	17	13				
Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1	Omaha Pass. No. 1			
11.24	10.30	10.14	8.58	7.40	7.14	5.19	4.52	4.47	4.38	4.09	1.14	2.00	1.18	1.00	0				Saint Paul	A	11.30	10.10	9.10	9.00	9.08	8.43	8.34	8.24	8.08	7.59	7.42							
11.24	10.30	10.14	8.58	7.40	7.14	5.19	4.52	4.47	4.38	4.09	1.14	2.00	1.18	1.00	0				Hamline	Q	11.40	10.10	9.16	9.09	9.08	8.43	8.34	8.24	8.08	7.59	7.42							
11.31	10.37	10.21	8.43	7.56	7.31	5.98	5.00	4.55	4.40	4.18	1.21	2.01	1.21	1.01	0				Minnesota Tran	MT	11.50	10.26	9.28	9.16	9.08	8.49	8.41	8.31	8.14	8.08	7.50							
11.38	10.42	10.26	8.47	8.01	7.28	5.91	5.05	4.59	4.45	4.21	1.26	2.07	1.26	1.07	0				St. Anthony Park	ST	12.01	10.31	9.27	9.21	9.12	8.54	8.46	8.36	8.20	8.11	7.53							
11.40	10.45	10.40	8.50	8.05	7.30	5.95	5.08	4.62	4.50	4.25	1.30	2.14	1.30	1.14	0				East Side Stat'n	ES	12.01	10.31	9.27	9.21	9.12	8.54	8.46	8.36	8.20	8.11	7.53							
11.55							5.55	5.29	5.14										Minneapolis Jc.	SI					9.35	9.24		9.07									8.25	
							5.59	5.34	5.14										U. D. Junction	UD					9.38												6.28	
			9.08	7.45															Olenewater Jc.	OD			9.45	9.35														
																			Hutchinson Jct	HU																		
																			Wayzata	WA			10.07															
12.05									5.29										Northtown Jc.	NR					9.25		9.15											
12.13									5.27										Friday	FR					9.38		9.22											
12.22									6.08										Brighton Jct.	BR																		
12.28									6.09										Coon Creek Jct.	CK					9.45		9.29											
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	ARKLY	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		

SECOND CLASS TRAINS.

37	15	133	129	123	119	115	STATIONS	103	99	35	91	31	39	101	97	53	51
Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2	Omaha Pass. No. 2
11.30	10.45	7.30	6.25	3.00	2.00	12.20	Saint Paul	A									
11.40	10.55	7.35	6.30	3.13	2.13	13.35	Hamline	Q		9.00	7.10	5.45	5.15	5.00	4.50	4.45	4.30
11.55	11.30	7.55	6.50	3.23	2.23	12.50	Minnesota Tran	MT		9.15	7.25	5.50	5.25	5.10	5.00	4.65	4.40
							St. Anthony Park	ST		9.25	7.35	6.15	5.35	5.20	5.15	5.10	5.00
							East Side Stat'n	ES									
							Minneapolis	SI									
12.00	11.55	7.30	7.15	3.45	2.45	1.30	Minneapolis Jc.	SI		9.50	7.55	6.40	5.50	5.45	5.40	6.25	5.40
12.00		7.30		4.00	3.00	1.40	U. D. Junction	UD		10.00	8.15	6.45	6.00				5.05
12.00							Olenewater Jc.	OD				9.55		9.15	5.50		
12.00							Hutchinson Jct	HU				8.00		8.55			
12.00							Wayzata	WA									
12.20		9.10					Northtown Jc.	NR							6.45	6.15	
12.31		9.22					Friday	FR							7.02	6.30	
							Brighton Jct.	BR									
12.45		9.40					Coon Creek Jct.	CK							7.20	6.45	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	ARKLY	Daily	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Daily	Ex. Su.	Daily

Ex. No. 45. (W. C. No. 3) leaves Jackson Street 9:33 A. M.

C. C. PONSOMBY, Chief Train.

SPRING PARK AND HUTCHINSON LINE.

TRAINS GOING WEST.

Second Class	FIRST CLASS TRAINS.							Water, Coal, Gravel, and other freight.	On Saturday, Sunday, and Public Holidays.	STATIONS	Office (Signal) or Telephone Office.	Direction of Running.	Mileage from Minneapolis.	Telephone Office.	Second Class	
	No. 31	No. 41	No. 39	No. 33	No. 29	No. 27	No. 25									No. 23
Local Freight.							Passenger									Local Freight.
Ex. Sun. 6:55 Pm.							Ex. Sun. 5:25 Pm.	W 22.22	Wayzata	WA	45.83	DN	4:15 Pm.			Ex. Sun. 4:30 Ar.
							5:25 Pm.	24.50	Fortdale		46.00		4:11			
							5:32	26.00	Orono		46.20		4:08			
							5:35	27.25	Marquette		46.95		4:06			4:05
							5:37	28.24	Argyle		49.01		4:04			
							5:38	28.87	Minnetonka Beach		49.87		4:03			4:00
									Langdon Park							
							5:42	29.41	Spring Park		49.97		4:00			3:50
							5:44		Mound				3:55			
							5:55	29.20	St. Bonifacius	BA	11	81.28	D	4:00		3:11
							6:00	29.60	Camryn Island		31	28.65				3:00
							6:04	41.90	Mpls.		16	27.05				2:50
							6:12	44.70	Maple		30	28.45				2:40
							6:20	45.54	New Germany	NG	24	19.71	D			2:32
							6:27	46.21	Lester Prairie	LA	34	16.64	D			2:15
							6:44	49.25	Silver Lake	SL	55	7.38	D			1:34
							7:00 Ar.	49.25	Hutchinson	HO	64	5.00				1:05 Pm.
A. M. Ex. Sun.							P. M. Ex. Sun.									P. M. Ex. Sun.

TRAINS GOING EAST.

Second Class	FIRST CLASS TRAINS.							Water, Coal, Gravel, and other freight.	On Saturday, Sunday, and Public Holidays.	STATIONS	Office (Signal) or Telephone Office.	Direction of Running.	Mileage from Minneapolis.	Telephone Office.	Second Class	
	No. 31	No. 41	No. 39	No. 33	No. 29	No. 27	No. 25									No. 23
Local Freight.							Passenger									Local Freight.
Ex. Sun. 6:55 Pm.							Ex. Sun. 5:25 Pm.	W 22.22	Wayzata	WA	45.83	DN	4:15 Pm.			Ex. Sun. 4:30 Ar.
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							5:35	27.25	Marquette		46.95		4:06			4:05
							5:37	28.24	Argyle		49.01		4:04			
							5:38	28.87	Minnetonka Beach		49.87		4:03			4:00
									Langdon Park							
							5:42	29.41	Spring Park		49.97		4:00			3:50
							5:44		Mound				3:55			
							5:55	29.20	St. Bonifacius	BA	11	81.28	D	4:00		3:11
							6:00	29.60	Camryn Island		31	28.65				3:00
							6:04	41.90	Mpls.		16	27.05				2:50
							6:12	44.70	Maple		30	28.45				2:40
							6:20	45.54	New Germany	NG	24	19.71	D			2:32
							6:27	46.21	Lester Prairie	LA	34	16.64	D			2:15
							6:44	49.25	Silver Lake	SL	55	7.38	D			1:34
							7:00 Ar.	49.25	Hutchinson	HO	64	5.00				1:05 Pm.
A. M. Ex. Sun.							P. M. Ex. Sun.									P. M. Ex. Sun.

West Bound Trains are Superior to East Bound Trains of Same Class.
Wayzata and Hutchinson registering stations. Train Order Signals are located at Wayzata, St. Bonifacius, New Germany, Lester Prairie, Silver Lake and Hutchinson.
Bulletin Board posted at Hutchinson.

SPECIAL RULES---NOTE IMPORTANT CHANGES.

See Book of Rules Governing Interlocking Systems.

- On single track West Bound trains are Superior to East Bound trains of same class.
- Clocks regulated to Standard Time are located in Telegraph Office at St. Paul, Como, Minneapolis Junction, Minneapolis, Orono Junction.
- St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Orono Junction, Clearwater Junction and Wayzata are Registering Stations. First Class Willmar Div. Trains and Specials to and from that Division and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. First Class Trains will register at Northtown Junction by Time Ticket between the hours of seven (7) am. and seven (7) pm. and will register at Minneapolis Junction and Como only when using freight tracks on special orders. Transfer trains will register at St. Anthony Park Interlocking Tower.
- Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Orono Junction, Minneapolis and Wayzata.
- Orono Junction is terminal station for all Fergus Falls Division and Eastern Minnesota trains. Wayzata is terminal station for all Willmar Division, Spring Park and Hutchinson Line trains.
- The switch at Northtown Junction (end of double track) will be kept set for east-bound track. The switch at Wayzata (end of double track) will be kept set for east-bound track.
- Yard limit board is located one-half mile west of Northtown Junction.
- Wayzata yard limit board is located one mile west of Wayzata.
- All trains must approach Hutchinson Junction under control unless the way is seen to be clear. Switches at Hutchinson Junction will be kept set for main line and must be set by train after using them. All trains must approach Clearwater Junction with train under control and stop unless main track is seen to be clear.
- The terms "Freight" and "Passenger" are merely descriptive and do not refer to Class. Extra class trains and passenger tracks will run ahead of delayed first trains without orders. Extra trains on freight tracks will run ahead of delayed second class trains without orders. Extra trains on double track will run ahead of second class trains without orders.
- Nos. 30, 31, 35, 97, 101, 36, 134 and 102 will carry passengers when provided with transportation and permits.
- Bulletin Boards are located at St. Paul, Como, Minneapolis Junction, Orono Junction, Clearwater Junction, Wayzata, St. Paul Shops and Minneapolis Junction Round House.
- All trains passing over or occupying main line tracks after dark or in foggy weather must display red light on rear car, in the absence of a caboose or trainman on rear end.
- All trains must approach double-slip switches at West end of freight tracks opposite Union Elevator under full control, prepared to stop if switches are occupied, and must not exceed five miles per hour while passing over these switches.
- The Double Passenger Tracks are the two (2) left-hand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to 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.
- The Double Freight Tracks are the two (2) south tracks next to the passenger tracks from Third Street St. Paul to St. Anthony Park, and the two (2) north tracks from St. Anthony Park to point of diversion opposite Union Elevator extending to Minneapolis Junction.
- Double tracks extend from Minneapolis Junction to Northtown Junction, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the East Bound Passenger track and track three (3) is the West Bound Passenger track. Track four (4) East Bound Freight track. Track five (5) West Bound Freight track. These tracks are numbered, commencing with No. one (1) on north side, and are handled by switch tender night and day.
- Double tracks extend from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by the interlocking system.
- First class trains will use Passenger tracks exclusively, and second class trains, Freight tracks exclusively.
- Trains using double Passenger tracks will take the left hand track. Trains using double Freight tracks will observe the same rule in regard to the use of the Freight tracks, and double Passenger and double Freight tracks shall be used in no other way except on orders from Superintendent.
- All West Bound Trains must reduce speed to fifteen miles per hour at Crossover, one-half mile West of Minneapolis Union Elevator. Conductors and engineers of all trains on Double Track must bear in mind the right of all other trains of same or superior class, whether on time or delayed, to make the stops called for by time table, without protection by flagman and must govern their speed accordingly at such points.
- All East Bound Trains must come to a full stop at stop board 200 feet west of Omaha Cross-over Tracks at Westminster Street Bridge.
- All trains on freight tracks will bring their trains under full control prepared to stop when approaching cross-over located east and west of Hamline Transfer and will not proceed until way is seen to be clear.
- All Trains must approach the C. B. & O. Cross-over Tracts between 3d and 4th streets, St. Paul, cautiously, expecting to find cross-overs in use and at a rate of speed which will enable them to stop, if necessary, in time to avoid accident.
- In passing Minneapolis Junction "Y" trains must be kept under complete control in order that they may be stopped before passing Junction switches, if connecting tracks are occupied or on trains are approaching from the west. First class trains of the Fergus Falls Division and Eastern Minnesota Railway must come to a full stop before passing switches at either end of "Y" unless they receive a signal to proceed from Switch Tender and personally know the way is clear.
- Trains east and west-bound on double freight tracks will approach cross-over switches near Midway Elevator east of First Street Bridge at a rate of speed that will enable them to come to a full stop before passing these cross-over switches unless the way is seen to be clear.
- All east bound Trains on Freight tracks will approach and pass Rice Street overhead bridge, west of St. Paul shops, at a rate of speed not exceeding four (4) miles per hour, expecting to find main track obstructed at cross-over just east of Park Avenue connecting double freight tracks, and will come to a full stop before reaching Omaha cross-over track. East Shops, and all west bound Trains on Freight tracks must approach cross-over at Park Avenue at slow speed, expecting to find cross-over in use and main track obstructed.
- All Trains must come to a full stop before crossing the St. Paul and Duluth track East of Minneapolis Junction Station, 500 crossing East of Northtown Junction, and know the way is clear before proceeding.
- West Bound Trains on Freight Track will approach cross over at Como under full control, prepared to stop if it is found to be in use.
- Signal men in charge of Connection Track and Main track Switches and Railway Crossings which are covered by Semaphore Signals must invariably set the Signals before throwing Switches; and Train and Yard crews using the Switches or Railway Crossings must do the same.
- Minneapolis Yard limits on Freight Trains extend East to East Switch, Hamline and west to Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Lake. St. Paul Yard, extends 1,000 feet west of connection tracks about midway between Dale Street and Lexington Avenue overhead bridges. The main Passenger Tracks between St. Anthony Park and Minneapolis Passenger Station via Minneapolis Union Railway, will not be considered a part of Minneapolis Yard.
- East bound trains moving toward Union Depot on Minneapolis Junction will come to a full stop at Stop Board west of First Street Bridge. West bound trains via Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. West bound trains via Union Depot will approach and pass switches near First Street Bridge at a rate of speed not exceeding four (4) miles per hour.
- West bound passenger and transfer trains of the C. St. P. M. & O. Ry will come to a full stop east of and near the cross-overs between Lafayette Avenue and Westminster Street Bridges, St. Paul, before crossing over, and see the way is clear before proceeding.
- The engine bells of all engines must be kept constantly ringing within thirty limits of both St. Paul and Minneapolis.
- All trains coming to a full stop at Stop Board west of First Street, Minneapolis, will be signalled to do so by the Switch 7.

GREAT NORTHERN RAILWAY LINE---TERMINALS DIVISION.

LOCATION INTERLOCKING SYSTEMS AND SEMAPHORES

NOTICE---Special attention is called to Signal Colors used on Semaphore at St. P. & D. Ry. crossing at Minneapolis Junction.

ST. ANTHONY PARK INTERLOCKING SYSTEM.

The Signal Tower is Located 700 feet West of St. Anthony Park Depot.

Location of Signals for West Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet east of the Home Signal and 1,800 feet east of the Signal Tower on the right hand side on a bracket post, placed between the east bound passenger track and the switching track.

2. A Home Signal, located 600 feet east of the Signal Tower, on the right hand side, on a bracket post placed between the east bound passenger track and the switching track, governs movements across the "Belt Line" track and across the main freight tracks.

Main Freight Track.—1. A Distant Signal located 1,200 feet east of the Home Signal, and 1,900 feet east of the Signal Tower, on the right hand side of track.

2. A Home Signal having three arms, located 750 feet east of the Signal Tower on the right hand side of track.

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

The middle arm governs movements to the "Belt Line" track, as well as to "B" and "Q" yards.

The bottom arm governs movements across the "Belt Line" track in to the St. Anthony Elevator yard.

North Switching Track.—1. A Dwarf Signal located 170 feet east of the Signal Tower on the north side of track, governs movements across, and on to the "Belt Line" track, as well as to "B" and "Q" yards.

South Switching Track.—1. A Dwarf Signal located 690 feet east of the Signal Tower on the north side of track, governs movements across and on to the "Belt Line" track.

2. A Dwarf Signal located 300 feet west of the Signal Tower on the north side of track, governs movements into the St. Anthony Elevator yard.

Minnesota Transfer Switching Track. 1. A Dwarf Signal located 580 feet east of the Signal Tower on the south side of track governs movement East.

"Belt Line" Track.—1. A Home Signal, located 780 feet east of the Signal Tower on the north side of track, governs movements across the main and switching tracks and on to the main west bound freight track and the switching tracks.

Location of Signals for East Bound Trains.

Main Passenger Track.—1. A Distant Signal, located 1,200 feet west of the Home Signal, and 1,940 feet west of the Signal Tower.

on the right hand side, on a bracket post placed south of the west bound passenger track.

2. A Home Signal, located 740 feet west of the Signal Tower on the right hand side, on a bracket post placed south of the west bound passenger track, governs movements across the main freight tracks and across the "Belt Line" Track.

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

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

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

The bottom arm governs the movements across the main passenger tracks, and on to the "Belt Line" track.

"Belt Line Track."—1. A Distant Signal located 1,510 feet west of the Home Signal, and 1,780 feet west of the Signal Tower, on the south side of track.

2. A Home Signal located 270 feet west of Signal Tower, on right hand side of track governs movements across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

The North Switching Track and B. & Q. Yard Lead.—1. A Dwarf Signal located 140 feet west of the Signal Tower on the south side of track governs movements across the main and switching tracks and on to the main east bound freight track and the switching tracks, as well as to the Minnesota Transfer yard.

South Switching Track.—1. A Dwarf Signal, located 520 feet west of the Signal Tower on the south side of track, governs movements across the west bound freight track and on to the east bound freight track.

2. A Dwarf Signal, located 840 feet east of the Signal Tower on the south side of track, governs movements across and on to the "Belt Line" track.

Holden Street Interlocking System.

The Signal Tower is Located half way between Holden Street and Western Avenue on south side.

Location of Signals: For West Bound Trains.

A two arm semaphore placed 620 feet east of Signal Tower, between tracks 4 and 5, controls trains going west on track No. 5.

Location of Signals: For East Bound Trains.

A two arm semaphore placed 620 feet west of Signal Tower, between tracks 4 and 5, controls trains going east on track No. 4.

If top arm is down, trains will proceed on track No. 5; if lower arm is down trains will cross over to No. 8, or M. & St. L. track.

A Dwarf Signal, placed 470 feet west of Signal Tower, between tracks 4 and 5, controls trains west bound on track No. 5 to track No. 4.

A Dwarf Signal placed 620 feet east of Signal Tower, between tracks No. 8 and No. 4, controls trains west bound on track No. 4.

A Dwarf Signal placed 520 feet west of Signal Tower, between tracks No. 8 and No. 4, also controls west bound trains on track No. 4.

A Dwarf Signal placed 620 feet east of Signal Tower, between tracks No. 5 and No. 6, controls west bound trains on track No. 6.

A Dwarf Signal placed 640 feet east of Signal Tower, between tracks No. 6 and Great Northern yard track No. 1 (which is the first track south of No. 6), controls west bound trains on yard track No. 1.

A Dwarf Signal placed 750 feet east of Signal Tower, between yard tracks No. 1 and No. 2, controls trains west bound on yard track No. 2.

A Dwarf Signal placed 750 feet east of Signal Tower, between track No. 2 and the Great Northern lead track, controls trains west bound on Great Northern lead track.

A Dwarf Signal placed 490 feet east of Signal Tower, between Great Northern lead track and M. & St. L. lead track, controls trains west bound on M. & St. L. lead track.

A Dwarf Signal placed 300 feet east of Signal Tower, between M. & St. L. lead track and No. 7, controls trains west bound on track No. 7.

Location of Signals: For East Bound Trains.

A two-arm Semaphore placed 690 feet west of Signal Tower, between tracks No. 4 and No. 5, controls trains east bound on track No. 4. If top arm is down, trains cross over to track No. 5; if lower arm is down, trains proceed east on track No. 4.

A one-arm Semaphore placed 360 feet east of Signal Tower, between tracks No. 4 and No. 5, also controls trains east bound on track No. 4.

A Dwarf Signal placed 640 feet west of Signal Tower, between tracks No. 5 and No. 6, controls trains east bound on track No. 5.

A Dwarf Signal placed 180 feet east of Signal Tower between tracks No. 5 and No. 6, also controls trains east bound on track No. 5.

A Dwarf Signal placed 250 feet west of Signal Tower, between tracks No. 8 and No. 7, controls trains east bound on track No. 6.

A Dwarf Signal placed 290 feet west of Signal Tower, south side of track No. 7, controls trains east bound on track No. 7.

Coon Creek Junction Interlocking System.

Interlocking apparatus at Coon Creek Junction controls the crossing of the Northern Pacific also Eastern Minnesota trains going to and from Great Northern track. Tower is located at crossing.

Location of Signals for West Bound Trains.

A Distant Signal is located 1,200 feet east of Home Signal and 1,480 feet east of the Signal Tower. Home Signal is located 280 feet east of the Tower.

Location of Signals for East Bound Trains.

A Distant Signal is located 1,200 feet west of the Home Signal, and 1,400 feet west of the Tower.

Home Signal is located 260 feet west of the Tower.

Rules Governing and Location of Semaphores.

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

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

Semaphores are Located as Follows:

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

No. 2.—On West Bound Passenger Track. Three hundred feet East of Lafayette Avenue Bridge, St. Paul, protecting Omaha cross-over against West bound trains on passenger track.

No. 3.—On West Bound Freight Track. One thousand feet East of Omaha cross-over protecting Omaha cross-over against West bound trains on freight track.

No. 4.—On West Bound Passenger Track. One thousand feet East of Omaha cross-over, protecting Omaha cross-over against West bound trains on passenger track.

No. 5.—On East Bound Passenger Track. Twelve hundred feet West of Omaha cross-over track, opposite Round-house, St. Paul, protecting Omaha cross-over against East bound trains on passenger track.

No. 10.—On West Bound Passenger Track. Two thousand feet East of Cross-over track, on Minneapolis Union Railway, about one mile east of East Side Station, protecting this crossing against West bound trains on passenger track.

No. 11.—On East Bound Passenger Track. Two thousand feet West of cross-over track, on Minneapolis Union Railway, about one-half mile east of East Side Station, protecting this crossing against East bound trains on passenger track.

No. 12.—On East Bound Track West of Clearwater Junction. At Bryn Mawr Bridge, protecting cross-over West End Clearwater Junction Yard against East bound trains on east bound track.

A Semaphore Signal located at the St. P. & D. 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 Cross-wise of the main tracks of either road it denotes crossing blocked and no train of that line will cross until signal arms are changed. When arms of the Semaphore are parallel with or edgewise to the main track or tracks of either line, it denotes crossing clear for trains of that line. At night, White and Red Signal light will also be shown at the mast-head. White signifying Proceed, and Red, Stop.

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

St. Paul Union Depot.

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

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

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

P. L. CLARITY,
Superintendent.

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