

GREAT NORTHERN RAILWAY LINE.

GREAT NORTHERN RAILWAY.

TERMINALS DIVISION.

TIME TABLE No. 272.

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

SUNDAY, April 2d, 1905.

THIS TIME TABLE FOR EMPLOYES ONLY.

P. L. CLARITY,
Superintendent.

E. L. BROWN,
Asst. Gen'l Superintendent.

GEORGE T. SLADE,
General Superintendent.

F. E. WARD,
General Manager.

Terminals Division.

WEST.

FIRST CLASS TRAINS.

| STATIONS | Office Signab. | TRAINS | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------------|--------------------------|---------------------------|---------------------------|-------------------------|-------------------------|-----------------------------------|---------------------------------|--------------------------|---------------------------------|----------------------------------|-----------------------------|--------------------------------|----------------------------|--------------------------|--------------------------|--------------------------|---------------------------|-------------------------|----------------------------|-------------------------|--------------------------|----------------------------------|-----------------------------|----------------------------------|-------|
| | | 1 | 877 | 893 | 855 | 831 | 13 | 807 | 829 | 805 | 19 | 875 | 803 | 891 | 11 | 921 | 853 | 873 | 851 | 911 | 827 | 943 | 801 | 871 | 941 | |
| LEAVE | | FF Div PASS. Flyer | N. Pac. PASS. No. 1 | N. Pac. PASS. No. 8 | Omaha PASS. No. 8 | Omaha PASS. No. 3 | Wilm'r Div. Flyer No. 13 | Lake Mika PASS. No. 17 | Omaha PASS. No. 17 | Lake Mika PASS. No. 20 | Supr. Div. PASS. No. 20 | N. Pac. PASS. No. 107 | Lake Mika PASS. No. 5 | N. Pac. PASS. No. 11 | FF Div PASS. No. 3 | W. C. PASS. No. 16 | Omaha PASS. No. 16 | N. Pac. PASS. No. 2 | Omaha PASS. No. 2 | C. & O. PASS. No. 47 | Omaha PASS. No. 5 | FF Div PASS. No. 6 | Lake Mika PASS. No. 106 | N. Pac. PASS. No. 106 | Supr. Div. PASS. No. 17 | |
| Saint Paul | A | A. M. | 10.30 | 10.15 | 10.10 | 9.50 | 9.25 | 9.10 | 9.00 | 8.55 | 8.40 | 8.30 | 8.25 | 8.10 | 7.50 | 7.35 | 7.30 | | | | | | | 6.30 | | |
| Como | Q | 10.40 | 10.25 | 10.20 | 10.00 | 9.35 | 9.20 | 9.10 | 9.05 | 8.50 | 8.40 | 8.35 | 8.20 | 8.00 | 7.45 | 7.40 | | | | | | | | 6.45 | | |
| Hamline | | 10.44 | 10.29 | 10.24 | 10.04 | 9.39 | 9.24 | 9.14 | 9.09 | 8.54 | 8.44 | 8.39 | 8.24 | 8.04 | 7.49 | 7.44 | | | | | | | | 6.49 | | |
| St. Anthony P'rk | | 10.47 | 10.32 | 10.27 | 10.07 | 9.42 | 9.27 | 9.17 | 9.12 | 8.57 | 8.47 | 8.42 | 8.27 | 8.07 | 7.52 | 7.47 | | | | | | | | 6.52 | | |
| East Side Stat'n | | 10.52 | 10.37 | 10.32 | 10.12 | 9.47 | 9.32 | 9.22 | 9.17 | 9.02 | 8.52 | 8.47 | 8.32 | 8.12 | 7.57 | 7.52 | | | | | | | | 6.57 | | |
| Minneapolis | S | 10.55 11.01 | 10.40 10.45 | 10.35 | 10.15 | 9.50 10.00 | 9.35 | 9.25 9.30 | 9.20 | 9.05 9.10 | 8.55 8.50 | 8.35 | 8.15 | 8.00 | 7.55 | | | | | | | | | 7.00 | | |
| Minneapolis Jo. | SJ | | | | | | | | 9.38 | | | | | | | | | | | | 7.04 | | | | 5.49 | |
| U. D. Junction | | | | | | | | | | | | | | | | | | | | | 7.09 | | | | 5.54 | |
| Clearwater Jo. | UD | 11.08 | | | | 10.05 | | | | | | | | 9.05 | | | | | | | | | | | | |
| Hopkins Jct. | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wayzata | WA | | | | | 10.25 | | | | | | | | | | | | | | | | | | | | |
| Northtown Jo. | NR | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | | 9.45 | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. | A. M. |
| ARRIVE | | Daily | Daily | Ex. Su. | Daily | Ex. Su. | Ex. Su. | Daily | Ex. Su. | Daily | Ex. Su. | Ex. Su. | Ex. Su. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily |

EAST.

FIRST CLASS TRAINS.

| STATIONS | Office Signab. | TRAINS | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------|----------------|---------------------------|---------------------------|-----------------------|-----------------------------|----------------------------|------------------------------------|------------------------------------|--------------------------|-------------------------|-----------------------|--------------------------|---------------------------|-----------------------------|---------------------------|-----------------------------------|-----------------------|--------------------------|-------------------------|-------------------------|------------------|-------------------------|----------------------------|-------------------------|----------------------------------|-----------------------|--------------------------|----------------------------------|--------------------------|-----------------------------|-----------------------|-----------------------|----------------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--|
| | | 16 | 876 | 808 | 896 | 878 | 2 | 944 | 832 | 856 | 810 | 834 | 12 | 880 | 898 | 14 | 812 | 946 | 836 | 924 | 882 | 858 | 914 | 838 | 20 | 814 | 860 | 4 | 840 | 884 | 818 | 820 | 948 | | | | | | | | | | | | | | | | | |
| ARRIVE | | FF Div PASS. No. 16 | N. Pac. PASS. No. 2 | Lake Mika PASS. | N. Pac. PASS. No. 104 | N. Pac. PASS. No. 10 | FF Div PASS. Flyer No. 15 | FF Div PASS. Flyer No. 15 | Omaha PASS. No. 54 | Omaha PASS. No. 7 | Lake Mika PASS. | Omaha PASS. No. 18 | FF Div PASS. No. 12 | N. Pac. PASS. No. 108 | N. Pac. PASS. No. 4 | Wilm'r Div. Flyer No. 14 | Lake Mika PASS. | FF Div PASS. No. 5 | Omaha PASS. No. 2 | W. C. PASS. No. 4 | N. Pac. PASS. | Omaha PASS. No. 1 | C. & O. PASS. No. 48 | Omaha PASS. No. 6 | Supr. Div. PASS. No. 19 | Lake Mika PASS. | Omaha PASS. No. 15 | Wilm'r Div. PASS. No. 4 | Omaha PASS. No. 10 | N. Pac. PASS. No. 106 | Lake Mika PASS. | Lake Mika PASS. | Supr. Div. PASS. No. 18 | | | | | | | | | | | | | | | | | |
| Saint Paul | A | P. M. | 1.10 | | P. M. | 2.20 | P. M. | 2.25 | P. M. | 2.45 | P. M. | 4.25 | P. M. | 4.45 | P. M. | 5.15 | P. M. | 5.25 | P. M. | 5.30 | P. M. | 5.50 | P. M. | 6.15 | P. M. | 6.25 | P. M. | 7.30 | P. M. | 7.55 | P. M. | 8.20 | P. M. | 8.30 | P. M. | 8.56 | P. M. | 10.40 | P. M. | 10.45 | P. M. | 10.55 | | | | | | | | |
| Como | Q | 1.00 | | | 2.10 | 2.15 | 2.35 | | 4.15 | 4.35 | | 5.05 | 5.15 | 5.20 | 5.40 | 6.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hamline | | 12.56 | | | 2.08 | 2.11 | 2.31 | | 4.11 | 4.31 | | 5.01 | 5.11 | 5.16 | 5.36 | 6.01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| St. Anthony P'rk | | 12.58 | | | 2.08 | 2.08 | 2.28 | | 4.08 | 4.28 | | 4.58 | 5.08 | 5.13 | 5.33 | 5.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| East Side Stat'n | | 12.48 | | | 1.58 | 2.08 | 2.28 | | 4.08 | 4.28 | | 4.58 | 5.08 | 5.08 | 5.28 | 5.58 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minneapolis | S | 12.45 12.40 | | | 1.55 1.50 | 2.00 | 2.20 | | 4.00 | 4.20 | | 4.50 | 5.00 4.55 | 5.05 | 5.25 5.30 | 5.50 5.45 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Minneapolis Jo. | SJ | 12.34 | | | | | 3.11 | | | | | | | | | | | | | | 8.56 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| U. D. Junction | | | | | | | 3.06 | | | | | | | | | | | | | | 8.51 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Clearwater Jo. | UD | | | | | 2.10 | | | | | | | | 4.50 | | 5.25 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Hopkins Jct. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Wayzata | WA | | | | | | | | | | | | | | | 5.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Northtown Jo. | NR | 12.25 P. M. | | | P. M. | P. M. | P. M. | P. M. | P. M. | P. M. | | P. M. | P. M. | P. M. | P. M. | P. M. | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| LEAVE | | Ex. Su. | | | Daily | Daily | Daily | Ex. Su. | Daily | Ex. Su. | | Ex. Su. | Ex. Su. | Ex. Su. | Ex. Su. | Ex. Su. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

No. 892. (N. P. No. 8) Leaves First Street 6:48 A. M.
 No. 894. (N. P. No. 4) " " " 7:03 A. M.

No. 896. (N. P. No. 2) Leaves First Street 1:48 P. M.
 No. 898. (N. P. No. 6) " " " 5:18 P. M.

C. C. PONSONBY, Chief Train Dispatcher.

Terminals Division.

GOING WEST.

SECOND CLASS TRAINS.

| 405 | | 403 | | 407 | | 957 | | 971 | | 969 | | 987 | | 401 | | 985 | | 955 | | STATIONS | Office Signals | 983 | | 967 | | 503 | | 507 | | 571 | | 825 | | 981 | | 953 | | 501 | | 965 | | 951 | | | | | | | | | |
|--------|--------|--------|--------|------------|--------|--------------|---------|------------|--------|------------|--------|------------|---------|--------|--------|------------|---------|--------------|---------|----------|----------------|---------------------------------------|------------|---------|------------|--------|--------------|-------|---------|------------|-------|--------|-------|------------|---------|--------------|---------|--------|-------|------------|--------|--------------|---------|-------|-------|-------|-------|-------|-------|--|--|
| FF Div | Time F | Wilm'r | Time F | Supr. Div. | Time F | C.R.&Q. FRT. | Tr'nstr | W.C. Local | No. 29 | W.C. Local | No. 31 | Omah. FRT. | Tr'nstr | Wilm'r | Time F | Omah. FRT. | Tr'nstr | C.R.&Q. FRT. | Tr'nstr | | | Distance from St. Paul via Ft. Trench | Omah. FRT. | Tr'nstr | W.C. Local | No. 23 | Princoe Div. | Local | No. 508 | Supr. Div. | Local | Wilm'r | Mixed | Omah. FRT. | Tr'nstr | C.R.&Q. FRT. | Tr'nstr | FF Div | Local | W.C. Local | No. 21 | O.R.&Q. FRT. | Tr'nstr | | | | | | | | |
| Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | Daily | P.M. | 12.05 | 0 | A | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | Daily | A.M. | | | | | |
| 11.00 | | 10.30 | | 6.30 | 6.35 | 3.30 | 3.25 | 3.50 | 2.40 | | | 3.00 | | 12.20 | 3.03 | | | 9.00 | 7.10 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.35 | | 11.05 | | 6.50 | 6.35 | 3.40 | 3.35 | 3.10 | 3.10 | | | 2.28 | | 12.50 | 3.50 | | | 9.25 | 7.40 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 11.55 | 1.30 | 11.25 | | 7.10 | 7.05 | 4.20 | 4.00 | 3.35 | 3.30 | | | 2.45 | | 1.30 | 9.56 | | | 9.50 | 7.55 | 7.30 | 7.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1.30 | | | | 7.15 | | | | 3.45 | 4.10 | | | 2.55 | | 1.40 | 11.04 | | | 10.00 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 11.35 | 1.45 | | | 7.25 | | | 4.20 | | | | | 1.50 | 12.07 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.40 | | | | | | | 5.15 | | | | | | 17.05 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 1.45 | | | | 8.13 | | | | | | | | | 13.31 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Daily | Daily | Daily | Daily | Daily | Daily | Ex. Su. | Ex. Su. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | |

GOING EAST.

SECOND CLASS TRAINS.

| 952 | | 402 | | 406 | | 404 | | 408 | | 966 | | 982 | | 954 | | 968 | | 984 | | STATIONS | Office Signals | 956 | | 572 | | 986 | | 508 | | 502 | | 988 | | 826 | | 970 | | 504 | | 972 | | 958 | | | | | | | | | | |
|--------------|---------|--------|--------|--------|--------|--------|---------|------------|--------|------------|--------|------------|---------|--------------|---------|------------|--------|------------|---------|----------|----------------|---------------------------------------|--------------|---------|--------|--------|------------|---------|------------|---------|--------|-------|--------------|------------|--------|--------------|-------|------------|---------|--------------|---------|---------|-------|-------|---------|-------|-------|---------|-------|-------|-------|--|
| C.R.&Q. FRT. | Tr'nstr | Wilm'r | Time F | FF Div | Time F | Wilm'r | Local | Supr. Div. | Time F | W.C. Local | No. 42 | Omah. FRT. | Tr'nstr | C.R.&Q. FRT. | Tr'nstr | W.C. Local | No. 30 | Omah. FRT. | Tr'nstr | | | Distance from St. Paul via Ft. Trench | C.R.&Q. FRT. | Tr'nstr | Wilm'r | Time F | Omah. FRT. | Tr'nstr | Supr. Div. | Local | FF Div | Local | Hutch. Mixed | W.C. Local | No. 22 | Princoe Div. | Local | W.C. Local | No. 24 | O.R.&Q. FRT. | Tr'nstr | | | | | | | | | | | |
| Daily | A.M. | Daily | A.M. | Ex. Mo | Daily | Daily | A.M. | Daily | A.M. | Ex. Su. | Daily | Daily | A.M. | Daily | A.M. | A.M. | A.M. | Daily | Ex. Su. | Daily | 23.95 | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | Daily | P.M. | Ex. Su. | | | | |
| 4.00 | | 3.40 | 4.00 | 5.30 | 6.30 | 6.45 | 6.50 | 7.30 | | | | | 8.10 | | 7.50 | 9.40 | 11.40 | | | | 23.95 | 3.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 3.20 | 3.50 | 5.10 | 6.20 | 6.25 | 6.30 | 7.10 | | | | | 7.25 | 9.20 | 11.25 | | | | | | 17.70 | 3.15 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.40 | 3.00 | 4.20 | 5.30 | 5.40 | 6.00 | 6.40 | | | | | 6.50 | 8.30 | 10.55 | | | | | | 16.43 | 2.55 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.30 | 2.50 | | 5.20 | | 6.30 | | | | | | 6.40 | | 10.45 | | | | | | 16.01 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.20 | 2.40 | | 5.10 | | | | | | | | 6.30 | | | | | | | | 13.35 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | 2.00 | | 4.30 | | | | | | | | | | | | | | | | | 12.48 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | A.M. | A.M. | 4.05 | A.M. | 5.25 | A.M. | A.M. | A.M. | | | | A.M. | A.M. | A.M. | | | | | | 8.57 | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Daily | Daily | Daily | Daily | Ex. Mo | Daily | Daily | Ex. Su. | Daily | Daily | Daily | Daily | Daily | Daily | Ex. Su. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |

C. C. PONSONBY, Chief Train Dispatcher.

Terminals Division.

SPRING PARK AND HUTCHINSON LINE.

| Second Class | GOING WEST. | | | | | | | | | | STATIONS | Office Signal | Car Capacity of Billings Telegraph Office. | GOING EAST. | | | | | | | | | | Second Class | | | |
|----------------|---------------------|-----------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------------------------------|----------------|--------------------------------------------|---------------------|-----------|--------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|-----------|--------------|----------------|
| | FIRST CLASS TRAINS. | | | | | | | | | | | | | FIRST CLASS TRAINS. | | | | | | | | | | | | | |
| 825 | S19 | S17 | S15 | S13 | S11 | S09 | S07 | S05 | S03 | S01 | Wayzata | WA | 30 | DN | S26 | S16 | S14 | S06 | S08 | S10 | S12 | S14 | S18 | S20 | S26 | | |
| Mixed Train. | Passenger | Passenger | Passenger Ex. Sun. | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Water, Coal, Coking and Turn Tables. | | | | Passenger | Passenger Ex. Sun. | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Passenger | Mixed Train. | |
| A. M. | | | F. M. | | | | | | | | Distance from Wayzata. | | | | A. M. | | | | | | | | | | | F. M. | |
| 7:05 De | | | 5:30 De | | | | | | | | 12.02 | Wayzata | WA | 30 | DN | 8:23 Ar | | | | | | | | | | | 4:05 Ar |
| | | | 5:34 | | | | | | | | 24.90 | Fergale | | | | 8:28 | | | | | | | | | | | |
| | | | 5:38 | | | | | | | | 30.65 | Orono | | | | 8:13 | | | | | | | | | | | |
| 7:20 | | | 5:41 | | | | | | | | 37.33 | Marquette | | | | 8:15 | | | | | | | | | | | 3:55 |
| | | | 5:43 | | | | | | | | 38.34 | Arcois | | | | 8:10 | | | | | | | | | | | |
| 7:29 | | | 5:45 | | | | | | | | 38.88 | Minnies Beach | MB | 21 | | 8:08 | | | | | | | | | | | 3:50 |
| | | | | | | | | | | | 39.68 | Langdon Park | | | | | | | | | | | | | | | |
| 8:04 | | | 5:49 | | | | | | | | 39.48 | Spring Park | SP | 25 | | 8:04 | | | | | | | | | | | 3:45 |
| 8:10 | | | 5:54 | | | | | | | | 39.48 | Spring Park | SP | 25 | | 8:04 | | | | | | | | | | | 3:45 |
| 8:28 | | | 6:04 | | | | | | | | 39.48 | Wound | ND | 20 | | 7:59 | | | | | | | | | | | 3:35 |
| 8:59 | | | 6:13 | | | | | | | | 41.20 | St. Bonifacius | RA | 44 | D | 7:47 | | | | | | | | | | | 3:30 |
| 9:17 | | | 6:24 | | | | | | | | 44.79 | Mack | KY | 43 | | 7:36 | | | | | | | | | | | 2:57 |
| 9:38 | | | 6:39 | | | | | | | | 45.54 | New Germany | NG | 35 | D | 7:31 | | | | | | | | | | | 3:28 |
| 10:12 | | | 6:41 | | | | | | | | 52.21 | Lester Prairie | LA | 36 | D | 7:14 | | | | | | | | | | | 2:10 |
| 10:47 | | | 6:58 | | | | | | | | 60.29 | Silver Lake | SL | 38 | D | 6:59 | | | | | | | | | | | 1:35 |
| 11:20 Ar | | | 7:10 Ar | | | | | | | | 63.32 | Hutchinson | HO | 60 | D | 6:45 De | | | | | | | | | | | 1:00 De |
| A. M. Ex. Sun. | | | F. M. Ex. Sun. | | | | | | | | | | | | | A. M. Ex. Sun. | | | | | | | | | | | F. 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 located at Wayzata and Hutchinson. Standard clocks located in Telegraph Office at Wayzata and Hutchinson. No Stopping at Arcois, Langdon Park, Mackville, Orono and Fergale.

NORTHTOWN JUNCTION and COON CREEK JUNCTION.

| 407 | GOING WEST. | | | | | STATIONS | Office Signal | Car Capacity of Billings Telegraph Office. | GOING EAST. | | | | | | | | | | | | |
|-------------------------|-------------------------|--------------------------|--------------------------|-------------------------|-------------------------|----------------|---------------|--------------------------------------------|---------------------|-----------------|----------------------|-------|----------|---------|----------|-----------------------------------|---------|---------|---------|---------|---------|
| | SECOND CLASS TRAINS. | | FIRST CLASS TRAINS. | | | | | | FIRST CLASS TRAINS. | | SECOND CLASS TRAINS. | | | | | | | | | | |
| Supr. Div. Time No. 408 | Princeton Local No. 508 | Supr. Div. Local No. 507 | F. F. Div. Local No. 501 | F. F. Div. Time No. 405 | F. F. Div. PASS. No. 19 | 15 | 19 | 17 | 18 | 6 | 16 | 20 | 406 | 408 | 508 | 504 | | | | | |
| Daily | Mon., Wed., Fri. | Tu., Th., Ex. Sun. | Daily | Daily | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Ex. Sun. | Daily | Ex. Mon. | Daily | Ex. Sun. | Princeton Local Tue., Thur., Sat. | | | | | |
| F. M. | A. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | F. M. | | | | | |
| 8:13 De | 8:05 De | 7:30 De | 6:05 De | 1:45 De | 9:05 De | 8:20 De | 6:45 De | 12:02 De | 14:46 | Norhtown Jc. | N R | 5:57 | D N | 5:40 Ar | 8:55 Ar | 12:25 Ar | 7:43 Ar | 4:05 Ar | 5:25 Ar | 4:25 Ar | 5:00 Ar |
| 8:25 | 8:17 | 7:45 | 6:17 | 1:58 | 9:19 | 8:37 | 7:02 | 12:10 | 18:48 | Fridley | FR | 4:55 | | 5:32 | 8:47 | 12:17 | 7:42 | 3:58 | 5:13 | 4:18 | 4:48 |
| 8:45 Ar | 8:30 Ar | 8:00 Ar | 6:40 Ar | 2:15 Ar | 9:20 Ar | 8:35 Ar | 10:00 Ar | 12:20 Ar | 20:03 | Brighton Jc. | BR | 3:30 | | 6:05 Ar | 9:00 Ar | 12:10 De | 7:37 De | 3:40 De | 5:00 De | 4:00 De | 4:25 De |
| F. M. Daily | A. M. Mon., Wed., Fri. | A. M. Tu., Th. | F. M. Ex. Sun. | A. M. Daily | F. M. Daily | F. M. Ex. Sun. | A. M. Daily | A. M. Daily | | Coon Creek Jct. | CK | 68 | D N | 5:25 De | 8:40 De | 12:10 De | 7:37 De | 3:40 De | 5:00 De | 4:00 De | 4:25 De |

West Bound Trains are Superior to East Bound Trains of Same Class.

- REGISTERING STATIONS—Coon Creek Junction and Norhtown Junction.
- First class trains will register at Norhtown Junction by Time Ticket.
- Train Order Signals located at Coon Creek Junction and Norhtown Junction.
- Coon Creek Junction is a Terminal Station for all Fergus Falls Division and Superior Division Trains.
- The Switch at Norhtown Junction (end of double track) will be kept set for the East Bound Track.
- Yard Limit Board is located one mile west of Norhtown Junction.
- Bulletin Board—Coon Creek Junction.

C. C. PONSONBY, Chief Train Dispatcher.

SPECIAL RULES---NOTE IMPORTANT CHANGES.

First and Second Class Trains use Double Track between Minneapolis Junction and Northtown Junction, between Minneapolis Junction and First Street and between Western Avenue and Wayzata. See General and Special Rules governing the Superiority of Trains.

See Book of Rules Governing Interlocking Systems.

NOTE EAST CHANNEL INTERLOCKING SYSTEM.

On single track West Bound trains are Superior to East Bound trains of same class.

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

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

St. Paul, Como, Minneapolis Junction, Minneapolis, Northtown Junction, Clearwater Junction and Wayzata are Registering Stations. First Class Willmar Div. Trains and Passenger extras to and from that Division and Hutchinson and Spring Park Line Trains will not register at Clearwater Junction. First Class Trains will register at Northtown Junction by Time Ticket and 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.

Train Order signals are located at St. Paul, Como, Minneapolis Junction, Clearwater Junction, Northtown Junction, Minneapolis and Wayzata.

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 mile west of Northtown Junction.

Wayzata yard limit board is located one mile west of Wayzata.

All trains must approach Hopkins Junction under control unless the 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. Lights will not be displayed on semaphore east and west of Hopkins Jct. This cross-over will not be used between 6.00 p. m., and 8.00 a. m. unless protected by flagman. All trains must approach Clearwater Junction with train under control and stop unless main track is seen to be clear.

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.

Nos. 501, 508, 503, 504, 571, 572, 507, and 508 will carry passengers when provided with transportation and permit.

Bulletin Boards are located at St. Paul, Como, Minneapolis, Minneapolis 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; 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.

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 Track extends from Minneapolis Junction to Northtown Junction, and from Minneapolis Junction to First Street. From First Street to Western Avenue, track two (2) is the East Bound Passenger track, and track three (3) 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 Track extends from Western Avenue to Wayzata. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.

First class trains will use Passenger tracks exclusively, and second class trains, Freight tracks exclusively.

Trains using Double Passenger Tracks, Double Freight Tracks or Double Track will take the left hand track. These tracks shall be used in no other way except on orders from Superintendent.

Conductors and enginemen of all trains on any Double Track must bear in mind the right of all other trains of same or superior class, whether on time or delayed, to make the stops called for by time table, without protection by flagman and must govern their speed accordingly at such points.

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

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

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.

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.

All trains on Double Freight Tracks will bring their train under full control, prepared to stop when approaching cross-over connecting Double Freight Tracks just east Rles Street overhead bridge; also cross-over connecting Double Freight Tracks opposite old store building just west of Jackson Street overhead bridge. All trains on west bound freight track must approach Omaha and W. C. cross-overs at Mississippi Street under full control prepared to stop, unless way is seen to be clear.

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 Moore Street N. E., and Soo crossing at 25th Avenue N. E., East of Northtown Junction, and Northern Pacific and Soo crossing at Northtown Junction, and know the way is clear before proceeding.

West Bound Trains on Double Freight Tracks will approach cross-over at Como under full control, prepared to stop if it is found to be in use.

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.

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.

Minneapolis Yard limits on Freight Tracks extend East to East Switch, Hamline and west to one mile west of Northtown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Lake, one and one-half miles west of Clearwater Junction Telegraph Office. 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 or Minneapolis Junction will come to a full stop at Stop Board west of First Street Bridge. West bound trains via Minneapolis Junction will come to a full stop at Stop Board east of First Street Bridge, and at Stop Board on West Channel Bridge. West bound trains via Union Depot will approach and pass switches near First Street Bridge at a rate of speed not exceeding four (4) miles per hour. All trains coming to a full stop at Stop Boards east and west of First Street, Minneapolis, will not proceed until signaled to do so by the Switch Tender.

The engine bells of all engines must be kept constantly ringing while engines are moving within the city limits of both St. Paul and Minneapolis.

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

All passenger trains must use not less than Five (5) minutes running time between Minneapolis Union depot and Clearwater Junction.

The Speed of all Freight and Transfer trains, also switch engines must not exceed Ten (10) miles an hour over cross-overs at First (1st) St. North, Minneapolis, Brakemen and Switchmen must be on top of trains and properly distributed keeping sharp lookout.

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

All trains will reduce speed approaching crossing at Sixth Ave. S. E. near east end of Stone Arch Bridge, running over same at rate of speed as 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 and will pass over switches into Minneapolis Union Depot Yards at a rate of speed not to exceed eight miles per hour.

All Trains on Passenger Tracks must come to a full stop at Stop Boards Three Hundred (300) Feet East and West of University Cross-Overs, located one (1) mile East of Stone Arch Bridge.

All East Bound Trains must approach crossovers located Fifteen Hundred (1500) Feet East of Bryn Mawr Bridge, Clearwater Junction, under full control.

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 just East of Northern Pacific Overhead Bridge on North Side of Track.

Location of Signals for West Bound Trains.

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

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

Main Freight Track.—1. A Distant Signal located 1,200 feet east of the Home Signal, and 1,980 feet east of the Signal Tower, on the right hand side of track.

2. A Home Signal having three arms, located 780 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 360 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 530 feet east of the Signal Tower on the south side of track governs movement East.

"Belt Line" Track.—1. A Home Signal, located 760 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,

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 340 feet east of the Signal Tower on the south side of track, governs movements across and on to the "Belt Line" track.

MINNEAPOLIS: EAST CHANNEL INTERLOCKING SYSTEM.

The Signal Tower is located on south side of tracks, just west of Main Street Bridge, directly opposite W C connection to their Boom Island Yard.

Location of Signals for West bound trains. Main West bound track. A distant signal is located 863 feet east of Home Signal, and 1718 feet east of the Signal Tower, on a straight pole right hand side of track.

Home Signal, located 750 feet east of the

main track, having two arms. The top arm governs the movements over the west bound main track. The bottom arm governs the movements from main track to Boom Island Yard.

A Dwarf Signal, located 468 feet east of the Signal Tower, on the north side of south side track, governs movements to west and east bound main tracks and to Boom Island Yard.

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

A Dwarf Signal, located 953 feet east of the Signal Tower north of the north side track, governs movements from the north side track to Spur on north side; from north side track to east bound main track, from north side track to west bound main track, and north side track across east bound main track to Boom Island Yard.

Location of Signals for East Bound Trains: Main East Bound Track.

A Distant Signal, on a bracket, is located 693 feet west of Home Signal and 1170 feet west of Signal Tower.

Home Signal on a bracket post is located 478 feet west of Signal Tower, south side of west bound main track, having two arms. The top arm governs the movements over the east bound main track; the bottom arm governs the movements from east bound main track to west bound main track; also movements from east bound main track to north and south side tracks.

A Dwarf Signal, located 290 feet east of Signal Tower on north side of east bound main track, governs back up movement on east bound main track or to Boom Island Yard.

A Dwarf Signal, located 110 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track; also to south side track.

A Dwarf Signal, located 468 feet east of Signal Tower on south side of west bound main track, governs back up movement on west bound main track, also from west bound main track to east bound main track, and from west bound main track to north side track.

Location of Signals on Wisconsin Central Boom Island.

A Distant Signal, located 1000 feet west of Home Signal and 1150 feet west of the Signal

Home Signal, located 150 feet west of the Signal Tower on a post, south side of track, having two arms. The top arm governs the movement on to east bound main track. The bottom arm governs the movement on to west bound main track and to north and south side tracks.

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 1,430 feet east of the Signal Tower. Home Signal is located 230 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 1,460 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 as Follows:

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

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

No. 4.—On West Bound Passenger Track. Twelve hundred feet East of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against West bound trains on passenger track.

No. 5.—On East Bound Passenger Track. Twelve hundred feet West of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against East bound trains on passenger track.

No. 6.—On East Bound Freight Track. Twelve hundred feet West of Mississippi St., St. Paul, protecting Omaha and Wis. Central cross-overs against East bound trains on freight 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 R'y at Minneapolis Junction, by which the use of the crossing will at all times be governed. When the arms of the Semaphore are 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.

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

St. Paul Union Depot.

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

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

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

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