# GREAT NORTHERN RAILWAY LINE

GREAT NORTHERN RAILWAY

# TERMINALS DIVISION

# TIME TABLE No. 306.

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

SUNDAY, MAY 26, 1907.

THIS TIME TABLE IS FOR THE USE OF EMPLOYES ONLY.

DESTROY ALL PREVIOUS TIME TABLES.

P. L. CLARITY, Superintendent.

E. L. BROWN, General Superintendent.

W. C. WATROUS, General Supt. Transportation.

H. A. KENNEDY, Asst. General Manager.

F. E. WARD, General Manager.

Marine Service	WEST BOUND.—FIRST CLASS TRAINS.    913 945   1 877 893 855 831 841 809   13 829 807   19 805 875   11 921 891 851 853 803 873 911 843 871 801 941   31														TIME TABLE																					
						. [		913	945	i	877	893	855	831	841	809			807	19	805	875	11	921	891	851	853	803	873	911	843	871	801			No. 306.
								C.B.&Q. PASS. No. 49.	FF Div.	Orien- tal Limited	N.Pac. PASS	N.Pac. PASS. No. 1.	Omah. PASS. No. 8,	Omah. PASS. No. 9.	Omaha PASS.	Lake M't'ka PASS,	Wilm'r Div. PASS. No. 13.	Omah. PASS.	Lake M't'ka PASS.	Gopher State	Lake M't'ka PASS.	N.Pac. PASS. No.107	FF Div. PASS. No. 11.	W.C. PASS.	N.Pac. PASS. No. 7.	Omah. PASS. No. 2.	Omab. PASS. No. 10.	Lake M't'ka PASS.	N.Pac. PASS. No.113	C,B & C PASS. No. 47	Omah. PASS. No. 5.	N.Pac. PASS. No.105	Lake M't'ka PASS.	Supr. Div PASS. No. 17.	istance fr sul via	IN EFFECT MAY 26,190
									Ex. Su.				Ex. Su		Daily	I AGO.	No. 13. Ex. Su.	Ex. Su.	Daily				Ex. Su.		Daily	Daily	Daily				Daily			Daily	.'വെ എ	STATIONS. LEAVE
					******			Pm 12.40		10.30			10.10					Am 9.10					Am 8.30				Å≡ 7.40			Åm 7.85	Åm 7.80	Am 6.30	)	Am	00.00	SAINT PAUL
								12.50		10.40		10.25	10.20	10.15	9.55		9.40	9.20	915	9.10		9.05	8.40	8,35	8.80	8.05	7.50			7.45	7.40	6.45	5		3.03	
								12.54		10.44			10.24				9.44	9.24	9.19	9.14		9.09	8.44	8.89	8.84	8.09	7.54			7.49	7.44	6,49			5.22	2.19 HAMLINE
								12.57		10.47			10.27				9,47		<u> </u>			9.12		8.42			7.57			7.58	-				6.91	st, anthony park.
								1.02		10.52		10.37	10.32	10.27	10.07		9.52	9.32	9.27	9.22		9.17	8.52	8 47	8.42	8.17	8.02			7.57	7.52	6.57	,		9.57	EAST SIDE STATION
								1.05		10.55		10.40	10.35	10.30	10.10		9.55 10.05	9.85	9.80 9.85	9.25 9.30		9.20	8.55 9.00	8.50	8.45 8.50	8.20	8.05			8.00	7.55	7.00			10.44	
		Accession to the second		V	CTOFATOROES			THE RESERVE THE PARTY OF THE PA	12.34											9.86			9.06											5.49	12.06	MUNNEAPOLIS JCT
	2011 ACT 002	C. COMPANY U.S.					BH48077 T-10046		12.39			nacy mercan	***********			OPPRANTS.		no <del>no tan</del> anana		PARCHETTA	CARLES MARKET	TABLE STREET	o Company with the	CE THE WAY	CHAMPS CO.	carett lace	occuration and the second	-	AMERICA CONTROL	and the same			PARTETY NO BUILD	5.54	11.06	u. d. junction
										11.08							10.10		9.40								i					-	-		11.05	CLEARWATER JCT.
																																-	-		16.43	HOPKINS JCT
																	s10.80		s 9.55								ļ				-		-		22.92	
																	s10.88		9.58											ļ		-		<u> </u>	23.88	
																	10.35		10.00											ļ	ļ		-		24.56	"FN" TOWER
	10412 6 17 3 19 H	THE PERSON NAMED IN	MENNINE OF	CANONICAL INC.	eriopykas arabertu	-	CONCUSSION CASES	-	-	Mary World						Charles Name	10.40			-	Named and STORY	AND CONTRACTOR AND CO		ACLIN DE				-		-	-	-	-	CIANADA AND	26.96	2.40 LONG LAKE 2.40
				- :				Pm	Pm	Am		Am	Aso	Am	Ām		Am	Am	Am	9.45 Am		Am	9.15 Åm		Am	Am	Are			Am	Am	Am		Am	14.46	NORTETOWN JCT,.
									Ex. Su		O MISS		Ex. Su.			200		Ex. Su.		Daily					Daily			000	070	Daily		.)	001	Daily		ARRIVE
		<u> </u>						913	945	1	8//	893	855	831			T BO			ST CLA			1 8 8	921	891	001	000	ดบง	0/3	911	043	0/1	1001	341	[ G . ]	
				Ι						1		0.450	000	000	1	1		<del></del> -	1	ī -	I		000	0.40	001	057	1 100	0250	_	000	010	0199	010	03.1	St. Pau r Track.	TIME TABLE No. 306.
	825		897			839			-	859			883			21			815		7		833			857		879	3	-		-	813	-	ngrer	IN EFFECT MAY 26,19
Supr. Div. PASS. No. 18.	Lake M't'ka PASS.	N. Pac PASS. No. 5.	N.Pac. PASS No. 3	FF Div.	C.B.&Q PASS. No. 51	Omah. PASS. No. 1.	N. Pac. PASS. No 109	Omah. PASS. No. 63	Omaha PASS. No. 109	Omah, PASS, No. 4	Dakota Express	Div. PASS.	N.Pac. PASS. No.103	N.Pac. PASS. No. 9	N.Pac. PASS. No. 111	Willm's Div. PASS.	C.B.& G PASS No. 53	Lake M't'ka PASS.	Lake & Hutch. PASS.	FF Div. Local PASS.	Winni- peg Limited	Omah. PASS. No. 7.	Omah. PASS. No. 61	PASS. No. 12	Lake M't'ka PASS.	Omah. PASS. No. 6.	FF Div. PASS. No. 15.	N.Pac. PASS. No.101	Fast Mail	W. C. PASS. No. 1.	Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	Lake M't'ka PASS.	Distance from via Passenger	· · · · · · · · · · · · · · · · · · ·
No. 18. Daily				Daily				Daily		Daily	Daily	Daily	Daily								1	1	1		En. Su.		1 :		Daily						- Dista	STATIONS, LEAVE
Pm 11.10		Pm 10.85	10.15	10.10	Pm 10.05	Pm 9.55		9.10		Pm 7.45	7.25	Pm	Pm 6.80	₽m 6.80		Pm 6.05	Pm 6.00	Pm 5.40	Pm 5.40	Pm 5.80	Pm 5.15	Pm 5.05	Pm 4.40	Pm	Pm	Pm 4.25	8.1.0	8.00	8.00	1.00					0	SAINT PAUL
11.20		10.45	10.25	10.20	10.15	10.05		9.20		7.55	7.85		6.45	6.40		6.15	6.10	5.50	s 5.50	5.40	5.25	5.10	4.50			4.87	3.20	3.15	3.10	1.10					3.03	
11.24		10.49	10.29	10.24	10.19	10.09		9.24		7.59	7.89		6.49	6.44		6.19	6.14	5.54	s 5.54	5.44	5.29	5.14	4.54			4.40	8.24	3.19	3.14	1.14	Ŀ				5.22	HAMLINE
11.27		10.52	10.82	10.27	10.22	10.12		9.27		8.02	7.42		6.52	6.47		6.22	6.17	5.57	5.57	5.47	5.82	5.17	4.57			4.48	3.27	8.22	8.17	1.17					6.91	st. anthony pari
11.32				10.32				9.32		8.07	7.47		6.57	6.52		6.27	6.22	6.02	6.02	5.52	5.87	5.22	5.02			4.47	3.88	8.27	8.22	1.22	3				9.57	EAST SIDE STATION
11.35 11.47				10.85 10.40				9.35		8.10	7 50		7.00	6.55 7.00		6.30 6.35	6.25	6.05 6.10	6.05 6.10	5 5 5 6.0 5	5.40 5.50	5.30	5.05	WDones.	5.07	4.50	3.35 3.40	3.30	3.25 8.32	1.25	- Communication			7376-7	10.44	MINNEAPOLIS
11.58			- Luciona	Canada								7.55												5.04			8.46								12.06	minneapolis jct
Secretary and Parketter	UKUTURA MENERA			DPS BEEN		West and the same						8.00	was no soldens	***************************************		******	TOLOG DESIGN	To the state of the			e e temperaturate			5.09	-	CONTRACTOR (190	personana (		Carre Million	CONTRACTOR OF THE PARTY OF THE	TV DESIGNATION OF	- Partie March	Report States	NC STREET, N. S.	11.06	U. D. JUNCTION
				10.45							8.00					6.40		6.15	6.15	6.10	5.55				5.12				3.87				-		11.95	
																															ļ	-			16.43	HOPKINS JCT
																s 7.00		s 6.30	s 6.80						s 5.28					ļ		-			22.92	HOLDRIDGE
											s 8.22					s 7.08		s 6.33	s 6.33						s 5.32				8 4.00			ļ			23.88	WAYZATA
											8.24					7.05		6.85	6.85						5.84				4.02			ļ			24.56	0.68 "FN" TOWER
		CHAIR PROPERTY.				-	CONTRACTOR OF THE				8.33	and the latest wife		COMPANY METON		7.10					Distancement		-	NO STUDENTAN					410 <b>4.0</b> 8		-	-	-	THE RESERVE	26.96	LONG LAKE
12.02		Pm	Pm	Pm	Pm	Pm		Pm		Pro	Pm	Pm	Pm	Pm		Pm	Pm'	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	Pm	3.55 Pm	Pm	Pm	Pm					14.46	NORTHTOWN JCT
Daily		Daily	Daily	Daily	Daily	Daily		Daily		Daily	Daily	Daily	Daily	Ex. Su.		Daily	Daily	Su.Only	Ex. Su.	Ex. Su.	Daily	Daily.	Ex. Su.	Ex.Sun.	Ex. Su.	Ex. Su.	Ex. Su.	Ex. Su.	Daily	Daily						ARRIVE
	-	895	897	5	0.1 70	1000	00-	837	OAF	OFO	9	947	000	899	COL	101	1017	000	OIE	92	7	0.32	0000	040	1001	OET	10 1	070		1300	OIG	017	010	OII	1 1	

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TIME TABLE	Passen-	1011			,								· ·							TRAIN			555	0.00	000	00	0.10	010		10	0510		000	070	014	,
No. 306.	a Pas	18			ļ		-	894	Į———																								896			-
FEFFECT MAY 26, 1907	Jet. v	Supr. Div. PASS. Vo. 17.	PASS.	N.Pac. PASS. No. 8,	PASS	v. Omah PASS	Omah PASS	N Pag. PASS. No. 4.	Winni- peg	C,B & Q PASS. No. 52	Omah. PASS.	W.C. PASS.	Dakota Express	Omah. PASS. No. 62	Lake Mtka. PASS	N.Pac. PASS. No 102	Lake M't'ka PASS	N.Pac. PASS. No. 110	Lake Hutch, PASS.	FF Div. PASS. No 11.	Omah, PASS. No. 3	Supr. Div. PASS. No. 20.	N, Pac. PASS No. 10	Lake M't'ka PASS.	Lake M't'ka PASS.	Willmar Div. Pass.	Lake M't'ka PASS.	Lake M't'ka PASS.	FF Div. Local PASS.	FF Div. PASS. No. 16.	N Pac. PASS. No. 112	Fast Mail	N.Pac. PASS. No. 2.	N.Pac. PASS. No.104	Lake Mtka. PASS.	
STATIONS, ARRIVE	Ter To	Fo. 17. Daily	Daily	Daily	Daily	Ex. St				, ,		Daily	1							Ex. Su.		Daily	Ex. Su.			Daily				Ex. Su.		·	Daily			
SAINT PAULA 1	1	A (	Am 7.90	Åm 7.25	Am 7 8	0 Am	5				· · · · · · · · · · · · · · · · · · ·	Åm 8.05				***************************************			Åm 9.20	Am	Лт 9.35	Am	10.30			10.55			11.80	Pm 1.1.0		Pm 2.15	Pm 2.20	Pm 2.25		
	1.43	6.20	7.10	1		0 7.2		7.30	7.85	7.45	7.50	7.55	8.00	8.05	8.25	8.80			9.11		9.25		10.20			10.45			11.20	1.00		2.05	2.10	2.15		
2 10	9.24	6.16			7.3	6 7.2	1	7.26	7.31	7.41	7.46	7.51	7.56	8.01	8.21	8.26			9.07		9.21		10.16			10.41			11.16	12.56		2.01	2.06	2.11		
1 69		6 18			1			7.28		-			7.58		8.18				9.08		9.18		10.18			10.38			11.13	12.53		1.58	2.03	2.08		
9.86	4.89	6.08	6.58	l			-	7.18		-		7.48			8.18				8.58		9.13		10.08			10.33			11.08	12 48		1.58	1.58	2.03		
MINNÉAPOLISs	4.09	6.05	6.55	m 00					7.20				7.45 7.35		0.10				8.55		9.10		10.05			10.30			11.05	12.45 12.40		1.50	1.55 1.50	2.00		
1.62 minneapolis jctsj	2.40	MATERIAL PROPERTY.	O.D.D	0.50	-		Name of the last	- Control	-	1.90		- Control of the Cont	- CONTRACTOR OF THE PARTY OF TH	POR SHAREST NA		and the same	PARKET PROPERTY.	- Automotive	an Harris	9.06	AND DESCRIPTION OF	9.36	The same of the sa	1000	popil viena	THE WARRANCE	i de la constanta	-	Accessor Canal	12.34	CORPORATION ACTION	economic de contra	100.00000000	ADMINISTRATION NA	Taken Turk by	
u, D. JUNCTION 1	2.47					1						1	-				-			9.01		9.81														
.CLEARWATER JCTUD 1	5.01			<del>/www.mm.m</del>	6.8	5	A PHARMATICAL	and their was regress	7.10	)	NAME OF TAXABLE PARTY.	SOUTH STREET,	7.30		8.00		e pour le manuel sur le		8.45			Mark Williams	- Charles and Charles	and the second		10.20			10.55			1.85				
4.48 EOPKINS JCT. 1	0.53																																		ACCOUNTY OF THE	
6.40	4.04														s 7.45				s 8.30							s10.00										
0.96 WAYZATA WA					$\vdash$		1						s 7.10		s 7.42				s 8.27	-		ļ				s 9.57						s 1.15				
0.68 "FN" TOWER FN					-	_							7.08		7.40				8.25							9.55						1.18				
2.40 LONG LAKEON					-	-	-	-					571 6.58												<del> </del>	9.45						1.06				
NORTHTOWN ICT. NR		5.40 Åm	MA ACCOUNTED	-	CONTRACTOR OF STREET	-	THE COLUMN	***************************************	-	pp:		-	-	-	in annual comment	-				i <del>n total transmi</del>										12.25 Pm			P. P.	Pm	CANCELLA	
LEAVE	0.0			Am	Am	y Ex. S	,	Au Daily	Am	An	Am	Am	Am	Au Ex. Su	Am	Am Ex. Su.			Am Ex. Su.	Am Ex. Su.	Ass Daily	Am Daily.	Am Ex. Su.			Am			Ex. Su	Ex. Su.		Pm	Pm Daily			-
200412				892	6	852	846	894	8	912	830	922	10	844	802	872	804	874	816	946	354	942	900	806	808		810					4	896	878	814	
	b 1				<u> </u>		. 1	1 20 1			1	1				Seed of the season				TRAINS		<del></del>				<u></u>										
TIME TABLE No. 306.	Passe	944	832	818	842	856	820	822	880	12	834	898	14									2	824	916	826	840	884	828	948							Ī
140. 300. EFFECT MAY 26, 1907				Lake M't'ka PASS.						FF Div. PASS. No. 12.	Omah.	N.Pac.	Wilm'r	Omah.	W. C.	N.Pac. PASS. No. 126				Gopher State Express		l		1 1			N.Pac. PASS. No. 106.									-
				PASS.	1	1		1	-	i	No. 18.	1	PASS. No. 14.	No. 2.	No. 4.	No. 126	No. 48	No. 1.	No. 6	Express	No. 9	Limited	PASS.	No. 50	PASS.	No. 10.	No. 106.	PASS.	Supr. Div. PASS. No. 18.							
STATIONS.	Long ger 1	Ex. Su.	Daily		Dail	Ex. S		sunday only	Ex.#Su	Ex. Su	Ex. Su.	Daily	Ex. Su.	Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily		Daily		Daily	Daily		Daily							<u> </u>
SAINT PAUL A 2	6.96	Pm	Pm 4.25		Pm 4.	O 4.5	5 Pm	7m 5 10	Pm 5.30	Pm 5.40	Pm 5.50	Pm 6.20	Pm 6.80	Pm 6.55	Рл 7.30		Pm 8.20	Pm 8.20	Pm 8.25	Pm 8.80	Рт 8.бб	10.00		Pm 10.15		Pm 10.45	10.55		Pm							
3.03 Q 2	3.93		4.15		4.4	0 4.4	5	5.00	5.20	5.30	5.40	6.10	6.20	6.45	7.20		8.05	8.10	8.15	8.20	8.45	9.50		10.05		10.35	10.45									
2.19 HAMLINE 2	1.74		4.11		4.8	6 4.4	1	4.56	5.16	5.26	5.86	6.06	6.16	6.41	7.16		8.01	8.06	8.11	816	8.41	9.46		10.01		10.81	10.41									
1.69 ST ANTHONY PARK 2			4,08		4.8	_		4.58	-		5.83	[	6.13				7.58		8.08	8.18	8.88	9.48		9.58		10.28	10.38									
9.00	7.39		4.08		4.5		-	4.48				-	6.08				7.58							9.58			10.33									
.87 MINNEAPOLIS S I	A 52		4.00		4.5			5 s 4.45		515			6.05 5.55				7.50	7.55	8.00	8.05		0.05		9.50			10.30									
	0.02	3.46	7,00		لنقساء	Manager Took	×	U 3 TE. 120	-	5.04	***************************************	A CONTRACTOR OF THE PARTY OF TH	9.00				-	Complete No.		7.55	_			-	-	The second second		WINTER COLUMN	11.53	THE PROPERTY.					and and a second	
U.D. JUNCTION	15.99	8.41		-	1	_																							11.48						Name of the Party	
CLEARWATER JCTUD	15.01			NAME OF TAXABLE PARTY.	-	STATE OF THE PARTY	4.4	0 4.40	)	Name of the last o	SALOW MICONES		5.50	CHARLES IN		TARREST SAN						9.25								- Japanese						
HOPKINS JCT	10.53																																			
6.40	4.04	,			1		s 4.2	5 s 4.25	5				s 5.30																							
0.96 , WAYZATA WA	. 1				1		8 4 9	2 s 4.22					s 5.27																							
0.60	2.40				1-	_	4.8			-			5.25									<u> </u>														
2.40	0.40				-	-		4.80				-	5.20								-															
	0.0	-			- Contract		-	esconomics of the second		4.55 Pm	-	-	-	-	· ·	Tava Make	**********	THE PERSON NAMED IN	-	7.46 Pm		-			-		A TOMORPHOOTING	- COMPANIES AND ADDRESS OF THE PARTY OF THE	-			NAME OF STREET		-	(CENTRAL) 2000	
			_	1	I .	Pm	Pm	Pin	Pm	Pm	Pm	Рm	Pm	Pan	Pm		Pm	Pm	Pm		Pm	Pm		Pm		Pm	Pm		₽m							-
northtown jetnr		Pm	Pm		Pm										Deller		Daller	Deiler	Daily	Doily	Daily	Daily		Daily	1	Dailo	Daily	i .	Daily			-				1
		Ex. Su.	Daily		Dai	y Ex. S	u. Ex. S	u. Sunday only	Ex. St	Ex. Su	Ex. Su	Daily	Ex. Su.	Daily	Daily		Daily			Daily	-	Daily		Daily		Daily	Daily 884		Daily							

MARKET NAME OF THE OWNER, THE OWN	C) (C) NATURAL DESCRIPTION OF THE PERSON OF	- Chicken Comme	CHEST COMM		WE	ST B	OUN.	D.—si	COND	CLASS	TRAI	īs.						TIME TABLE									ND									
												1	ı		1	991	10.00	No. 306	989	955												983				
									FF Div.	Wilm'r Div.	Coast	Supr.	C,B&Q	W. C.	w. c.	Omah. FRT. Tr'nsfer	Fre	IN EFFECT MAY 26, 1907.	Omah.	C.B & Q FRT. Tr'nsfer		Omah,	W. C.	Prince- S	up Div Local	Hut ch.	Omha.	C,B&Q	Wilm'r Div.	FF Div.	W.C.	Omaha Tm.Frt. No. 73	Omaha C	BAQI	akota Div	
			į.						FRT	TIME FRT	FRT.	Time F No. 408	Tr'usfer	No. 29.	No. 41	Tr'nsfer	ol vis	STATIONS.				Tr'nsfer	No. 23.	Line Local N	FRT. 10. 508	Train	Tr'nsfer	Tr'nsfer	FRT.	FRT.	No. 21.	Im.Frt. 7 No. 73	No. 83	Fr'nsfer	FRT.	
		- Alexandria							Daily	Daily	Daily	Daily	Daily	Ex. Tu	Ex. Su	Daily	Dag.	LEAVE		Daily		Daily	Daily	MoWeFri B	Ex. Su.	Ex. Su.	Daily	Daily	Ex Su.	Ex. Su	Daily	Daily	Daily	Daily	Dailv	_
									Pm							Pm	0.	SAINT PAUL,A		12.05			Alli	ANI	, Mil	- Alls	700	4.30	7411	All .		Ans		12.30	nin .	
									10.30	10.00	7.45	6.80	6.25	4.20	8.25	2,50	3.03	3.03 COMOQ	2.00	12.20		9.00	7.10		6.00		5.15	4.50			3.50	3.30	2.00	12.45	12.01	
																	5.22	2.19 HAMLINECP																		
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849	825	823	815	821	819	817	813	811	809	807	805	803	801					802	804	816	806	808	810	812	814	818	820	822	824	826	828	850		

WEST BOUND TRAINS ARE SUPERIOR TO EAST BOUND TRAINS OF THE SAME CLASS.

"FN" Tower is Terminal Station for all Spring Park and Hutchinson Line Trains.

"FN" Tower, Mound and Hutchinson registering stations. Train Order Signal's are located at "FN" Tower, Crystat Bay, Minnetonka Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, Silver Lake and Hutchinson.

Bulletin Board located at Mound and Hutchinson. Standard Clock located in Telegraph Office at Hutchinson. No Siding at Arcola, Navarreand Orono.

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

### SPECIAL RULES --- NOTE IMPORTANT CHANGES

FIRST AND SECOND CLASS TRAINS USE DOUBLE TRACK BETWEEN MINNEAPOLIS JUNCTION AND NORTHTOWN JUNCTION, BETWEEN MINNEAPOLIS JUNCTION AND FIRST STREET AND BETWEEN WESTERN AVENUE AND WAYZATA. SEE GENERAL AND SPECIAL BULES GOVERNING 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 Tunction.

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

St. Paul, Como, Minusapolis Junation, Minusapolis, Northtown Junction, Clearwater Junction and Wayasta are Registering Stations. First Class William Div, Teams and Passenger extrast on and from that Division and Hotchinson and Spring Tark Line Trains will not register at Clearwater Junction. First Class Trains will register at Northbown Junction by Time Ticket and will register at Minusapolis Junction and Como only when using freight tracks on special ordors. 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 North-

Wayzata Yard Limit Board is located one mile west of Wayzata.

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 vest of Hopkins Junction. 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, 502, 503, 504, 571, 572, 507 and 508 will earry 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 a 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, perpared 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) lefthand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminister Street; the two (2) north tracks from Westminister 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 Northrown 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 form (4) East, Bound Freight track. Track for Kest Bound Freight track. Track for (4), when the property of the Property

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 to 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. & Q. Crossover 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 of 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 Minnespolis Junction at a rate of speed that will enable them to come to a full state of possing these cross-over switches unless the way is seen to be clear.

All trains on Double Freight Tracks will bring the train under full control, prepared to stop when approaching cross-over connecting Double Freight Tracks just east of Rice Street overhead bridge; also cross-over connecting Double Freight Tracks opposite old store building just west of Jackson Street overhead bridge. 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 Monroe Street N. E., and Soc crossing at 25th Avenue N. E., East of Northwow Junction, and Northern Pacific and Soc crossing at Northtown Junction, and know the way is clear before proceeding.

West Bound Trains on Double Freight Tracks willapproach 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 5 Wistch, Hamiline and west to no mile west of Northbown Junction on Freight Tracks via Minneapolis Junction and from Minneapolis Junction West to Cedar Luke, 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 Fussenger Tracks between St. Anthony Park and Minneapolis Passenger Station via Minneapolis Union Railway, will not be considered a part of Minneapolis Qualification of the part of Minneapolis Passenger Station via Minneapolis Union Railway, will not be considered a part of Minneapolis Passenger.

East bound trains moving toward Union Depot or Mineapolis Junction will come to a FULL ROV at Stop Board west of Ifrist Street Bridge. West nound trains via Minneapolis Junction will come to a FULL srow at Stop Board east of Ifrist Street Bridge, and at Stop Board on West Channel Bridge. West house 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 cast and west of Ifrist Street, Minneapolis, will not proceed until signalled 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 that will insure skipty to both persons and teams using crossing, and will consume at least one and one-quarter (1½) 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 CROSS-OVERS 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 NORTHERN PACIFIC BY, CROSSING AT MINNEAPOLIS JUNCTION.

### ST. ANTHONY PARK INTERLOCKING

The Signal Tower is Located Just East of Northern Pacific Overhead Bridge on North Side of Track.

Location of Signals for West Bound Trains.

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, soverns movements across the "Beit

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 1,880 feet east of the Signal Tower, on the right hand side of the track.—2. A Home Signal having two arms, located 780 feet east of the Signal Tower on the right band side of

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

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

North Switching Track .-- 1. A Dwarf Signal located 170 fest 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.

M. & M. Track 1. A Dwarf Signal located 690 feet east of Signal Tower on north side of the track governs movements over crossing and to St. Anthony Elevator yard.

M. & M. Track 2. A Dwarf Signal located 720 fest east of the Signal Tower on north side of track governs movements over crossing and to St. Anthony Llevator

M. & M. Track 3. A Dwarf Signal located 720 feet cast of the Signal Tower on the north side of track coverns movements over crossing and into St. Anthony

governs movements of the Signal Tower on North side cated 760 feet east of the Signal Tower on North side of track. Top Arm governs movements across main and switching tracks and onto the west bound freight track and to St. Anthony Elevator yard, B. &. Q. yards and New Brighton, Lower Arm governs move-

yards and new Degition, Lower Aim governs move-ments onto south switching track. C. St. P. M. & O. Railway Lead.—Dwarf Signal lo-cated 240 feet west of Signal Tower on south side of track governs movements onto north switching track over crossover to east bound freight track and into Minnesota Transfer.

#### Location of Signals for East Bound Trains.

Main Pessenger 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 pas-

senger 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

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 into Minnesota Transfer or Track M, and M. 2.

"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 move-ments 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 foct 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.

2. A Dwarf Signal, located 340 feet east of the Signal Tower on the south side of track, governs movements east to Minnesota Transfer load and tracks M. & M. 1, 2 and 3.

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 963 feet east of Home Signal, and 1713 feet east of the Signal Tower, on a straight pole right hand side of

Home Signal, located 750 feet east of the Signal Tower on a post north of east bott main track, hav-ing two arms. The top arm governs the movements over the west bound main track. The bottom arm governs the movements from main track to Boem Island Yard.

A Dwarf Signal, located 463 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 move-ments from the north side track to Spur on north side; from north side track to west bound main track, and north side track across east bound mein 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 1,170 feet west of Signal

Home Signal on a bracket post is located 478 feet wost 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 also movements from east 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 sest 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 483 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

Location of Signals on Wissonsia Central Room
Island.

A Distant Signal, located 1,000 feet west of Home
Signal and 1,150 feet west of the Signal Tower on a
straight pole south side of track.

Home Signal, located, 1,50 feet west of the Signal

Tomes 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

UNIVERSITY INTERLOCKING SYSTEM.

UNIVERSITY INTERLOCKING SYSTEM.
Location of Semaphores and Dwarf Signals and
Movements they Govern are as Follows;
Main Westbound Passenger Track.—1. A Distant
Signal located 1,200 feet east of Home Signal and
1,500 feet cast of Tower, on right hand side of track.
2. A Home Signal located 300 feet east of Tower
on right hand side of truck.
Main Eastbound Passenger Track.—1. A Distant
Signal located 1,200 feet west of Home Signal and
1,500 feet west of Tower on right hand side of track.

1,500 feet west or Tower on right hand side of track.

2. A Home Signal located 300 feet west of Tower on post west side Fitteenth Avenue Southeast Bridge.

Minneapolis Western Ry.—1. A Home Elock Signal located on right side of track 1,800 feet west of

 A Dwarf signal located just east of Fifteenth Avenue Southeast Bridge on Minneapolis Western Ry. Avenue Southeast Bridge on Minneapolis Western Ryright side of track, governing movement over cross-overs and from the Minneapolis Western track to the C. M. & St. P. and C. C. W. ysards and west end of St. Anthony Elevator Yard.

3. A Dwarf Signal located 200 feet east of Tower on right h.nd side of south switching track governs movement anto Minneapolis Western Ry. track.

4. A 1 warf Signal located 200 feet east of Tower on right h.nd side of St. Anthony elevator track governs more memot onto Minneapolis Western Ry.

5. A Dwarf Signal located 225 feet east of Tower on right hand side of track D-1 lead, governs movement over crossovers and to track D-1 und A Mill.

6. A Dwarf Signal located 275 feet east of Tower or right hand side of track D-2 governs movement over crossovers and to track D-1 und A Mill.

on right hand side of track D-2 governs movement over crossover and to track D-1 and A Mill.

7. A Dwarf Signal located opposite Tower at right hand side of truck D-I governs movement from

ndus and sade of crack D-1 governs movament from A Mill to D Yard.

8. A Dwarf Signal located 210 feet cast of Tower on right hand side of track D-2 governs movement into D Yard.

"FN" TOWER.
Interlocking System.
A new signal tower hus been located on south side of track just east of Hutchirson Line Junction, West of Waystat station, and will be known as "FN" TOWER.

Distant signals on high masts are located 1500 ft. cast and west of tower on east and west bound main lines respectively. Home signal of high pattern on west bound track is located 55 ft, east of cross-over switch. Home signal on east bound track is located 450 ft. west of Junction Switch. Home signal on west bound track is of the two arm pattern; top arm governs main line movements and lower arm branch line

HUTCHINSON LINE TRACK SIGNALS. Distant signal located on high most 1500 ft. west of tower and home signal on high most located 450 ft. west of tower

Dwarf signals are located at home signal masts on east bound and west bound and Hutchinson line tracks to govern reverse movements through cross-overs, and

also dwarf signal directly in front of signal tower at west switch of cross-over governs reverse movements

RULES GOVERNING AND LOCATION OF

SEMAPHORES.
Semaphore Signals on double tracks are for the pro-Semaphore Signals on doubte tracks are for the pro-tection 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 Sema-phore 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 Horiprocess when signal is set. Arm of signal raised Morta-zontally, or Red Light at flast-head means Stop, and trains must approach the signal at reduced speed and under full control, and must come to a full step before reaching cross-over or crossing that Semaphore pre-tects, 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:

SERRIFICAGES ARE LUCALED AS PULLOWS:

No. i.—Ou East Bound Passenger Track. One
bundred and fifty feet West of Seventh (7th) Street
Bridge, St. Faul, protecting Burlington cross-over
against cost bound trains on passenger track.

Ho. 2—Ou West Bound Passenger Track. Three

hundred feet East of Lefayette 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 Omaha track, also protects Omaha cross-over against West bound trains on freight track.

against west bound from on religion trace.

No. 3.—Ou West Bound Passeager Track. Twelve hundred feet East of Mississippi St., Sk. Paul, protecting Omaha and Wisconsin Central cross-overs against West bound trains on passeager track.

Wost bound trains on passengre track.

No. 4.—On Bast Bound Passenger Track. Twelve hundred feet West of Mississippi Sk., Sk. Paul, proceeding Onaha and Wisconsin Central cross-overs against East bound trains on passenger track.

No. 5.—On East Bound Freight Track. Twelve hundred feet West of Mississippi Sk., Sk. Paul, protecting Onaha and Wisconsin Central cross-overs against East bound trains on freight track.

No. 6.—On West Bound Passenger Track.

No. 6.—On West Bound Passenger Track. Two hundred (200) feet east of Western Ave. bridge, protecting crea (200) fee are of western Avc. Drags, protecting crossover against west-bound frains un passenger track. No. 7.—40n East Bound Frassonger Track. Two hundred feet west of Dale 88. Bridge, protecting crossover against East bound strains on passenger track. A Semaphore Signal located at the Northern Regific crossing of the Great Northern Rey at Minneapolis June-

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 Cross-vise 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 close 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.

A Semaphore is located 1,200 feet west of Superior Ave, bridge on south site of tracks protecting crossover leading to now yuard, or extension of "P" yard Clearwater Junction.

water function.

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

distance west from Hopkins Junction.

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.

### COMPANY SURGEONS.

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J. W. CHAMBERLIN, Opthalmic Surgeon.

J. OHAGE, M. D.

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#### TIME INSPECTORS.

CHAS. C. PONSONBY, Chief Train Dispatcher.

B. B. GREER, Assistant Superintendent. Trick Dispatchers:

H. E. WAKEMAN, I. E. WEST, A. H. MARTICKE.

