

NORTHERN PACIFIC RAILWAY COMPANY

AND
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TIME 49 TERMINAL TABLE

IN EFFECT AT 12:01 A. M. (Central or 90th Meridian Time.)
SUNDAY, AUGUST 14th, 1910.

For the Government of Employes only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table, and destroy all previous numbers. Read carefully the Special Rules, and always have for reference a copy of the TRANSPORTATION RULES.

G. A. GOODELL,
General Manager.

W. G. BIERD,
General Manager, M. & St. L. R. R.

E. C. BLANCHARD,
General Superintendent.

C. P. STEMBEL,
Superintendent, M. & St. L. R. R.

P. H. McCAULEY,
Superintendent of Transportation.

NEWMAN KLINE,
Superintendent.

TRAINS WEST BOUND DOUBLE TRACK

FIRST CLASS TRAINS													Telegraph Calls	TIME TABLE No. 49.				SECOND CLASS TRAINS															
39	41	43	131	47	49	141	37	77	51	7	3	127		AUGUST 14, 1910.				625	627	721	165												
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Su. only	Daily	Daily	Daily	Daily	Daily	Daily		Succeeding No. 48.				Daily	Daily	Ex. Sun.	Daily												
Soo	M.&St.L.	Soo	N. P.	Soo Chgo Div.	M.&St.L.	N. P.	M & St.L.	N. P.	Soo	N. P.	N. P.	N. P.		STATIONS				N. P.	N. P.	N. P.	M.&St.L.												
105	6	8	131	4	4	141	28	77	151	7	3	127	LEAVE				625	627	721	96													
PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM	AM	PM	PM																	
			7.18			8.18		8.30				9.18	WB	..... WHITE BEAR..... N	4.05	5.15	4.40															
			7.20			8.20		8.33				9.15		..... LAKE SHORE.....	4.08	5.18	4.48															
		*	7.22		*	8.22		* 8.35				* 9.17		..... M. & D. JUNCTION.....	4.11	5.21	4.45															
			7.31			8.32		8.45				9.25		W. C. R. R. CROSSING GLADSTONE.....	4.25	5.35	5.05																
		*	7.36		*	8.37		* 8.49				* 9.30		..... CLAYMONT.....	4.35	5.45	5.15															
			7.37			8.38		8.50				9.31		..... EAST SEVENTH STREET.....	4.38	5.50	5.20															
		*	7.42		*	8.46		* 8.57				* 9.37	SI	..... THIRD STREET JUNCTION.. N	5.00	6.10	5.30															
	7.15	7.20	7.45	7.40	7.50	8.50	8.00	9.00 9.15		10.35	10.30	9.40	U	C. B. & Q. R. R. CROSSING N UNION STATION (ST. PAUL) C. B. & Q. R. R. CROSSING																			
	* 7.17	* 7.22		* 7.42	* 7.52		* 8.02							..... THIRD STREET.....																		
														..... SEVENTH STREET.....				6.45														
	* 7.23	* 7.27		* 7.46	* 7.56		* 8.06						MX	..... MISSISSIPPI STREET... N				7.00														
	* 7.24	* 7.28		* 7.49	* 7.57		* 8.07							..... TROUT BROOK JUNCTION.....				7.02														
	* 7.25	* 7.30		* 7.58	* 8.08		* 8.08							..... 500 LINE JUNCTION.....				7.08														
	* 7.32			* 8.08	* 8.14		* 8.14						CO	..... COMO SHOPS..... D				7.09														
	* 7.36			* 8.07	* 8.19		* 8.19						SA	..... ST. ANTHONY PARK JUNCTION. N				7.14														
	* 7.37			* 8.08	* 8.20		* 8.20							..... EUSTIS AVENUE.....				7.15														
	* 7.38			* 8.09	* 8.22		* 8.22							..... PROSPECT PARK.....				7.16														
	* 7.40			* 8.10	* 8.23		* 8.23							..... UNIVERSITY AVENUE.....				7.17														
	* 7.44			* 8.13	* 8.27		* 8.27							..... NINETEENTH AVENUE... ..				7.20														
	7.40								10.45					C. M. & ST. P. STA. (MINNEAPOLIS)																			
	* 7.44	* 7.48		* 8.16	* 8.31		* 8.31		* 10.49					..... SIXTH AVENUE.....				7.25														
	* 7.47	* 7.51		* 8.18	* 8.33		* 8.33		* 10.52					..... THIRD AVENUE.....				7.29														
	7.53			8.20	8.35		8.35							H .M. & ST. L. STA. (MINNEAPOLIS) D				7.32															
							9.40		11.00 11.10	10.55 11.00			S	..... UNION STATION (MINNEAPOLIS) N G. N. CROSSING																		
	* 7.50						9.50	* 10.55	* 11.15	* 11.04			MS	..... N. P. FREIGHT YARD . . . N																		
	* 7.51							* 10.57	* 11.17	* 11.05				..... FIFTEENTH AVENUE.....																		
									* 11.22	* 11.10				..... ATLANTIC JUNCTION.....																		
									11.25	11.15			NJ	..... NORTHTOWN..... N																		
	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			AM	AM	PM	PM															

SPECIAL RULES

Rules Governing Mountain Grade Operation will govern the handling of All West-Bound Freight Trains between Claymont and Third Street, St. Paul. Trains passing out of Minnesota Transfer onto line "B" may run over west bound main track between Eustis Avenue and St. Anthony Park Junction, when fully protected at St. Anthony Park by Semaphore. Towermen at Eustis Avenue and Conductor must know before allowing such movement that train is properly protected.

Tunnel at Seventh Street and overhead bridge at Omaha crossing, St. Paul yard, will not clear man on side of car. All west bound trains must approach crossover switch east of Seventh Street tunnel with train under full control, expecting to find this crossover in use.

All west bound freight trains will come to a full stop at Third Street Junction before crossing over into freight yard. Double track switch at Third Street, St. Paul, and east end of N. P. terminal yards, Minneapolis, will be kept set for west bound trains.

All trains will reduce speed to 12 miles per hour passing Mississippi Street, and to 8 miles per hour passing Lafayette Avenue switch on line leading to and from Seventh Street.

The Train Order Signal at Mississippi Street tower is to govern, and will be observed by Soo Line Chicago Division outgoing trains exclusively.

All trains must use one minute and forty-five seconds crossing Mississippi river bridge at Twentieth Avenue South. All trains will reduce speed to 8 miles per hour over street crossings at Eighteenth and Nineteenth Avenues South, and engine bell must be kept ringing between Twentieth Avenue South and Third Avenue North.

All trains and engines going west must run with great care between the Minneapolis Eastern crossing and Third Avenue, expecting to find flagmen protecting yard trains exchanging transfers within those limits, and must be prepared to stop if necessary.

NOTE—BLOCK SIGNAL RULES SEE PAGE 6.
FIRST CLASS TRAINS MUST NOT EXCEED SCHEDULED TIME BETWEEN UNION STATION AND THIRD AVENUE, MINNEAPOLIS AND NORTHTOWN.

TRAINS EAST BOUND
DOUBLE TRACK

FIRST CLASS TRAINS

Table with columns for train numbers (82, 8, 28, 20, 2, 112, 80, 18, 22, 24, 62, 76, 132, 26), time table No. 49 (AUGUST 14, 1910), and various stations (52, 12, 128, 50, 136, 78, 64, 30, 32, 146, 70, 6, 120, 68). It includes arrival and departure times for various stations like White Bear, Lake Shore, M. & D. Junction, etc.

SPECIAL RULES

Trains running on double track will keep to the right. Double track switches at Northtown and Third Avenue, Minneapolis, will be kept set for East bound trains. Switch tenders are stationed at Northtown, end of double track, N. P. Freight Yard, Third Avenue, Sixth Avenue, Third Street and Third Street Junction. At Third Avenue, two signals are shown on same semaphore mast; the upper arm or light will govern trains from Northern Pacific and the lower arm or light trains from M. & St. L. All east bound first-class trains will register by ticket at Third Avenue. Passenger trains will register by ticket at Third Street Junction. The speed of any train must not exceed eight (8) miles per hour while crossing Earl Street at East Seventh Street Station. All east bound trains must run under full control between M. & D. Junction and Lake Shore, expecting to find fully rated freight trains ahead.

All trains passing from Minneapolis Branch onto double main track at M. & D. Junction must first place two torpedoes by day as per Rule 215 and display a fusee by night on east bound track to provide protection while train is getting under way. Freight trains going east will cross over to passing track at Lake shore and use this track to White Bear. Derailing switches are located as follows, and must be kept set in derailing position when not in use: West end of delivery track, East Seventh Street. West end of transfer track, East Seventh Street. West end sidings Nos. 1, 2, 3 and 4, Claymont. East end Petelers Siding, Prospect Park. West end of engine track, Third Street Yard, St. Paul.

NOTE—BLOCK SIGNAL RULES SEE PAGE 6.
FIRST CLASS TRAINS MUST NOT EXCEED SCHEDULE TIME BETWEEN NORTHTOWN AND THIRD AVENUE AND UNION STATION, MINNEAPOLIS.

TRAINS EAST BOUND DOUBLE TRACK

FIRST CLASS TRAINS													Miles from Northtown Junction	TIME TABLE No. 49.	Station Numbers	SECOND CLASS TRAINS					THIRD CLASS TRAINS						
148	38	124	58	10	40	42	44	126	46	14	4	142		66		AUGUST 14, 1910.	164				722			628			626
Su. Only	Daily	Ex. Sun.		Daily	Daily	Ex. Sun.	Ex. Sun.	Daily		Daily	Daily	Daily		Daily		Succeeding No. 48.	Daily				Ex. Sun.			Daily			Daily
N. P.	Soo	N. P.		N. P.	M.&St.L.	Soo	M.&St.L.	N. P.		N. P.	N. P.	N. P.		N. P.		STATIONS	M.&St.L.				N. P.			N. P.			N. P.
148	108	124		10	27	99	1	126		14	4	142	66	ARRIVE.	91				722			628			626		
PM	PM	PM		PM	PM	PM	PM	PM		PM	PM	PM	AM		AM				AM			PM			AM		
		See p. 6 6.37						See P. 6 8.30				See P. 6 10.30	See LSDiv 12.05	26.6	WB.....WHITE BEAR.....N	L 141					See LSDiv 8.00		See LSDiv 8.50		1.05		
		6.35						8.26				10.27	* 12.03	26.0	..... LAKE SHORE.....	L 141½					7.52		8.47		12.52	
*		* 6.38						* 8.24				* 10.25	* 12.01	25.4	..... M. & D. JUNCTION.	L 142					7.50		8.45		12.50	
		6.24						8.14				10.15	11.50	20.2	W. C. R. R. CROSSING.....GLADSTONE.....	L 147					7.38		8.30		12.35		
*		* 6.19						* 8.10				* 10.10	* 11.46	18.2	.....CLAYMONT.....	L 149					7.25		8.21		12.22	
		6.18						8.09				10.09	11.45	17.7	.....EAST SEVENTH STREET....	L 150					7.20		8.20		12.20	
*		* 6.18						* 8.08				* 10.08	* 11.38	15.7	SI. THIRD STREET JUNCTION... N	L 151					7.10		8.10		12.05		
		6.10		6.25	7.10	7.00	7.40	8.00		9.30	10.05	10.00	11.35 11.25	15.2	C. B. & Q. CROSSING U. UNION STATION (ST. PAUL)... N C. B. & Q. CROSSING	S 142											
					* 7.07	* 6.57	* 7.38							14.7	..... THIRD STREET.....											
															.....SEVENTH STREET.....						6.25					
					* 7.03	* 6.53	* 7.34							13.5	MX.....MISSISSIPPI STREET.....N						6.18						
					* 7.01	* 6.51	* 7.32							12.7	..... TROUT BROOK JUNCTION.....						6.15					
					* 7.00	* 6.50	* 7.31							12.3	.....SOO LINE JUNCTION.....						6.14					
					* 6.54		* 7.25							9.5	CO.....COMO SHOPS..... D						6.06						
					* 6.50		* 7.20							7.5	SA. ST ANTHONY PARK JUNC... N	L 150½					6.01						
					* 6.49		* 7.19							6.9	..... EUSTIS AVENUE.....						6.00					
					* 6.48		* 7.18							6.3	.....PROSPECT PARK.....						5.59					
					* 6.47		* 7.16							5.9	.....UNIVERSITY AVENUE.....						5.58					
					* 6.43		* 7.12							4.9	.....NINETEENTH AVE.....						5.54					
															C. M. & ST. P. STA. (MINNEAPOLIS)	L 159											
		5.15													.....SIXTH AVE.....						5.50					
		* 5.11			* 6.40		* 7.09								.....THIRD AVE.....						5.47					
		* 5.08			* 6.37		* 7.07								H.....M. & ST. L. STA. (MINNEAPOLIS) D					5.45							
					* 6.35		7.05								S UNION STATION (MINNEAPOLIS) G. N. CROSSING												
					6.00 5.55					9.05 9.00	9.35 9.30		11.00	2.8	MS.....N. P. FREIGHT YARD... N	S 131											
		* 5.04			* 5.49					* 8.54	* 9.25			2.2	.....FIFTEENTH AVE.....											
		* 5.03			* 5.48					* 8.53	* 9.23			0.8	.....ATLANTIC JUNCT.....											
					* 5.42					* 8.47	* 9.17			0.6	NJ..... NORTHTOWN..... N	S 128											
					5.40					* 8.45	* 9.15																
					PM	PM	PM	PM	PM	PM	PM	PM	PM								AM				AM		

SPECIAL RULES

Train No. 66 will stop at Lake Shore to leave passengers.
 No. 126 will start from Minneapolis on Sundays at 7.25 p. m. See G. N. Schedule.
 Yard Limits:
 Seventh Street to Yard Limit Board west of tunnel.
 Third Street Junction to Yard Limit Board west of Hamm's Brewery.
 Yard Limit Board east of Claymont to East Seventh Street.
 Nineteenth Avenue to Third Avenue.
 N. P. Freight Yard to Northtown.

Maximum speed of passenger trains is one minute or 60 seconds per mile. this limit must never be exceeded.
 Clearance Cards will not be issued to trains using double track except to clear train order signals as required by the rules.
 Running Orders will not be issued to irregular trains using double tracks, but all such trains and engines running on double tracks outside of established yard limits will, unless they have previously registered in the usual manner at their starting terminal, be required to fill out and file at first open telegraph office a trip record or registering ticket on Form 606.
 Operators receiving these forms will be required to register and report such trains or engines as per tickets, reporting promptly any failure of Conductor or Engineer to register as required.
 Regular trains, when required to register by ticket, will use above form.

NOTE—BLOCK SIGNAL RULES, SEE PAGE 6.
 NOTE IMPORTANT CHANGES IN RULES AND TRAIN NUMBERS.

TRAINS WEST BOUND SINGLE TRACK

SECOND CLASS TRAINS						Dist. from Stillwater	TIME TABLE No. 49. AUGUST 14, 1910. Succeeding No. 48.		Intermediate Distance	FIRST CLASS TRAINS										
			STATIONS																	
151	155 <small>(79 & 68's con'ctions)</small>	157 <small>(77's con'ctions)</small>			143		127	149 <small>(77's con'ctions)</small>		125 <small>(131's con'ctions)</small>	123 <small>(68's con'ctions)</small>	147 <small>(79's con'ctions)</small>	135	119 <small>(61, 64 & 78's con'ctions)</small>	129	133	117 <small>(62 & 76's con'ction)</small>	115	113	
FREIGHT	MIXED	MIXED			PASS'NGER		PASSENGER	PASSENGER		PASSENGER	PASS'NGER	PASS'NGER	PASS'NGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASSENGER	PASS'NGER	
Daily	Ex. Sunday	Ex. Sunday	LEAVE		Daily	Daily	Sun. only	Ex. Sunday	Ex. Sunday	Sun Only	Sat. Only	Daily	Ex. Saturday	Daily	Daily	Ex. Sunday	Ex. Sunday			
	4.20 PM	7.25 PM	0.0	SW.....STILLWATER.....D	0.0		7.45 PM			4.50 PM		1.25 PM			8.40 AM					
	f 4.30	f 7.35	3.8	.....SUMMIT.....	3.8		f 7.55			f 5.00		f 1.35			f 8.50				
	f 4.37	f 7.43	6.0	.....DULUTH JCT.....	2.2		f 8.00			f 5.05		f 1.40			f 8.55				
	4.45	7.51	9.0	.....MAHTOMEDI.....	3.0	10.50 PM <small>142</small>	9.00 PM <small>126</small>	8.05	7.00 PM <small>124</small>	5.45 PM <small>120</small>	5.10	3.10 PM	1.45	1.00 PM <small>128</small>	10.50 AM <small>132</small>	9.02	7.47 AM <small>116</small>	7.00 AM <small>114</small>	
	4.50	7.58	9.8	.....PENINSULA.....	0.8	* 10.52	9.08	8.08	7.08	5.48	5.13	3.13	1.48	1.03	10.53	9.05	7.50	7.03	
	4.54	8.02	10.6	.....DELLWOOD.....	0.8	* 10.55	9.06	8.11	7.06	5.51	5.16	3.16	1.51	1.06	10.56	9.08	7.53	7.06	
	4.58	8.06	11.2	WB... WHITE BEAR BEACH...N	0.6	* 10.57	9.09	8.14	7.09	5.54	5.19	3.19	1.54	1.09	10.59	9.11	7.56	7.09		
	6.45 AM	5.05 PM	12.5	.....WHITE BEAR.....	1.3	11.00 PM	9.13 PM <small>See P 1</small>	8.18 PM	7.13 PM	5.58 PM	5.23 PM	3.23 PM <small>See P 1</small>	1.58 PM <small>136</small>	1.13 PM <small>See P 1</small>	11.03 AM <small>See P 1</small>	9.15 AM <small>See P 1</small>	8.00 AM <small>See P 1</small>	7.13 AM <small>See P 1</small>	
	6.50		13.1	.....LAKE SHORE.....	0.6														
	6.55		13.7	.....M. & D. JUNCTION.....	0.6														
			17.2	.....LITTLE CANADA.....	3.5														
			20.7	.....OWASSO.....	3.5														
	7.30		21.7	.....ROSE.....	1.0														
			23.2	...BELT LINE R. R. CROSSING...	1.5															
			28.2	SA...ST. ANTHONY PARK JCT...N																
			27.6	.....PARK JUNCTION.....	0.9														
	7.55 AM		26.0	.....EAST MINNEAPOLIS JCT..... R. R. CROSSING	2.8														
			27.3	.....MULBERRY STREET JCT..... SOO CROSSING	1.3														
			29.1	NJ.....NORTHTOWN.....N	1.8															
Daily	Ex. Sunday	Ex. Sunday				Daily	Daily	Sun. only	Ex. Sunday	Ex. Sunday	Sun. Only	Sat. Only	Daily	Ex. Saturday	Daily	Daily	Ex. Sunday	Ex. Sunday		

SPECIAL RULES

Double track between East Minneapolis Junction and Northtown.

Diverging inferior class trains at Mississippi Street, St. Anthony Park Junction and Eustis Avenue will not be required to procure orders on the time of delayed first-class trains moving in the same direction on double track, but when given the route by towermen will be governed accordingly and may proceed, but if detained and are overtaken by such delayed first class trains, must let them by promptly.

Special passenger trains, and light road engines may run ahead of delayed first-class trains without orders and all inferior to first-class trains may run ahead of each other without orders.

All trains and engines using cross-over must protect themselves in either direction in accordance with general rules, and run at safe speed.

Yard engines and inferior class trains may occupy the main track on the time of first-class trains after they are five minutes past due, but will relinquish track immediately upon the approach of such trains. Delayed first-class and all other trains will be under proper control in yard limits, expecting to find yard engines using main tracks.

Cars must not be left on the main track without an engine attached, under any circumstances, unless unavoidable in case of accident. Trains standing on main track between stations must not use or depend upon semaphore signals for protection. They must be protected according to general rules.

Engineers will not be required to consult registers except at initial or starting point.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must not be exceeded. Road engines backing up will not use steam while yard engines are handling trains unless called upon by yardmen. All trains backing up must be provided with back up hose and have a competent man in charge prepared to stop trains at all times. All trains and engines will come to full stop at all railroad crossings. Interlocking Signals are located at Park Junction on line, "B," M. & D. Junction, at Fifteenth Avenue, University Avenue, Eustis Avenue, St. Anthony Park Junction and Mississippi street. At the latter point, east-bound movements are controlled by a two arm Signal mast. Top arm governs East Side line. Lower arm governs Bunker Hill route and West Side line. Other routes are governed by Dwarf Signals. Engineers will call for route when approaching Mississippi street on mainline, or if awaiting Dwarf Signal Route, will call for same as indicated below.

- Whistle Call
- _____ Bunker Hill Track.
 - _____ Freight Tracks to Seventh street.
 - _____ Passenger Tracks to Union Station.
 - _____ Round House.
 - _____ Coal Dock.

When Interlocking Signals are inoperative and movements are directed by hand signals from the Tower, a Green Signal will be used at night. No other signal should be recognized by Engineers at such times.

Yard Limits—Northtown to St. Anthony Park Junction and Mulberry Street Line.
M. & D. Junction to White Bear.
Stillwater to East End Bridge 11.
Derailing Switch—East End Summit Siding.

TRAINS EAST BOUND SINGLE TRACK

FIRST CLASS TRAINS											Miles from Northtown Junction	TIME TABLE No. 49. AUGUST 14, 1910. Succeeding No. 48.		SECOND CLASS TRAINS						
114	116	144 (76's Con.)	132	128	136	118 (61, 78's Con.)	120	122 (79, 63, 68's Con.)	124	126 (77's Con.)		142	STATIONS	Station Numbers.	154 (65's Connect'n)	156 (67, 76, Con.)	158	152		
PASS'NGER	PASSENGER	PASSENGER	PASSENGER	PASS'NGER	PASSENGER	PASSENGER	PASS'NGER	PASSENGER	PASSENGER	PASSENGER	PASS'NGER			MIXED	MIXED		FREIGHT			
Ex. Sun.	Ex. Sun.	Sun. Only	Daily	Ex. Sat.	Sat. Only	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	ARRIVE		Daily	Ex. Sun.		Ex. Sun.			
		10.15 AM				8.00 PM		6.45 PM				29.1	.....STILLWATER.....SW	LG 12	7.00 AM	10.30 AM				
		f 10.05				f 2.51		f 6.86				25.3	.....SUMMIT.....	LG 9	f 6.47	f 10.17				
		f 9.59				f 2.47		f 6.81				23.1	.....DULUTH JCT.....	LG 7	f 6.39	f 10.07				
6.55 AM 113	7.38 AM 115	9.58	10.40 AM 133	12.48 PM 129	2.11 PM	2.40	5.43 PM 123	6.25	6.50 PM 125	8.43 PM 127	10.40 PM 143	20.1	.....MAHTOMEDI.....	LG 4	6.28	9.58				
* 6.52	7.35	9.50	10.37	12.45	2.08	2.37	5.40	6.22	6.47	8.40	10.37	19.3	.....PENINSULA.....	LG 3	6.24	9.54				
* 6.49	7.32	9.47	10.34	12.42	2.05	2.34	5.37	6.19	6.44	8.37	10.34	18.5	.....DELLWOOD.....	LG 2	6.22	9.52				
* 6.46	7.29	9.44	10.31	12.39	2.02	2.31	5.34	6.16	6.41	8.34	10.31	17.9	.....WHITE BEAR BEACH.....	LG 1	6.20	9.50				
6.43 AM	7.25 AM	9.40 AM	10.27 AM	12.35 PM	1.58 PM 119	2.27 PM	5.30 PM	6.12 PM	6.37 PM	8.30 PM	10.27 PM	16.6	.....WHITE BEAR.....WB	L 141	6.15 AM	9.45 AM			7.55 PM	
												16.0	.....LAKE SHORE.....	L 141½						7.48
												15.4	.....M. & D. JUNCTION.....	L 142						7.45
												11.9	.....LITTLE CANADA.....	L 144½						
												8.4	.....OWASSO.....	L 145						
												7.4	.....ROSE.....	L 149½						7.07
												5.9	.....BELT LINE R. R. CROSSING.....	L 152½						
												5.3	.....ST. ANTHONY PARK JCT.....	L 156½						
												4.7	.....PARK JUNCTION.....	L 146						
												3.1	.....EAST MINNEAPOLIS JCT.....	L 154						6.45 PM
												1.8	.....MULBERRY STREET JCT.....							
												0.0	.....NORTHTOWN.....NJ	S 128						
Ex. Sun.	Ex. Sun.	Sun. Only	Daily	Ex. Sat.	Sat. Only	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily			Daily	Ex. Sun.		Ex. Sun.			

Retainers must be used on grade between Summit and Stillwater and other grades, where in the judgement of the Engineer they are necessary in accordance with the rules.

BLOCK SIGNALS

The Block Signal System is intended for additional safety to trains and to prevent the admission of a second train or engine into any block until the first has passed out or has cleared the main track at a turn-out. It is not intended to, and does not, relieve Enginemen or Trainmen from protecting their trains, as provided in the Time Table rules.

Automatic Block Signals of Semaphore pattern are in service between University avenue and Third street, at either end of Tunnel on West Side line and on west bound track between Gladstone and Third street.

All semaphore arms that govern are displayed to the right of signal mast as seen from an approaching train.

The movement of trains will be regulated by Block Signal indications as follows:

- A—HOME SIGNAL: An arm with a square end in a horizontal position indicates that the block is not clear and is a signal to STOP.
- B—DISTANT SIGNAL: An arm with a forked end in a horizontal position indicates that the next signal is not clear, or track is obstructed between distant and home signals, and train must proceed under FULL CONTROL.
- C—An arm in a diagonal position indicates that the block is clear and is a signal to PROCEED.
- D—At night the position of the Signal will in addition be shown by colored lights:

Red,	-	-	-	Stop.
Green,	-	-	-	Caution.
White,	-	-	-	Proceed.

When a train is stopped by a Block Signal it may proceed with caution after coming to a FULL STOP, expecting to find Block obstructed.

A train stopped by a Block Signal must stand facing the Signal so that its indication may be observed from the engine.

All switches are provided with switch instruments so connected to switch points that the opening of any switch will hold the Home Signal of that block at danger until the switch is again closed. The opening of a switch at either end of a main track cross-over will hold Signals on both tracks at danger in the same manner. Neither switch of a cross-over must, therefore, be opened until the movement of train is to be made.

Certain switches are provided with indicators of dwarf Semaphore pattern which show danger when a train is approaching in the same block. Trainmen with trains upon a siding or diverging route, desiring to go upon or across Northern Pacific main tracks, shall not open the switch leading to that track if indicator shows danger, but must wait until approaching train on the Northern Pacific track shall have passed the switch and beyond the Signal next adjoining in the direction in which the train is moving. Switches not provided with indicators must be used only under protection of flag as prescribed by rule.

If the indicator does not show danger after a switch has been opened it signifies that the block Signal has failed to go to danger. In such case movements must be made under protection of flag.

Cars and engines on side tracks must stand back of wooden splice joints.

All automatic Block Signals are designated by number and a diagonal yellow stripe on semaphore blade. Signals governing west-bound trains have odd numbers, and those governing east-bound trains have even numbers. Interlocking Signals are not numbered.

If a Block Signal is out of order, the letter "C" indicating Caution will be displayed in place of the number, and trains may proceed under FULL CONTROL without stopping.

When a signal is evidently out of order and not indicated, Engineers will report to Superintendent from first telegraph office at which they stop, giving number of Signal which is out of order or on which the light is not burning at night.

Enginemen of any train entering a block, as provided by these rules, will be held responsible in case of accident caused by overtaking the preceding train.

EXTRACTS FROM BOOK OF TRANSPORTATION RULES.

GENERAL RULES AND REGULATIONS.

SAFETY PRECAUTIONS AND CASUALTIES.

60. The greatest care and watchfulness must be exercised to prevent injury or damage to persons or property; in case of doubt take the safe course and run no risk.
61. It must be understood that no notice will be given of the contemplated running of trains; be prepared for them at any hour of the day or night.
62. In case of accident to trains or roadway, employes are required to do their best to clear the road, or to assist as may be required at the time, whether in the line of their usual duty or not.
63. All are cautioned not to walk or stand upon the tracks except when necessary, and, as far as possible, to prevent the public from so doing.
64. When persons who are evidently intoxicated, idiotic or insane, are seen in vicinity of tracks or stations, they should be guarded from approaching trains, and, as soon as possible, be put in the custody of the police or other proper authorities.
65. If defective or dangerous condition is discovered, or known to exist, in the construction of tracks, structures, equipment, appliances, tools, or other property whereby hazard exists or casualty might result, immediate and full report must be telegraphed to the head of Department and Superintendent.
66. Engineers are directed to exercise great care in handling their engines while yardmen or others are making couplings, and must pay particular attention to signals. Conductors and yardmen are directed to report to the Superintendent any Engineer who fails to comply.

TIME-TABLES.

204. Each time-table, from the moment it takes effect, supersedes the preceding time-table, and its schedules take effect on any district at the leaving time at their initial stations on such district. But when a schedule of the preceding time-table corresponds in number, class, day of leaving, direction, and initial and terminal stations with a schedule of the new time-table, a train authorized by the preceding time-table will retain its train orders and assume the schedule of the corresponding number of the new time-table.

Schedules on each district date from their initial stations on such district.

Not more than one schedule of the same number and day shall be in effect on any district.

206. Special rules published on a time-table, at variance with these rules and regulations, are effective only during the continuance of such time-table.

SIGNAL RULES.

207. Signals must be used strictly in accordance with the rules, and Trainmen, Engineers, and all concerned must keep a constant lookout for signals. Those giving signals must locate themselves so as to be plainly seen, and make them so as to be plainly understood. The utmost care must be exercised by Trainmen, Yardmen, and Engineers to avoid taking signals that may be intended for other trains. Unless Conductor and Engineer are positive that signals given are for them, they will not move their trains until communication is made by words. In backing a train the disappearance from view of trainman, or lamp by which signals are given, will be construed as a stop signal.
- Employes whose duties may require them to give signals, must provide themselves with the proper appliances, keep them in good order and ready for use.
215. A torpedo, placed on the rail, is a signal in addition to the usual signals. The explosion of one torpedo is a signal to stop immediately; the explosion of two not more than 200 feet apart is a signal to reduce speed immediately, and look out for a stop signal.
218. Yard engines will display a headlight to the front and rear by night; or, when not provided with a headlight at the rear, two white lamps must be displayed. Yard engines will not display markers.
219. The following signals must be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag; by night, a white light to the front and a red light to the rear, except when trains turn out to be passed by others and are clear of the main track, when green lights must be displayed to the front and rear. Red must again be displayed to the rear and white to the front before returning to main track.
220. Two green flags, and, in addition, two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train under the same schedule. All sections except the last must display these signals.

White signals on engines.

Leading engine display signals. Whistle signals.

One flag or light indicates same as two.

White light on cars pushed.

Signal appliance on passenger trains. Blue Flags.

Imperfectly displayed signals. Absence of signals.

Ring engine bell.

Road crossings and whistling posts.

Unnecessary use of whistle or bell.

Signals for crossing of Watchmen.

Classification.

Starting signal. Keep out of superior train's way. Failure to clear.

Advance of schedule time.

Lose right and class.

Limits of work extras.

Terminals, rail-junctions, railroad crossings, draw bridges, etc.

221. Two white flags, and, in addition, two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by extra trains of all kinds.

222. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 220 and 221, except helping engines duplicate signals of engine they doublehead. Whistle signals will be sounded by the leading engine.

223. One flag or light displayed as provided in Rules 220 and 221, indicates the same as two; but the proper display of all train signals is required.

224. When cars are pushed by an engine (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

225. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

226. A blue flag by day and a blue light by night, placed on or at the end of a car, engine or train, denotes that workmen are at work under or about the car, engine or train. The car, engine or train thus protected must not be coupled to or moved until the blue signal is removed by the person who placed it. When a car, engine or train is protected by a blue signal, other cars must not be placed in front of it, so that the blue signal will be obscured, without first notifying the workmen, that they may protect themselves.

RULES GOVERNING THE USE OF SIGNALS.

227. A signal imperfectly displayed, or the absence of a signal at the place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent. On branches or districts of light traffic, where lights are not used at night on day telegraph office signals, all trains will positively ascertain position of signal before passing.

230. The engine bell must be rung when an engine is about to move.

231. The engine bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts, approaching public road crossings at grade, and all obscure points.

232. The unnecessary use of whistle or bell is prohibited; they will be used only as prescribed by rule or law, or to prevent accident.

233. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching; red signals must be used by them only when necessary to stop trains.

CLASSIFICATION OF TRAINS.

281. Trains of the first-class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are of inferior class to regular trains of whatever class.

On single track, all east bound trains have the absolute right of track over all west-bound trains of the same class. For Time-table purposes the direction of trains is made arbitrary, either east or west, such direction being specified on Time-table.

MOVEMENT OF TRAINS.

284. A train must not start until the proper signal is given.

285. An inferior train must keep out of the way of a superior train.

290. A train failing to clear the main track by the time required by rule must be protected as provided in Rule 299.

291. A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

294. Regular trains twelve hours or more behind their schedule time, lose both right and class.

297. Work extras will be assigned working limits. When protected as provided by Rule 299, they may occupy main track until arrival of second class and inferior trains, clearing them after arrival with least delay.

298. (a) All trains must approach terminals, the ends of double tracks, junctions, railroad crossings at grade and drawbridges, prepared to stop, and must not proceed until switches or signals are seen to be right, or the track seen to be clear. Where required by law, all trains must stop.

(b) Speed of all trains over junction switches, railroad crossings at grade and drawbridges, must be under such control as to insure safety.

(c) Trains will not stand on grade crossings or other railroads longer than absolutely necessary.

(d) Unless protected by interlocking signals and derails, all trains, before passing over railroad crossings at grade or drawbridges, will come to a full stop, signaling advance by two short blasts and not proceeding until crossing is known to be clear or bridge closed. Where view is obstructed a Flagman will precede the train to the crossing or bridge.

Passing through yards.

Cars on main track.

Speed.

Flagging.

Fusees.

Responsibility for protection of trains.

Torpedoes.

Take the place of flagman.

Trains parting.

Engines without pilots.

Trains being pushed or backed.

Public crossings or high-ways.

(e) All trains must approach and pass through yards under full control.

(f) Within yards, second and inferior class trains and yard engines must move carefully looking out for each other, the position of switches, and obstructions on tracks, and will not occupy the main track on the time of first class trains unless protected.

Cars will not be left on main track at night without placing lights on them or taking other precautions to make them conspicuous to other yardmen, engine-men and trainmen.

(j) Speed of all trains will conform to special rules; will be so reduced depending on braking power and distance of vision at all points where slides or obstructions may be expected, as to insure absolute safety; and at no place exceed a rate, which in the judgment of engineers and conductors, is safe and proper.

299. (a) When a train stops or is delayed under circumstances in which it may be overtaken by another train the flagman must go back immediately with danger signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of the train must be protected in the same way when necessary, by the fireman.

(b) The general rule for protecting a train or obstruction by flag requires the flagman to proceed back rapidly with danger signals for a distance of one-half to one mile (18 to 35 telegraph poles), the distance increasing for descending grades, and until he can have an unobstructed view of an approaching train for at least one-fourth of a mile beyond, where he must remain until called by the whistle of his engine, as per rules 214 (d) and (e), or if an approaching train is within sight or hearing, until it has stopped.

(c) At the point to which it is required to proceed, or on the approaching of a train before that point is reached, he will display proper danger signals, and in addition, place two torpedoes on the rails opposite each other so as to make one report.

(d) Should he be recalled before the arrival of an approaching train, he will take up the torpedo on the fireman's side and place it on the rail on the engineer's side, 60 feet (2 rail lengths) from the other, and will, when the view is obstructed by fog or otherwise, place a lighted red fusee on the track and one or more, as may be necessary, at other points, to fully protect his train while he is returning. If first-class train is due within 10 minutes, flagman will remain until train arrives, and engineer should not till then give signal to call in flagman.

(e) Should a flagman be recalled before reaching the required distance, he must, before returning, place two torpedoes, 60 feet apart, a sufficient distance from his own train to protect it while he is returning. When it is necessary to protect the front of a train, or if any other running track is unsafe or obstructed, the same precautions will be observed.

(f) Should the speed of a train be reduced or its rear endangered, making it necessary to check a following train, before a flagman can get back, lighted red fusees shall be thrown to the track at intervals.

(g) Responsibility for protection of a train rests with conductor and engineer, and they must know that their brakemen, flagmen and firemen are conversant with and fully understand the application of all rules relating to the protection of trains, and comply therewith.

(h) Engineers hearing one torpedo will at once bring their trains to a full stop, and then for a distance of one mile proceed only with extreme caution. Should there be two explosions, they will immediately reduce speed, proceeding for a distance of one mile, with train under full control. Failing to find flagmen or obstruction within a distance of one mile, they will assume that line is clear and resume usual speed.

300. When the Flagman goes back to protect the rear of his train, the next Brakeman must immediately take the Flagman's position on the train, and remain there until relieved by the Flagman.

301. If a train should part while in motion, trainmen must, if possible, prevent collision of the detached portions. Engineers must give the signal as provided in Rule 214 (f), and keep the front portion of the train in motion, until the detached portion is stopped. The front portion may go back, regardless of all following trains, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion returns.

When it is known that the detached portion has been stopped, and the whole occurrence is in such view that signals can be seen, the conductor and engineer may arrange for recoupling.

When necessary for safety or to expedite the work of regaining the rear portion of the train, the forward portion will be taken to and set out on a siding.

Before backing the forward portion, the condition of draft rigging on rear end of rear car must be examined.

302. When engines without pilots are run, or a train is being pushed or backed, it must be done at slow speed, and if a train (except when shifting and making up trains in yards), a flagman must be placed in a conspicuous position on the front of the leading car, or in advance, to immediately signal the engineer in case of danger and warn others.

Trains will not be backed or detached cars run over public crossings or high-ways except at slow speed, and when there is a trainman on or in advance of the leading car, with light at night, who will protect those using the crossing.

EXTRACTS FROM BOOK OF TRANSPORTATION RULES--Continued.

Orders to be written 303. Messages or orders respecting movement of trains or condition of track or bridges must be in writing.

Approaching stations. 304. Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train.

Responsibility for switches. 305. (a) Switches must be left in proper position after using. Conductors will be held responsible for the position of switches used by them and their trainmen, except where Switch-tenders are stationed.

(b) Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employe.

(c) When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is there and takes charge of it.

(d) At meeting and passing points in case train backs off of main line, Engineer will personally see that switch is properly returned to main track.

(e) At meeting or passing points the employe attending switch will, after locking it to main track, take position on opposite side of track from switch stand, remaining there until train has passed. In case of double track, obstructions, or when train is moving between main track and siding, position will be taken at a distance of ten feet or more from the switch stand and retained until the last wheels have cleared the switch rail.

Flying switches. (f) Flying switches must be avoided whenever possible. When absolutely necessary, the utmost precaution is required, engine to be given the straight track when practicable.

Safety of trains. 306. Both Conductors and Engineers are responsible for the safety of their trains, and, under conditions not provided for by the rules, must take every precaution for their protection.

Under direction of conductor. Trains will be run under direction of the Conductors, except when such directions involve risk or hazard.

Safe course. 307. In all cases of doubt or uncertainty, the safe course must be taken, and no risks run.

Registering. 308. (a) Conductors of all trains and Engineers of engines without Conductors, will register their trains in the train register, at points designated by Time-table.

Bulletins. (e) Bulletins will be posted in books or on boards provided for the purpose.

(f) Conductors and Engineers will consult bulletins before departing, receipting for the last and all previous bulletins by recording the number of the last bulletin in the place provided, and will be held accountable for all bulletins posted prior to their departure.

(g) Time posted will be indorsed on face of each bulletin, and officer issuing advised that bulletin has been posted. Telegraph bulletins affecting safety of trains will be repeated to insure accuracy.

Avoid leaving trains standing alone.

Brakemen top of train.

311. Train or engine men will not leave train standing alone on main line or on grades. One man must remain with engine and one with rear car of train under such conditions.

319. Freight brakemen must be on top of trains approaching and passing all points where speed is likely to be reduced or stops made, and before passing stations freight Engineers will obtain signal from rear of train prescribed by Rule 212 (b), answering as prescribed by Rule 214 (b).

MOVEMENT OF TRAINS BY TRAIN ORDERS.

RULES.

Train orders. 401. For movements not provided for by the Time-table, train orders will be issued by authority and over signature of the Superintendent. They must contain neither information nor instructions not essential to such movements. They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration, or interlineation.

Addressed to. 404. Train orders must be addressed to those who are to execute them naming the place at which each is to receive his copy. Those for a train must be addressed to the Conductor and Engineer, and also to any one who acts as Pilot. A copy for each person addressed must be supplied by the Operator. Conductors must acquaint their rear Brakemen and Engineers their Firemen with all orders.

INTERLOCKING.

Semaphores 570. Signals used are of the semaphore pattern, consisting of movable arms projecting to the right from posts, as viewed from tracks from which train movements are indicated. (The back view of a signal in no case indicate a train movement.)

571. The kind of signals used and their indications are as follows:

A. Semaphore "Home" or "Stop" signals having one of the two following positions:

(a) A Square-ended red arm extended horizontally by day, or a red light by night, will indicate "Danger" or "Stop." Signal must not be passed when in this position.

(b) A square-ended red arm dropped at an angle of sixty degrees by day, or a white light by night, will indicate "Safety" or "Go Ahead."

B. Semaphore "Distant" or "Caution" signals, having one of the two following positions.

(a) A forked green arm extending horizontally by day, or a green light by night, will indicate "Caution" or that home signal for high speed route is at "Danger."

(b) A forked green arm dropped at an angle of sixty degrees by day, or a

white light by night, will indicate "Safety," or that home signal or signals for high-speed route are clear.

High semaphores.

572. Semaphores governing movements on main tracks with the current of traffic will be of high pattern, the arms being located about twenty or twenty-five feet above grade. (On single track the current of traffic is in both directions.)

Home signals.

573. Home signals on high posts on main track may have two arms on the same post, the higher arm signalling movements to the main or high-speed route; the lower arm signalling movements to any of one or more divergent routes.

Dwarf semaphores.

574. Signals governing reverse movements on main tracks, movements from sidings or in yards, will be of the low or dwarf pattern, the arms being located about two and a half feet above grade. One arm only will be used on dwarf posts, and will govern movements to any of one or more divergent routes.

Location of signal posts.

575. Signal posts will, when practicable, be located on the right hand side of the track which they govern. When this is impracticable, signal posts will be located on a bridge over the right hand rail of the track governed, or on a bracket post, the location of the upper post on the bracket corresponding to the location of the track governed.

Limits of interlocking.

576. Limits of interlocking commence at home signals.

Home signal at danger.

577. Run quite up to home signals, but never beyond them when at "Danger." Never pass a home interlocking signal when at "Danger."

Distant signal at caution.

578. If a distant signal shows "Caution," trains may pass by it, but must be brought under full control, prepared to stop before reaching the home signal. If both distant and home signals show "Safety," trains may proceed without stopping.

Signal for each movement.

579. A signal will be given for each movement to be made. After having received a signal to pass in one direction, do not move in the opposite direction without receiving the proper signal for such movement.

More than one arm.

580. In case there is more than one arm on the post, the arm cleared signals movement to the route which it governs.

Dwarf signals.

581. Movements governed by dwarf signals, or by the lower arm of a post having two arms, must be made with train under full control.

Absence or bad order of signals.

582. In case of absence of a fixed signal (such as no light at night or other cause), of one imperfectly displayed, of the making of reverse movements which may not be signaled, or at any time when signals may be out of order, all trains must be brought to a full stop, and only proceed through the limits of interlocking by taking every precaution and in accordance with instructions from towerman.

Switches between distant and home signals.

583. Distant signals when used do not indicate position of switches or other obstruction which may be located between distant and home signals.

Flying switches.

584. Flying switches within the limits of interlocking are prohibited.

Detector bars.

585. Engines or cars must not be left standing over detector bars, as they will prevent the operation of switches and signals, and Enginemen are particularly cautioned not to allow sand or water to run within limits of interlocking.

COMMERCIAL SPURS.

STILLWATER LINE.

Distance from Stillwater,

People's Ice Company Spur	10.0 Miles
St. Paul Ice Company Spur	11.3 "

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital
 DR. A. W. IDE, Assistant Surgeon, Brainerd Hospital (s).
 Brainerd Shops. (s).
 DR. E. L. MANN, 514 Germania Life Building, St. Paul.
 DR. P. A. HOFF, 490 Endicott Building, St. Paul.
 DR. J. A. QUINN, 302 Pittsburg Building, St. Paul.
 DR. CHAS. R. BALL, 592 Endicott Building, St. Paul.
 DR. F. J. PLONDKE, Cor. Hope and East 7th Sts., St. Paul.

AUTHORIZED SURGEONS, NORTHERN PACIFIC RY.—ST. PAUL DIVISION.

LOCATION OF STRETCHERS (S).

DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 673 Burr Street, St. Paul.
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline, Minn.
 St. Paul, Fourth Street, Freight Station (s).
 " Fourth Street Yard Office (s).
 " Mississippi St. (s).
 " Como Shops (s).
 DR. F. L. BECKLEY, Merriam Park, St. Paul.

DR. A. A. LAW, 413 Pillsbury Building, Minneapolis.
 DR. O. S. CHAPMAN, 1123 Fourth Ave. S., Minneapolis.
 DR. I. C. McDONALD, 2201 Marshall St. N. E., Minneapolis.
 Northtown Transfer (s).
 E. Minneapolis (s).
 Minneapolis, Car Foreman's Office (s).
 Minneapolis Tool Car (s).
 Gladstone Shops (s).
 DR. S. O. FRANCIS, White Bear Lake (s).
 DR. B. J. MERRILL, Stillwater (s).
 DR. J. W. CHAMBERLIN, Oculist, 220 Lowry Building, St. Paul.
 DR. L. A. NELSON, Oculist, 220 Lowry Building, St. Paul.

NOTE

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival

of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company-surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at Northern Pacific hospitals. The Northern Pacific Beneficial Association will not be responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

J. B. McLANE,
Assistant Superintendent.

G. B. OGILVIE,
Train Master.

W. A. YOUNG,
Chief Dispatcher.

