

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME 41A TABLE

In Effect at 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, OCTOBER 24, 1915.

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 TRANSPORTATION RULES.

J. M. RAPELJE,
General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

NEWMAN KLINE,
Superintendent.

WESTWARD.

FIRST SUB-DIVISION (MAIN LINE)

Summary table for Third Class, Second Class, and First Class services. Includes columns for class numbers (713, 711, 701, 611, 609, 603, 607, 605, 1, 3, 7, 9, 11, 13, 17, 15, 23, 25) and service types (G. N. Way Freight, N. P. Passenger).

BETWEEN ST. PAUL AND MINNEAPOLIS ON GREAT NORTHERN TRACKS TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE.

Summary table for Minneapolis service. Columns include station (MINNEAPOLIS), distance (10.4), and times (11:25, 11:30, 10:55, 11:00, 11:10, 8:55, 9:05, 7:30, 7:40, 8:45, 8:50).

BETWEEN ST. PAUL AND NORTHTOWN TRAINS WILL BE GOVERNED BY JOINT TERMINALS SUB-DIVISION TIME TABLE.

Main detailed time table for Northtown service. Columns include station names (NORTHTOWN, FRIDLEY, BELT LINE, COON CREEK, ANOKA, DAYTON, ELK RIVER, BAILEY, BIG LAKE, SALIDA, BECKER, CLEAR LAKE, CABLE, REFORMATORY, ST. CLOUD, SAUK RAPIDS, SARTELL, WATAB, RICE, ROYALTON, GREGORY, LITTLE FALLS, DARLING, RANDALL, CUSHING, LINCOLN, PHILBROOK, STAPLES), times, and service types (W, WCOT, WCOY).

DOUBLE TRACK BETWEEN NORTHTOWN AND RICE AND BETWEEN PHILBROOK AND STAPLES. SEE SPECIAL RULES PAGE 3. AUTOMATIC BLOCK BETWEEN NORTHTOWN AND RICE. MANUAL BLOCK BETWEEN RICE AND STAPLES. FOR SPECIAL RULES AND INSTRUCTIONS SEE PAGE 4.

FIRST SUB-DIVISION (MAIN LINE)

EASTWARD.

FIRST CLASS											Water, Fuel, Seales, Turn, Tables and Wyes	Distance from Staples.	SECOND CLASS				THIRD CLASS							
28	26	24	22	16	14	12	10	8	4	2			Time Table No. 41A. OCTOBER 24, 1915. Succeeding No. 41.				602	604			702	710		
G. N. Passenger	G. N. Passenger	G. N. Passenger	G. N. Passenger	G. N. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger			STATIONS				N. P. Freight	G. N. Freight			N. P. Way Freight	G. N. Way Freight		
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily			Telegraph Offices and Calls.				Daily	Daily			Ex. Sun.	Ex. Sun.		
					A 10.35PM	A 10.30AM	A 6.20PM	A 7.40AM	A 11.00PM	A 8.15AM	WCOT	141.2	NP.....ST. PAUL.....DN	S 142										

BETWEEN ST. PAUL AND MINNEAPOLIS ON GREAT NORTHERN TRACKS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE.

					10.10 s 10.05	10.05 s 10.00	5.55 s 5.45	7.15 s 7.05	10.25 s 10.20	7.50 s 7.45		130.8	MS...MINNEAPOLIS...DN	S 131								
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BETWEEN NORTHTOWN AND ST. PAUL TRAINS WILL BE GOVERNED BY JOINT TERMINALS SUB-DIVISION TIME TABLE.

A 1.16PM	A 5.40AM	A 12.35PM	A 4.35PM	A 7.55PM	A 9.50PM	A 9.45AM	A 5.30PM	A 6.50AM	A 10.05PM	A 7.30AM	WCOT	127.0	NJ...NORTHTOWN...DN	S 128	A 3.00PM	A 3.25AM					A 3.35PM	A 3.30PM	
	f 5.33	f 12.23	f 4.25			f 9.37	f 5.20					122.9	FRIDLEY.....S	124									
1.07	5.31	12.20	4.23	7.46	9.42	9.35	5.18	6.40	9.57	7.22		122.0	BELT LINE.....P	S 123	2.25	3.10					3.20	3.15	
L 1.01PM	L 5.23AM	s 12.11PM	s 4.16	L 7.40PM	9.37	s 9.28	s 5.12	6.34	9.51	7.16		118.4	CN...COON CREEK...DN	S 119	2.15	L 3.00AM					f 3.10	L 3.05PM	
		s 11.56AM	s 4.05		s 9.28	s 9.17	s 5.02	6.24	9.42	7.07	W	112.7	KY...ANOKA...DN	S 114	1.55					s 2.45			
		s 11.38	s 3.51		9.18	f 9.03	f 4.49	6.10	9.32	6.57		105.8	KA...DAYTON...D	S 106	1.30					s 2.10			
		L 11.25AM	s 3.41		s 9.10	s 8.55	s 4.41	f 6.01	9.24	6.49	W	100.7	ER...ELK RIVER...DN	S 102	1.15					s 1.45			
			f 3.31		9.02	f 8.45	f 4.33	5.52	9.16	6.41		95.6	BAILEY.....P	S 96	12.45					f 1.15			
			s 3.24		8.57	s 8.38	s 4.26	f 5.46	9.11	6.36	W	91.9	BG...BIG LAKE...DN	S 93	12.35 702					1.00 s 12.15PM			
			f 3.16			f 8.31	f 4.19					87.9	SALIDA.....P	S 89						f 11.59AM			
			s 3.09		8.47	s 8.25	s 4.12	f 5.34	9.00	6.26		84.0	BC...BECKER...D	S 85	12.15PM					s 11.45			
			s 2.55		8.37	s 8.13	s 3.58	f 5.23	8.50	6.16	W	76.9	CK...CLEAR LAKE...D	S 78	11.45AM					s 11.10			
			f 2.43		8.28	f 8.04	f 3.46	5.13	8.41	6.07		71.0	CABLE.....P	S 72	11.10					f 10.40			
			f 2.37			f 7.58	f 3.40					68.2	REFORMATORY.....S	68									
			L 2.32PM		s 8.20	s 7.50	s 3.34	s 5.00	s 8.32	5.58	W	65.6	EA...ST. CLOUD...DN	S 67	10.40					s 9.45			
						s 7.45	s 3.29	f 4.53				63.9	UK...SAUK RAPIDS...D	S 65						s 9.30			
					8.13	s 7.40	s 3.23	4.48	8.25	5.51	WC	61.0	SY...SARTELL...D	S 63	10.16					f 9.20			
						f 7.33	f 3.15					57.1	WATAB.....P	S 58						f 9.05			
					8.00	s 7.25	s 3.04	4.32 605	8.12	5.37		51.3	RS...RICE...DN	S 52	9.35					s 8.40 603			
					7.51	s 7.11	s 2.52 701	f 4.20	8.03	5.27	W	44.7	RO...ROYALTON...DN	S 45	9.05 603					s 8.15			
					7.42	f 7.00	f 2.40	4.10	7.55	5.18 605		38.7	GR...GREGORY...DN	S 39	8.30					f 7.50			
					s 7.34	L 6.50AM	s 2.30 2.12	s 4.00	7.47	5.10	WCOY	33.9	FA...LITTLE FALLS...DN	S 34	8.00					L 7.30AM			
					7.27		s 2.02 1	f 3.50	7.41	5.03		29.5	DA...DARLING...DN	S 30	7.30								
					7.19		s 1.50	f 3.41	7.33	4.54		23.7	RD...RANDALL...DN	S 24	7.00 605								
					7.11		s 1.40	f 3.33	7.26	4.46		18.6	CG...CUSHING...DN	S 19	6.40								
					7.02		s 1.27 9	f 3.22	7.18	4.36	W	12.5	IN...LINCOLN...DN	S 13	6.21								
					s 6.53		s 1.16	f 3.10	7.09	4.26		6.3	PO...PHILBROOK...DN	S 6	6.03								
					L 6.43PM		L 1.05PM	L 2.55AM	L 7.00PM	L 4.16AM	WCOY	0.0	SO...STAPLES...DN	207	L 5.45AM								
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily					Ex. Sun.	Ex. Sun.	
0.15	0.17	1.10	2.03	0.15	3.07	2.55	4.07	3.55	3.05	3.14					9.15	0.25					7.20	0.25	
34.4	30.3	22.5	29.9	34.4	40.7	31.9	30.3	32.4	41.1	39.2					13.7	20.6					12.7	20.6	

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.
 DOUBLE TRACK BETWEEN NORTHTOWN AND RICE AND BETWEEN PHILBROOK AND STAPLES. SEE SPECIAL RULES PAGE 3. AUTOMATIC BLOCK BETWEEN NORTHTOWN AND RICE. MANUAL BLOCK BETWEEN RICE AND STAPLES.

No. 10 will take siding for No. 1.

At Little Falls all eastward freight trains will, unless otherwise instructed, head in on high line, report to operator by phone when into clear and ascertain from him what track they may occupy in main yard.

FOR SPECIAL RULES AND INSTRUCTIONS, SEE PAGE 4.

WESTWARD.		SECOND SUB-DIVISION (BRAINERD LINE)										EASTWARD.				
THIRD CLASS		FIRST CLASS			Water, Fuel, Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 41A. OCTOBER 24, 1915. Succeeding No. 41.				Distance from Brainerd	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
705	Way Freight	31	11	Passenger				Passenger	12	32	706			Way Freight		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	FA	DN	FA	DN	Ex. Sun.	Ex. Sun.	Ex. Sun.				
L 7:00AM		L 12:47PM	L 11:10PM	WC OY	SA	0.0	34	0.0	34	FA	DN	31.5	260	A 6:40AM	A 2:07PM	A 3:50PM
f 7:25		s 1:00	s 11:22		SA	5.6	6	5.6	6	FA	DN	25.9	38	s 6:22	s 1:53	f 3:30
f 7:35		f 1:07	f 11:28		SA	9.0	9	9.0	9	FA	DN	22.5	50	f 6:16	f 1:47	f 3:15
f 7:50		s 1:18	s 11:38	W	SA	14.7	15	14.7	15	FR	D	16.8	50	s 6:06	s 1:37	s 2:54
f 8:00		f 1:28	f 11:48		SA	20.1	20	20.1	20	FA	DN	11.4	40	f 5:57	f 1:28	f 2:34
f 8:25		s 1:34	s 11:54		SA	23.7	24	23.7	24	FA	DN	7.8	65	s 5:51	s 1:21	s 2:22
f 8:32		s 1:38	f 11:58PM		SA	25.8	26	25.8	26	FA	DN	5.7		s 5:47	s 1:17	f 2:15
A 9:00AM		A 1:50PM	A 12:10AM	WC OY	SA	31.5	177	31.5	177	B	DN	0.0	875	L 5:35AM	L 1:05PM	L 1:50PM
Ex. Sun.		Ex. Sun.	Daily											Daily	Ex. Sun.	Ex. Sun.
2.00		1.03	1.00											1.05	1.02	2.00
15.7		30.0	31.5											29.0	30.4	15.7
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																

WESTWARD. THIRD SUB-DIVISION (LITTLE FALLS AND DAKOTA BRANCH) EASTWARD.

WESTWARD.		THIRD SUB-DIVISION (LITTLE FALLS AND DAKOTA BRANCH)										EASTWARD.				
THIRD CLASS		FIRST CLASS			Water, Fuel, Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 41A. OCTOBER 24, 1915. Succeeding No. 41.				Distance from Morris	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
707	Way Freight	29	Passenger	Passenger				30	708	Way Freight						
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	FA	DN	FA	DN	Ex. Sun.	Ex. Sun.	Ex. Sun.				
L 9:45AM		L 3:00PM	L 7:08PM	WC OY	SA	0.0	34	0.0	34	FA	DN	87.2	260	A 10:40AM	A 2:45PM	A 2:29PM
s 10:20		s 3:20			SB	8.5	9	8.5	9	SV	D	78.7	20	s 10:20	s 2:05	
s 10:50		s 3:37		W	SB	15.5	10	15.5	10	SV	D	71.7	30	s 10:04	s 1:30	
s 11:15		s 3:48			SB	20.1	20	20.1	20	HN	D	67.1	40	s 9:54	s 1:00	
s 11:32		s 3:59			SB	24.5	25	24.5	25	GY	D	62.7	65	s 9:45	s 12:40	
s 11:55AM		s 4:07			SB	28.0	28	28.0	28		D	59.2	35	s 9:37	s 12:25	
s 12:10PM		f 4:13			SB	30.5	31	30.5	31		D	66.7	25	f 9:31	s 12:10PM	
s 12:40		s 4:27		WC O	SB	36.4	36	36.4	36	SC	D	50.8	130	s 9:18	s 11:40AM	
s 1:30		s 4:39			SB	41.5	41	41.5	41		D	45.7	34	s 9:07	s 10:50	
s 2:25		s 4:53			SB	47.2	47	47.2	47	WS	D	40.0	30	s 8:54	s 10:35	
s 2:50		s 5:05			SB	52.1	52	52.1	52	VI	D	35.1	35	s 8:43	s 10:15	
s 3:30		s 5:21			SB	59.0	59	59.0	59	GD	D	28.2	105	s 8:28	s 9:25	
s 4:10		s 5:42		W	SB	67.8	68	67.8	68	SK	D	19.4	65	s 8:08	s 9:00	
f 4:35		f 5:54			SB	72.8	74	72.8	74		D	14.4	27	f 7:57	f 8:42	
s 4:55		s 6:07			SB	78.1	78	78.1	78	CY	D	9.1	42	s 7:45	s 8:30	
A 5:35PM		A 6:30PM		WCY	SB	87.2	87	87.2	87	MR	D	0.0	100	L 7:25AM	L 8:00AM	
Ex. Sun.		Ex. Sun.												Ex. Sun.	Ex. Sun.	
7.10		3.30												3.15	5.55	
12.1		24.9												26.8	14.7	
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.																

At Little Falls all trains and engines must come to a full stop before entering main track and will protect against Main Line trains. Nos. 707 and 708 will carry male passengers only.

COMMERCIAL SPURS.

MAIN LINE.	
Distance from Northtown.	
Minnesota Pressed Brick Co.	9.3 Miles
Indian Medical Spring	28.5 Miles
Reformatory	59.6 Miles
SECOND SUB-DIVISION.	
Distance from Brainerd.	
Cuyuna Mining Spur	1.2 Miles
Virginia Ore Mining Co. Spur	5.0 Miles
THIRD SUB-DIVISION.	
Distance from Little Falls.	
Grey Eagle Brick and Tile Co.	21.5 Miles
Industrial School Spur	35.1 Miles
State Agricultural School Spur	86.0 Miles

AUTHORIZED SURGEONS, ST. PAUL DIVISION AND BRANCHES.

- LOCATION OF STRETCHERS (S).**
- DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (S).
 - DR. J. A. EVERT, Asst. Surgeon, Brainerd Hospital.
 - DRS. QUINN & STIERLE, 302 Pittsburg Bldg., St. Paul.
 - DR. E. L. MANN, 514 Germania Life Bldg., St. Paul.
 - DR. P. A. MOFF, 939 Lowry Building, St. Paul.
 - DRS. MACLAREN, RITCHIE, DOUGHERTY and ABBOTT, 914 Lowry Building, St. Paul.
 - DR. F. J. MITCHELL, Office, 896 Payne Ave., St. Paul.
 - DR. B. LEAHY, Corner University and Snelling Avenues, St. Paul.
 - DR. F. L. BECKLEY, 348 Prior Ave., Merriam Park.
 - St. Paul Fourth St. Freight Station (S).
 - St. Paul Fourth Street Yard Office (S).
 - Mississippi St. (S).
 - Como Shops (S).
 - DR. A. A. LAW, 420 Syndicate Building, Nicollet Ave., Minneapolis.
 - DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.
 - DR. I. C. McDONALD, 601 Syndicate Building, Minneapolis.
 - Car Foreman's Office, Minneapolis (S).
 - Tool Car No. 4, Steam Derrick, Northtown (S).
 - East Minneapolis (S).
 - Northtown Transfer (S).
 - Northtown Roundhouse (S).
 - DR. A. T. CAINE, Anoka (S).
 - DR. G. E. PARSONS, Elk River.
 - DR. W. L. BEEBE, St. Cloud (S).
 - DR. J. G. MILLSFAUGH, Little Falls (S).
 - DR. J. A. DuBOIS, Sauk Centre (S).
 - DR. C. A. FJELSTAD, Glenwood.
 - DR. H. L. HULBURD, Morris (S).
 - DR. F. H. ALLEN, Staples (S).
 - DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Building, St. Paul.
 - DR. L. A. NELSON, Oculist, 734 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 services 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 our own hospitals. We are not 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.

TONNAGE RATING—FREIGHT ENGINES

	ENGINES.					
	Class D, D2, D3		Class T		Class W	
	Maximum 55 Cars		Maximum 75 Cars		Maximum 80 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars
Eastward.						
Staples to Little Falls	1300	31	2000	55	2500	75
Little Falls to Northtown . .	1800	40	3000	75	4000	80
Brainerd to Little Falls	1600	38	2300	58		
Morris to Glenwood	425	10				
Glenwood to Sauk Centre . . .	1400	33				
Sauk Centre to Little Falls . .	590	14				
Westward.						
Northtown to Little Falls . .	1250	30	2000	60	2500	80
Little Falls to Staples	1050	25	1800	52	2200	65
Little Falls to Brainerd	1250	30	2000	50		
Little Falls to Sauk Centre . .	590	14				
Sauk Centre to Glenwood	850	20				
Glenwood to Morris	1250	30				

This rating is made to govern ruling grades only, and will in no manner interfere with the handling of additional tonnage when the grades will permit.
 Reduce Rating:—5 per cent between 30 above and 20 above zero; 10 per cent between 20 and 10 above zero; 15 per cent between 10 above and 10 below zero; 25 per cent when temperature is below 10 below zero.

SPECIAL RULES FOR MOVEMENT OF TRAINS ON DOUBLE TRACK.

1. On double track, as indicated by division time table, Rule 86 is modified to the extent that inferior class trains and extras may run ahead of second class trains without authority of a train order.
2. Rule D-97 is modified to the extent that extra trains may be run with the current of traffic without orders, provided they secure Clearance, Form "A" from the Operator upon entering double track. Operators must secure authority from Dispatcher before issuing Clearance.
3. In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
4. In automatic block territory Rule 514 does not apply to trains moving against the current of traffic, and the rear of the train must be protected as prescribed in Rule 99.
5. To insure personal safety, operators having train orders or messages for passing trains should stand on the right hand side of the train and never stand between the tracks.
6. Except as modified above, the Transportation Rules govern.
7. Trains in which logs are being handled, while running on double track, must come to a full stop while opposing passenger trains pass them.
8. Trains using Cross-overs in Automatic Signal territory must have at least ONE switch open while Train is on any part of the Cross-over.

J. B. McLANE,
Assistant Superintendent.

G. B. OGILVIE,
Trainmaster.

W. A. YOUNG,
Chief Dispatcher.

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS.
 Northtown. Staples. Brainerd.
 St. Paul, Haman & Company, 352 Robert St.
 St. Cloud, Fritz Guy.
 Little Falls, E. V. Wetzel.
 Brainerd, C. L. Burnett.
 Minneapolis, Barker Jewelry Co., 1311 Wash. Ave. No.
 J. J. Allin, 2409 Central Ave.
 Staples, W. L. Waldron.

WATCH INSPECTORS.
 Minneapolis, Barker Jewelry Co., 1311 Wash. Ave. No.
 J. J. Allin, 2409 Central Ave.
 Staples, W. L. Waldron.

BULLETIN STATIONS.
 Northtown, Little Falls, Staples, Brainerd, Morris.

REGISTERING STATIONS.
 Northtown, Rice, Little Falls, Philbrook, Staples,
 Brainerd, Morris.

TRAIN REGISTER EXCEPTIONS.
 At NORTHTOWN passenger trains will register by card (Form 606).
 At RICE all trains will register by card (Form 606). Westward trains must receive check of register and "19" order covering trains up to time of arrival.
 At PHILBROOK second class and inferior eastward trains will receive a "19" order covering trains up to time of arrival, and a check of register Form 602. All westward trains will register by card, Form 606.
 In event of wire failure conductors must personally check register.
 Enginemen will not be required to consult registers except at initial or starting point.

CLEARANCES.
 At NORTHTOWN Northern Pacific passenger trains and Great Northern westward passenger trains will not require Clearance unless train order signal is at Caution or Stop.
 At COON CREEK eastward Great Northern trains from Superior Division and at Elk River eastward Great Northern trains from Princeton Line will be governed by position of Train Order Signal and Semaphores and will not require Clearance, unless Train Order Signal is at Caution or Stop.
 At ST. CLOUD eastward Great Northern trains will obtain clearance at Great Northern station and be governed by position of Semaphore at Northern Pacific Junction before entering on eastward track.
 At RICE eastward trains will not require clearance unless train order signal is at Caution or Stop.
 At PHILBROOK eastward first class trains will not require Clearance unless train order signal is at Caution or Stop.
 At STAPLES passenger station eastward freight trains will not require Clearance unless train order signal is at Caution or Stop.

INTERLOCKING PLANTS.

Coou Creek, Elk River, St. Cloud, Staples, Sauk Centre.

SPEED RESTRICTIONS.

Maximum speed of passenger trains is one minute per mile, or sixty miles per hour. This limit MUST NOT be exceeded.
 Through cross-overs, turn-outs, and gauntlets, ten (10) miles per hour.
 At LITTLE FALLS westward trains around curve at west end of Mississippi River bridge, and eastward trains from semaphore west end of yard to station, fifteen (15) miles an hour.
 At STAPLES Sixth Street crossing, twelve (12) miles per hour.
 The speed of trains through interlocking plants will be limited to thirty-five (35) miles per hour. This, however, does not affect any previous ruling at plants where speed is limited to less than thirty-five (35) miles per hour.
 At BRAINERD the speed of all trains must be reduced to twelve (12) miles per hour between the east switch and passenger depot.
 Westward trains must not exceed twenty-five (25) miles per hour between Glenwood and Starbuck.
 Engines backing up in daylight will not exceed twenty-five (25) miles per hour, after dark twenty (20) miles per hour.

HELPER DISTRICTS.

Little Falls and Lincoln.
 Brainerd and three miles east.

YARD LIMITS.

Northtown, Little Falls, Staples, Brainerd, Morris.

DERAIL SWITCHES.

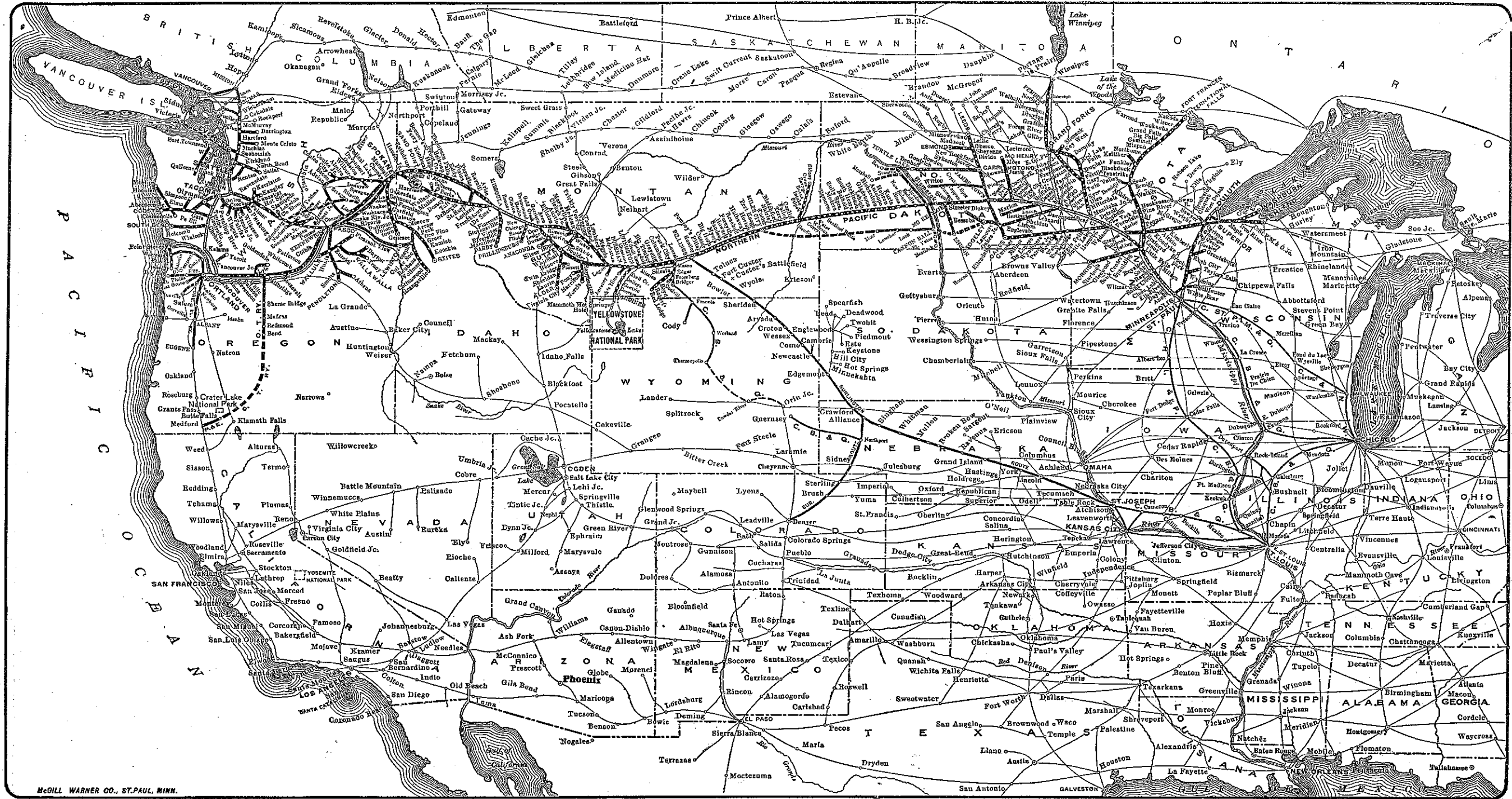
Fridley, spur.
 Elk River, house track.
 Indian Medical Spring track.
 Sartell, east end Coal Dock track.
 Randall, east end of loading track.
 Cushing, east end of loading track.
 Burtrum, east end of house track, east end of passing track.
 Ward Springs, east end of siding.
 Industrial School Spur.
 Sauk Centre, east end of track No. 1, west yard.
 Stiles, east end of siding.
 Glenwood, east Wye and house track, east end transfer track
 New Prairie, east end of siding.
 Derailers must be kept in derailing position when not in use.

LAP SIDINGS.

Lincoln—Trains taking siding must head in at lap.

0 Miles
 1 Miles
 2 Miles
 3 Miles
 4 Miles
 5 Miles
 6 Miles
 7 Miles
 8 Miles
 9 Miles

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