

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME **41B** TABLE

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

SUNDAY, JUNE 18, 1916.

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)

THIRD CLASS			SECOND CLASS					Water, Fuel, Scales, Turn Tables and Ways	Car Capacity of Shingles	Time Table No. 41B.		FIRST CLASS										
	713	711	701	611	609	603	607			605	JUNE 18, 1916. Succeeding No. 41A.		1	3	7	9	11	13	17	15	23	25
	G. N. Way Freight 508	G. N. Way Freight 503	N. P. Way Freight	G. N. Freight 517	G. N. Freight 408	N. P. Freight	G. N. Freight 405			N. P. Freight	STATIONS		N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	G. N. Passenger 18	G. N. Passenger 20	G. N. Passenger 15	G. N. Passenger 24
	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily			Daily	Telegraph Offices and Calls.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily
									NP.....ST. PAUL.....DN..	0.0	L11.00AM	L10.30PM	L10.35PM	L 8.30AM	L 7.05PM	L 8.20AM						

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

									WOT	MS.....MINNEAPOLIS.....DN	10.4	\$11.30	\$11.00	\$11.05	\$ 9.00	\$ 7.35	\$ 8.50				
										3.8		11.35	11.05	11.15	9.10	7.45	8.55				

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

	L 8.25AM	L 8.05AM	L 7.00AM	L 4.00AM	L 8.35PM	L 4.10AM	L 1.50AM	L12.30AM	WCOT		NJ.....NORTHTOWN.....DN	14.2	L11.50AM	L11.20PM	L11.30PM	L 9.25AM	L 8.00PM	L 9.10AM	L12.07AM	L 9.50AM	L 4.20PM	L 2.20PM
										No Siding	.....FRIDLEY.....P	18.3				f 9.32	f 8.07		f12.14		f 4.27	
	8.40	8.20	7.15	4.20	8.52	4.30	2.07	12.48		W 80 E 80	.....BELT LINE.....P	19.2	11.57AM	11.27	11.39	9.34	8.10	9.17	12.16	10.00	4.29	2.29
	A 8.57AM	8.30	s 7.25	4.29	A 9.00PM	4.39	2.15	12.58		E 80	CN.....COON CREEK.....DN	22.8	12.02PM	11.32	11.45	s 9.40	s 8.16	9.22	A12.25AM	A10.05AM	s 4.37	A 2.35PM
		s 9.05 9.50-9	s 8.00	4.48		5.00	2.32	1.15	W	W105 E 80	KY.....ANOKA.....DN	28.5	12.09	11.40	s11.54PM	s 9.50 7.11	s 8.27	9.30 7.11			s 4.51	
		10.30	s 8.20	5.08		5.20	2.52	1.35		W 80 E 80	KA.....DAYTON.....D	35.4	12.18	11.50	12.06AM	f10.02	f 8.39	9.39			s 5.03	
		A11.00AM	s 9.10	5.22		5.35	3.07	1.50	W	W 79 E 80	ER.....ELK RIVER.....DN	40.5	12.25	11.58PM	f12.14	s10.12	s 8.49	9.46			A 5.14PM	
			f 9.25	5.40		5.55	3.25	2.10		W 80 E 80	.....BAILEY.....P	45.6	12.32	12.06AM	12.22	f10.22	f 8.59	9.53				
			s 9.35 10.29-9	5.60		6.05	3.35	2.20	W	W 80 E 80	BG.....BIG LAKE.....DN	49.3	12.37	12.12	f12.28	s10.29 7.01	s 9.05	9.58 7.01				
			f10.35	6.02		6.20	3.45	2.30		No Siding	.....SALIDA.....P	53.3				f10.36	f 9.12					
			s11.00	6.15		6.35	3.55	2.42		W 80 E 80	BC.....BECKER.....D	57.2	12.47	12.23	f12.40	s10.43	s 9.19	10.08				
			s11.25	6.35		6.55	4.15	3.02	W	W 80 E 80	CK.....CLEAR LAKE.....D	64.3	12.56	12.32	f12.51	s10.55	s 9.32	10.17				
			f11.40AM	6.54		7.15	4.31	3.18		W 80 E 80	.....CABLE.....P	70.2	1.03	12.40	1.00	f11.07	f 9.43	10.25				
										No Siding	.....REFORMATORY.....	73.0				f11.13	f 9.49					
			s12.20PM	A 7.15AM		7.45	A 4.50AM	3.40	W	W 80 E 80	EA.....ST. CLOUD.....DN	75.6	s 1.10	12.49	s 1.12	s11.18	s 9.55	s10.32				
			s12.35			7.55		3.50		No Siding	UK.....SAUK RAPIDS.....D	77.3			f 1.18	s11.23	s10.00					
			s12.55 1.20			8.05		3.58	WC	W 80 E 80	SY.....SARTELL.....D	80.2	1.18 7.01	12.57	1.25	s11.29	s10.07	10.39				
			f 1.35			8.20		4.08		No Siding	.....WATAB.....P	84.1				f11.37	f10.14					
			s 2.15			8.40		4.32		W 80 E 74	RS.....RICE.....DN	89.9	1.32	1.13	f 1.40	s11.48AM	s10.26	10.53				
			s 2.52 1.10			9.05 7.02		4.54 6.02	W	85 81	RO.....ROYALTON.....DN	96.5	1.42	1.23	f 1.51	s12.02PM	s10.39	11.03				
			f 3.25			9.25		5.18 2		W 80 E 80	GR.....GREGORY.....DN	102.5	1.50	1.32	2.00	f12.14	f10.50	11.11				
			A 3.45PM			9.50		6.00	WCOY	W 70 E 86	FA.....LITTLE FALLS.....DN	107.3	1.58	1.42	s 2.10	s12.24 12.42	A11.00PM	s11.18				
						10.10		6.25		70 42	DA.....DARLING.....DN	111.7	2.06 10	1.50	f 2.20	s12.52		11.25				
						10.30		7.00		74	RD.....RANDALL.....DN	117.5	2.14	1.59	f 2.32	s 1.04		11.34				
						10.50		7.23		W 74 E 80	CG.....CUSHING.....DN	122.6	2.22	2.06	f 2.45 6.02	s 1.14		11.42				
						11.18		7.50	W	W 79 E 72	IN.....LINCOLN.....DN	128.7	2.31	2.15 6.02	f 2.57	s 1.27 10		11.51AM				
						11.45AM 12.10PM		8.15		W 79 E 59	PO.....PHILBROOK.....DN	134.9	2.40	2.27	f 3.08	s 1.38		12.00 6.03				
						A12.40PM		A 8.45AM	WCOT Y		SO.....STAPLES.....DN	141.2	A 2.50PM	A 2.40AM	A 3.25AM	A 1.50PM		A12.10PM				
	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily
	0.32	2.10	7.26	3.15	0.25	8.05	3.00	7.50					3.00	3.20	3.55	4.07	3.00	3.00	0.18	0.15	0.54	0.15
	16.1	12.1	12.5	18.8	20.6	15.7	20.4	16.2					42.3	38.1	32.4	30.8	31.0	42.3	28.6	34.4	29.2	34.4

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. 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											SECOND CLASS										THIRD CLASS								
28	26	24	22	16	14	12	10	8	4	2	Time Table No. 41B.										602	604	702	710					
G. N. Passenger 23	G. N. Passenger 17	G. N. Passenger 16	G. N. Passenger 12	G. N. Passenger 19	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	JUNE 18, 1916.										N. P. Freight	G. N. Freight 407	N. P. Way Freight	G. N. Way Freight 507					
Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Succeeding No. 41-A.										Daily	Daily	Ex. Sun.	Ex. Sun.					
											STATIONS																		
											Telegraph Offices and Calls.																		
											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 10.05 5.55 7.15 10.25 7.50 10.05 10.00 5.45 7.05 10.20 7.45																		
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 10.00AM	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.....PS 124																
1.07	5.31	12.20	4.23	7.46	9.42	9.35 602	5.18	6.40	9.57	7.22	122.0	.....BELT LINE.....PS 123	9.35 12	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	9.20	L 3.00AM				f 3.10	L 3.05PM										
		s 11.56AM	s 4.05		s 9.28	s 9.16	s 5.02	6.24	9.42	7.07	W 112.7	KY.....ANOKA.....DN S 114	8.58					s 2.45											
		s 11.38	s 3.51		9.18	f 9.01	f 4.49	6.10	9.32	6.57	105.8	KA.....DAYTON.....D S 106	8.33					s 2.10											
		L 11.25AM	s 3.41		s 9.10	s 8.52	s 4.41	6.01	9.24	6.49	W 100.7	ER.....ELK RIVER.....DN S 102	8.15					s 1.45											
			f 3.31		9.02	f 8.41	f 4.33	5.52	9.16	6.41	95.6	.....BAILEY.....PS 96	7.56					f 1.15										
			s 3.24		8.57	s 8.34	s 4.26	5.46	9.11	6.36	W 91.9	BG.....BIG LAKE.....DN S 93	7.45					s 1.00											
			f 3.16			f 8.27	f 4.19				87.9	.....SALIDA.....PS 89						f 12.30										
			s 3.09		8.47	s 8.20	s 4.12	5.34	9.00	6.26	84.0	BC.....BECKER.....D S 85	7.20					s 12.15PM											
			s 2.55		8.37	s 8.06	s 3.58	5.23	8.50	6.16	W 76.9	CK.....CLEAR LAKE.....D S 78	7.05					s 11.45AM											
			f 2.43		8.28	f 7.56	f 3.46	5.13	8.41	6.07	71.0	.....CABLE.....PS 72	7.00					f 11.25										
			f 2.37			f 7.50	f 3.40				68.2	.....REFORMATORY.....S 68																
			L 2.32PM		s 8.20	s 7.44	s 3.34	5.00	8.32	5.58	W 65.6	EA.....ST. CLOUD.....DN S 67	6.10					s 10.35											
						s 7.39	s 3.29	4.53			63.9	UK.....SAUK RAPIDS.....D S 65						s 10.20											
					8.13	s 7.33	s 3.23	4.48	8.25	5.51 602	WC 61.0	SY.....SARTELL.....D S 63	5.51 2					f 10.10											
						f 7.25	f 3.15				57.1	.....WATAB.....PS 58						f 9.55										
					8.00	s 7.14	s 3.04	4.32 605	8.12	5.37	51.3	RS.....RICE.....DN S 62	5.17					s 9.30											
					7.51	s 7.02	s 2.52 701	4.20	8.03	5.27	W 44.7	RO.....ROYALTON.....DN S 45	4.54 605					s 9.05 603											
					7.42	f 6.52	f 2.40	4.10	7.55	5.18 605	38.7	GR.....GREGORY.....DN S 39	4.30					f 8.20											
					s 7.34	L 6.42AM	s 2.30 2.14	s 4.00 602	7.47	5.10	WCOY 33.9	FA.....LITTLE FALLS.....DN S 34	4.10 3.45					L 8.00AM											
					7.27		s 2.06 1	f 3.50	7.41	5.03	29.5	DA.....DARLING.....DN S 30	3.30																
					7.19		s 1.52	f 3.41	7.33	4.54	23.7	RD.....RANDALL.....DN S 24	3.07																
					7.11		s 1.40	f 3.33	7.26	4.46	18.6	CG.....CUSHING.....DN S 19	2.45 7																
					7.02		s 1.27 9	f 3.22	7.18	4.36	W 12.5	IN.....LINCOLN.....DN S 13	2.15 3																
					s 6.53		s 1.16	f 3.10	7.09	4.26	6.3	PO.....PHILBROOK.....DN S 6	1.33																
					L 6.43PM		L 1.05PM	L 2.55AM	L 7.00PM	L 4.16AM	WCOTY 0.0	SO.....STAPLES.....DN 207	L 1.10AM																
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	3.03	4.07	3.55	3.05	3.14			8.25	0.25				7.35	0.25										
34.4	30.3	22.5	29.9	34.4	40.7	30.5	30.8	32.4	41.1	39.2			15.0	20.6				12.2	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.										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		Time Table No. 41B. JUNE 18, 1916. Succeeding No. 41A.										FIRST CLASS		THIRD CLASS
705		31	11	STATIONS										12	32	706
Way Freight		Passenger	Passenger	Telegraph Offices and Calls.										Passenger	Passenger	Way Freight
Ex. Sun.		Ex. Sun.	Daily											Daily	Ex. Sun.	Ex. Sun.
L 7.00 AM	L 7.00 AM	L 12.47 PM	L 11.10 PM	FA	34	0.0	FA	LITTLE FALLS	DN	31.5	200	A 6.37 AM	A 2.07 PM	A 3.50 PM		
f 7.25	s 1.00	s 11.22		SA	6	5.6		BELLE PRAIRIE		25.9	38	s 6.22	s 1.53	f 3.30		
f 7.35	f 1.07	f 11.28		SA	9	9.0		TOPEKA		22.5	50	f 6.16	f 1.47	f 3.15		
f 7.50	s 1.18	s 11.38		W SA	15	14.7	FR	FORT RIPLEY	D	16.8	50	s 6.06	s 1.37	s 2.54		
f 8.00	f 1.28	f 11.48		SA	20	20.1		LENNOX		11.4	40	f 5.57	f 1.28	f 2.34		
f 8.25	s 1.34	s 11.54		SA	24	23.7		CROW WING		7.8	65	s 5.51	s 1.21	s 2.22		
f 8.32	s 1.38	f 11.58 PM		SA	26	25.8		BARROWS		5.7		s 5.47	s 1.17	f 2.15		
A 9.00 AM	A 1.50 PM	A 12.10 AM		WCO TY	177	31.5	B	BRAINERD	DN	0.0	875	L 5.35 AM	L 1.05 PM	L 1.50 PM		
Ex. Sun.	Ex. Sun.	Daily										Daily	Ex. Sun.	Ex. Sun.		
2.00	1.03	1.00										1.02	1.02	2.00		
15.7	30.0	31.5										30.4	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.				
THIRD CLASS		FIRST CLASS		Time Table No. 41B. JUNE 18, 1916. Succeeding No. 41A.										FIRST CLASS		THIRD CLASS
707			29	STATIONS										30		708
Way Freight			Passenger	Telegraph Offices and Calls.										Passenger		Way Freight
Ex. Sun.			Ex. Sun.											Ex. Sun.		Ex. Sun.
L 9.45 AM	L 9.45 AM	L 3.00 PM	L 7.08 PM	FA	34	0.0	FA	LITTLE FALLS	DN	87.2	260	A 10.40 AM	A 2.45 PM	A 2.45 PM		
s 10.20	s 3.20	s 3.20		SB	9	8.5		FLENSBURG		78.7	20	s 10.20	s 2.05	s 2.05		
s 10.50	s 3.37	s 3.37		W SB	16	15.5	SV	SWANVILLE	D	71.7	30	s 10.04	s 1.30	s 1.30		
s 11.15	s 3.48	s 3.48		SB	20	20.1	HN	BURTRUM	D	67.1	40	s 9.54	s 1.00	s 1.00		
s 11.32	s 3.59	s 3.59		SB	25	24.5	GY	GREY EAGLE	D	62.7	65	s 9.45	s 12.40	s 12.40		
s 11.55 AM	s 4.07	s 4.07		SB	28	28.0		WARD SPRINGS		59.2	35	s 9.37	s 12.25	s 12.25		
s 12.10 PM	f 4.13	f 4.13		SB	31	30.5		SPAULDING		66.7	25	f 9.31	s 12.10 PM	s 12.10 PM		
s 12.40	s 4.27	s 4.27		WCO	36	36.4	SC	SAUK CENTRE	D	50.8	130	s 9.18	s 10.50	s 10.50		
s 1.55	s 4.39	s 4.39		SB	41	41.5		STILES		45.7	34	s 9.07	s 10.35	s 10.35		
s 2.25	s 4.53	s 4.53		SB	47	47.2	WS	WESTPORT	D	40.0	30	s 8.54	s 10.15	s 10.15		
s 2.50	s 5.05	s 5.05		SB	52	52.1	VI	VILLARD	D	35.1	35	s 8.43	s 9.55	s 9.55		
s 3.30	s 5.21	s 5.21		SB	59	59.0	GD	GLENWOOD	D	28.2	105	s 8.28	s 9.25	s 9.25		
s 4.10	s 5.42	s 5.42		W SB	68	67.8	SK	STARBUCK	D	19.4	65	s 8.08	s 9.00	s 9.00		
f 4.35	f 5.54	f 5.54		SB	74	72.8		NEW PRAIRIE		14.4	27	f 7.57	f 8.42	f 8.42		
s 4.55	s 6.07	s 6.07		SB	78	78.1	CY	CYRUS	D	9.1	42	s 7.45	s 8.30	s 8.30		
A 5.35 PM	A 6.30 PM	A 6.30 PM		WCOY	87	87.2	MR	MORRIS	D	0.0	100	L 7.25 AM	L 8.00 AM	L 8.00 AM		
Ex. Sun.	Ex. Sun.	Ex. Sun.										Ex. Sun.	Ex. Sun.	Ex. Sun.		
7.10	3.30	3.30										3.15	5.55	5.55		
12.1	24.9	24.9										26.8	14.7	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

THIRD SUB-DIVISION.

Distance from Little Falls.	
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).
Brainerd Shops (S).
DR. J. A. EVERT, Asst. Surgeon, Brainerd Hospital.
DR. J. W. JESION, Room 318, Northern Pacific General Office Bldg., 5th and Jackson Sts., St. Paul. Telephone Cedar 2340.
Residence 613 Virginia Ave., Summit 670 or T. S. 3005. | 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. E. L. MANN, 718 Lowry Bldg., St. Paul, Minn.
DR. P. A. HOFF, 939 Lowry Building, St. Paul.
DR. F. J. MITCHELL, Office, 896 Payne Ave., St. Paul.
DR. B. LEAHY, 516 Snelling Avenue, 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. Round House (S).
Mississippi St. Car Foreman's Office (S).
Como Shops (S). | DR. A. T. CAINE, Anokis (S).
DR. G. E. PARSONS, Elk River.
DR. W. L. BEEBE, St. Cloud (S).
DR. ALEX. M. WATSON, Royalton.
DR. J. G. MILLSPAUGH, Little Falls (S).
DR. J. A. DuBOIS, Sauk Centre (S).
DR. C. A. FJELSTAD, Glenwood.
DR. C. A. CAINE, 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.
DR. A. C. HEATH, Nose and Throat, 339 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

Table with columns for ENGINES (Class D, D2, D3; Class T; Class W) and rows for various routes (Eastward/Westward) between stations like Staples, Little Falls, Northtown, Brainerd, Morris, and Sauk Centre. Columns include Tons and Cars.

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

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.

Coon 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 derailling position when not in use.

LAP SIDINGS.

Lincoln—Trains taking siding must head in at lap.

Miles 0.6 Miles 1.0 Miles 1.2 Miles 2.0 Miles 5 Miles 10 Miles 15 Miles 20 Miles 25 Miles 30 Miles 35 Miles 40 Miles 45 Miles 50 Miles 55 Miles 60 Miles 65 Miles 70 Miles 75 Miles 80 Miles 85 Miles 90 Miles 95 Miles 100 Miles

IES. ug, Minne- (S). Building, St. Paul. or pas- surgeon ordance 3, when possible arising pointed author- er such occurred cases of

