

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME 42 TABLE

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

SUNDAY, AUGUST 5, 1917.

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 Wyes	Car Capacity of Sidings	Time Table No. 42. AUGUST 5, 1917. Succeeding No. 41B.	Distance from St. Paul	FIRST CLASS										
713	711	701	611	609	603	607	605					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					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					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	
								WCOT				NP.....	ST. PAUL.....	DN...	0.0	L 11.00AM	L 10.30PM	L 10.35PM	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	L 11.30AM	L 11.00AM	L 11.05AM	L 9.00AM	L 7.35AM	L 8.50AM				
--	--	--	--	--	--	--	--	-----	---------	------------------	----	------	-----------	-----------	-----------	----------	----------	----------	--	--	--	--

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	L 12.30AM	WCOT		NJ.....	NORTHTOWN.....	DN	14.2	L 11.50AM	L 11.20PM	L 11.30PM	L 9.25AM	L 8.00PM	L 9.10AM	L 12.07AM	L 9.50AM	L 4.20PM	L 2.20PM
										No Siding	FRIDLEY.....	P	18.3				f 9.32	f 8.07		f 12.14		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	COON CREEK.....	DN	22.8	12.02PM	11.32	11.45	s 9.40	s 8.16	9.22	A 12.25AM	A 10.05AM	s 4.37	A 2.35PM	
		s 9.05AM 9.50-9	s 8.00	4.48		5.00	2.32	1.15	W	W 105 E 80	ANOKA.....	DN	28.5	12.09	11.40	s 11.54PM	s 9.50AM 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	DAYTON.....	D	35.4	12.18	11.50	12.06AM	f 10.02	f 8.39	9.39			s 5.03		
		A 11.00AM	s 9.10	5.22		5.35	3.07	1.50	W	W 79 E 39	ELK RIVER.....	DN	40.5	12.25	11.58PM	f 12.14	s 10.12	s 8.50	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	f 10.22	f 9.00	9.53					
			s 9.35AM 10.03	5.50		6.05	3.35	2.20	W	W 80 E 80	BIG LAKE.....	DN	49.3	12.37	12.12	f 12.28	s 10.29	s 9.06	9.58 7.01					
			f 10.13	6.02		6.20	3.45	2.30		No Siding	SALIDA.....	P	53.3			f 10.36	f 9.13							
			s 10.23	6.15		6.35	3.55	2.42		W 80 E 80	BECKER.....	D	57.2	12.47	12.23	f 12.40	s 10.43	s 9.20	10.08					
			s 10.45 11.00 9	6.35		6.55	4.15	3.02	W	W 80 E 80	CLEAR LAKE.....	D	64.3	12.56	12.32	f 12.51	s 10.55 7.01	s 9.34	10.17					
			f 11.20	6.54		7.15	4.31	3.18		W 80 E 80	CABLE.....	P	70.2	1.03	12.40	1.00	f 11.07	f 9.46	10.25					
										No Siding	REFORMATORY.....		73.0				f 11.13	f 9.52						
			s 11.40AM 12.10PM	A 7.15AM		7.45	A 4.50AM	3.40	W	W 80 E 80	ST. CLOUD.....	DN	75.6	s 1.10	12.49	s 1.12	s 11.18	s 10.00	s 10.32					
			s 12.25			7.55		3.50		No Siding	SAUK RAPIDS.....	D	77.3			f 1.18	s 11.23	s 10.05						
			s 12.35 12.55			8.05		3.58	WC	W 80 E 80	SARTELL.....	D	80.2	1.18	12.57	1.25	s 11.29	s 10.12	10.39					
			f 1.07			8.20		4.08		No Siding	WATAB.....	P	84.1			f 11.37	f 10.20							
			s 1.27 1.37			8.40		4.32		W 80	RICE.....	DN	89.9	1.32 7.01	1.13	f 1.40	s 11.48AM	s 10.33	10.53					
			s 2.05			9.05		4.54	W	W 85 E 96	ROYALTON.....	DN	96.5	1.42	1.23	f 1.51	s 12.02PM	s 10.47	11.03					
			f 2.35 10			9.35		5.25		No Siding	GREGORY.....	DN	104.5	1.54	1.37	2.05	f 12.18	f 11.02	11.14					
			A 2.55PM			9.50		6.00	WCOY	W 70 E 86	LITTLE FALLS.....	DN	107.3	1.58	1.42	s 2.10	s 12.24 12.42	A 11.10PM	s 11.18					
						10.10		6.25		95	DARLING.....	DN	111.7	2.06 10	1.50	f 2.20	s 12.52		11.25					
						10.30		7.00		95	RANDALL.....	DN	117.5	2.14	1.59	f 2.32	s 1.04		11.34					
						10.50		7.23		W 95 E 80	CUSHING.....	DN	122.6	2.22	2.06	f 2.45	s 1.14		11.42					
						11.18		7.50	W	W 95 E 72	LINCOLN.....	DN	128.7	2.31	2.15	f 2.57	s 1.27 10		11.51AM					
						11.45AM 12.10PM 13		8.15		W 79 E 59	PHILBROOK.....	DN	134.9	2.40	2.27	f 3.08	s 1.38		12.00AM 6.03					
						A 12.40PM		A 8.45AM	WCOT Y	W 70 E 86	STAPLES.....	DN	141.2	A 2.50PM	A 2.40AM	A 3.25AM	A 1.50PM		A 12.10PM					
	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily
	0.32	2.10	6.12	3.15	0.25	8.05	3.00	8.15						3.00	3.20	3.55	4.07	3.10	3.00	0.18	0.15	0.54	0.15	
	16.1	12.1	15.0	18.8	20.6	15.7	20.4	15.4						42.3	38.1	32.4	30.8	29.4	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 GREGORY 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.

WESTWARD.			SECOND SUB-DIVISION (BRAINERD LINE)										EASTWARD.			
THIRD CLASS		FIRST CLASS		Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 42. AUGUST 5, 1917. Succeeding No. 41B.					Distance from Brainerd	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
705	Way Freight	31	11				Passenger	Passenger	12	32	Passenger			Passenger	706	Way Freight
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	WC OY	S	34	0.0	FA.....LITTLE FALLS.....DN	31.5	260	A 6:37AM	A 1:55PM	A 9:25AM			
L 3:15PM		L 12:47PM	L 11:20PM		SA	6	5.7	.....BELLE PRAIRIE.....	25.8	42	s 6:22	s 1:40	f 9:10		
f 3:35		s 1:02	f 11:32		SA	9	9.2	.....TOPEKA.....	22.3	55	f 6:16	f 1:33	f 9:00		
f 3:50		f 1:10	f 11:38		SA	15	14.7	FR.....FORT RIPLEY.....D	16.8	55	s 6:06	s 1:23	s 8:35			
f 4:10		s 1:23	s 11:48		SA	20	20.1	.....LENNOX.....	11.4	40	f 5:57	f 1:13	f 8:10		
f 4:30		f 1:33	f 11:58PM		SA	24	23.7	.....CROW WING.....	7.8	55	s 5:51	s 1:06	s 7:57		
f 4:45		s 1:40	f 12:04AM		SA	26	25.8	.....BARROWS.....	5.7		s 5:47	s 1:02	f 7:50		
f 4:52		s 1:44	f 12:08		SA	26	25.8	.....BARROWS.....	5.7		s 5:47	s 1:02	f 7:50		
A 5:10PM		A 1:57PM	A 12:20AM	WCO TY	SB	177	31.5	B.....BRAINERD.....DN	0.0	875	L 5:35AM	L 12:50PM	L 7:30AM			
Ex. Sun.		Ex. Sun.	Daily								Daily	Ex. Sun.	Ex. Sun.			
1.55		1.10	1.00					Time Over Sub-division			1.02	1.05	1.55			
16.4		27.0	31.5					Average Speed per Hour			30.4	29.0	16.4			

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		Water, Fuel, Seales, Turn Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 42. AUGUST 5, 1917. Succeeding No. 41B.					Distance from Morris	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS
707	Way Freight	29	Passenger				Passenger	Passenger	30	708	Passenger			Way Freight		
Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	WC OY	S	34	0.0	FA.....LITTLE FALLS.....DN	87.2	260	A 10:45AM	A 2:15PM				
L 9:45AM		L 3:00PM			SB	9	8.5	.....FLENSBURG.....	78.7	20	s 10:25	s 1:35			
s 10:25		s 3:18			SB	16	15.5	SV.....SWANVILLE.....D	71.7	30	s 10:08	s 1:08				
s 10:55		s 3:34			SB	20	20.1	HN.....BURTRUM.....D	67.1	40	s 9:58	s 12:48				
s 11:15		s 3:44			SB	25	24.5	GY.....GREY EAGLE.....D	62.7	65	s 9:48	s 12:30				
s 11:32		s 3:54			SB	28	28.0	.....WARD SPRINGS.....	59.2	35	s 9:40	s 12:15			
s 11:55AM		s 4:02			SB	31	30.5	.....SPAULDING.....	66.7	25	f 9:34	s 12:05PM			
s 12:05PM		f 4:08			SB	36	36.4	SC.....SAUK CENTRE.....D	50.8	130	s 9:21	s 11:40AM				
s 12:40		s 4:21		WC O	SB	41	41.5	G. N. Crossing-Track Connection.	45.7	34	s 9:09	s 10:50				
s 1:30		s 4:33			SB	47	47.2	.....STILES.....	45.7	34	s 9:09	s 10:35			
s 1:55		s 4:46			SB	47	47.2	WS.....WESTPORT.....D	40.0	30	s 8:57	s 10:15				
s 2:25		s 4:46			SB	52	52.1	VI.....VILLARD.....D	35.1	35	s 8:46	s 9:55				
s 2:50		s 4:57			SB	59	59.0	.....SOO CROSSING.....	28.7						
					SB	59	59.0	Track Connection	28.2	105	s 8:31	s 9:25				
s 3:30		s 5:12			SB	68	67.8	GD.....GLENWOOD.....D	19.4	65	s 8:10	s 9:00				
s 4:10		s 5:33		W	SB	74	74.0	SK.....STARBUCK.....D	13.2	27	f 7:56	f 8:42				
f 4:35		f 5:47			SB	78	78.1	.....NEW PRAIRIE.....	9.1	42	s 7:46	s 8:30			
s 4:55		s 5:57			SB	87	87.2	CY.....CYRUS.....D	0.0	100	L 7:25AM	L 8:00AM				
A 5:35PM		A 6:20PM		WCY	SB	87	87.2	MR.....MORRIS.....D								
Ex. Sun.		Ex. Sun.									Ex. Sun.	Ex. Sun.				
7.10		3.20						Time Over Sub-division			3.20	5.25				
12.1		26.1						Average Speed per Hour			26.1	16.0				

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
Graham	-	-	-	-	-	88.3 Miles

SECOND SUB-DIVISION.

Distance from Brainerd.

Cuyuna Mining	-	-	-	-	-	1.2 Miles
Parker	-	-	-	-	-	19.6 Miles

THIRD SUB-DIVISION.

Distance from Little Falls.

Industrial School	-	-	-	-	-	35.1 Miles
State Agricultural School	-	-	-	-	-	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. I. C. McDONALD, 601 Syndicate Building, Minneapolis. |
| DR. J. A. EVERT, Asst. Surgeon, Brainerd Hospital. | Car Foreman's Office, Minneapolis (S). |
| DR. J. W. JESION, Room 318, Northern Pacific General Office Bldg., 5th and Jackson Sts., St. Paul. Telephone Cedar 2340. | Tool Car No. 4, Steam Derrick, Northtown (S). |
| Residence 613 Virginia Ave., Summit 670 or T. S. 3605. | East Minneapolis (S). |
| DR. E. J. MANN, 718 Lowry Bldg., St. Paul, Minn. | Northtown Transfer (S). |
| DR. P. A. HOFF, 939 Lowry Building, St. Paul. | Northtown Roundhouse (S). |
| DR. F. J. MITCHELL, Office, 896 Payne Ave., St. Paul. | DR. A. T. CAINE, Anoka (S). |
| DR. B. LEAHY, 516 Snelling Avenue, St. Paul. | DR. G. E. PARSONS, Elk River. |
| DR. F. L. BECKLEY, 348 Prior Ave., Merriam Park. | DR. W. L. BEEBE, St. Cloud (S). |
| St. Paul Fourth St. Freight Station (S). | DR. ALEX M. WATSON, Royalton. |
| St. Paul Fourth Street Yard Office (S). | DR. J. G. MILLSPAUGH, Little Falls (S). |
| Mississippi St. Round House (S). | DR. J. A. DuBOIS, Sauk Centre (S). |
| Come Shops (S). Car Foreman's Office (S). | DR. C. A. CAINE, Morris (S). |
| DR. A. A. LAW, 420 Syndicate Building, Nicollet Ave., Minneapolis. | DR. F. H. ALLEN, Staples (S). |
| DR. R. R. CRANMER, 632 Syndicate Bldg., Minneapolis. | DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Building, St. Paul. |
| DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis. | DR. L. A. NELSON, Oculist, 734 Lowry Building, St. Paul. |
| | DR. HOWARD S. CLARK, Oculist, 616 Syndicate Bldg., Minneapolis. |
| | 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.

SPECIAL INSTRUCTIONS.

At Little Falls, no movement must be made to passenger station from L. F. & D. Branch or Brainerd Line, until authority to use Main Line has been obtained by telephone from operator at passenger station. If telephone is out of order, such movement must be made only under flag protection as per Rule 99.

TONNAGE RATING—FREIGHT ENGINES

	ENGINES.					
	Class D, D2, D3		Class T		Class W	
	Maximum 55 Cars		Maximum 75 Cars		Maximum 90 Cars	
	Tons	Cars	Tons	Cars	Tons	Cars
Eastward.						
Staples to Little Falls.....	1300	31	2000	55	3000	80
Little Falls to Northtown..	1800	40	3000	75	4500	90
Brainerd to Little Falls....	1600	38	2500	60	.....	.....
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	2600	85
Little Falls to Staples.....	1050	25	1800	52	2400	80
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.

- 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.
- 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.
- In manual block territory any train moving against the current of traffic must receive a proper clearance card at every open block office.
- 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.
- 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.
- Except as modified above, the Transportation Rules govern.
- Trains in which logs are being handled, while running on double track, must come to a full stop while opposing passenger trains pass them.
- 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.
- West of COON CREEK on Eastward track, 6800 feet, automatic home signal 22.4 is located.
 Passenger trains and light tonnage freight trains approaching and finding the top arm of this signal in stop position or red light displayed may, after coming to full stop, proceed cautiously through the block to the next home signal, located 500 feet west of Coon Creek tower, expecting to find the block occupied or passenger trains receiving and discharging passengers at station on the westward track.
 Tonnage freight trains finding signal 22.4 in stop position should stop 2300 feet west of this signal and make use of telephone located on post at that point. If signal does not show clear or caution position within reasonable time will then ascertain condition of block ahead from towerman in Coon Creek tower before proceeding.
 In case telephone is out of order, engine must be cut from train and run to tower for definite information.

SPECIAL INSTRUCTIONS.

STANDARD CLOCKS.
 Northtown, Telegraph Office. Staples, Telegraph Office Passenger Station.
 Brainerd, Telegraph Office.

WATCH INSPECTORS.
 St. Paul, Haman & Company, Minneapolis, Barker Jewelry Co.,
 352 Robert St. 1311 Wash. Ave. No.
 St. Cloud, Fritz Guy. J. J. Allin, 2409 Central Ave.
 Little Falls, E. V. Wetzel. Samuel H. Lindquist,
 Brainerd, C. L. Burnett. 4169 Washington Ave. No.
 Staples, W. L. Waldron.

BULLETIN STATIONS.
 St. Paul, Asst. Supt's Office. Staples, Passenger Station, Yard Office and
 "Mississippi St. Round House. Round House.
 Minneapolis, Lower Yard Office. Little Falls, Telegraph Office.
 "Trainmaster's Office. Brainerd, Telegraph Office.
 Northtown, Yard Office, Round House.

REGISTERING STATIONS.
 Northtown, Telegraph Office. Brainerd, Telegraph Office. Gregory, Telegraph Office. Morris, Telegraph Office.
 Little Falls, Telegraph Office. Philbrook, Telegraph Office. Staples, Telegraph Office Passenger Station, Yard Office.

TRAIN REGISTER EXCEPTIONS.
 At NORTHTOWN passenger trains will register by card (Form 606).
 At GREGORY 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 LITTLE FALLS all trains passing without stop will register by card (Form 606). Westward first class trains not carded to stop will be given a copy of register by operator on Form 602.
 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 GREGORY 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, fifteen (15) miles per hour. At bridge 134 (near Philbrook) this applies to trains using eastward track.
 At ST. CLOUD engines must be brought under control after passing distant signal, and proceed with train under control over Great Northern Crossing.
 At LITTLE FALLS trains around curve at west end of Mississippi River bridge, fifteen (15) miles per hour.
 Between Mile Posts 126 and 127, two miles east of Lincoln, speed of trains must not exceed (45) miles per hour around curves.
 At STAPLES Sixth Street crossing, twelve (12) miles per hour.
 The speed of trains through interlocking plants will be limited to thirty (30) miles per hour. This, however, does not affect any previous ruling at plants where speed is limited to less than thirty (30) 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.
 Class W engines must not exceed thirty (30) 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 siding.
 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.
 Parker Spur, east end.
 Derailers must be kept in derailing position when not in use.

LAP SIDINGS.
 Lincoln—Trains taking siding must head in at lap.
ENGINE RESTRICTIONS OVER BRIDGES.
 BRIDGE 106. Mississippi River Little Falls, Brainerd Line.
 Class "T" eight miles per hour.
 Class "W" and Mallet prohibited.
 BRIDGE 120. Nokay Sebja River, Brainerd Line.
 Class "W" and Mallet, eight miles per hour.

LIMIT OF LOAD—MEASUREMENT

	Height Above Top of Rail																Max. Height	Max. Width	
	1' 0" Wide	2' 0" Wide	3' 0" Wide	4' 0" Wide	5' 0" Wide	6' 0" Wide	7' 0" Wide	7' 6" Wide	8' 0" Wide	8' 6" Wide	9' 0" Wide	9' 6" Wide	10' 0" Wide	10' 2" Wide	10' 6" Wide	11' 0" Wide			11' 6" Wide
First Sub-division, Northtown to Staples.....	18' 0"	18' 0"	18' 0"	18' 0"	18' 0"	18' 0"	17' 9"	17' 4"	16' 9"	16' 6"	16' 1"	15' 9"	15' 4"	15' 3"	15' 0"	14' 7"	14' 2"	18' 0"	11' 6"
Second Sub-division, Little Falls to Brainerd...	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	20' 0"	20' 0"	20' 0"	19' 6"	18' 6"	17' 9"	17' 6"	17' 0"	16' 4"	15' 9"	21' 0"	11' 6"
Third Sub-division, Little Falls to Morris.....	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	19' 0"	19' 0"	18' 3"	17' 11"	17' 4"	16' 5"	15' 6"	21' 0"	11' 6"

J. B McLANE,
 Assistant Superintendent.

J. H. JOHNSON,
 Trainmaster.

HENRY FLANAGAN,
 Trainmaster.

JAMES FINLEY,
 Trainmaster.

W. A. YOUNG,
 Chief Dispatcher.

