

United States Railroad Administration

W. G. McADOO, Director General of Railroads

NORTHERN PACIFIC RAILROAD

ST. PAUL DIVISION

TIME 44 TABLE

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

SUNDAY, AUGUST 11, 1918.

For the Government of Employees 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.

A. M. BURT,
Acting General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

NEWMAN KLINE,
Superintendent.

FIRST SUB-DIVISION
(MAIN LINE)

THIRD CLASS			SECOND CLASS									Water, Fuel, Seales, Turn Tables and Wyes Car Capacity of Siding WCOT	Time Table No. 44. August 11, 1918. Succeeding No. 43-A.		Distance from St. Paul	FIRST CLASS										
713	711	701	619	609	617	615	603	611	613	607	605		1	3		7	9	11	13	17	15	23				
G. N. Way Freight 508	G. N. Way Freight 503	N. P. Way Freight	G. N. Freight 401	G. N. Freight 408	G. N. Freight 431	G. N. Freight 429	N. P. Freight	G. N. Freight 403	G. N. Freight 433	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				
Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Daily	Daily		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.			
													NP.....ST. PAUL.....DN..	0.0	L 11 20AM	L 10 30PM	L 10 35PM	L 8 35AM	L 7 05PM	L 8 30AM						
BETWEEN ST. PAUL AND MINNEAPOLIS ON GREAT NORTHERN TRACKS TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE.																										
													WOT	MS...MINNEAPOLIS...DN 3.8	10.4	\$11.50 11:55AM	\$11.00 11:05	\$11.05 11:15	\$ 9.05 9:15	\$ 7.35 7:45	\$ 9.00 9:05					
BETWEEN ST. PAUL AND NORTHTOWN TRAINS WILL BE GOVERNED BY JOINT TERMINALS SUB-DIVISION TIME TABLE.																										
			L 7.00AM					L 4.10AM		L 3.45AM		L 12.30AM	WCOT	NJ.....NORTHTOWN.....DN 4.1	14.2	L 12.10PM	L 11.20PM	L 11.30PM	L 9.30AM	L 8.00PM	L 9.20AM	L 12.07AM	L 9.50AM	L 4.30PM		
	L 8.25AM	L 8.05AM	7.14	L 10.10PM	L 8.35PM	10.35AM	L 5.45AM	4.25	L 4.05AM	3.59	L 1.50AM	12.44		Spur 2 CarsFRIDLEY.....P 0.9	18.3	12.16	11.26	11.37	f 9.37	f 8.07	9.26	f 12.14	9.57	f 4.37	
	8.30	8.10	7.18	10.15	8.40	10.39	5.49	4.30	4.10	4.03	1.55	12.48		W 80 E 80BELT LINE.....P 3.6	19.2	12.17	11.27	11.39	9.39	8.10	9.27	12.16	10.00	4.39	
	A 8.57AM	8.25	s 7.30	10.30	A 9.00PM	10.53	6.01	4.47	4.25	4.16	2.10	12.58		E 80	CN.....COON CREEK.....DN 5.7	22.8	12.22	11.32	11.45	s 9.45	s 8.16	9.32	A 12.25AM	A 10.05AM	s 4.45	
		s 9.05 10.00-9	s 7.58	10.50		11.18	6.22	5.10	4.45	4.36	2.30	1.15	W	W 105 E 95	KY.....ANOKA.....DN 6.9	28.5	12.30	11.40	s 11.54PM 7.11	s 9.55 7.11	s 8.27	9.39 7.11			s 4.55	
		10.30	s 8.25	11.13		11.42AM	6.40	5.38	5.10	5.01	2.50	1.35		W 80 E 80	KA.....DAYTON.....D 5.1	35.4	12.40	11.50	12.06AM	f 10.07	f 8.39	9.48			s 6.08	
		A 11.00AM	s 8.45	11.30		12.01PM	7.05	6.00	5.28	5.20	3.07	1.50	W	W 79 E 39	ER.....ELK RIVER.....DN 5.1	40.5	12.47	11.58PM	f 12.14	s 10.16	s 8.50	9.55		A 5.19PM		
			f 9.05	11.43		12.20	7.25	6.20	5.47	5.39	3.25	2.10		W 80 E 80	.....BAILEY.....P 3.7	45.6	12.54	12.06AM	12.22	f 10.25	f 9.00	10.02			
			s 9.20	11.55PM		12.35	7.37	6.35	5.57	5.50	3.35	2.20	W	W 80 E 95	BG.....BIG LAKE.....DN 4.0	49.3	1.00	12.12	f 12.28	s 10.31	s 9.06	10.07				
			f 9.35											Spur 5 Cars	.....SALIDA..... 3.9	53.3				f 10.38	f 9.13				
			s 9.50	12.18AM 12.45		1.02 1.15	8.08	7.05	6.20	6.10	3.55	2.42		W 80 E 95	BC.....BECKER.....D 7.1	57.2	1.12 6.17	12.23 6.19	f 12.40 6.19	s 10.45	s 9.20	10.17				
			s 10.20 10.30 13	1.10		1.45	8.35	7.30	6.45	6.35	4.15	3.02		W 80 E 95	CK.....CLEAR LAKE.....DN 5.9	64.3	1.21	12.32	f 12.51	s 10.57	s 9.34	10.26 7.01				
			f 10.50	1.30		2.10	8.58	7.55	7.05	6.55	4.31	3.18		W 80 E 80	.....CABLE.....P 2.8	70.2	1.29	12.40	1.00	f 11.07	f 9.46	10.34			
													No Siding	.....REFORMATORY..... 2.6		73.0				f 11.13	f 9.52				
			s 11.10 11.30 9	A 1.50AM		A 2.35PM	A 9.20AM	8.15	A 7.25AM	A 7.15AM	A 4.50AM	3.40	W	W 80 E 80	EA.....ST. CLOUD.....DN G. N. Crossing 1.7 Track Conn.	75.6	s 1.38	12.49	s 1.12	s 11.18 7.01	s 10.00	s 10.42				
			s 11.40AM					8.25				3.50		No Siding	UK.....SAUK RAPIDS.....D 2.9	77.3			f 1.18	s 11.23	s 10.05					
			s 12.01PM					8.35				3.58	WC	W 80 E 95	SV.....SARTELL.....DN 3.9	80.2	1.46	12.57	1.25	s 11.29	s 10.12	10.49				
			f 12.25											Spur 10 Cars	.....WATAB.....P 5.8	84.1				f 11.37	f 10.20				
			s 1.00					9.10				4.32		W 80	RS.....RICE.....DN 6.6	89.9	2.02	1.13	f 1.40	s 11.48AM	s 10.33	11.04				
			s 1.45 2.24					9.35				4.54	W	W 85 E 96	RO.....ROYALTON.....DN 8.0	96.5	2.12 7.01	1.23	f 1.51	s 12.02PM	s 10.47	11.13				
			f 2.45					10.05				5.25		No Siding	GR.....GREGORY.....DN 2.8	104.5	2.24	1.37	2.05	f 12.18	f 11.02	11.23				
			s 2.55					10.20				6.00	WCOY	W 70 E 86	FA.....LITTLE FALLS.....DN 4.4	107.3	2.29 10	1.42	s 2.10	s 12.24 12.45	A 11.10PM	s 11.28				
			f 3.15					10.50				6.25		82	DA.....DARLING.....DN 5.8	111.7	2.37	1.50	f 2.20	s 12.53		11.35				
			s 3.45					11.15				7.00		92	RD.....RANDALL.....DN 5.1	117.5	2.46	1.59	f 2.31	s 1.04		11.44				
			s 4.15					11.42AM 12.02PM 13				7.23		W 96 E 82	CG.....CUSHING.....DN 6.1	122.6	2.54	2.06	f 2.42	s 1.14		11.52AM 6.03				
			s 4.45					12.40				7.50 7.02	W	W 96 E 65	IN.....LINCOLN.....DN 6.2	128.7	3.03	2.15	f 2.53	s 1.27 10		12.01PM				
			s 5.07					1.05				8.15		W 72 E 49	PO.....PHILBROOK.....DN 6.3	134.9	3.13	2.27	f 3.05	s 1.38		12.10				
			A 5.30PM					A 1.30PM				A 8.45AM	WCOT Y		SO.....STAPLES.....DN	141.2	A 3.25PM	A 2.40AM	A 3.25AM	A 1.50PM		A 12.20PM				
	Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.		
	0.32	2.00	9.21	3.13	0.25	3.47	3.35	9.10	3.20	3.30	2.00	8.15			Time Over Sub-division.		3.15	3.20	3.55	3.59	3.10	3.00	0.18	0.15	0.49	
	8.4	11.1	13.5	17.8	10.8	15.1	16.0	13.8	17.1	17.5	19.1	15.4			Average Speed per Hour.		39.0	38.1	32.4	31.8	29.4	42.3	28.6	34.4	32.2	

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 PAGES 3 AND 4.

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

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

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.

Nos. 701 and 702 will carry male passengers only, between Staples and Little Falls.

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 PAGES 3 AND 4.

WESTWARD.				SECOND SUB-DIVISION (BRAINERD LINE)										EASTWARD.			
THIRD CLASS		FIRST CLASS		Water, Fuel, Scales, Turn Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 44. AUGUST 11, 1918. Succeeding No. 43-A.				Distance from Brainerd	Car Capacity of Siding	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 2.45PM		L12.42PM	L11.20PM	WC OY	S 34	0.0	FA.....	LITTLE FALLS.....	DN	31.5	260	A 6.37AM	A 1.55PM		A 9.05AM		
								5.7									
f 3.05		s12.59	f11.32		SA 6	5.7	.....	BELLE PRAIRIE.....		25.8	36	s 6.22	s 1.40		f 8.52	
								3.5									
f 3.20		f 1.08	f11.38		SA 9	9.2	.....	TOPEKA.....		22.3	47	f 6.16	f 1.33		f 8.42	
								5.5									
f 3.40		s 1.23 32	s11.48	W	SA 15	14.7	FR.....	FORT RIPLEY.....	D	16.8	64	s 6.06	s 1.23 31		s 8.21		
								5.4									
f 4.00		f 1.33	f11.58PM		SA 20	20.1	.....	LENNOX.....		11.4	36	f 5.57	f 1.13		f 8.01	
								3.6									
f 4.15		s 1.40	f12.04AM		SA 24	23.7	.....	CROW WING.....		7.8	48	s 5.51	s 1.06		s 7.52	
								2.1									
f 4.22		s 1.44	f12.08		SA 26	25.8	.....	BARROWS.....		5.7	Spur 5 cars	s 5.47	s 1.02		f 7.45	
								5.7									
A 4.40PM		A 1.57PM	A12.20AM	WCO TY	177	31.5	B.....	BRAINERD.....	DN	0.0	875	L 5.35AM	L12.50PM		L 7.30AM		
Ex. Sun.		Ex. Sun.	Daily									Daily	Ex. Sun.		Ex. Sun.		
1.55		1.15	1.00				Time Over Sub-division						1.02	1.05		1.35	
16.4		25.2	31.5				Average Speed per Hour						30.4	29.0		19.8	

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, Scales, Turn Tables and Wyes	Station Numbers	Distance from Little Falls	Time Table No. 44. AUGUST 11, 1918. Succeeding No. 43-A.				Distance from Morris	Car Capacity of Siding	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 9:45AM		L 3:00PM	WC OY	S 34	0.0	FA.....	LITTLE FALLS	8.5	DN	87.2	260	A 10:45AM		A 2:15PM															
s 10:25 30		s 3:18		SB 9	8.5	FB.....	FLENSBURG	7.0	D	78.7	35	s 10:25 707		s 1:35															
s 10:55		s 3:34	W	SB 16	15.5	SV.....	SWANVILLE	4.6	D	71.7	30	s 10:08		s 1:08															
s 11:15		s 3:44		SB 20	20.1	HN.....	BURTRUM	4.4	D	67.1	40	s 9:58		s 12:48															
s 11:32		s 3:54		SB 25	24.5	GY.....	GREY EAGLE	3.5	D	62.7	65	s 9:48		s 12:30															
s 11:55AM		s 4:02		SB 28	28.0		WARD SPRINGS	2.5		59.2	35	s 9:40		s 12:15															
s 12:05PM 708		f 4:08		SB 31	30.5		SPAULDING	5.9		56.7	25	f 9:34		s 12:05PM 707															
s 12:40 1:30		s 4:21	WC TO	SB 36	36.4	SC.....	SAUK CENTRE		D	50.8	130	s 9:21		s 11:40AM 10:35															
s 1:55		s 4:33		SB 41	41.5		STILES	5.7		45.7	34	s 9:09		s 10:20															
s 2:25		s 4:46		SB 47	47.2	WS.....	WESTPORT	4.9	D	40.0	30	s 8:57		s 10:05															
s 2:50		s 4:57		SB 52	52.1	VI.....	VILLARD	6.4	D	35.1	35	s 8:46		s 9:50															
							SOO CROSSING			28.7																			
s 3:30		s 5:12		SB 59	59.0	GD.....	GLENWOOD	8.3	D	28.2	105	s 8:31		s 9:25															
s 4:10		s 5:33	W	SB 68	67.8	SK.....	STARBUCK	6.2	D	19.4	65	s 8:10		s 9:00															
f 4:35		f 5:47		SB 74	74.0		NEW PRAIRIE	4.1		13.2	27	f 7:56		f 8:32															
s 4:55		s 5:57		SB 78	78.1	CY.....	CYRUS	9.1	D	9.1	42	s 7:46		s 8:22															
A 5:35PM		A 6:20PM	WCY	SB 87	87.2	MR.....	MORRIS		D	0.0	100	L 7:25AM		L 8:00AM															
Ex. Sun.		Ex. Sun.					Time Over Sub-division						Ex. Sun.		Ex. Sun.														
7.10		3.20					Average Speed per Hour						3.20		5.25														
12.1		26.1											26.1		16.0														

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN THE OPPOSITE DIRECTION.

Nos. 707 and 708 will carry male passengers only.

COMMERCIAL SPURS.

MAIN LINE.

Distance from Northtown.

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
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State Agricultural School	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	86.0 Miles
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AUTHORIZED SURGEONS, ST. PAUL DIVISION AND BRANCHES.

LOCATION OF STRETCHERS (S).

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital (S).	DR. I. C. McDONALD, 601 Syndicate Building, Minneapolis.
DR. J. A. EVERETT, Asst. Surgeon, Brainerd Hospital.	Car Foreman's Office, Minneapolis (S).
DR. R. W. FURMAN, Room 318, Northern Pacific General Office Bldg., 5th and Jackson Sts., St. Paul. Telephone Cedar 2340.	Tool Car No. 4, Steam Derrick, Northtown (S).
DR. E. L. MANN, 718 Lowry Bldg., St. Paul, Minn.	East Minneapolis (S).
DR. P. A. HOFF, 939 Lowry Building, St. Paul.	Northtown Transfer (S).
DR. F. J. MITCHELL, Office, 896 Payne Ave., St. Paul.	Northtown Roundhouse (S).
DR. B. LEAHY, 516 Snelling Avenue, St. Paul.	DR. A. T. CAINE, Anoka (S).
DR. F. L. BECKLEY, 348 Prior Ave., Merriam Park.	DR. G. E. PARSONS, Elk River.
DR. E. W. OSTERGREN, 991 Payne Ave.	DR. W. L. BEEBE, St. Cloud (S).
St. Paul Fourth St. Freight Station (S).	DR. ALEX M. WATSON, Royaiton.
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).
Mississippi St. Car Foreman's Office (S).	DR. C. A. CAINE, Morris (S).
Como Shops (S).	DR. F. H. ALLEN, Staples (S).
C. A. UNDINE, 632 Syndicate Bldg., Minneapolis.	DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Building, St. Paul.
	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 employees 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.

Transportation Rule 923 will hereafter apply on Main Line between Northtown and Staples.

Transportation Rule 923-A will apply on Brainerd Line and L. F. and D. Branch.

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.

At Clear Lake, normal position of switch at west end of westward house track will be for house track instead of for siding.

At Anoka, normal position of east switch of eastward house track will be for house track instead of for siding. These switches must be left in normal position after being used, as they are connected with Automatic Signals which will not go to normal position until switches are properly lined.

At Northtown, University Ave. Bridge at east end of yard will not clear a man on side of car.

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.
- First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.
- 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.

J. B. McLANE,
Assistant Superintendent.

F. L. BIRDSALL,
Trainmaster.

SPECIAL INSTRUCTIONS.

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

WATCH INSPECTORS.
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.
Samuel H. Lindquist,
4169 Washington Ave. No.
Staples, W. L. Waldron.

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

REGISTERING STATIONS.
Northtown, Telegraph Office.
Little Falls, Telegraph Office.
Brainerd, Telegraph Office.
Philbrook, Telegraph Office.
Gregory, Telegraph Office.
Staples, Telegraph Office Passenger Station,
Yard Office.
Morris, Telegraph 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 will not be given check of register form 602, nor will they obtain a clearance unless train order signal is at caution or stop. Check of register at Gregory will be given by "19" order at Royalton.
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 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 Fridley, all eastward and westward second class and inferior trains must approach the cross-over leading from the Great Northern yard under full control, expecting to find it in use. In all cases the crews of trains using this cross-over will be governed by Northern Pacific Transportation Rules No. 99 and 508.
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, Fridley, Little Falls, Staples, Brainerd, Morris.

DERAIL SWITCHES.
Northtown, east end ice house track.
Fridley, spur.
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.
Starbuck, east end Northwestern cement tile plant 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 Sebia River, Brainerd Line.
Class "W" and Mallet, eight miles per hour.

	LIMIT OF LOAD—MEASUREMENT																			
	Height Above Top of Rail																			
	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	Max. Height	Max. Width	
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"	

HENRY FLANAGAN,
Trainmaster.

W. A. YOUNG,
Chief Dispatcher.

