

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME 49 TABLE

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

SUNDAY, MAY 20, 1923.

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 Instructions and always have for reference a copy of TRANSPORTATION RULES.

C. L. NICHOLS,
General Manager.

NEWMAN KLINE,
General Superintendent.
P. H. McCAULEY,
General Superintendent of Transportation.

T. F. LOWRY,
Superintendent.

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

WESTWARD.

THIRD CLASS

713	711	7
G. N. Way Freight 508	G. N. Way Freight 503	N. V. Freight
Ex. Sun.	Mo., Wed. and Fri.	Ex.

Form 571

1-17-23 10M RP

Northern Pacific Railway Company

71
Bulletin No. _____ May 19th, 23
St. Paul _____ Division _____ 19

Effective Sunday, May 20th, and during
the continuance of Current Time Table No. 49, effective
at 12:01 A. M., Sunday, May 20th, 1923, Little Falls
will be a regular stop for Train No. 3.

BBs
EHB-2
JBN
LJB
HF
JBN
C VE
REH
PHM-18
PIC-2
RAR-2
GFM-1

T. F. LOWRY,
superintendent.

Ex. Sun.	Mo., Wed. and Fri.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily			Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily
.25	1.50	5.55	.35	7.55	3.15	3.15	8.15			Time Over Sub-division.	3.15	3.25	3.55	4.10	3.10	3.00	.15	.49	.20
20.6	14.3	15.7	14.7	16.0	18.8	18.8	15.3			Average Speed per Hour.	39.0	37.1	32.4	30.4	29.4	42.3	34.4	32.2	25.8

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.

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

FIRST CLASS

11	13	15	17			23	25		
G. N. Passenger 11	N. P. Passenger 13	G. N. Passenger 20	G. N. Passenger 18			G. N. Passenger 15	G. N. Passenger 24		
Daily	Daily	Daily	Daily			Ex. Sun.	Daily		
5:00PM	8:30AM								

GREAT NORTHERN TIME TABLE AND RULES.

6:30	9:00								
6:40	9:05								

MINAL TIME TABLE.

6:55PM	9:20AM	9:50AM	12:25AM			4:30PM	4:15PM
7:03	9:26	9:57	12:32			4:38	4:24
7:05	9:28	9:59	12:34			4:40	4:26
7:12	9:33	10:05AM	12:40AM			4:47	4:35PM
7:25	9:41					4:57	
7:39	9:51					5:10	
7:49	9:58					5:19PM	
7:59	10:05						
8:06	10:10						
8:14							
8:22	10:21						
8:36	10:31						
8:48	10:39						
8:54							
9:00	10:47						
9:04							
9:10	10:54						
9:18							
9:30	11:08						
9:43	11:17						
9:59	11:28						
10:05PM	11:32						
	11:38						
	11:46						
	11:53AM						
	12:02PM						
	12:11						
	12:20PM						

AUTOMATIC BLOCK BETWEEN NORTHTOWN AND LITTLE FALLS.
MANUAL BLOCK BETWEEN LITTLE FALLS AND STAPLES.

SPECIAL INSTRUCTIONS, PAGES 3 AND 4.

1-17-23 10M RP

Bulletin No. 92
St. Paul

June 15th, 1923.

Division..... 19

T. F. LOWRY,
Superintendent.

BBS
EHB-2
JBM
HF
JBN
JEC
PHM-18

EASTWARD.									
49.	Car Capacity of Sidings	SECOND CLASS			THIRD CLASS				
8.		604	602		702	710			
S		G. N. Freight 407	N. P. Freight		N. P. Way Freight	G. N. Way Freight 507			
Calls.		Daily	Daily		Ex. Sun.	Ex. Sun.			
DN									
GREAT NORTHERN TIME TABLE AND RULES.									
DN									
J. L. TIME TABLE.									
DN 38-Over	Yard	A 3.30AM	A 6.45AM		A 2.40PM	A 3.35PM			
38-Over	P Spur 2 Cars	3.15	6.30		2.21	3.20			
	P W 80 E 80	3.12	6.26		2.17	3.17			
DN 38-Over	E 80	L 3.00AM	6.13		f 2.01	L 3.05PM			
DN 38-Over	W 105 E 95		5.53		s 1.37				
DN 38-Over	D W 80 E 80		5.29		s 1.07				
DN 38-Over	W 79 E 39		5.11		s 12.45				
38-Over	P W 80 E 80		4.53		f 12.23				
DN 38-Over	W 80 E 95		4.40		s 12.07PM				
	Spur 5 Cars				f 11.50AM				
DN 38-Over	W 80 E 95		4.12		s 11.33				
DN 38-Over	D W 73 E 95		3.47		s 11.03				
38-Over	P W 80 E 80		3.26		f 10.38				
DN 38-Over	W 80 E 80		3.07		s 10.15				
DN 38-Over	D				s 10.07				
DN 38-Over	W 80 E 95		2.50		s 9.55				
38-Over	P Spur 22 Cars				f 9.39				
DN 38-Over	D W 80		2.15		s 9.14				
DN 38-Over	W 85 E 96		1.52		s 8.46				
DN			1.24		f 8.12				
DN	W 70 E 86		1.14		L 8.00AM				
DN	95		12.59						
DN	92		12.39						
DN	W 96 E 82		12.21AM						
DN Siding	W 96 E 65		11.59PM						
DN	W 72 E 49		11.37						
DN 38-Over	Yard		L 11.15PM						
		Daily	Daily		Ex. Sun.	Ex. Sun.			
Division.		30	7.30		6.40	30			
Hour.		17.2	16.9		13.9	17.2			

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 LITTLE FALLS. MANUAL BLOCK BETWEEN LITTLE FALLS AND STAPLES.

SPECIAL INSTRUCTIONS, PAGES 3 AND 4.

WESTWARD.

FIRST CLASS										Time Table No. 49.										FIRST CLASS									
										MAY 20, 1923.																			
										Succeeding No. 48.																			
										STATIONS																			
										Telegraph Offices and Calls.																			
										LITTLE FALLS																			
										5.7																			
										BELLE PRAIRIE																			
										3.5																			
										TOPEKA																			
										5.5																			
										FORT RIPLEY																			
										5.4																			
										LENNOX																			
										3.6																			
										CROW WING																			
										2.1																			
										BARROWS																			
										5.7																			
										BRainerd																			
										DN																			
										0.0																			

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. 49.										FIRST CLASS			THIRD CLASS		
	707			29	Water, Fuel, Grease, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Little Falls	MAY 20, 1923. Succeeding No. 48.				Distance from Morris	Car Capacity of Siding	30				708			
	Way Freight		Passenger	STATIONS				Passenger	Way Freight												
	Ex. Sun.		Ex. Sun.	Telegraph Offices and Calls.				Ex. Sun.	Ex. Sun.												
	L 9.00AM		L 2.35PM	WC OYX				S 34	0.0	FA	LITTLE FALLS 8.5			DN 87.2	280	A 11.50AM		A 3.30PM			
	s 9.38		s 2.56 708	SB 9				8.5	FB	FLENSBURG 7.0	D 78.7			35	s 11.30		s 2.56 2.51 29				
	s 10.05		s 3.13	W SB 16	15.5	SV	SWANVILLE 4.6	D 71.7	30	s 11.13		s 2.26									
	s 10.25		s 3.24	SB 20	20.1	HN	BURTRUM 4.4	D 67.1	40	s 11.02		s 2.09									
	s 10.46 10.51 30		s 3.35	SB 25	24.5	QY	GREY EAGLE 3.5	D 62.7	65	s 10.51 707		s 1.52									
	f 11.09		s 3.44	SB 28	28.0		WARD SPRINGS 2.5	59.2	35	s 10.42		f 1.39									
	f 11.20		f 3.50	SB 31	30.5		SPAULDING 5.9	56.7	25	f 10.36		f 1.29									
	s 11.45AM 12.23PM 708		s 4.04	WC TO SB 36	36.4	SC	SAUK CENTRE G. N. Crossing-Track Connection. 5.1	D 50.8	130	s 10.21		s 1.07 12.23 707									
	f 12.45		f 4.17	SB 41	41.5		STILES 5.7	45.7	34	f 10.08		f 12.04PM									
	s 1.09		s 4.31	SB 47	47.2	WS	WESTPORT 4.9	D 40.0	30	s 9.54		s 11.43AM									
	s 1.30		s 4.43	SB 52	52.1	VI	VILLARD 6.4	D 35.1	35	s 9.42		s 11.25									
					58.5		SOO CROSSING Track Connection 05	28.7													
	s 1.59		s 5.00	SB 59	59.0	GD	GLENWOOD 8.8	D 28.2	105	s 9.25		s 11.00									
	s 2.38		s 5.22	W SB 68	67.8	SK	STARBUCK 6.2	D 19.4	65	s 9.03		s 10.28									
	f 3.03		s 5.37	SB 74	74.0		NEW PRAIRIE 4.1	13.2	27	s 8.48		f 10.04									
	s 3.21		s 5.47	SB 78	78.1	CY	CYRUS 9.1	D 9.1	42	s 8.38		s 9.49									
	A 4.00PM		A 6.10PM	WCY X SB 87	87.2	MR	MORRIS G. N. Track Connection.	D 0.0	100	L 8.15AM		L 9.15AM									
	Ex. Sun.		Ex. Sun.							Ex. Sun.		Ex. Sun.									
	6.17		3.35				Time Over Subdivision.			3.35		5.26									
	13.8		24.3				Average Speed per Hour.			24.3		16.0									

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(Main Line)

- Automatic Signals**—West of Coon Creek, automatic home signal 22.4 is located 6800 feet on eastward track; 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 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 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. At Anoka, the switch at east end of eastward house track is connected with automatic signals and must be left lined for the house track when not in use, in order to clear automatic signals. At Clear Lake, the switch at the west end of westward house track is connected with automatic signals, and must be left lined for the house track when not in use in order to clear the automatic signals.
- Pusher District**—Between Little Falls and Lincoln.
- At Northtown**, University Avenue Bridge at east end of yard will not clear a man on side of car.
- At Philbrook**—When trains meet on double track, Eastward train will stop to clear the gauntlet.
- Engine Restrictions**—At Big Lake, Class W engines are not permitted on Cedar Lake Ice Company's Spur. At St. Cloud, Class T and W Engines are not permitted on Jones Spur. At Sartell, Class T and W engines are not permitted on the logging spur.
- Speed Restrictions**—At Fridley, trains must approach the crossover leading from the Great Northern Yard expecting to find it in use. At Anoka, trains must not exceed ten (10) miles per hour from one quarter mile east of passenger station to Ferry Street, the first crossing west of Rum River. At Elk River, trains must not exceed ten (10) miles per hour between one half mile east of station and water tank. At Clear Lake, trains must not exceed thirty (30) miles per hour through village. At St. Cloud, trains must not exceed ten (10) miles per hour over St. Germaine Street Crossing, located just east of freight house and passenger station. At Sauk Rapids, trains must not exceed twenty (20) miles per hour, five hundred (500) feet east of street railway crossing to Borup Street, the first crossing west of station. At Royalton, trains must not exceed twenty (20) miles per hour between Forest Street crossing which is the third crossing east of station, to station. At Little Falls, trains must not exceed fifteen (15) miles per hour around curve at west end of Mississippi River Bridge and ten (10) miles per hour over Broadway the first crossing east of station and fifteen (15) miles per hour over Old Line, Gregory to west wye switch. At Randall, trains must not exceed twelve (12) miles per hour between one-half mile east of station and one-half mile west of station. East of Lincoln, trains must not exceed forty-five (45) miles per hour around curves between Mile Posts 126 and 127. At Staples, trains must not exceed twelve (12) miles per hour over Sixth Street crossing.
- Special Stops, Connections, Etc.**
No. 1 will stop on flag at St. Cloud for passengers for Jamestown and west where scheduled to stop and will handle coach passengers from points where scheduled to stop to Valley City, and west where scheduled to stop.
No. 2 will stop at Little Falls to discharge passengers from Moorhead and west, and for passengers for Chicago and east.
No. 2 will stop at Little Falls, Elk River and Anoka when No. 14 is more than one hour late.
No. 4 will stop at Little Falls to discharge passengers from Billings and west.
No. 13 will stop on flag at stations between Northtown and Staples for passengers for Red River Branch.
No. 14 will stop at stations between Staples and Northtown to discharge passengers from Red River Branch and at Lincoln on flag, Sundays, Wednesdays and Saturdays.
- Register Stations**—Northtown, Gregory, Little Falls, Philbrook, Staples.
- Register Exceptions**—At Northtown, first class trains and passenger extras will register by Card (Form 608). At Gregory, all trains will register by Card (Form 608). Westward trains will not be given check of register by train order at Gregory, but whenever possible to do so, check of this register will be given by train order at a point east of there. At Little Falls, to avoid stop, trains may register by Card (Form 608). Westward first class trains not scheduled to stop, will be furnished a copy of register on Form 602. At Philbrook, westward trains will register by card (Form 608). Whenever possible eastward second class and inferior trains will be furnished check of Philbrook register by train order at Staples.
- Clearance Exceptions**—At Northtown, passenger trains will not require clearance if train order signal is in clear position. At Coon Creek, and Elk River, eastward Great Northern trains from Mesabi Division and Princeton Line will not require clearance if train order signal is in clear position. 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 eastward track.

WESTWARD.

FIRST CLASS

Form 571

3-12-23 15M RP

Northern Pacific Railway Company

Bulletin No. 60

Saint Paul

Division May 17th, 1923

Effective Monday, May 21st, 1923, Engine

Crew on No. 707 will go on duty at 8:15 A. M. and
train crew at 8:30 A. M. to leave Little Falls at
9:00 A. M.

Engine crew on 708 will go on duty at 8:30

A. M. and train crew at 8:45 A. M. to make up train
and leave Morris at 9:15 A. M., except on Mondays,
when they will leave Morris at 12:30 P. M. to pick
up stock, engine crew to go on duty at 11:45 A. M.,
and train crew at 12:00 Noon.

This cancels Bulletin No. 16 of January 1st,
1923.

EBs Agts
EHB-2 SAE
LJB PHM-18
HF-2 JHS-2
FGR EJB-2
JBN WHG-2
GES JGC
NK JNV

T. F. LOWRY,

Superintendent.

THIRD CLASS

FI

707

Way
Freight

Ex. Sun.

9.00AM

9.38

10.05

10.25

10.46

10.51

11.09

11.20

11.45AM

12.23PM

12.45

1.09

1.30

1.59

2.38

3.03

3.21

4.00PM

Ex. Sun.

6.17

18.8

Ex. Sun.

3.35

24.3

Ex. Sun.

3.35

24.3

Ex. Sun.

5.26

16.0

Time Over Subdivision.

Average Speed per Hour.

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(Main Line)

- Automatic Signals**—West of Coon Creek, automatic home signal 22.4 is located 6800 feet on eastward track; 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 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 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. At Anoka, the switch at east end of eastward house track is connected with automatic signals and must be left lined for the house track when not in use, in order to clear automatic signals. At Clear Lake, the switch at the west end of westward house track is connected with automatic signals, and must be left lined for the house track when not in use in order to clear the automatic signals.
- Pusher District**—Between Little Falls and Lincoln.
- At Northtown**, University Avenue Bridge at east end of yard will not clear a man on side of car.
- At Philbrook**—When trains meet on double track, Eastward train will stop to clear the gauntlet.
- Engine Restrictions**—At Big Lake, Class W engines are not permitted on Cedar Lake Ice Company's Spur. At St. Cloud, Class T and W Engines are not permitted on Jones Spur. At Sartell, Class T and W engines are not permitted on the logging spur.
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- Special Stops, Connections, Etc.**
No. 1 will stop on flag at St. Cloud for passengers for Jamestown and west where scheduled to stop and will handle coach passengers from points where scheduled to stop to Valley City, and west where scheduled to stop.
No. 2 will stop at Little Falls to discharge passengers from Moorhead and west, and for passengers for Chicago and east.
No. 2 will stop at Little Falls, Elk River and Anoka when No. 14 is more than one hour late.
No. 4 will stop at Little Falls to discharge passengers from Billings and west.
No. 13 will stop on flag at stations between Northtown and Staples for passengers for Red River Branch.
No. 14 will stop at stations between Staples and Northtown to discharge passengers from Red River Branch and at Lincoln on flag, Sundays, Wednesdays and Saturdays.
- Register Stations**—Northtown, Gregory, Little Falls, Philbrook, Staples.
- Register Exceptions**—At Northtown, first class trains and passenger extras will register by Card (Form 608). At Gregory, all trains will register by Card (Form 608). Westward trains will not be given check of register by train order at Gregory, but whenever possible to do so, check of this register will be given by train order at a point east of there. At Little Falls, to avoid stop, trains may register by Card (Form 608). Westward first class trains not scheduled to stop, will be furnished a copy of register on Form 602. At Philbrook, westward trains will register by card (Form 608). Whenever possible eastward second class and inferior trains will be furnished check of Philbrook register by train order at Staples.
- Clearance Exceptions**—At Northtown, passenger trains will not require clearance if train order signal is in clear position. At Coon Creek, and Elk River, eastward Great Northern trains from Mesabi Division and Princeton Line will not require clearance if train order signal is in clear position. 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 eastward track.

SPEED TABLE.

Time per Mile Min. Sec.		Miles per Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	8
10	..	6

TONNAGE RATING

	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	3500	80
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.

MAXIMUM CLEARANCES

	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"
Thbrd Sub-division, Little Falls to Morris.....	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 3"	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.

L. J. BENNER,
Trainmaster.

HENRY FLANAGAN,
Trainmaster.

E. H. BRILEY,
Chief Dispatcher.