NORTHERN PACIFIC RALWAY COMPANY.

ST. PAUL DIVISION



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

SUNDAY, MAY 20, 1923.

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

C. L. NICHOLS,

General Manager.

NEWMAN KLINE,

General Superintendent.
P. H. McCAULEY,

T. F. LOWRY, Superintendent.

General Superintendent of Transportation.

WESTWARD.

| THIRD CLASS | | | | SEC | OND CL | ASS | | į | | Time Table No. 49. | ' | : . | | <u> </u> | | · | 1 | FIRST | CLASS | | | | | |
|-----------------------------|-----------------------------|----------------------------------|-------------------------|------------------|-------------------------|-------------------------|------------------|--------------------|---------|---|-----------------|--------------------|--|---|--------------------|--------------------|--------------------|--------------------------|--------------------------|-------------|--------------------------|--------------------------|--------------|-----|
| 713 | 711 | 701 | 609 | 603 | 611 | 607 | 605 | l, Soale gard | | MAY 20, 1923. Succeeding No. 48. | o H | 1 | 3 | 7 | 9 | 11 | 13 | 15 | 17 | | 23 | 25 | ; | |
| G. N. Way Freight 508 | G. N. Way Fraight 503 | N. P. Way Freight | G. N. Freight 408 | N. P. Freight | G. N. Freight 403 | G. N. Freight 405 | N. P. Freight | er, Fue n Table | ion | STATIONS | ange fr Paul | N. P. Passenger | N. P. Passenger | N. P. Passenger | N. P. Passenger | N. P. Passenger | N. P. Passenger | G. N. Passenger 20 | G. N. Passenger 18 | : | G. N. Passenger 15 | G. N. Passenger 24 | : | _ |
| Ex. Sun. | Mo., Wed. and Frl. | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | E WER | Station | Telegraph Offices and Calls. | St. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | Ex. Sun. | Daily | | _ |
| | | | | | | | | WCOT | S 142 | NP ST. PAUL DN | 0.0 | L10.30P | L 9.35# | L10.35P | L 8.45M | L 6.00m | F 8 30W | | | 1 | | | 7 | _ |
| ************ | | BET | WEEN : | ST. PAU | JL AND | MINN | EAPOLI | S ON | GREA | T NORTHERN TRACK | S TR | AINS V | VILL BE | GOVE | RNED E | Y GRE | AT NOR | THERN | TIME | TABLE AND F | RULES. | | | |
| | | | | | | | | wor | S 131 | MS MINNEAPOLIS DN 3.8 | 10.4 | s11.00 | \$10.05 | *11.05 | s 9.15 | s 6.30 | s 2.00 | | | | | | | |
| | | | <u>'</u> ' | | BET | rween | ST. PA | UL AN | ID N | ORTHTOWN TRAINS V | | | | | | | | E TAB | LE. | | | | | _ |
| 7.20M | 7.35M | L 7.00AX | L 8.25™ | 4.104 | L 3.50₩ | L 1.35A | 12.30M | wcorx | S 128 | NJ NORTHTOWN DN | 14.2 | L11.20PW | L10.25 | 11:30 ^M | L 9.40 | 6.55P | L 9:20M | L 9.50# | L12.25M | | L 4.30% | L 4.15% | | 12 |
| 7.32 | 7.52 | 7.15 | 8.42 | 4.24 | 4.03 | 1.48 | 12.46 | x | S 124 | 4.1 Cross-Over FRIBLEY P | 18.3 | 11.26 | 10.32 | 11.37 | f 9.48 | f 7.03 | 9.26 | 9.57 | f12.32 | | f 4.38 | 4.24 | | - |
| 7.35 | 7.56 | 7.18 | 8.46 | 4.27 | 4.06 | 1.51 | 12.49 | | S 123 | 0.9 Cross-Over BELT LINE P | 19.2 | 11.28 | 10.34 | 11.39 | 9.50 | 7.05 | 9.28 | .l | 12.34 | | 4.40 | 4.26 | <u> </u> | |
| 1 7.45W | 8.11 | s 7.32 | A 9.00PM | 4.40 | 4.18 | 2.03 | 1.03 | | S 119 | | 22.8 | 11.33 | 10.40 | 11.45 | f 9.57 | 7.12 | 9.33 | <u> </u> | A12.40# | | s 4.47 | | | _ |
| | | s 7.54 | | 5.01 | 4.36 | 2.21 | 1.25 | w | 8 114 | Interlocked 5.7 Cross-Over KY ANOKA DN 6.9 Cross-Over | 28.5 | 11.42 | 1049 | s11.559 | s10.08 | * 7.25 | 9.41 | | | | s 4.57 | | · | - |
| | 10.08 | | | 5.27 | 4.58 | 2.43 | 1.52 | | 8 106 | | | 11.52PM | | <u> </u> | 711 | f 7.39 | 9.51 | <u> </u> | | <u> </u> | s 5.10 | | | - |
| | 10.58 | | | 5.46 | 5.14 | 2.59 | 2.12 | w | S 102 | 5.1 Cross-Over ER FLK RIVER DN | | - | [| . : | \$10.31 | | 9.58 | | | | A 5.19N | <u> </u> | | - |
| | | f 9.00 | | 6.05 | 5.30 | 3.15 | 2.32 | | S 96 | Interlocked 5.1 Cross-Over BAILEY P 3.7 Cross-Over | | | i : | 1. | f10.41 | | 10.05 | ļ | | | 0.13.2 | | | _ |
| | | s 9.14 | | 6.19 | 5.42 | 3.27 | 2.46 | | S 93 | 3.7 Cross-Over | 49.3 | 12.14 | 11.22 | | | s 8.06 | 10:10 | | | | | | | - |
| | · | s 9.28 | | | | | | | S 89 | BG BIG LAKE DN 4.0 Cross-Over SALIDA | 53.3 | | | | | f 8.14 | | - - | | | | | | _ |
| · | | | | 6.48 | 6.07 | 3.52 | 3.16 | | S 85 | 3.9 | | 19.96 | 11.34 | 11946 | s11.04 | | 10.21 | <u></u> | | | _ | | | _ |
| | | s 9.44 | | | | | 3.16 | | 8 78 | 7.1 Cross-Over | | | | ļ. | \$11.18 | | 10.31 | | - | | | | | _ |
| | | \$10.11 f10.24 | | 7.15 | 6.29 | 4.14 | | | S 72 | 5.9 Cross-Over | | | | <u> </u> | | | | | | | | : | | _ |
| | | f10.34 10.39 —13— | | 7.37 | 6.48 | 4.33 | 4.07 | | | CABLE P 2.8 Cross-Over | | 12:40 | 11.044 | | | | 10.39 701 | | | | | | | _ |
| | | | | | • | • • === | | | S 68 | REFORMATORY 2.6 Cross-Over | 73.0 | 10.57 | 10.000 | | f11.35 | | | | | | | | | _ |
| | | ₃10.59 ₃11.25 | | 7.57 | A 7.0544 | A 4.50M | 4.28 | | S 67 | EA ST. CLOUD DN G. N. Crossing Track Conn. Interlocked 1.7 Cross-Over | 75.6 | 12.54 | \$17.03M | s 1.18 | \$11.40 | s 9.00 | s10.47 | | | | | | | |
| | | s11.32 | | 8.03 | | | 4.35 | | S 65 | UK SAUK RAPIDS D 2.9 Cross-Over | | · . | <u>. </u> | L | s11.44 | s 9.04 | | | | | | | | 1 |
| | | s 1 1.42 M 1 2. i 1 PM 9–3 | | 8.14 | | | 4.46 | WC | S 63 | SY SARTELL DN 3,9 Cross-Over | 80.2 | 1.01 | 12.11 701 | 1.26 | s 1 1.50 701 | 9.10 | 10.54 | | | | _ _ | | | 7 |
| | | f12.26 | | | | | | | 8 58 | WATAB P 5.8 Cross-Over | 84.1 | | | | f11.58M | f 9.18 | | | | | | | | |
| | | s12.48 | , | 8.50 | | | 5.24 | | S 52 | RS RICE D 6.6 Cross-Over | 89.9 | 1.16 | 12.26 | 1 1.43 | 512-10PH | s 9.30 | 11.08 | | | | | · | | - |
| | | s 1.13 | | 9.15 | | | 5.50 | W | S 45 | RO ROYALTON DN 8.0 Cross-Over | 96.5 | 1.26 | 12.37 | 1 1.55 | s12.23 | s 9.43 | 11.17 | | | | - | | | 1 |
| | | f 1.43 | | 9.45 | | | 6.21 | | S 39 | GR GREGORY DN | 104.5 | 1.38 | 12.50 | 2.09 | f12.38 | 1 9.59 | 11.28 | | | | - | | | - |
| | | Ā 1.55PM | | 9.55 | | | 6.32 | WCOY | 8 34 | FA LITTLE FALLS DN | 107.3 | 1.42 | .12.55 | s 2.15 | s12.45 | A 10.05₽# | s11.32 | | . 3 | | - | | | + |
| | | | | 10.11 | | | 6.50 | | S 30 | DA DARLING DN 5.8 | 111.7 | 1.49 | 1.02 | f 2.24 | | | 11.38 | | | | | | - | - - |
| | | | | 10.33 | | | 713 | | 8 24 | RD RANDALL DN 5.1 | 117.5 | 1.58 | 1.11 | f 2.36 | s 1.30 | | 11.46 | | | | | | | |
| | | | | 10.52 | | | 7.33 | | S 19 | | 122.6 | 2.06 | 1.19 | 1 246 | s 1.41 | | 11.534 | | | | | | | + |
| | - | | | 11.15 | | | 7.57 | w | 8 13 | | 128.7 | 2.15 | 1.29 | f 2.58 | | | 12.021 | - | - | | | | | - |
| | | | | 11.394 | | | 8.21 | | S 6 | PO PHILBROOK DN 6.3 | 134.9 | 2.25 | 1.39 | f 3.11 | s 2.03 | | 12:11 | | | | | | : | - |
| | | <u> </u> | | 12.05PM | | | A 8.45 | W C O T | 207 | SO STAPLES DN Interlocked Cross-Over | 141.2 | A 2.35M | A 1.50PM | A 3.25M | A 2.15PM | | A12.20M | | | | | | | - |
| Ex. Sun. | io., Wed. | 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 | .15 | | .49 | .20 | | - - |

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.

DOUBLE TRACK BETWEEN NORTHTOWN AND GREGORY AND BETWEEN PHILBROOK AND STAPLES.

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

MANUAL BLOCK BETWEEN LITTLE FALLS AND STAPLES.

| | | | <u> </u> | | | | | | | | FIR | ST SU | B-DIA | ISION | (MAIN) | LINE) | | | | | | | | WARD | <u>-</u> |
|-------------|-------------|----------------------|--------------------------|---------------------------------------|---------------------------------------|--------------------|--|--|--------------------|--|------------------|------------------------|-------------------------------|--------------------|--------------------------------|----------------------|--|----------------------|------------------|----------|------------------------|-----------------------------|-------------|---|-------------|
| | | | | | - | | FIRST (| CLASS | | | | | | | | | Time Table No. 49. | - | SECOND C | LASS | | TH | IRD CLA | SS . | |
| | | | 28 | : | | 26 | 24 | 16 | 14 | 12 | 10 | 8 | 4 | 2 | Scales, ard | | MAY 20, 1923. | 60 | 4 602 | | 702 | 710 | | ., | |
| | | | G. N. Passenger 19 | <u> </u> | <u> </u> | G. N. Passenger | G. N. r Passenger | G. N. Passenger | N. P. Passenger | N. P. | N. P. | N. P. Passenger | N. P. Passenger | N. P. Passenger | | e from | Succeeding No. 48, | G. N Freig 40' | N. P. Freight | P | N. P. Way reight | G. N. Way Freight 507 | | | |
| | | <u> </u> | | ļ . | - | Passenger 17 | | | | | | \- | | | Vater, F Turn T. Wyes an | Distance Staples. | STATIONS | ğ | | | s. Sun. | Ex. Sun. | | | - |
| | | | Daily | .* . | | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | - | 1 ! | Telegraph Offices and Calis. | ō Dan | , Dans | _ | | | | | - - |
| | | | | | | | | 1 | A10.00PM | | | | 1 | | 8 | 1 1 | | | NY (DEDICE) | TABIE AN | m DI | TFC | | *************************************** | |
| : , | | | BET | WEEN S | ST. PAU | L AND | MINNE | APOLIS | ON GR | Marie Company of the State of t | | | | 1 | B | | OVERNED BY GREAT NO | RTHE | I TIME | TABLE AF | טאעו | DEG. | | | T |
| | | | | | | | - | 1 12 | 9.35 9.30 | | | | 7.53 s 7:48 | | | | MS MINNEAPOLIS DN 3.8 | | | | | | | | |
| | | | | | · · · · · · · · · · · · · · · · · · · | | | | | in the second second second | TOTAL CONTRACTOR | Commence of the second | the state of the state of the | AND ROOM TO A | | - | JOINT TERMINAL TIME | TABLI | /• | | | | | | 7 |
| • | : | | A 8.05PM | | : * | A 5.30AN | A12.20PM | Ä 1.25™ | Å 9.15№ | A 8.05M | A 5.1,0PM | A 6.50M | A 7.33M | A 9.25M | wcor X | 127.0 | NJ NORTHTOWN DN Ya 4.1 Cross-Over | d A 3.3 | A 6.454 | A A | 2.40M | A 3.35M | | | |
| | <u> </u> | | 7.58 | 1 9 | | f 5.22 | f12.10 | 1.18 | 9.08 | f 7.57 | 5.03 | 6.42 | 7.26 | 9,18 | Х | 122.9 | FRIDLEY P Sp 0.9 Cross-Over 2 C | ur 3.1 | 6.30 | | 2.21 | 3.20 | · | | _ |
| _ | | · | 7.56 | · . | | 5.20 | 12.08PM | 1.16 | 9.06 | 7.55 | 5.01 | 6.40 | 7.24 | 9.16 | | 122.0 | BELT LINE P W E | 30 3.1 | 6.26 | " | 2.17 | 3.17 | | | |
| | | | L 7.50PM | | | L 5.13 | s11.59AM | L 1.10PM | 9.00 | f 7.49 | f 4.55 | 6.34 | 7.19 | 9.11 | | 118.4 | CN COON CREEK DN E (nterlocked 5.7 Cross-Over | 3.O | OAN 6.13 | i | 2.01 | 3.05M | | | _ |
| - | | | | | | | s11.45 | and an in the large part of th | s 8.51 | s 7.38 | s 4.45 | s 6.24 | 7.10 | 9.02 | W | 112.7 | KY ANOKA DN W1 6.9 Cross-Over E | 05 95 | 5.53 | 5 | 1.37 | | | | |
| | | | <u> </u> | · · · · · · · · · · · · · · · · · · · | | | s11.28 | | 8.41 | f 7.25 | f 4.33 | 6.12 | 7.00 | 8.52 | - | 105.8 | | | 5.29 | s | 1.07 | | | | |
| | | | | | | | L11.15# | | f 8.33 | s 7.16 | s 4.24 | f 6.03 | 6.52 | 8.44 | w | 100.7 | R ELK RIVER DN W nterlocked 5.1 Cross-Over E | 79. | 5.11 | s1: | 2.45 | | | | |
| _ | | | | - 1 | | | | | 8.25 | f 7.07 | f 4.15 | 5.54 | 6.44 | 8.36 | | 95.6 | BAILEY P W 3.7 Cross-Over E | | 4.53 | f1: | 2.23 | | | | |
| \dashv | | | <u> </u> | | | · | | <u> </u> | f 8.19 | s 7.00 | s 4.09 | i 5.47 | 6.38 | 8.31 | w | 91.9 | | | 4.40 | s1: | 2.07PM | | | | |
| - | | | - | | · . | | | | | f 6.53 | 1 4.02 | | | · | | 87.9 | SALIDA Spu 3.9 5 Ca | | | f1 | 1.50# | | | | |
| ┥ | | | | | | · | <u> </u> | | 8.07 | s 6.46 | s 3.55 | f 5.33 | 6.26 | 8.20 | | 84.0 | | | 4.12 | 31 | 1.33 | | | | 1 |
| | | | <u> </u> | . ; | | | | | 7.56 | s 6.33 | s 3.42 | f 5.20 | 6.15 | 8.10 | | 76.9 | | | 3.47 | s1: | 1.03 | | | | 1 |
| \dashv | | | · | * | | <u> </u> | | | 7.47 | 1 6.22 | f 3.32 | 5.09 | 6.06 | 8.01 | | 71.0 | CABLE P W S | | 3.26 | f1(| 38.0 | | | | |
| - | | | <u> </u> | | | | | | | f 6.17 | 1 3.27 | | | | | 68.2 | REFORMATORY 2,6 Cross-Over | <u>*</u> | | | | | | | |
| _ | | <u> </u> | | . : | | | | | s 7.39 | s 6.13 | s 3.22 | s 4.59 | s 5.58 | s 7.53 | W | 65.6 | | 0 | 3.07 | s1(| 0.15 | | | | T |
| | · | | | | | | : | | | / 610 | s 3·18 | 1 156 | | | | | | | _ | | 0.07 | | | | ┝ |
| 1 | | | | | · | | <u> </u> | -: | | | s 3.13 | | 5.51 | 7.46 | wc | 61.0 | JK SAUK RAPIDS D 2.9 Cross-Over | .0 | 2.50 | | 9.55 | | | | ╢ |
| _ | | , - ; ; - | | | | | | | 7.52 | | | 4.01 | 5.51 | 11-40 | | 57.1 | SY SARTELL DN W 8 3.9 Cross-Over E 9 WATAB P Spu | | | ļ | 9.39 | | | | ┢ |
| - | | | | | | | ļ | · | | | 1 3.06 | 4.55 | 5.26 | 7.20 | | | 5.8 Cross-Over 22 C | ars | 2.15 | | 9.14 | | | | ┝ |
| | | | | | | | | | | | s 2.56 | | 5.36 | 7.32 | 577 | 51.3 | 6.6 Cross-Over | | 1.52 | | 3.46 | | | | - |
| _ | | | | | | | | <u>·</u> | | | 5 2.44 | | 5.26 | 7.22 | W | 44.7 | 8.0 Cross-Over E 9 | 6 | | | 3.12 | | | | - |
| _ | | 14 1 | | | | | ·. | | 6.55 | | f 2.30 | 4.06 | 5.14 | 7.10 | west | 36.7 | 2.8 | | 1.24 | | 3.00 | | | | - |
| | | | | · | | | | | s 6.50 | . 5.15 [™] | » <u>2</u> .00 | s 4.01 | 5.10 | 7.06 | WCOY. | 33.9 | 4.4 E 8 | 6 | 1.14 | | | | | | - |
| | | | | | | | | | 6.43 | | s 2.00 | | 5.03 | 6.59 | | 29.5 | 5.8 | | 12.59 | | | | | | - |
| | | | | | | | | | 6.34 | | s 1.50 | f 3.42 | 4.55 | 6.50 | | 23.7 | 5.1 | 2 | 12.39 | | | | | | - |
| | | | | | | | - | | 6.26 | | s 1.4.1 | f 3.33 | 4.48 | 6.43 | | 18.6 | 6.1 E 8 | 2 | 12.21 | | | | | | - |
| | 7 | | | | | | | | 6.17 | | s 1.29 | 1 3.22 | 4.39 | 6.34 | w | 12.5 | 6.2 Lap Siding E 6 | 5 | 11.59PW | | | | | | _ |
| | · | | | | | | | | s 6.08 | | s 1.17 | 7 | 4.30 | 6.25 | | 6.3 | 6.3 E | 9 | 11.37 | | | | | | - |
| | | | | | | | | | L 5.58% | | L 1.05M | L 2.55₩ | L 420M | L 6.15™ | WCOTY X | 0.0 | oo staples DN Yar nterlocked Cross-Over | d . | L11.15% | <u> </u> | | | | | <u> </u> |
| _ | | | Daily | | | Daily | Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | Daily | Daily | Ex | | Ex. Sun. | | | _ |
| | | | . 15 | | | .17 | 1.05 | .15 | 3.17 | 2.50 | 3.48 | 3.55 | 3.13 | 3.10 40.1 | | | Time Over Sub-division. Average Speed per Hour. | 17.2 | | | 6.40 | 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.

(LIN.

Form 571

G. N. Passenge 19

7.58 7.56 L 7.50

Daily

1-17-23 10M RP

Northern Pacific Railway Company

Bulletin No. St. Paul

June 15th, 1923. Division...

Effective at once and during the continuance of Current Timetable No. 49, Train No. 1 will stop at St. Cloud to discharge passengers from points south of La Crosse on the C. B. & Q.

T. F. LOWRY,

BBS EHB-2

Superintendent.

JBM HF JBN JEC PHM-18

| | | 1 6 | COND O | LASE | | T- | HIRD CL | WARD | |
|------------|----------------------------|----------------|------------------|----------|----------------|--------------------|---------------|---------------------------------------|-------------|
| 19. | | | COND C | LASS | 702 | 710 | INKO CL | .noo | . . |
| | 50 % | 604 | 602 | <u> </u> | N. P. | G. N. | - | - | - |
| | Car Capacity of Sidings | Freight 407 | N. P. Freight | | Way Freight | Way Freight 507 | | | |
| ilis. | Siding | Daify | Daily | | Ex. Sun. | Ex. Sun. | | | |
| DN | | | | | | | - | - | ╢ |
| ΆT | NOR | THERN | TIME | TABLE . | AND R | ULES. | | al. | |
| DN | | | | 000/20 | | | | and the self-thick and published, and | |
| TI | ME 1 | ABLE. | | | | .,, | | | |
| DN | Yard | 1 | A 6.45AM | | A 2.40P | A 3.35P | 1 | | |
| -Over | Spur | 3.15 | 6.30 | | 2.21 | 3.20 | - | | - |
| -Over P | W 80 | 3.12 | 6.26 | | 2.17 | 3.17 | | <u> </u> | - |
| DN | | F 3.00W | | | 1 2.01 | L 3.05P | · · · · · · | | _ |
| -Over | W105 | | 5.53 | | s 1.37 | | ļ | - | - |
| Over D | W 80 | - | 5.29 | | s 1.07 | | ļ | | - |
| Over | W 79 | | 5.11 | | s12.45 | | | · | - |
| Over | W 80 | | 4.53 | | f12.23 | | | | - |
| Over DN | W 80 | | 4.40 | | s12.07PM | <u></u> | | | |
| -Over | Spur | | | | f11.50AX | | | | |
| DN | 5 Cars W 80 | | 4.12 | | s11⋅33 | | | | - |
| Over D | E 95 W 73 | - | 3.47 | | s11.03 | | · | | |
| Over | E 95 | - | 3.26 | | f10.38 | | | | |
| Over | E 80 | · | | | | | | | |
| DN | W 80 | | 3.07 | | 10.15 | | . | <u> </u> | |
| Over | E 80 | | | | 1007 | | | _ _ | |
| Over | 711.00 | | 0.50 | | 10.07 | | | | |
| - | E 95 | · · · | 2.50 | | 9.55 | | | | |
| Over | Spur 22 Cars | | | | 9.39 | - | | <u> </u> | |
| Over | | | 2.15 | | 9.14 | | | | |
|] | W 85 E 96 | | 1.52 | | 8.46 | | | | |
| DN | | | 1.24 | | 8.12 | | | | |
| DN | E 86 | | 1.14 | | 8.004 | | | | |
| DN | 95 | | 12.59 | | | | | | |
| DN | 92 | | 12.39 | | | | | | |
| ĐΝ | W 96 E 82 | · | 12.21AM | | | | -1 | | |
| DN ding | W 96 E 65 | | 11.59M | | | , <u>.</u> | | | |
| DN | W 72 E 49 | | 11.37 | | | | | | |
| DN Over | Yard | | L11.15M | | | | | | · |
| | | Daily | Daily | | Ex. Sun. | Ex. Sun. | | | |
| | | .30 | 7,30 | | 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.

33.4 32.4

SPECIAL INSTRUCTIONS, PAGES 3 AND 4.

WESTWARD.

| FIRST | CLASS | | | 8 8 | | | Time Table No. 49. | | | | FIR | ST CLASS | |
|-------|-------|-----------|-----------|---------------------------------|--------------------|-------------------------------|-------------------------------------|----------------------|----------------------------|-----------|-----------|----------|---|
| | | 31 | 11 | uel, Scal cles, Wy Limits | ¥ | Distance from Little Falls | MAY 20, 1923. Succeeding No. 48. | of from | Car Capacity of Sidings | 12 | 32 | | |
| | Pas | senger | Passenger | 200 | Station Numbers | istan | STATIONS | Distance Brainerd | Pr Sidis | Passenger | Passenger | | _ |
| | | . Sun. | | F Tag | | EA | Telegraph Offices and Calls. | I AA | ್ಟ್ರೌ | Daily | Ex. Sun. | | |
| | L 3 | I.15™ | 10.15PM | WC OYX | S 34 | 0.0 | FA LITTLE FALLS DN 5.7 | 31. | 260 | A 5.10M | A 1.55PM | | |
| | f] | 1.28 | 110.28 | | SA 6 | 5.7 | BELLE PRAIRIE 3.5 | 25.8 | 36 | 1 4.57 | 1 1.42 | | |
| | f 1 | .35 32 | 110.35 | | SA 9 | 9.2 | TOPEKA 5.5 | 22.3 | 47 | f 4.50 | f 1.35 | | |
| | 5 1 | 1.46 | s10.46 | W | SA 15 | 14.7 | FR FORT RIPLEY D | 16.8 | 64 | s 4.39 | s 1·24 | | |
| | f] | L.57 | f10.57 | | SA 20 | 20.1 | LENNOX 3.6 | 11.4 | 36 | f 4.28 | f 1.13 | | |
| | f 2 | 2.04 | f11.04 | | SA 24 | 23.7 | CROW WING | 7.8 | 48 | f 4.21 | f 1.06 | | |
| | s 2 | 3.08 | f11.08 | | SA 26 | 25.8 | BARROWS 5.7 | 5.1 | | t 4.17 | s 1.02 | | |
| | A 2 | 3.20M | A11.20PM | WC0 TYX | 177 | 31.5 | B BRAINERD DN | 0.0 | 875 | L 4.05₩ | L12.50M | - | |
| | Ex. | Sun. | Dally | | | | | | - | Daily | Ex. Sun. | | |
| | | 1.05 | 1.05 | | | | Time Over Sub-division. | | | 1.05 | 1.05 | | |
| | 2 | 9,0 | 29.0 | | | | Average Speed per Hour. | | | 29.0 | 29.0 | | |

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

WESTWARD.

THIRD SUB-DIIVISION (LITTLE FALLS AND DAKOTA BRANCH)

EASTWARD.

| IIRD CLASS | FIRST CLASS | 8 8 | | | 1 | Time Table No. 49. | | | FIRST CLASS | THIRD CLASS |
|---------------------|---------------|--|---------|-------|--------------|---|----------|--------------|------------------|-------------------|
| 707 | 29 | iel, Soales, les, Wyes Limits. | | from | Little Falls | MAY 20, 1923. Succeeding No. 48. | from | acity | 30 | 708 |
| Way Freight | Passenge | 12 원칙 | Station | tance | tle Fa | STATIONS | Distance | Car Capacity | Passenger | Way Freight |
| Ex. Sun. | Ex. Sun. | TWE T | Sta | Ä | 1 | Telegraph Offices and Calls. | គឺរ៉ | ರಿಕ | Ex. Sun. | Ex. Sun. |
| L 9.004 | L 2.35 | WC OYX | s | 34 | 0.0 | FA LITTLE FALLS DN 8.5 | 87 | 2 26 | 0 A11.50AM | A 3.30M |
| s 9.38 | s 2.56 708 | | SB | 9 | 8.5 | FB FLENSBURG D | 78 | 7 3 | 5 11.30 | 5 2.56 2.51 |
| 10.05 | 3.13 | w | SB | 16 1 | 5.5 | SV SWANVILLE D 4.6 | 71. | 7 3 | \$11.13 | s 2.26 |
| \$10.25 | s 3.24 | | SB | 20 2 | 0.1 | HN BURTRUM D | 67 | 1 4 | s11.02 | s 2.09 |
| *10.46 10.51 | s 3.35 | | SB | 25 2 | 4.5 | GY GREY EAGLE D | 62 | 7 6 | 5 \$10-51 | s 1.52 |
| f11.09 | 5 3.44 | | SB | 28 2 | 8.0 | WARD SPRINGS 2.5 | 59. | 2 3 | 5 10.42 | 1 1.39 |
| 111.20 | 1 3.50 | | SB : | 31 3 | 0.5 | SPAULDING 5.9 | 56. | 7 2 | 110.36 | f 1.29 |
| \$11.45# 12.23PH | s 4.04 | WC TO | SB : | 36 3 | 6.4 | Interlocked G. N. Crossing-Track Connection | 50. | 8 13 | \$10.21 | \$12.23 517.07 |
| f12.45 | f 4.17 | | SB. | 41 4 | 1.5 | STILES 5.7 | 45. | 7 3 | 110.08 | f12.04PM |
| s 1.09 | s 4.31 | | SB | 47 4 | 7.2 | WS WESTPORT D | 40. | 0 3 | s 9.54 | s11.43# |
| 1.30 | s 4.43 | | SB | 52 5 | 2.1 | VI VILLARD D | 35. | 1 3 | 5 9.42 | s11.25 |
| | | | | 58 | 3.5 | SOO CROSSING Track Connection | 28. | 7 | | |
| 1.59 | \$ 5.00 | | SB 8 | 59 59 | 0.0 | OD GLENWOOD D | 28. | 2 10 | \$ 9.25 | s11·00 |
| s 2·38 | \$ 5.22 | w | 8B (| 58 67 | 7.8 | SK STARBUCK D | 19. | 4 6 | \$ 9.03 | 10.28 |
| f 3.03 | s 5.37 | | SB 3 | 74 74 | 1.0 | NEW PRAIRIE 4.1 | 13. | 2 2 | s 8.48 | 110.04 |
| * 321 | s 5.47 | | 8B 7 | 78 78 | 3.1 | CY CYRUS D | 9. | 1 4: | s 8.38 | s 9.49 |
| A 4.00PM | A 6-10PM | WCY X | SB 8 | 87 87 | 7.2 | MR MORRIS D G. N. Track Connection. | 0. | 0 10 | L 8.15M | L 9.15M |
| Ex. Sun. | Ex. Sun. | | | | | | | | Ex. Sun. | Ex. Sun. |
| 6.17 | 3.35 | | | | | Time Over Subdivision. | | | 3,35 | 5.26 |

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(Main Line)

1. Automatic Signals-West of Coon Creek, automatic home signal 22.4 is located Automatic Signals—West of Coon Creek, automatic nome signal 22.2 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

At Philbrook—When trains meet on double track, Eastward train will stop to clear

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 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

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

7. Special Stops, Connections, Etc.

No. I 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

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.

9. 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.

10. 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 CLA Form 571 3-12-23 15M RP Northern Pacific Railway Company Bulletin No. Saint Paul May 17th, Division. 19... Effective Monday, May 21st, 1923, Ingine Crew on No. 707 will go on duty at 8:15 A. M. and WESTWARD. train crew at 8:30 A. M. to leave Little Falls at THIRD CLASS 9:00 A. M. 707 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 9.004 and leave Morris at 9:15 A. M., except on Mondays, 9.38 when they will leave Morris at 12:30 P. H. to pick ***10.05** up stock, engine crew to go on duty at 11:45 A. M., s10.25 10.46 10.51 and train crew at 12:00 Noon. f11.09 This cancels Bulletin No. 16 of January 1st, f11.20 1923. f12.45 s 1.09 s 1.30 BBs Agts T. F. LURY. EHB-2 EAE s 1.59 LJBPHM-18 Superintendent. HF-27H3-2 s 2.38 FGR IJH-2 f 3.03 JBNVHG-2 GES JGC s 3.21 NK JNV A 4.00P TY G. IV. Trace Connections Ex. Sun Ex. Sun Ex. Sun. Ex. Sun. 3.35 6,17 Time Over Subdivision. 3,35 5.26 13.8 Average Speed per Hour. 24.3 16.0

BT. PAUL DIVISION

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

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(Main Line)

(Main Line)

1. 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.

2. Pusher District-Between Little Falls and Lincoln.

3. 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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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.

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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

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-Gregory, Little Falls. Philbrook,

9. 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.

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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,

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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.

| Ti | me | Miles | |
|-----------------------------------|--|--|--|
| per | Mile | per | |
| Min | Sec. | Hour | |
| | | 60 | |
| 1. | • ; | 60 | |
| ÷ | 1 | 59 58 57.1 | |
| 1 | 2 | 58 | |
| 1 | 3 | 57.1 | |
| ţ | 4 | 50.2 | |
| ļ | Đ | 50.5 | |
| 1 | 9 | 04.0 | |
| 1 | 4 | 90.7 | |
| 1 | 9 | 52.9 | |
| ‡ | 10 | 24.1 21.4 | |
| 1 | 10 | Ð1.4 | |
| 1 | 15 | 90 | |
| 1 | 50 | 40 45 . | |
| 1 | 2 3 4 5 6 7 8 9 10 12 15 20 25 30 | 56.2 55.3 54.5 53.7 52.9 52.1 51.4 50 48 45.3 | |
| † | 20 | 40.0 | |
| 1 | 40 | 36 | |
| i | 45 | 34.3 | |
| î | 50 | 36 34.3 32.7 | |
| 2 | | 30 | |
| 2 | 10 | 27.6 | |
| 2 | 15 | 26.6 | |
| 2 | 15 20 30 40 45 50 | 27.6 26.6 25.7 24 | |
| $\bar{2}$ | 30 | 24 | |
| $\tilde{2}$ | 40 | 22.5 | |
| 2 | 45 | 22.5 21.8 21.2 20 | |
| 2 | 50 | 21.2 | |
| 3 | | 20 | |
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TONNAGE RATING

| | engines. | | | | | | | | | | | | | |
|--|----------|--------------|------|--------------|--------------|-------------|--|--|--|--|--|--|--|--|
| in the second of | .Class D | D2, D3 | Cla | ss T | Class W | | | | | | | | | |
| | | imum Cars | | imum Cars | Mazi 90 (| mum 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 | | 14 | | | | | | | | |
| 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

| | · | | <u>:</u> | | | | | | | | - | | • | | | | | | | | | |
|---|--------------------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|--|--|--|
| | - | | | | | | LI | MIT Ò | F LO | AD-M | EASUI | REMEI | T | | | | | | | | | |
| | Height Above Top of Rail | | | | | | | | | | | | | | : | | | | | | | |
| to the second time of the second time. | 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′ 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. £.