NORTHERN PAGIFIC RALVAY GUMPANY

ST. PAUL DIVISION

TIME OF TABLE

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

SUNDAY, APRIL 20, 1924.

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,

General Superintendent of Transportation.

T. F. LOWRY,

Superintendent.

											(MAIN	LINE)										Name of the last o	<u>-</u>
THIRD (CLASS			SEC	COND CLA	ASS			1	Time Table No. 50A.	.	 						FIRST (CLASS	_			
713	711	701		609	603	607	605		1	APRIL 20, 1924.	8	1	3	7	9	11	13	15	17		23	25	1
_	G. N. Way Freight 503	N. P. Way		G. N. Freight 408	N. P. Freight	G. N. Freight 405	N D	d blee	bers	Succeeding No. 50.	tanee fro Paul	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	G. N. Passenger P	G. N. Passenger 18		G. N. Passenger 15	G. N. Passenger 24	
_;	85 a 33/ad	Freight Ex. Sun.	1	Daily	Daily	Daily	Daily	Water, E Turn Ta Wyes an Limits.	Static	Telegraph Offices and Calls.	- 2	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Ex. Sun.	-	
	and Fri.		į					WCOT	-		!!!	L10.55P	L 9.35A	L10.35№	L 848	L 6.10PM	L 8.30M						
		RET	WEEN	ST. PAU	II. AND	MINNE	APOLIS	ON (PREA	T NORTHERN TRACE	KS TF	AINS V	TLL BE	GOVEI	RNED B	Y GRE/	T NOR	THERN	TIME '	TABLE A	ND RULES.		and the source of
			T I					WOT		delining opening to the second of the second of the second opening to the second openin	1] · · · · · · · · · · · · · · · · · · ·							1				
			1		RF"	MAGAIN				ORTHTOWN TRAINS								E TABL	TC_			1 200 00 00 00 00 00 00 00 00 00 00 00 00	
I	1			L C O E MI		L 1.35ML				na n										3	L 4.30f	4.50PM	
	M L 7.35AM		<u> </u> j		<u></u>	<u> </u>								11.37		f 7.13	9.26	9.57		-	f 4.38	_	
7.32	7.52	7.15		8.42	4.24	1.48		X		0.9 Cross-Over	r			[9.50	7.15	9.28	9.59			4.40		-
7.35	7.56	7.18	1	8.46	4.27	<u> </u>			S 123	3.6		11.53	10.34	<u> </u>				9.59 A10.05##				A 5.05PM	
A 7.45M		s 7.32	<u> </u>	A 9.00PM		2.03	1.03			Interlocked 5.7 Cross-Over			!l	11.45		f 7.22	<u> </u>	ATO.Oo.	412-ZO-	-	s 4.47		/
	\$ 8.35 10.08 13-9	5 7.54			5.01	2.21	1.25		S 114	7.0 Cross-Over			i	10.05	711	• 7.33	9.41		l [!]	 	s 4.57		
	10.37				5.27	2.43	1.52		S 106	4.8 Cross-Over						s 7.47	9.51		l ¹		\$ 5.10 A 5.19		<u> </u>
	A10.58M	s 8.40	'		5.46	2.59	2.12		· -	Interlocked 5.1 Cross-Over			ll	Ī	\$10.31		9.58	1	- 	-	W O.T. D.	<u></u>	
		f 9.0 0			6.05	3.15	2.32		B 96	3.9 Cross-Uver	I i	i		į į	110.41	1	10.05		ļ ¹			_ '	
		s 9.14			6.19	3.27	2.46		8 93	4.1 Cross-Over			11.22	112.27			10.10		·	1			
		5 9.29	·						8 89	SALIDA 3.9	53.4				110.56	.			<u> </u>			<u> </u> '	_
		5 9.44			6.48	3.52	3.16		S 85	7.1 Cross-Over	57.3	12.45	}	l	\$11.04		10.21	الـــــــــــــــــــــــــــــــــــــ	.			<u> </u>	
		s10.11	'		7.15	4.14	3.44		S 78	5.9 Cross-Over	ır	12.54	l				10.31	.[]	.				_
		110.34 10.39			7.37	4.33	4.07	/	S 72	2.8 Cross-Over		.l	11.54#	1.02		1 8.53	10.39			-		_ '	
		13						· · ·	8 68	2.6 Cross-Over				<u> </u>	f11.35				.			<u> </u> '	
		\$10.59 11.25			7.57	A 4.50AM	4.28	w	S 67	EA ST. CLOUD DN G. N. Crossing Track Conn. Interlocked 1.7 Cross-Over	75.7	1.09	s12-03M	5 1.12	s11.40	s 9.05	s10.47	1	1			,	
	-	s11.32	·['	-	8.03	-	4.35		-1	UK SAUK RAPIDS D 2.6 Cross-Over	77.4			1 1.16	511.44	5 9.09							
_		s11.424 12.11% 9-3		 	8.14		4.46	wc	8 63		D 80.0	1.15	12.11	1.21	s1 1.50	9.15	10.54						
_		9-3 f12-26							S 58		-	-			f11.58#	f 9.24							
-		s12.48	·		8.50		5.24	[8 52	 ~	-	1.30	12.26	1.40	\$12.10PM	s 9.37	11.08						
	-	s 1.13			9.15		5.50	w	8 45		96.5	1.40	12.37	f 1.53	\$12·23	s 9.51	11.17						
_	-	143	,		9.45		6.21		8 37		N 104.5	1.52	12.50	2.09	112.38	110.08	11.28						
	-	A 1.55PM		 	9.55		6.32	WCOY	8 34		N 107.3	1.56	s12.55	s 2·15	812.45 1.10	A10-15P#	\$11.32						
-	'				10.11		6.50	<u> </u>	8 30		D 111.7	2.03	1.02	-}	s 1.19		11.38					-	
_	-		1		10.33		7.13		8 24		N 117.5	2.12	1.11	1 2.36	s 1.30		11.46						
-	-				10.52		7.33		S 19		N 122.5	2.20	1.19	1 2.46	s 1.4.1		11.53AM	1					
_	-		-	-	11.15		7.57	w	8 13		N 128.7	2.30	1.29	-	-		12.02PM	4 -					
-	-		 	-	11.394		8.21		S 6		N 134.9	2.40	1.39	f 3.11	⁵ 2.03		12:11					-	-
	-				Å12∙05™	 	A 8.45M	W COT	207		N 141.2	å 2.50A	A 1.50%	A 3.25N	A 2.15PE	4	A12.20P#	A					
Ex. Sun.	Mo.,(Wed.	Ex. Sun.		Daily	Daily	Daily	Daily	14		Interiorken Otors-Ove		Daily	Daily	Daily	Daily	Daily	Dally	Daily	Daily		Ex. Sun.	. Daily	
	and Fir.				7.55	3.15	8.15	/		Time Over Sub-division.		3,05	3.25	3,55	4.10	3.10	3.00	.15	.15	1	.49	15	-

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 RANDALL AND STAPLES PASSENGER STATION.

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

				سينون المتح مد	FIRST	CT TOP	AND STREET	-					· ·	والمراضات		·						EASTW	
	28	T		30		1	T			1	-				Time Table No: 50A			COND CI	ASS		1	RD CLASS	
-	G. N. Passenger		<u>a</u>	26 G. N.	24 G. N.	16 G. N.	14 N. P.	12	10	8	4	2	, Boale Sard Yard	E 0	APRIL 20, 1924. Succeeding No. 50.	٠ ٥ ٨	604 G. N.	602		702 N. P.	710 G. N.		
		ļ	_	Passenge 17	Passenge 16	Passenge 23	Passenge	N. P. Passenge	Passenge	N. P. Passenger	Passenge	Passenge	r, Fuel n Tabl	ance fi	STATIONS	apaoit ge	Freight 407	N. P. Freight	:	Way Freight	G. N. Way Freight 507		
_	Daily			Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Wate Fur Lim	Distanc Staples.	Telegraph Offices and Calls.	Car C Sidin	Daily	Daily		Ex. Sun.	Ex. Sun.		ĺ
							<u></u>) -	A 6.00P	L	<u> </u>	1	1	1 1							-		
	BET	WEEN	ST. PA	UL AND	MINNE	EAPOLIS	ON G	REAT N	ORTHE	RN TRA	CKS, T	RAINS	WILL	BE G	OVERNED BY GREAT	NOR'	THERN	TIME '	TABLE .	AND RU	ILES.		
		W4					9.35 9.30	8.25 8.20	5.35 5.25	7.15 \$ 7.05	7.30 5 7.25	8.33 8.28		130.8	MS MINNEAPOLIS DN	l							
A social section of the section of t		·		BETW	EEN N	ORTHT								D BY	JOINT TERMINAL TI	ME T	ABLE.					Control of the second	·
	A 7.45PM			A 5.30A	A11.484	A 1.25%	Å 9.15M	A 8.054	A 5.10%	A 6.50A	A 7.10	A 8.13P	wçot	127.0	NJ NORTHYOWN DN 4.1 Cross-Over	Yard	3.30	A 7.25AM		A 2.55F	A 3.35PW		
	7.38		-	f 5.22	f11.40	1.18	9.08	f 7.57	t 5.03	6.42	7.03	8.07	×	122.9	FRIDLEY P 0,9 Cross-Over		3.15	7.05		2,36	3.20		
	7.36			5.20	11.38	1.16	9.06	7 55	5.01	6.40	7.01 602	8.05	<u> </u>	122.0	BELT LINE P	W 80 E 80	3.12	7.01		2.32	3.17		
	1 7.30%	,	_	L 5.134	s11.31	L 1.10%	9.00	i 7.49	f 4.55	6.34	6.56	8.00	 	118.4	3.6 CN COON CREEK DN Interlooked 5.7 Cross-Over	E 80	3.00AM	6.43		1 2.16	L 3.05%		
					s11.20		s 8.51	s 7.38	s 4.45	s 6.24	6.47	7.52	w	112.7		W105		6,24		s 1.52	_		
					s11.07		8.41	s 7.25	f 4.33	6.12	6.37	7.42		105.7	DAYTON P 4.8 Cross-Over			5.52		s 1.22			
					10.58		f 8-33	s 7·16	4.24	s 6.03	6.30	7.35	w	100.9		R_		5.35		s 1.00			
							8.25	1 7.07	f 4.15	5.54	6.22	7.28	1	95.8	BAILEY P 3.9 Cross-Over			5.17		f12.38			
					-		f 8 .19	s 7.00	s 4.09	1 5.47	6.16	7.22	W	91.9				5.03		s12·22			
								f 6.53	f 4.02					87.8	— 	Spur Cars				f12.05™			
				-			8.07	s 6.46	s 3.55	f 5.33	6.05	7.11	 	83.9		W 80		4.34		511.48₩	The state of the s		
							7.56	s 6.33	s 3.42	1 5.20	5.55	7.01		76.8		W 73		4.08		s11.18	-		
							7.47	t 6.22	f 3.32	5.09	5.46	6.53		70.9	CABLE P 2.8 Cross-Over			3.47		f10.53			
								1 6.17	t 3.27					68.1	REFORMATORY 2.6 Cross-Over	5 80							
							s 7.39	s 6.13	s 3.22	s 4.59	\$ 5.38	s 6.45	w	65.5	 _	W 80 E 80		3.28		s10·30			
				_				s 6·10	s 3.18	1 4.56				63.8						\$10.22			
							7.32	s 6.05	s 3.13	4.51	5.31	6.39	wc	61.2	SY SARTELL D 4.1 Cross-Over	W 80 E 95		3.13		s10.10			
								1 5.58	1 3.06					57.1	WATAB P 5.8 Cross-Over					f 9.54			
							7.17	s 5.47	s 2.56	1 4 33	5.17	6.24		51.3	· · · · · · · · · · · · · · · · · · ·	W 80		2.37		s 9.29			
		·					f 7.07	s 5.35	s 2.44	f 4.21	5.07	6.14	W	44.7	RO ROYALTON D 8.0 Cross-Over	W 85 E 96		2.13		s 9.01			
							6.55	f 5.20	1 2.30	4.06	4.55	6.02	ļ	36.7				1.44		1 8.27			
							s 6.50	5.15W	2.25 2.08	5 4.01	4.51	5.58	WCOY X	33.9 F	A LITTLE FALLS DN 4.4	W 70 E 86		1.34		L 8.15₩			
							6.43		5 2.00	f 3.53	4.44	5.51		29.5				1.18			· -	·····	
							6.34		s 1.50	f 3.42	4.35	5.42		23.7 F		92		12.57					
	-						6.26		s 1.41	1 3.33	4.28	5.35		18.7		W 96 E 82		12:39	~ <u> </u>				
							6.17		s 1.29	1 3.22	4.19	5.26	w	12.5 Ĩ				12-16#					
							₃ 6.08		s 1·17	f 3.11	4.10	5.17		6.3 F	O PHILBROOK DN			11.53PM					
							L 5.58%		L 1.05PR	L 2.55M	4.00A	L 5.08M	WCOTY X	0.0				L11.30PM					
	Daily			Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	-	 			Daily	Daily		Ex. Sun.	Ex. Sun.		
	.15			17	.50	. 15	3.17	2.50	3.48	3.55	3.10	3.05		-	Time Over Sub-division.		.30	7.55		6.40	.30		
<u> </u>	34.4			30.3	31.3	34.4	38.6	32.8	33.4	32.4	40.1	41.1	1	<u> </u>	Average Speed per Hour.	—i-	17.2	16.0		13.9	17.2		

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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 HORTHTOWN AND LITTLE FALLS.

MANUAL BLOCK BETWEEN RANDALL AND STAPLES PASSENGER STATION. SPECIAL INSTRUCTIONS, PAGES 3 AND 4.

J	<u> </u>	1	1 =	1 1 2			ECOND C	LASS		
1			28	-		604		-	702	_!
			G. N. Passenger 19		NORTHERN PACIFIC RAILWAY COMPANY	G. N. Freight	N. P. Freight		N. P. Way Freight	Way
27.4	12- 17 - 7 1-4		Daily		Office of Superintendent St. paul Division	Daily	Daily		Ex. Sun.	-
ga vije	in the second		 			102	1			
	(a)(b) (b)		BET	WEE	Minnespolis, Minn.,	ORTHER	1 TIME	TABLE	AND R	JLE
e de la facilità	10 At 14 C		1 3 15 15 15 15 15 15 15 15 15 15 15 15 15	10.1941 A	winneapoits, winn.,					1::::
landari A	(del) e. A.	0 10 to 14,104 1452 - 1542		. i.i.	April 23, 1924.	E TABLE.				'
			A 7450			ard A 3.30	4 7.25A	4	A 2.55 ^p	Α:
20 (\$1.5) -		es e j	7.38	(24. Ž)	NOTICE NO. 101.	our 3.15	7.05		2.36	:
			7.36			80 80 3-12	7.01		2.32	;
	ARTO ROPERATO		L 7.30		ALL CONCERNED:	80 L 3.00	6.43	1.23	1 2.16	L ;
	ert		1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1 (1		Teractive of one and until forther action	105 95	6.24		1.52	
	· · · · · · · · · · · · · · · · · · ·		ingit di 1987 di		Effective at once and until further notice,	80 80	5.52		s 122	
					Darling will be a flag stop for Train No. 14.	75 39	5.35	273 4	s 1.00	
	gerile dy La colon		1			. 80 80	5.17		112-38	
						80 95	5.03		s12.22	
37.3			. A. P. 18 1.			ars			f12.05™	1
Printers Editor			50.65 <u>13.8</u> 13.55			80 95	4.34		s11.48M	
	- 1-1 - 1-1 - 1-1 - 1-1				T. F. IOWRY,	73 95	4.08	<u> </u>	s11.18	ļ
	·		- 		Superintendent.	80 80	3.47		f10.53	
					BBs	90	200		*10.20	-
1.646		91. 1 ·			${f JBM}$	80 80	3.28		s10.30	
/			<u></u>		HF EHB-2				s10.22	
					EAH	80 95	3.13		s10·10	
	eries Tarres				HMP-2 PHMCC-18	ur Cars			1 9.54	
		<u> </u>				80	2.37		5 9.29	
		<u> </u>				85 96	2.13		s 9.01	
i majevi Majevi		ing and the second				4	1.44		t 8.27	
						70 86	1.34		L 8.15₩	
			,			95	1.18			<u> </u>
				 	······································	92	12.57			<u> </u>
7					Mr. T. F. Lowry.	96 82	12.39			<u> </u>
			·		Supt. Mpls.	96 65	12.164			
			• ,		This will acknowledge receipt of Notice No. 101,	72 49	11.53%			
7.		·	Daily		April 23, re Darling flag stop for train No. 14.	ard	L11.30%	· ·		
			.15		Station Date Signed	Daily	7.55		Ex. Sun. 6.40	Ex.
			34.4			17.2	16,0		13.9	1'
				Ļ		N.				
				DOUI	TOWN TO THE PER PER PER PER PER PER PER PER PER PE			LITTLE	FALLS.	
		and the second second second			MANUAL BLOCK BETWEEN RANDALL AND STAPLES PASSENGER STATION. SPECIAL INSTRUCTIONS,	PAGES 3 AN	3 4.			

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SECOND CLASS THIRD CLASS 710 G. N. Way Freight 507 Ex. Sun. LES. 3.35M 3.20 3.17 3.05N Ex. Sun. .30

WESTWARD.

			<u> </u>	-		<u> </u>	TIVE)						
FIRST CLA	ASS		es.				Time Table No. 50A.]		FIR	ST CLASS	1
	31 Passenger Ex. Sun.	11	al, Soa es, Wy Limits.	_	Distance from		APRIL 20, 1924. Succeeding No. 59.	from	Car Capacity of Sidings	12	32		
	Passenger	Passenger	Fuer Fuer Jane	Station Numbers	Sance		STATIONS	Distance Brainerd	Gan	Passenger	Passenger		
	Pr Sun	Dally	Water Furn ind Y	Stat	Ä.	i	Tolograph Offices and Calls.	- DA	S.P.	Daily	Ex. Sun.		
	L 1.15PM				34 0	.0 FA		31.	5 260	A 5.10M	A 1.55M		
	f 1.28		1—	SA	6 5	.7	BELLE PRAIRIE 3.5	25.	8 36	f 4.57	1 142		
	1 1.35	f10.45		SA	9 8	.2	TOPEKA 5.5	22.	3 47	f 4.50	f 1.35		
	s 1.46	s10.56	W	SA	15 14	.7 FR	FORT RIPLEY D	16.	8 64	s 4.39	5 1.24		
	1 1.57	f11.07		SA :	20 20	. I	LENNOX 3.6	11.	4 36	t 4.28	f 1.13	-	
	1 2.04	f11.14		SA :	24 23	.7	CROW WING	7.	8 48	f 4.21	f 1.06		
	s 2.08	f11.18		SA :	26 23	.8	BARROWS 5.7	5.	7	f 4.17	s 1.02		
	A 2.20%	A11.30P	WC0 TYX	1	77 31	.5 B	, BRAINERD DN	0.	0 875	4.05	L12.50M		
	Ex. Sun.	Dally								Dally	Ex. Sun.		
	1.05	1.05	1		_ _	_ -	Time Over Sub-division.			1.05	1.05		
	29.0	29.0			_		Average Speed per Hour.			29.0	29.0		
										TIT ADDO	CITE DIDERS	TON:	

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

WESTWARD.

THIRD SUB-DIVISION (LITTLE FALLS AND DAKOTA BRANCH)

EASTWARD.

CLASS	FIRST CL	ASS	5.0	İ	-	- [Time Table No. 50A.			FIRST CLASS	THIRD CLASS
707		29	Sosle Wyer Inits.	ĺ		# D	APRIL 20, 1924.	TO E	oity	30	708
Way		-	Table Table		.	Fall	<u> </u>	1 000	apa ings	Passanger	Way Freight
Freight		Passonger	ter,	Stion	A L	istar	STATIONS) ista:	f Sid	<u> </u>	
Ex. Sun.		_			-		Telegraph Offices and Calis.	_	.		Ex. Sun.
L 9.004X		L 2.35PM	WC OYX	ន	34	0.0	8.5	_	<u> </u>		A 2.30PM
9.30		s 2.56		SB	9	8.5	FB FLENSBURG D	78.7	35	s11.30	s 1.59
s 9.54		5 3.13	w	SB	16	15.5	SY SWANVILLE D	71.7	36	s11.13	1.33
s10·11		s 3.24	-	SB	20	20.1	HN BURTRUM D	67.1	20	s11.02	s 1·16
s10·27		s 3.35		SB	25	24.5	GY GREY EAGLE D	62.7	39	s10.51	s12.59
f10.42		5 3.44		SB	28	28.0	WARD SPRINGS 2.5	59.2	14	•10.42 707	12.46
f10.52		f 3.50		SB	31	30.5	SPAULDING 5.9	56.7	25	110.36	f12.37
s 1 1 · 1 5		5 4.04	WC TO	SB	36	36.4	SC SAUK CENTRE D Interlocked G. N. Crossing-Track Connection	50.8	56	510-21	12.10 ^{PM} s11.35 ^{AM} f11.17
708————————————————————————————————————		f 4.17		SB	41	41.5	5.1 STILES 5.7		25	110.08	f11.17
512 ⋅38		s 4.31		SB	47	47.2	WS WESTPORT D	40.0	25	s 9.54	s10.56
s12.58		s 4.43		SB	52	52.1	VI VILLARD D	35.1	32	s 9.42	s10-38
		-	_			58.5	Track Connection	28.7			
s 1.26		\$ 5.00	 	SB	59	59.0	05	28.2	32	s 9.25	s10·13
s 2.02		₅ 5.22	w	SB	68	67.8	SK STARBUCK D	19.4	65	s 9.03	s 9.41
1 2.27		s 5.37		SB	74	74.0		13.2	25	s 8.48	f 9.18
s 2.44		5 5 47		SB	78	78.1		9.1	24	s 8.38	s 9.03
A 3.20m	-	A 6.10PM	WCY X	SB	87	87.2	MR MORRIS I G. N. Track Connection.	0.0	20	L 8.15M	F 8.30W
Ex. Sun.		Ex. Sun.		·				-	-	Ex. Sun.	Ex. Sun.
5.40		3.35					Time Over Subdivision.			3.35	5.25
	Way Preight Ex. Sun. L 9.004M 9.30 9.54 \$10.11 \$10.27 f10.42 f10.52 \$11.55M f12.15PM \$12.38 \$12.58 \$12.58 \$12.58 \$2.02 f 2.27 \$2.44 A 3.20PM Ex. Sun.	707 Way Freight Ex. Sun. L 9.00 9.30 8 9.54 \$10.11 \$10.27 f10.42 \$11.55 f12.15 \$12.58 \$12.58 \$12.58 \$12.66 \$2.02 f 2.27 \$2.44 A 3.20 Ex. Sun.	Way Preight Passenger Ex. Sun. Ex. Sun. L 9.00 M L 2.35 M s 9.30 s 2.56 s 9.54 s 3.13 s10.11 s 3.24 s10.27 s 3.35 f10.42 s 3.44 f10.52 f 3.50 s 1 1.55 M f 4.17 s12.38 s 4.31 s12.58 s 4.43 s 1.26 s 5.00 s 2.02 s 5.22 f 2.27 s 5.37 s 2.44 s 5.47 A 3.20 M A 6.10 M Ex. Sun. Bx. Sun.	TOT	TOT Passenger Passenger	TOT Passenger Total Passenger Passenger	TOT Passenger Passenger	APRIL 20, 1924. Succeeding No. 50.	Passenger Pass	Passenger Pass	This CLASS Section This CLASS Section This CLASS This This

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 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 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 same of the context of the same of the 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

5. 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.

6. 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

7. 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. 1 will stop at St. Cloud to discharge passengers from points south of La Crosse on the C. B. & Q.

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.

8. Register Stations-

Northtown, Telegraph Office.
Gregory, Telegraph Office.
Little Falls, Telegraph Office.
Philbrook, Telegraph Office.
Staples, Telegraph Office, Passenger Station and Yard Office.

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.

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, first class 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.	
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MORTHERN PACIFIC RAILWAY COMPANY

Office of Superintendent Saint Paul Division.

Minneapolis, April 17, 1924.

NOTICE NO. 95.

ALL CONCERNED:

Effective Monday, April 21, 1924, train and engine crews leaving Morris on 708 will be run between Morris and Brainerd with Sunday layever at Morris.

Train will leave Brainerd on Tuesdays, Thursdays and Saturdays and leave Merris on Mondays, Wednesdays and Fridays scheduled as follows:

Lv. Brainerd Ar. Little Falls Lv. Little Falls Ar. Merris	9:00 AM	Lv. Morris Ar. Little Falls Lv. Little Falls	8:30 AM 2:30 PM 2:45 PM
tar * Meririp	3:20 PM	Ar. Brainerd	4: 45 PM

Effective Tuesday, April 22, 1924, train and engine crews leaving Merris on 708 will be run between Morris and Staples, with Sunday layever at Staples.

Train will leave Staples on Mendays, Wednesdays and Fridays and leave Morris on Tuesdays, Thursdays and Saturdays scheduled as follows.

Lv. Staples Ar. Little Falls Lv. Little Falls Ar. Morris	7:15 AM 8:45 AM 9:00 AM 3:20 PM	Lv. Morris Ar. Little Falls Lv. Little Falls	2:45 PM
	O. ~ C EM	Ar. Stuples	4:45 PM

This trainwill carry adult male passengers in both directions between Little Falls and Staples,

These runs will do local work between Little Falls, Staples and Brainerd.

Engine crew on 708 will go on duty at 7:45 AM and train crew at 8:00 AM to make up train and leave Morris at 8:30 AM except on Mondays, when they will leave Morris at 12:30 PM to pick up stock, engine crew to go on duty at 11:45 Am and train crew at 12:00 noon.

This cancels Notice No. 94 of April 16, 1924.

BBs Agents-LF to Brd EHB-2 LJB DCB T. F. LOWRY, LF to Staples HF FGR JBN WHS-2 Superint endent. LF to Merris EAE PHM-18 EJH-2 WHS-2

Mr. T. F. Lowry, Supt., Mpls. This will acknowledge receipt of Notice No. 95 of Apr. 17 re lecal freight service between Little Falls, Staples and Brainerd.

SPECIAL INSTRUCTIONS.

FIRST SUBDIVISION.

(Main Line)

natic Signals—West of Coon Creek, automatic home signal 22.4 is located eet on eastward track; passenger trains and light tonnage freight trains approached finding the top arm of this signal in stop position or red light displayed may, oming to full stop, proceed cautiously through the block to the next home signal, d 500 feet west of Coon Creek tower, expecting to find the block occupied or iger trains receiving and discharging passengers at station on westward track. ige freight trains finding signal 22.4 in stop position should stop 2300 feet west of gnal and make use of telephone located on post at that point. If signal does not clear or caution within reasonable time, will then ascertain condition of block from towerman in Coon Creek tower before proceeding. In case telephone is condered and the country and train and true to tower for definite information order, engine must be cut from train and run to tower for definite information. loka, the switch at east end of eastward house track is connected with autosignals and must be left lined for the house track when not in use, in order to

lear Lake, the switch at the west end of westward house track is connected automatic signals, and must be left lined for the house track when not in use in to clear the automatic signals.

er District-Between Little Falls and Lincoln.

orthtown, University Avenue Bridge at east end of yard will not clear a

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

ne Restrictions At Big Lake, Class W engines are not permitted on Cedar Ice Company's Spur.

. Cloud, Class T and W Engines are not permitted on Jones Spur. rtell, Class T and W engines are not permitted on the logging spur.

d Restrictions—At Fridley, trains must approach the crossover leading the Great Northern Yard expecting to find it in use. inoka, trains must not exceed ten (10) miles per hour from one quarter mile of passenger station to Ferry Street, the first crossing west of Rum River. Elk River, trains must not exceed ten (10) miles per hour between one half east of station and water tank.

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tandall, trains must not exceed twelve (12) miles per hour between one-half least of station and one-half mile west of station.

of Lincoln, trains must not exceed forty-five (45) miles per hour around es between Mile Posts 126 and 127.
Staples, trains must not exceed twelve (12) miles per hour over Sixth Street

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1 will stop at St. Cloud to discharge passengers from points south of La Crosse he C. B. & Q.

2 will stop at Little Falls to discharge passengers from Moorhead and west, and assengers for Chicago and aget

2 will stop at Little Falls, Elk River and Anoka when No. 14 is more than one

4 will stop at Little Falls to discharge passengers from Billings and west.
13 will stop on flag at stations between Northtown and Staples for passengers Red River Branch.

14 will stop at stations between Staples and Northtown to discharge passengers a Red River Branch and at Lincoln on flag, Sundays, Wednesdays and Saturdays.

Ister Stations—
Northtown, Telegraph Office.
Gregory, Telegraph Office.
Little Falls, Telegraph Office.
Philbrook, Telegraph Office.

Staples, Telegraph Office, Passenger Station and Yard Office.

Ister Exceptions—At Northtown, first class trains and passenger as will register by Card (Form 608). At Gregory, all trains will register by Card rm 608). Westward trains will not be given check of register by train order at gory, but whenever possible to do so, check of this register will be given by train er at a point east of there.

Little Falls, to avoid stop, trains may register by Card (Form 608). Westward t class trains not scheduled to stop, will be furnished a copy of register on Form 602. Philbrook, westward trains will register by card (Form 608). Whenever possible tward second class and inferior trains will be furnished check of Philbrook register train order at Staples.

arance Exceptions—At Northtown, first class trains will not require arance if train order signal is in clear position. Coon Creek, and Elk River, eastward Great Northern trains from Mesabi Division A Princeton Line will not require clearance if train order signal is in clear position.

FIRST SUBDIVISION—Continued.

At Gregory, eastward trains will not require clearance if train order signal is in clear

At Philbrook, eastward first class trains will not require clearance if train order signal is in clear position.

22. Bulletin Stations-

St. Paul, Assistant Superintendent's Office. St. Paul, Mississippi St. Round House. Minneapolis, Lower Yard Office. Northtown, Yard Office, Round House. Little Falls.

Staples, Passenger Station, Yard Office and Round House.

Standard Clocks-

Northtown. Staples.

24. Watch Inspectors-

Haman & Company, St. Paul. A. Lindahl, St. Paul. Barker Jewelry Co., Minneapolis. J. J. Allen, Minneapolis. Munns & Pomerleau, Minneapolis.
Samuel H. Lindquist, Minneapolis.
Fritz Guy, St. Cloud.
E. V. Wetzel, Little Falls.
W. L. Waldron, Staples.

Derail Switches-

Northtown, east end ice house track. Fridley, spur. Little Falls, east end of house track. Randall, east end of loading track. Cushing, east end of loading track.

Derailers must be kept in derailing position when not in use.

26. Commercial Spurs-

Miles from Northtown Car Capacity Graham.....

SECOND SUBDIVISION.

(Brainerd Line)

- 1. Pusher District-Between Brainerd and three miles east.
- 2. At Little Falls, second subdivision trains must get the block by phone from operator at passenger station before entering first subdivision. If phone is out of order, the movement must be protected as per Rule 99.

Bridge Restrictions-

Speed is restricted over Bridge 106, Mississippi River as follows:
Engine classes T, Q-3, Q-4, Y, Y-1, Y-2 and Y-3, eight (8) miles per hour.
Double header engine, classes Q, S, S-1, S-2, S-3 and S-4, eight (8) miles per hour.
Engines classes G-1, G-2, Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3, may be hauled dead without coal or water at five (5) miles per hour. Speed is restricted over Bridge 120, Nokay-Sebei River as follows:
Double header engines, classes Q, Q-1, Q-2, Q-3, Q-4, R, S, S-1, S-2, S-3, S-4, S-10 and
T, twenty (20) miles per hour.
Engines, classes G-1, G-2, Q-5, W, W-1, W-2, W-3, W-4, Z, Z-1, Z-2 and Z-3, eight

- 4. At Little Falls, trains handling logs must stop before crossing Bridge 106 and examine all loads to see if they clear properly.
- 5. Speed Restrictions—At Brainerd, trains must not exceed ten (10) miles per hour over Oak Street crossing and twelve (12) miles per hour from east switch to passenger station.
- 6. Register Stations-Brainerd, Little Falls.
- Bulletin Stations-Brainerd, Little Falls.
- 8. Standard Clock-Brainerd.
- 9. Watch Inspector-C. L. Burnett, Brainerd.
- 10. Derail Switch-Parker Spur, east end.
- Commercial Spur— Miles from Brainerd Car Capacity Parker.....

SPECIAL INSTRUCTIONS—Continued.

THIRD SUBDIVISION.

(Little Falls and Dakota Branch)

- 1. At Little Falls, third subdivision trains must get the block by phone from operator at passenger station before entering first subdivision. If phone is out of order, the movement must be protected as per Rule 99.
- 2. Speed Restrictions-Westward trains must not exceed twenty-five (25) miles per hour between Glenwood and Starbuck.
- 3. Special Stops, Connections, Etc.-Nos. 707 and 708 will carry adult male passengers only.
- 4. Register Stations-Little Falls, Morris.
- 5. Bulletin Station-Little Falls.
- 6. Derail Switches-

Flensburg, west end of loading track. Burtrum, east end of house track.
Burtrum, east end of siding.
Ward Springs, east end of siding.
Industrial School Spur, west end.
Sauk Center, east end of track No. 1, west yard. Stiles, east end of siding. Glenwood, east wye and house track, east end of transfer track. Starbuck, east end Northwestern Cement Tile Plant track. New Prairie, east end of siding.

7. Commercial Spurs-Miles from Little Falls Car Capacity Industrial School..... 35.1122 State Agricultural School..... 86.0

ALL SUBDIVISIONS.

- 1. To insure personal safety, operators in double track territory having train orders or messages for passing trains must stand on the right side of the train and never
- 2. In double track territory, trains handling logs must come to a stop when being met or passed by a passenger train.
- 3. Lap Sidings—Unless otherwise instructed, trains taking siding must head in at the lap.
- 4. Sidings blocked by occupied outfit cars must not be used to meet or pass trains.
- 5. Conductors of work trains will issue instructions to their flagmen in writing, except when flagman goes back immediately to stop an approaching train.
- 6. When necessary to take the slack of freight trains with helper engine on rear, it should be done by the helper engine.
- 7. Before moving a work or wrecking train, the whistle signal (14-B) or (14-H) must be sounded for the protection of men working about such trains.
- 8. Except as otherwise provided or when running light without conductor, enginemen will only be required to consult register at initial or starting point.
- 9. Speed Restrictions-Passenger trains must not exceed a speed of one minute

Trains must not exceed thirty (30) miles per hour over interlocked crossings and fifteen (15) miles per hour through crossovers, turnouts, and gauntlets.

Trains must reduce speed to fifteen (15) miles per hour passing telegraph offices

Class W engines must not exceed thirty (30) miles per hour and light engines backing up twenty (20) miles per hour.

Passenger trains with helper engines on the rear must not exceed thirty (30)

10. The following signs when placed in columns provided indicate:

W—Water. C—Fuel.

O-Track scales.

T-Turntable.

Y-Wye.

D-Day office only. DN-Day and night office.

P—Telephone. X—Yard Limits

AUTHORIZED SURGEONS.

Location of Stretchers (S)

Dr. A. W. IDE, Chief Surgeon, Brainerd Hospital (S). Dr. J. A. EVERT, Surgical Associate, Brainerd Hospital. Dr. H. G. COLLIE, Medical Associate, Brainerd Hospital. Dr. B. I. DERAUF, Assistant Surgeon, Brainerd Hospital. Dr. F. C. GREAVES, Assistant Surgeon, Brainerd Hospital.

Local Surgeons

Dr. J. W. JESION, General Office Bldg., St. Paul.
Dr. E. L. MANN, 718 Lowry Bldg., St. Paul.
Dr. P. A. HOFF, 939 Lowry Bldg., St. Paul.
Dr. ALFRED HOFF, 939 Lowry Bldg., St. Paul.
Dr. ALFRED HOFF, 939 Lowry Bldg., St. Paul.
Dr. F. J. MITCHELL, 896 Payne Ave., St. Paul.
Dr. V. L. SATTERLUND, 896 Payne Ave., St. Paul.
Dr. J. J. RYAN, 1501 University Ave., St. Paul.
Dr. E. W. OSTERGREN, 991 Payne Ave., St. Paul.
Dr. C. A. UNDINE, 632 Syndicate Bldg., Minneapolis.
Dr. R. CRAMNER, 631 Syndicate Bldg., Minneapolis.
Dr. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.
Dr. A. T. CAINE, Anoka (S).
Dr. A. T. CAINE, Anoka (S).
Dr. G. E. PARSONS, Elk River.
Dr. W. L. BEEBE, St. Cloud (S).
Dr. ALEX M. WATSON, Royalton.
Dr. J. G. MILLSPAUGH, Little Falls (S).
Dr. S. G. KNIGHT, Randall.
Dr. F. H. ALLEN, Staples (S). Dr. F. H. ALLEN, Staples (S).
Dr. F. H. KNICKERBOCKER, (Alternate), Staples.
Dr. J. A. DuBOIS, Sauk Center (S).
Dr. O. V. OPHEIM, Starbuck. Dr. C. E. CAINE, Morris (S).

Specialists

Dr. J. W. CHAMBERLAIN, Oculist, 734 Lowry Bldg., St. Paul. Dr. L. A. NELSON, Oculist, 734 Lowry Bldg., St. Paul. Dr. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul. Dr. H. S. CLARK, Oculist, 607 LaSalle Bldg., Minneapolis. Dr. C. G. NORDIN, Oculist, Brainerd.

St. Paul, Fourth St. Freight Station (S). St. Paul, Fourth St. Yard Office (S). Mississippi St. Round House (S).
Mississippi St. Car Foreman's Office (S).
Como Shops (S).
Car Foreman's Office, Minneapolis (S). Tool Car No. 4, Steam Derrick, Northtown (S). East Minneapolis (S). Northtown Transfer (S). Northtown Round House (S).

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 whenever practicable, when surgical of 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.

SPEED TABLE.

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TONNAGE RATING

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	Tons	Cars	Tons	Cars	Tons	Care
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 tonuage 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

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First Sub-division, Northtown to Staples																			11' 6"
Second Sub-division, Little Falls to Brainerd																			11' 6"
Tbird 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″
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