

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME 51 TABLE

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

SUNDAY, JUNE 15, 1924.

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.

FIRST SUB-DIVISION
(MAIN LINE)

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

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

DOUBLE TRACK BETWEEN NORTHTOWN AND GREGORY AND BETWEEN PHILBROOK AND STAPLES. AUTOMATIC BLOCK BETWEEN NORTHTOWN AND LITTLE FALLS.

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

WESTWARD.				SECOND SUB-DIVISION (BRAINERD LINE)										EASTWARD.							
FIRST CLASS				Time Table No. 51. JUNE 15, 1924. Succeeding No. 50A.										FIRST CLASS							
				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																	
				Time Over Sub-division.																	
				Average Speed per Hour.																	
				29.0																	
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				Time Table No. 51. JUNE 15, 1924. Succeeding No. 50A.										FIRST CLASS				THIRD CLASS			
				STATIONS																	
				Telegraph Offices and Calls.																	
				LITTLE FALLS 8.5																	
				FLENSBURG 7.0																	
				SWANVILLE 4.6																	
				BURTRUM 4.4																	
				GREY EAGLE 3.5																	
				WARD SPRINGS 2.5																	
				SPAULDING 5.9																	
				SAUK CENTRE 5.1 G. N. Crossing-Track Connection.																	
				STILES 5.7																	
				WESTPORT 4.9																	
				VILLARD 6.4																	
				SOO CROSSING Track Connection																	
				GLENWOOD 8.8																	
				STARBUCK 6.2																	
				NEW PRAIRIE 4.1																	
				CYRUS 9.1																	
				MORRIS G. N. Track Connection.																	
				Time Over Sub-division.																	
				Average Speed per Hour.																	
				5.40																	
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 or city track. 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. 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 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, Telegraph Office.
Gregory, Telegraph Office.
Little Falls, Telegraph Office.
Philbrook, Telegraph Office.
Staples, Telegraph Office, Passenger Station and Yard Office.
- 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, 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 as provided by transportation Rule D97, 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.

FIRST SUBDIVISION—Continued.

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

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.

23. Standard Clocks—

St. Paul.
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.

25. 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.....	88.3	2

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.

3. 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 (8) miles per hour.

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.

7. Bulletin Stations—Brainerd, Little Falls.

8. Standard Clock—Brainerd.

9. Watch Inspector—C. L. Burnett, Brainerd.

10. Derail Switch—Parker Spur, east end.

11. Commercial Spur—

	Miles from Brainerd	Car Capacity
Parker.....	14.	4

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.....	35.1	122
State Agricultural School.....	86.0	3

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 between the tracks.

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 or sixty seconds per mile.

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 where orders are received.

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) miles per hour.

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. F. J. MITCHELL, 896 Payne Ave., St. Paul.
Dr. V. L. SATTERLUND, 896 Payne Ave., St. Paul.
Dr. F. L. BECKLEY, 348 Prior 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. R. CRAMNER, 631 Syndicate Bldg., Minneapolis.
Dr. I. C. McDONALD, 601 Syndicate Bldg., Minneapolis.
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. MILLSAUGH, Little Falls (S).
Dr. S. G. KNIGHT, Randall.
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).

NOTE.

SURGEONS will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

RAILWAY OFFICIALS are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge; and in no case should the services of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association, after such surgeon is able to assume charge of the case.

BOARDING AND NURSING are furnished ONLY AT OUR OWN HOSPITALS. We are not responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

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"
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"
Third Sub-division, Little Falls to Morris.....	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	21' 0"	19' 0"	19' 0"	18' 3"	17' 11"	17' 4"	16' 5"	15' 6"	21' 0"

J. B. McLANE,
Assistant Superintendent.

L. J. BENNER,
Trainmaster.

HENRY FLANAGAN,
Trainmaster.

E. H. BRILEY,
Chief Dispatcher.

