# ROPELLA COMPANY.

ST. PAUL DIVISION

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

SUNDAY, JUNE 15, 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.

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.

,	WEST	WARD.									FIRST		B-DIVIS	SION												
	THIRD	CLASS		1	SEC	COND CL	ASS				Time Table No. 51.							•	FIRST	CLASS	<del></del>					
	713	711	701		609	603	607	605	Boales		JUNE 15, 1924.	я	9	3	7	9	11	13	15	17			23	25		
	'G. N.	G. N.	N. P. Way Freight		G. N. Freight	N. P. Freight	G. N. Freight	N. P. Freight	Tuel,	91.8	Succeeding No. 50-A.	ee from	N. P.	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P.	N. P. Passenger	G. N. Passenger	G. N. Passenger			G. N. Passenger	G. N. Passenger		
	Way Freight 508 Ex. Sun.	Mo., Wed. and Frl.			408 Daily	Daily	405 Daily	Daily	Water, I Turn To Wyes an	station Number	STATIONS Telegraph Offices and Calls.	Distance St. Paul	Daily	Daily	Daily	Daily	Daily	Daily	20 Daily	18 Daily		·	15 Ex. Sun.	24 Daily		
	LA GUII.	and Frl.			- Dany	WCOT S 142 NP ST. PAUL		-	0.0				L 8.48M		1 8.30M				<u> </u>							
			BET	WEEN	ST. PAU	L AND	MINNE	EAPOLIS	ON (	REA	T NORTHERN TRACK	S TI	RAINS V	VILL BE	GOVE	RNED B	Y GREA	AT NOR	THERN	TIME '	TABLE .	AND RU	ILES.	<u>.</u>		
			,,,	,					WOT	<del>1</del>	1	!		\$10.05 10.10	 	s 9.18 9.25	i									
BETWEEN ST. PA							UL AN	D N	ORTHTOWN TRAINS	·	****	Caracal Service 14		Charles and the same	A		E TABI	Æ.								
	L 7.20/4	L 7.35#	L 7.00M		L 8.25PM	L 4.104	L 1.354	12.30AN	WCOTX	S 128	NJ NORTHTOWN DN 4.1 Cross-Over	14.2	11.45PM	L10.25₩	L11.30M	L 9.40M	1 7.05Ps	L 9.20	L 9.50#	<b>L12</b> .25₩			L 4.30M	L 4.50PM		
—	7.32	7.52	7.15		8.42	4.24	1.48	12.46	x	S 124				10.32			1 7.13	9.26	<u>, — — — </u>	112.32			f 4.38	4.56		
	7.35	7.56	7.18		8.46	4.27	1.51	12.49		S 123	·	19.2	11.53	10.34	11.39	9.50	7.15	9.28	9.59	12.34			4.40	4.68		
	A 7.454	8-11	s 7.32		A 9.00FM	4.40	2.03	1.03		S 119		22.8	11.58 <sup>PM</sup>	10.40	11.45	1 9.57	1 7.22	9.33	A10.05A	A12.40#			s 4.47	A 5.03PM		
		s 8.35 10.08	s 7.54			5.01	2.21	1.25	w	\$ 114			12.06M		f11.54M	\$1 0.08 711	s 7.33	9.41		<del></del>			s 4.57	-		
		10.37	s 8.20			5.27	2.43	1.52		S 106	DAYTON P 4.8 Cross-Over	35.5	12-15	11.00	12.05	s10.21	5 7.47	9.51					s 5.10			
		A10.5844	s 8.40			5.46	2.59	2.12	W	S 102	WR ELK RIVER DN Interlocked 5.1 Cross-Over	40.3	12.22	11.08	112.13	\$10.31	• 7.56	9.58					A 5.19N			
			f 9.00			6.05	3.15	2.32		8 96	BAILEY P 3.9 Cross-Over	45.4	12.29	11.16	12.21	f10.41	f 8.06	10.05								
			s 9.14			6.19	3.27	2 46	w	S 93	BG BIG LAKE DN 4.1 Cross-Over	49.3	12.34	11.22	f12 27	\$10. <del>4</del> 8	s 8·13	10.10								
			s 9.29							S 89	SALIDA 3.9	53.4				f10.56	f 8.21									
			s 9.44			6.48	3.52	3.16		S 85	BC BECKER D 7.1 Cross-Over	57.3	12.45			\$11.04		10.21	· · · · · · · · · · · · · · · · · · ·							
			s10.11			7.15	4.14	3.44		S 78	CK CLEAR LAKE D 5,9 Cross-Over	64.4				511·18 ————		10.31								
_	<del></del>		f10.34 10.39			7.37	4.33	4.07		8 72	2.8 Cross-Over	70.3	1.02	11.54		f11.29		10.39								
										S 68	REFORMATORY 2.6 Cross-Over	73.1				111.35										
			s10.59 11.25			7.57	4.50M	4.28	w	8 67	EA ST. CLOUD DN G. N. Crossing Track Conn. Interlocked 1.7 Cross-Over	75.7	1.09	\$12.03™	s 1.12	\$11.40	s 9.05	s10.47							ļ	
			s11.32			8.03		4.35		8 65	UK SAUK RAPIDS D 2.6 Cross-Over	77.4			1.16	s11.44	s 9.09									
			\$11.42AM 12.11PM 9-3			8.14		4.46	wc	8 63	SY SARTELL D 4.1 Cross-Over	80.0	1.15	12.11 761	1.21	s 1 1.50 701	9.15	10.54								
			f12.26							S 58	WATAB P 5.8 Cross-Over	84.1				(11.58M				~··						
			s12.48			8.50		5.24		8 52	6.6 Cress-Over		1.30			s12.10№							<del></del> [-			
			s 1.13			9.15		5.50	w	8 45	RO ROYALTON D 8.0 Cross-Over	96.5				±12·23										
			f 1.43			9.45		6.21		8 37	2.8	104.5		12.50		f12.38			~ <del></del>			<u> </u>				
_			A 1.55PM			9.55		6.32	WCOY		4.4	107.3				\$12.45 1.10	#10·15P#									
			٠.		· .	10.11		6.50		8 30	5.8	111.7	2.03		1 2.24			11.38								
						10.33		7.13		S 24	5.0	117.5	2.12		1 2.36			11.46								
						10.52	·	7.33		S 19	6.2	122.5	2.20		1 2.46	10		11-53M 12-02M								
_		<u> </u>	·			11.15		7.57 8.21		S 13	6.2 Lap Siding	-			1 2.58			12.02**								
		<del></del>				11.39m 12.05m		1			6.3							A12.20P#		· .						
	Pw Sar	Mo(Wed.	D. C.						Ϋ́Χ̈́		SO STAPLES DN Interlocked Cross-Over		Daily	Daily	Daily	Daily			——————————————————————————————————————	Daily			Ex. Sun.	Daily		
	.25	Mo.,(Wed. and Fri. 1.50	5.55		Daily .35	7.55	Daily 3.15	Daily 8.15		-	Time Over Sub-division.		3.05	3.25	3.55	4.10	3.10	Daily 3.00	.15	.15			.49	.13		
		14.3	15.7			16.0	18 8	15.3			Average Speed per Hour.		41.1	37.1	32.4	30.4	29.4	42.3	34.4	34.4			32.2	39.6		

SPECIAL INSTRUCTIONS PAGES 3 AND 4.

AUTOMATIC BLOCK BETWEEN NORTHTOWN AND LITTLE FALLS.
MANUAL BLOCK BETWEEN RANDALL AND STAPLES PASSENGER STATION.

											(MAIN	<u> </u>	1	<u> </u>		у		STWAR
<del></del> 1	i i i	i	FIRST C	CLASS		1	<del></del>	1	1	1	١.		Time Table No. 51.	SE	COND CLASS		THIRD	CLASS
	28	26	24	16	14	12	10	8	4	2	Scalos		JUNE 15, 1924.	604	602	702	710	
	G. N. Passenger 19	G. N. Passenger 17	G. N. Passenger 16	G. N. Passenger 23	N. P. Passenger	N. P. Passenge	N. P. Passenge	N. P. Passenge	N. P. Passenger	N. P. Passenge	구출거	toe froz	Succeeding No. 50-A.	G. N. Freight 407	N. P. Freight	N. P. Way Freight	G. N. Way Freight 507	
	Daily	Daily	Ex. Sun.	Daily	Daify	Dally	Daily	Daily	Daily	Daily	Water, Turn Wyes Limite	Distano Staples.	STATIONS  Telegraph Offices and Calls.	Daily	Daily	Ex. Sun.	Ex. Sun.	
					A10.00PM	A 8.504	A 6.00P	A 7.39A	A 7.42M	A 9.00P	WCOT	141.2						
	BETWEEN ST.	PAUL AND	MINNE	APOLIS	ON GE	EAT N	ORTHE	RN TRA	CKS, T	RAINS	WILL	BE G	OVERNED BY GREAT NOR	THERN	TIME TABL	E AND RU	ILES.	
					9.35 s 9.30	8.25 8.20	5.35 5.25	7.14 5 7.05	s 7.17	8.33 8.28		130.8	MS MINNEAPOLIS DN					
·····		BETW	EEN NO							-		D BY	JOINT TERMINAL TIME 1	ABLE.		14-17 11 505 -1515		
	A 7.45PM	A 5.304	A11.48M	A 1.25PM	A 9.15PM	A 8.05A	A 5.10P	A 6.50A	A 7.00A	A 8-13PH	WCOT X	127.0	NJ NORTHTOWN DN Yard 4.1 Cross-Over	A 3.30A	A 7.30#	A 2.55%	A 3.35M	
	7.38	f 5.22	111.40	1.18	9.08	f 7.57	f 5.03	6.42	6.54	8.07	х	122.9	FRIDLEY P Spur 0.9 Cross-Over 2 Cars	3.15	7.15	2.36	3.20	
	7.36	5.20	11.38	1.16	9.06	7.55	5.01	6.40	6.52	8.05		122.0	BELT LINE P W 80 3.6 E 80	3.12	7.12	2.32	3.17	
	L 7.30PM	L 5.13A	s11.31	L 1.10%	9.00	1 7.49	f 4.55	6.34	6.47	8.00		118.4	CN COON CREEK DN E 82 Interlocked 5.7 Cross-Over	L 3.00M	6.59	1 2.16	L 3.05%	
			s11.20		s 8.51	s 7.38	s 4.45	s <b>6.24</b>	6.39 602	7.52	w	112.7			6.39 6.24 8-4	s 1.52		
			\$11.07		8.41	s 7.25	f 4.33	6.12	6.29	7.42		105.7	DAYTON P W 81 4.8 Cross-Over E 81		5.52	s 1.22		
			10.58#		f 8.33	s 7.16	s 4.24	s 6.03	6.22	7,35	w	100.9	WR ELK RIVER DN W 75 Interlocked 5.1 Cross-Over E 35		5.35	s 1.00		
		··			8.25	t 7.07	f 4.15	5.54	6.14	7.27		95.8	BAILEY P W 80 3.9 Cross-Over E 80	-	5.17	f12.38		
		<del></del>			f 8.19	s 7.00	\$ 4.09	1 5.47	6.08	7.21	w	91.9		<del></del>	5.03	s12.22		
						1 6.53	1 4.02					87.8	SALIDA Spur 3.9 5 Cars			f12.05P#		
					8.07	s 6.46	s 3.55	f 5.33	5.57	7.09		83.9	BC BECKER D W 82 7.1 Cross-Over E 99		4.34	s11.48M		
					7.56	s 6.33	3 3.42	f 5.20	5.47	6.59		76.8	CK CLEAR LAKE D W 70 5.9 Cross-Over E 98		4.08	s11.18		
				- <del></del>  -	7.47	f 6.22	1 3.32	5.09	5.38	6.50		70.9	CABLE P W 80 2.8 Cross-Over E 80		3.47	f10.53		
						f 6.17	f 3.27					68.1	REFORMATORY 2.6 Cross-Over					
					s 7.39	s 6·13	s 3.22	5 4.59	s 5.30	s 6.42	W	65.5	EA ST. CLOUD DN W 78 G. N. Crossing Track Conn Interlooked 1.7 Cross-Over		3.28	<b>\$10</b> .30		
				[		s 6.10	s 3·18	1 4.56				63.8				\$10.22		
			<del></del>		7.32	s 6.05	s 3.13	4.51	5.23	6.36	WC	61.2			3.13	s10.10		
						1 5.58	1 3.06					57.1	WATAB P Spur 5.8 Cross-Over 10 Cars			f 9.54		
					7.17	s 5.47	₃ 2.56	1 4.33	5.09	6.21		51.3	RS RICE D W 80 6.6 Cross-Over		2.37	s 9.29		
					7.07	s 5.35	s 2.44	1 4.21	4.59	6.11	w	44.7			2.13	s 9.01		
					6.55	1 5.20	1 2.30	4.06	4.47	5.59		36.7			1.44	f 8.27		
					s 6.50	L 5.15	2.25 2.08	s 4.01	4.43	5.55	WCOY X	33.9	FA LITTLE FALLS DN W 55 4.4 E 77		1.34	L 8.15A		
					6.43	<del></del>	\$ 2.00	1 3.53	4.36	5.48		29.5			1.18			
					6.34		s 1.50	1 3.42	4.27	5.39		23.7			12.57			-
-					6.26	<del></del>	s 1.41	f 3.33	4.20	5.32		18.7	CQ CUSHING DN W 98 6.2 E 80		12.39			
					6.17		s 1.29	f 3.22	4.11	<b>5</b> .23	w	12.5			12.16M		-	
					\$ 6.08		s 1.17	1 3.11	4.02	5.14		6.3			11.53%			
					5.58°E		L 1.05№	L 2.55N	L 3.53A	L 5.05™	WCOTY X	0.0	SO STAPLES DN Yard		L11.30PM			
	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Dally	Daily	Daily				Daily	Daily	Ex. Sun.	Ex. Sun.	
	. 15	.17	.50	, 15	3.17	2.50	3.48	3.55	3.07	3.08			Time Over Sub-division.	.30	7.45	6,40	.30	

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.							SUB-DIVISION INERD LINE)						EAST	EASTWARD.				
FIRST CLA	ss		68.			Tim	e Table No. 51.				FIRST CLASS							
	31	11	ter, Fuel, Scales, rn Tables, Wyes I Yard Limits.		from	s	JUNE 15, 1924. Succeeding No. 50A.		Distance from Brainerd	Car Capacity of Sidings	12	32						
	Passonger	Passonger Passenger:		Station Numbers	Distance from Little Falls		STATIONS	istanc		ar Ca	Passenger	Passonger						
	Ex. Sun.	Daily	Vat Tur	ďŻ.	Ea	Tel	egraph Offices and Calls.		E M	0.9	Daily	Ex. Sun.						
	L 1.15%		<b>!—</b> -	ļ	4 0.0	FA	LITTLE FALLS 5.7	DN	31.5	260	A 5.10A	A 1.55PH						
	f 1.28	f10.38		SA	6 5.	-	BELLE PRAIRIE 3.5		25.8	36	f 4.57	f 1.42						
	1 1.35	f10.45		SA	9 9.		TOPEKA 5.5		22.3		· · · · · · · · · · · · · · · · · · ·	f 1.35						
	3 146	s10.56	w	SA 1	5 14.	FR	FORT RIPLEY 5.4	D	16.8		<u></u>	■ 1.24						
	1 1.57	f11.07		SA 2	20.		LENNOX 3.6		11.4		f 4.28	1.13						
	1 2.04	111.14		SA 2	4 23.		CROW WING		7.8			1 1.06						
		111.18		SA 2	25.	3	BARROWS 5.7		5.7		1 4.17							
	A 2.20PM	A11.30P	WCC TYX	17	7 31.	B	BRAINERD	DN	0.0	875	4.05	L12.50PX						
	Ex. Sun.	Daily									Dally	Ex. Sun.						
	1.05	1.05	<u>L</u> .		_ _		me Over Sub-division.			<u> </u>	1.05	1.05		<del></del>				
	29.0	29.0	<u> </u>	1		A	verage Speed per Hour.			SI T	29.0 UE ORDA	29.0	ECTION		11			
E.	ASTWAR	D TRAIN	S AF	RE SU	JPER				122	IN I	ne uppe	JOHE DIS	DACO	TIADD				
WESTWARD.	ASTWAR	D TRAIN	S AF	E SL	JPER	OR TO TR	AINS OF THE SAME		SS I	N T			ECTION. EAST	WARD	•			

WEST WARD.

(LITTLE FALLS AND DAKOTA BRANCH)

HIRD CLASS	FIRST CLASS	, a			Time Table No. 51.				FIRST CLASS	THIRD CLASS
707	29	Water, Fuel, Scales, Turn Tables, Wyes	<b> </b> 	Ħ	JUNE 15, 1924.		E .	ţţ.	30	708
			E .	1	Succeeding No. 50A.		£ E	rpaoi ngs	<del></del>	Way Freight
Way Freight	Passenge	T. T. R. Y.	Station Numbers	Distance from Little Falls	STATIONS		Distance from Morris	Car Capacity of Sidings	Passenger	Freight
Ex. Sun.	Ex. Sun	Tage	#Z	ää	Telegraph Offices and Calls.				Ex. Sun.	Ex. Sun.
L 9.004	L 2.35		S 8	4 0.	FA LITTLE FALLS 8.5	DN	87.2	260	A11-50A	A 2.30%
<b>•</b> 9.30	s 2.56		SB	9 8.	FB FLENSBURG 7.0	D	78.7	35	s11.30	• 1.59
9.54	* 3.13	W	SB 1	6 15.	SV SWANVILLE	D	71.7	36	s11·13	s 1.33
s10·11	s 3.24	1	SB 2	20.	HN BURTRUM	Đ	67.1	20	<b>\$11.02</b>	s 1.16
s10.27	s 3.35	_	SB 2	5 24.	GY GREY EAGLE	D	62.7	39	¢10-51	<b>1</b> 2.59
110.42	s 3.44	1	SB 2	8 28.	WARD SPRINGS		59.2	14	*10.42 707	f12.46
110.52	r 3.50	十	SB 3	30.	5 SPAULDING 5.9		56.7	25	110.36	f12.37
s 1 1 · 1 5 1 1 · 5 5 AM	s 4.04	WC TO	SB 8	6 36.	Interlocked G. N. Crossing-Track Con-	D nection.	50.8	56	\$10.21	12-10PW #11-35## 707
112.15M	f 4.17	1	SB 4	1 41.	5 STILES 5.7		45.7	25	f10.08	f11.17
<b>12</b> ⋅38	s 4.31	<del> </del>	SB 4	7 47.	2 WS WESTPORT	D	40.0	25	s 9.5 <b>4</b>	s10.56
•12·58	s 4.43		SB 4	52 52.	IVI VILLARD 6.4	D	35.1	32	s 9.42	s10·38
		1-		58.	Track Connection		28.7			-
1.26	s 5.00	1	SB (	9 59.		D	28.2	32	s 9.25	s10·13
\$ 2.02	s 5.22	W	6B 6	67.	<u></u>	D	19.4	65	s 9.03	s 9.41
1 2.27	s 5.37	1	6B	74			13.2	25	s 8.48	1 9.18
s 2.44	\$ 5.47	1	SB 3	8 78		D	9.1	24	s 8.38	5 9.03
A 3.20M	A 6.10	M WCY	SB 8	87	2 MR MORRIS G. N. Track Connection.	D	0.0	20	L 8.15AN	£ 8.30M
Ex. Sun.	Ex. Sun	<del>.  ~</del>	-						Ex. Sun.	Ex. Sun.
5.40	3.35		<del>-</del>	-	Time Over Subdivision.				3.35	5.25
15.3	24.3	-			Average Speed per Hour.				24.3	16.0

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

## SPECIAL INSTRUCTIONS.

## FIRST SUBDIVISION.

(Main Line)

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

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 or city track. 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

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 wys 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

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.

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.

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 Stanles

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 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

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

St. Paul, Assistant Superintendent's Office. St. Paul, Mississippi St. Round House. Minneapolis, Lower Yard Office. Northtown, Yard Office, Round House. Staples, Passenger Station, Yard Office and Round House.

23. Standard Clocks-

St. Paul. Northtown. Staples.

Watch Inspectors—

Haman & Company, St. Paul. A. Lindahl, St. Paul. Barker Jewelry Co., Minneapolis. J. J. Allen, 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.....

## 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-

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
- Register Stations-Brainerd, Little Falls.
- 7. Bulletin Stations-Brainerd, Little Falls.
- 8. Standard Clock-Brainerd.
- 9. Watch Inspector-C. L. Burnett, Brainerd.
- 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.
- 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		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.
- Lap Sidings-Unless otherwise instructed, trains taking siding must head in at
- 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.
- 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. F. J. MITCHELL, 896 Payne Ave., St. Paul. Dr. V. L. SATTERLUND, 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. I. C. McDONALD, 601 Syndicate Bldg., Minneapo 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. 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 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 setablished 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. 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

	engines.												
	Class D,	D2, D3	Clas	s T	Class W  Maximum 90 Cars								
1	Maxi 55 (		Maxi: 75 C										
	Tons	Cars	Торв	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			- · · · · · · · ·	. 4%							
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				<u> </u>							
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

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Height Above Top of Rail															<u></u> .			
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
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"
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"
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"
	18' 0"	18' 0" 18' 0" 21' 0" 21' 0"	18' 0" 18' 0" 18' 0" 21' 0" 21' 0" 21' 0"	1' 0" 2' 0" 3' 0" 4' 0" Wide Wide Wide 18' 0" 18' 0" 18' 0" 18' 0" 18' 0" 18' 0" 11' 0" 21' 0" 21' 0" 21' 0"	1' 0" 2' 0" 3' 0" 4' 0" 5' 0" Wide Wide Wide 18' 0"	1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" Wide Wide Wide Wide Wide Wide Wide Wide	1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" Wide Wide Wide Wide Wide Wide Wide Wide	He  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" Wide Wide Wide Wide Wide Wide Wide Wide	Height Al  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0"  Wide Wide Wide Wide Wide Wide Wide Wide	LIMIT OF LOAD – M  Height Above To  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" 8' 6"  Wide Wide Wide Wide Wide Wide Wide Wide	LIMIT OF LOAD - MEASUF	LIMIT OF LOAD - MEASUREMEN	LIMIT OF LOAD—MEASUREMENT  Height Above Top of Rail  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" 8' 6" 9' 0" 9' 6" 10' 0" Wide Wide Wide Wide Wide Wide Wide Wide	Height Above Top of Rail  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" 8' 6" 9' 0" 9' 6" 10' 0" 10' 2" Wide Wide Wide Wide Wide Wide Wide Wide	LIMIT OF LOAD — MEASUREMENT  Height Above Top of Rail  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" 8' 6" 9' 0" 9' 6" 10' 0" 10' 2" 10' 6" 8' 0" 8' 6" 9' 0" 9' 6" 10' 0" 10' 2" 10' 6" 10' 6" 10' 0" 10' 2" 10' 6" 10' 0" 10' 0" 10' 2" 10' 6" 10' 0	LIMIT OF LOAD—MEASUREMENT  Height Above Top of Rail  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" 8' 6" 9' 0" 9' 6" 10' 0" 10' 2" 10' 6" 11' 0" Wide Wide Wide Wide Wide Wide Wide Wide	Height Above Top of Rail  1' 0" 2' 0" 3' 0" 4' 0" 5' 0" 6' 0" 7' 0" 7' 6" 8' 0" Wide Wide Wide Wide Wide Wide Wide Wide	

J. B. McLANE, Assistant Superintendent. L. J. BENNER, Trainmaster. HENRY FLANAGAN, Trainmaster. E. H. BRILEY, Chief Dispatcher.

