

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**ST. PAUL DIVISION**

## **TIME 55A TABLE**

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

**SUNDAY, JULY 21, 1929.**

**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.**

**W. C. SLOAN,**  
General Manager.

**W. H. STRACHAN,**  
General Superintendent.

**T. M. FLYNN,**  
Superintendent.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**FIRST SUB-DIVISION**  
(MAIN LINE)

**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.**

**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 STAPLES.  
SPECIAL INSTRUCTIONS, PAGES 4 AND 5.**

WESTWARD.				SECOND SUB-DIVISION (BRAINERD LINE)										EASTWARD.										
FIRST CLASS				Time Table No. 55A. July 21, 1929. Succeeding No. 55.										FIRST CLASS										
		31	11	Water, Fuel, Station, Turn Tables, Wyes and Yard Limits.	Station Numbers	Distance from Little Falls	STATIONS				Distance from Brainerd	Car Capacity of Stages	Passenger											
		Passenger	Passenger				STATIONS						Daily	Ex. Sun.										
		Ex. Sun.	Daily				Telegraph Offices and Calls.																	
		L 11.55AM	L 9.45PM				WC OYX	S 34	0.0	FA			LITTLE FALLS 5.7	DN	31.5	Yard.	A 5.00AM	A 2.25PM						
		f 12.07PM	f 9.55					SA 6	5.7				BELLE PRAIRIE 3.5		25.8	30	f 4.50	f 2.13						
		f 12.13	f 10.01		SA 9	9.2		TOPEKA 5.5		22.3	45	f 4.44	f 2.07											
		* 12.23	* 10.10	W	SA 15	14.7	FR	FORT RIPLEY 5.4	D	16.8	61	* 4.35	* 1.57											
		f 12.33	f 10.19		SA 20	20.1		LENNOX 3.6		11.4	22Car Spur	f 4.26	f 1.47											
		f 12.40	f 10.25		SA 24	23.7		CROW WING 2.1		7.8	46	f 4.20	f 1.40											
		f 12.44	f 10.29		SA 26	25.8		BARROWS 5.7		5.7		f 4.16	f 1.36											
		A 12.55PM s	A 10.40PM	WCO TYX	177	31.5	B	BRAINERD	DN	0.0	Yard.	L 4.05AM	L 1.25PM											
		Ex. Sun.	Daily									Daily	Ex. Sun.											
		1.00	.55					Time Over Sub-division.				.55	1.00											
		31.5	34.3					Average Speed per Hour.				34.3	31.5											

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

WESTWARD.				THIRD SUB-DIVISION (LITTLE FALLS AND DAKOTA BRANCH)										EASTWARD.				
THIRD CLASS			FIRST CLASS		Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers	Distance from Little Falls	Time Table No. 55A. July 21, 1929. Succeeding No. 55.				Distance from Morris	Car Capacity of Sidings	FIRST CLASS		THIRD CLASS		
	707			29											30		708	
	Way Freight		Passenger									Passenger		Way Freight				
	Ex. Sun.		Ex. Sun.									Ex. Sun.		Ex. Sun.				
	L 8.30AM		L 2.45PM	WC	S	34	0.0	FA	LITTLE FALLS	DN	87.2	Yard	A 11.35AM	A 2.05PM				
				OYX					8.5									
	* 9.04		* 3.06		SB	9	8.5	FB	FLENSBURG	D	78.7	35	* 11.14	* 1.25				
									7.0									
	* 9.32		* 3.23	W	SB	16	15.5	SV	SWANVILLE	D	71.7	36	* 10.57	* 12.54				
									4.6									
	* 9.50		* 3.34		SB	20	20.1		BURTRUM		67.1	20	* 10.46	* 12.35				
									4.4									
	* 10.08		* 3.44		SB	25	24.5	GY	GREY EAGLE	D	62.7	39	* 10.35	* 12.16				
									3.5									
	f 10.28		* 3.52		SB	28	28.0		WARD SPRINGS		59.2	12	* 10.28	f 12.01PM				
	30								2.5				707					
	f 10.46		f 3.57		SB	31	30.5		SPAULDING		56.7	14Car Spur	f 10.21	f 11.50AM				
									5.9									
	* 11.08		* 4.11	WC	SB	38	36.4	SC	SAUK CENTRE	D	50.8	65	* 10.07	* 11.25				
	11.40AM			T					G. N. Crossing					* 10.50				
	708								Track Conn.					707				
									Electric Automatic Interlocking									
	f 12.01PM		f 4.23		SB	41	41.5		5.1		45.7	5	f 9.54	f 10.27				
									STILES									
	* 12.22		* 4.37		SB	47	47.2	WS	5.7									
									WESTPORT	D	40.0	25	* 9.40	* 10.03				
									4.9									
	* 12.41		* 4.49		SB	52	52.1	VI	VILLARD	D	35.1	32	* 9.29	* 9.42				
									6.4									
							58.5		SOO CROSSING		28.7							
									Track Connection									
	* 1.06		* 5.06		SB	59	59.0	GD	05		28.2	32	* 9.13	* 9.13				
									GLENWOOD	D			708	8.51				
	* 1.40		* 5.27	W	SB	68	67.8	SK	8.8			65	* 8.51	* 8.22				
									6.2									
	f 2.04		* 5.42		SB	74	74.0		NEW PRAIRIE		13.2	25	* 8.36	f 8.04				
									4.1									
	* 2.20		* 5.52		SB	78	78.1	CY	CYRUS	D	9.1	24	* 8.26	* 7.52				
									9.1									
	A 2.55PM		A 6.15PM	WCY	SB	87	87.2	MR	MORRIS	D	0.0	20	L 8.05AM	L 7.30AM				
				X					G. N. Ry.									
									Track Connection									
	Ex. Sun.		Ex. Sun.										Ex. Sun.	Ex. Sun.				
	5.53		3.30						Time Over Subdivision.				3.30	5.38				
	14.8		24.9						Average Speed per Hour.				24.9	15.4				

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 stop 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 a stop, proceed at restricted speed to the next stop signal, located 320 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, conductor will 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.
- At Northtown, Spring Switch,** located at west end of "B" Yard, connecting the "C" Yard lead with westward main track, is normally lined for westward main track. Dwarf signal 13.8 located between the two main tracks adjacent to the spring switch, governs reverse movements on westward main track only. Dwarf signal 13.9 located on the "C" Yard lead a short distance east of Diamond crossing, governs movements from the yard to the westward main track.  
**THE FOLLOWING RULES WILL COVER OPERATION.**  
Maximum speed for all facing point and trailing point movements through switch, fifteen (15) miles per hour.  
Trailing movements on the track for which the switch is normally lined may be made at normal speed.  
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.  
Flying switches over or through spring switches are prohibited.  
When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it.  
When signal governing block in which spring switch is located is at stop or where automatic block signals do not govern account trains running against current of traffic, facing point movement must not be made until points have been examined. Switching movements at the west end of "C" Yard on "C" Yard lead must be made through the crossover to the "A" Yard lead to avoid entering the track circuit west of crossover and holding the main line automatic signal in stop position.  
Sand must not be used over the points of the spring switch.
- Train Order Signals—**  
At Coon Creek and Elk River train order signals will not govern trains coming from the G. N. Misabe Division or G. N. Princeton Line.  
At Gregory, train order signal will not govern trains coming from or going to Old Line.
- Pusher District—**  
Between Little Falls and Lincoln.
- At Northtown,**  
All train movements must receive proceed signal from switchtender before passing over the crossing of Northern Pacific and Great Northern tracks. The proceed signal does not relieve enginemen from making crossing stop.  
University Avenue Bridge at east end of yard will not clear a man on side of car.
- At Elk River,** all trains from Great Northern Princeton line must obtain permission by phone to enter First Subdivision tracks. If unable to communicate with Operator, train may proceed to the passenger station under protection of flag.
- Train Inspection—**Freight trains will stop for inspection as the conductor directs, but eastward dead freights will stop at Little Falls for inspection, unless train has been inspected between Staples and Little Falls.
- Bridge and Engine Restrictions—**At Big Lake, Class W engines are not permitted on Cedar Lake Ice Company's Spur.  
At Sartell, Class T and W engines are not permitted on the logging spur.  
At Little Falls, class W-3 engines will not use the house track opposite the freight house platform account platform not affording proper clearance.  
At Staples, engines heavier than class T must not be turned on the wye account of sharp curvature.
- Speed Restrictions—**  
Between Northtown and St. Cloud, engines Class G. N. O-1, thirty-five (35) miles per hour; G. N. N-2, twenty-five (25) miles per hour.  
At Anoka, thirty (30) miles per hour from one quarter mile east of passenger station to Ferry Street, the first crossing west of Rum River.  
At Elk River, twenty-five (25) miles per hour between two hundred (200) feet west of Oak Street (first crossing east of freight depot) and two hundred (200) feet east of Mill Street (first crossing east of passenger depot).  
At Clear Lake, thirty-five (35) miles per hour through village.  
At St. Cloud, ten (10) miles per hour over St. Germaine Street Crossing, located just east of freight house and passenger station.  
At Sauk Rapids, twenty (20) miles per hour, five hundred (500) feet east of street railway crossing to Borup Street, the first crossing west of station.  
At Gregory, forty-five (45) miles per hour through switch at end of double track.  
At Little Falls, ten (10) miles per hour over Broadway, the first crossing east of station.  
At Randall, thirty-five (35) miles per hour between one-half mile east of station and one-half mile west of station.  
At Staples, twelve (12) miles per hour over Sixth Street crossing.
- Special Stops, Connections, Etc.**  
No. 4 will stop at Little Falls to discharge passengers from Billings and west.  
No. 6 will stop at stations between Staples and Northtown to discharge passengers from Red River Branch and at Lincoln on flag, Sundays, Wednesdays, Fridays and Saturdays.

## SPECIAL INSTRUCTIONS

11. **Register Stations**—  
Northtown.  
Coon Creek for trains from G. N. Ry., Misabe Division.  
Elk River for trains from G. N. Ry., Princeton Line.  
Little Falls for trains originating or terminating, and for trains to and from Second Subdivision.  
Staples.
12. **Register Exceptions**—  
At Northtown, first class trains and passenger extras will register by Card (Form 608).  
At Coon Creek and Elk River trains from G. N. Misabe Division and Princeton Line will register by Card (Form 608).
13. **Clearance Exceptions**—  
At Northtown, first class trains 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 interlocking signals at Northern Pacific Junction before entering eastward track.  
At Gregory, trains will not require clearance if train order signal is in clear position. Except, that trains going to or coming from Old Line will require clearance.  
At Philbrook, trains will not require clearance if train order signal is in clear position.
14. **Bulletin Stations**—  
St. Paul, Assistant Superintendent's Office and Fourth Street Yard Office.  
St. Paul, Mississippi St. Round House and Yard Office.  
Minneapolis, Lower Yard Office.  
Northtown, Yard Office, Round House.  
Little Falls, Telegraph Office.  
Staples, Passenger Station, Yard Office and Round House.
15. **Standard Time Clocks**—  
St. Paul, Assistant Superintendent's Office, Round House, and Mississippi Street Yard Office.  
Northtown, Telegraph Office.  
Staples, Telegraph Office, and Yard Office.
16. **Watch Inspectors**—  
Haman & Company, St. Paul.  
A. Lindahl, St. Paul.  
Samuel H. Lindquist, Minneapolis.  
W. B. Dahl, Minneapolis.  
Munns & Pomerleau, Minneapolis.  
Samuel H. Lindquist, Minneapolis.  
Geo. H. Johantgen, Minneapolis.  
Fritz Guy, St. Cloud.  
E. V. Wetzel, Little Falls.  
Jesse L. Cross, Staples.
17. **Derail Switches**—  
Northtown, east end ice house track, Fridley, spur.  
Belt Line, Pole Yard Spur, 265 feet from main line switch.  
Bailey, spur track, 200 feet west of switch.  
Clear Lake, west end of Great Northern house track.  
Little Falls, east end of house track and repair track 100 feet west of Broadway Street.  
Cushing, east end of house track.  
Derailers must be kept in derailing position when not in use.
18. **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. **Bridge and Engine Restrictions**—  
Speed is restricted over Bridge 106, Mississippi River as follows:  
Engines 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-2, S-3 and S-4, eight (8) miles per hour.  
Engines classes A, G-1, G-2, Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z, Z-1, Z-2, Z-3 and Z-4, 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, S-2, S-3, S-4, S-10 and T, twenty (20) miles per hour.  
Single or double header engine, classes A, G-1, G-2, Q-5, Q-6, W, W-1, W-2, W-3, W-4, W-5, Z, Z-1, Z-2, Z-3 and Z-4, eight (8) miles per hour.  
At Little Falls, trains handling logs must stop before crossing Bridge 106 and examine all loads to see if they clear properly.
3. **Speed Restrictions**—  
Passenger trains fifty (50) miles per hour.  
At Brainerd, ten (10) miles per hour over Oak Street crossing and twelve (12) miles per hour from east switch to passenger station.
4. **Register Stations**—  
Brainerd.  
Little Falls.
5. **Bulletin Stations**—  
Brainerd—Telegraph Office and Round House.  
Little Falls.
6. **Standard Time Clock**—  
Brainerd, Telegraph Office.

7. **Watch Inspector**—  
C. L. Burnett, Brainerd.
8. **Derail Switch**—  
Parker Spur, east end.
9. **Commercial Spur**—
- |             | Miles from Brainerd | Car Capacity |
|-------------|---------------------|--------------|
| Parker..... | 14.                 | 4            |

## THIRD SUBDIVISION.

(Little Falls and Dakota Branch)

1. **Speed Restrictions**—  
At Grey Eagle, five (5) miles per hour over grade crossing 950 feet east of station.
2. **Special Stops, Connections, Etc.**—  
Nos. 707 and 708 carry adult male passengers.
3. **Register Stations**—  
Little Falls.  
Morris.
4. **Bulletin Station**—  
Little Falls.
5. **Watch Inspector**—  
S. H. Grosland, Store, Morris.
6. **Derail Switches**—  
Flensburg, west end of loading 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.  
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.  
Cyrus, east end of house track.
7. **Commercial Spurs**—
- |                                | Miles from Little Falls | Car Capacity |
|--------------------------------|-------------------------|--------------|
| Industrial School.....         | 35.1                    | 122          |
| State Agricultural School..... | 86.0                    | 3            |

## ALL SUBDIVISIONS.

1. Conductors of work trains will issue instructions to their flagmen in writing, except when flagmen go back immediately to stop an approaching train.
2. **Speed Restrictions**—  
Passenger trains, one mile per minute.  
All trains thirty (30) miles per hour over interlocked crossings.  
Fifteen (15) miles per hour through crossovers, turnouts and gauntlets.  
Fifteen (15) miles per hour passing telegraph offices where orders are received.  
Engines—Classes A, Q-5 and Q-6, sixty (60) miles per hour. W, W-1, W-2 and W-4, forty (40) miles per hour. W-3 and W-5, thirty-five (35) miles per hour.  
Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
3. When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.
4. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
5. 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.
6. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
7. Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.
8. When it becomes necessary to temporarily utilize a side track as main track, in addition to setting and locking switches for side track, flagman with proper flagging material must be stationed to fully protect approaching trains per rules, until movement over main track is resumed. When conductors find it necessary to leave switches set for siding, they must fully protect approaching trains until relieved by trackmen, or other employees, fully competent and equipped to do so.
9. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
10. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
11. Before occupied outfit cars are switched or handled, air brakes must be cut in.
12. **IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS:**  
When a train dispatcher desires to advance a train from a station where by the rule it should enter the siding before passing a train order office, he may instruct the operator to use white signal as prescribed by Transportation Rule 12-C. The engineman may then continue to move his train on the main track to the signal at restricted speed and there be governed by train orders that are addressed to his train.
13. At lap and double sidings, where one siding is blocked, the clear siding will be used as single siding.
14. On all branch line sidings trains may expect to find cars at any time.
15. **Spring Switches**—  
Maximum speed for all facing point and trailing point movements through switch fifteen (15) miles per hour. Trailing movements on the track for which the switch is normally lined may be made at normal speed.  
Trains trailing through or stopping on a spring switch must not back up or take slack until points have been thrown by hand.  
Flying switches over or through spring switches are prohibited.

When operated by hand, lever must be moved slowly, keeping a steady pressure on the handle until the switch is thrown and the handle is in the notch on the switch stand provided for it. When signal governing block in which spring switch is located is at stop, or where automatic block signals do not govern account trains running against current of traffic, facing point movements must not be made over switch until points have been examined.  
Sand must not be used over points of spring switches.

16. Derail switches will be set in derail position when not in use.
17. The following letters when placed after the figures of schedule indicate:  
"A"—A. M. "P"—P. M.

## AUTHORIZED SURGEONS.

Location of Stretchers (S)		Telephone Number	
		Office	Residence
Dr. A. W. Ide, Chief Surgeon.....	St. Paul.....	Nestor 2866	Dale 9018
Dr. M. A. Shillington.....	Assistant Surgeons,	Nestor 2866	Emerson 7331
Dr. H. G. Collie.....	N. P. B. A. Hospital,	Nestor 2866	Nestor 2866
Dr. B. I. Derauf.....	St. Paul (S)	Nestor 2866	Nestor 3837
Dr. W. J. Lund.....	N. P. General Office Bldg.,	Nestor 2866	
Dr. J. W. Jesion.....	St. Paul.....	Cedar 2340	Dale 7019
Dr. R. R. Cranmer.....	Minneapolis.....	Geneva 5441	Cherry 3637
Dr. I. C. McDonald.....	Minneapolis.....	Geneva 5066	Dykewater 1262
Dr. Frank R. Gratzek.....	North East Minneapolis.....	Dinsmore 7171	Dinsmore 0320
Dr. A. T. Caine.....	Anoka (S).....	355	355
Dr. A. B. Roehlke.....	Elk River.....	67W	11
Dr. C. S. Sutton.....	St. Cloud (S).....	90W	90R
Dr. A. M. Watson.....	Royalton.....	43	5
Dr. J. B. Holst.....	Little Falls (S).....	43W	43R
Dr. C. F. Holst.....	Little Falls.....	43W	43WR
Dr. S. G. Knight.....	Randall.....	11-1	11-1
Dr. F. H. Allen.....	Staples (S).....	56	164
Dr. J. M. Cook.....	Staples.....	22	93W
Dr. J. A. Thabes.....	Brainerd.....		
Dr. J. A. Thabes, Jr.....	Brainerd.....		
Dr. R. A. Beise.....	Brainerd.....		
Dr. L. P. Hawkinson.....	Brainerd.....		
Dr. M. P. Gerber.....	Brainerd.....		
Dr. H. A. Carlson.....	Brainerd.....		
Dr. G. I. Badeaux.....	Brainerd.....	5	200
Dr. N. W. Stuart.....	Brainerd.....		
Dr. J. A. Du Bois.....	Sauk Center.....		
Dr. J. P. Du Bois.....	Sauk Center (S).....	139	138
Dr. A. F. Geison.....	Starbuck.....		
Dr. C. E. Caine.....	Morris (S).....	29K	105

## SPECIALISTS.

Dr. L. A. Nelson, Oculist.....	330 Lowry Bldg., St. Paul.....	Cedar 2846
Dr. A. C. Heath,		
Nose & Throat.....	339 Lowry Bldg., St. Paul.....	Cedar 4871
Dr. C. G. Nordin, Eye,		
Ear, Nose & Throat.....	942 Lowry Bldg., St. Paul.....	Garfield 2536
Dr. H. S. Clark, Oculist.....	607 La Salle Bldg., Minneapolis	Geneva 6203
Dr. N. P. Nelson.....	Brainerd, Minn.....	

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

NORTHERN PACIFIC RAILWAY COMPANY

Office of Superintendent Saint Paul Division

Minneapolis, July 22nd, 1929.

NOTICE NO. 64.

ALL CONCERNED:

Effective Monday, July 22nd, 1929, local way freight service between Staples, Little Falls, Flensburg, Swanville and Brainerd will be established to include handling of loads and empties between Little Falls, Flensburg and Swanville, as ordered. This run will tie up alternate days at Staples and Brainerd, provide tri-weekly service and do local freight work between these points, with Sunday layover at Staples.

This train will carry adult male passengers.

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

Leave Staples	8:30 AM:	Leave Brainerd	8:30 AM
Arrive Brainerd	3:30 PM:	Arrive Staples	3:30 PM

Effective Monday, July 22nd, 1929, train and engine crews leaving Morris on 708 will run between Morris and Little Falls with Sunday layover at Morris.

Train and engine crews leaving Morris on 708 will run between Morris and Little Falls with Sunday layover at Little Falls. Engine crews on 707 will go on duty at 7:30 AM, and train crews at 7:45 AM, to leave Little Falls at 8:00 AM.

Engine crews on 708 will go on duty at 6:45 AM, and train crew at 7:00 AM, to make up train and leave Morris at 7:30 AM, except on Mondays when engine crew to go on duty at 11:45 AM, and train crew at 12:00 noon, leaving Morris at 12:30 PM to pick up stock.

Notice No. 61 dated July 3rd, 1929 is cancelled.

BBS T. M. Flynn,  
Agents-Brainerd-Little Falls  
Staples-Little Falls Superintendent

L. F. & D. Branch  
FCD-2 TJK LJB JBN EJH-2  
CCA HEG DCB JBM PHM-18  
GHJ GRM-2 EJJ-2 HIE-2  
Posted \_\_\_\_\_ M \_\_\_\_\_ 1929.

Mr. T. M. Flynn, Supt.,  
Minneapolis, Minn.

This will acknowledge receipt of Notice No. 64 of July 22nd, re operation of trains 707 and 708, effective July 22nd.

Station.....Date.....Signed.....

IS

AUTHORIZED SURGEONS.

Location of Stretchers (S)

Telephone Number  
Office Residence

Dr. A. W. Ide, Chief Surgeon.....	St. Paul.....	Nestor 2866	Dale 9018
Dr. M. A. Shillington.....	Assistant Surgeons,	Nestor 2866	Emerson 7331
Dr. H. G. Collie.....	N. P. B. A. Hospital,	Nestor 2866	Nestor 2866
Dr. B. I. Derauf.....	St. Paul (S)	Nestor 2866	Nestor 3837
Dr. W. J. Lund.....		Nestor 2866	
Dr. J. W. Jesion.....	N. P. General Office Bldg.,	Nestor 2866	
Dr. R. R. Cranmer.....	St. Paul.....	Cedar 2340	Dale 7019
Dr. I. C. McDonald.....	Minneapolis.....	Geneva 5441	Cherry 3637
Dr. Frank R. Gratzek.....	North East Minneapolis.....	Geneva 5066	Dykewater 1262
Dr. A. T. Caine.....	Anoka (S).....	355	355
Dr. A. B. Roehlke.....	Elk River.....	67W	11
Dr. C. S. Sutton.....	St. Cloud (S).....	90W	90R
Dr. A. M. Watson.....	Royalton.....	43	5
Dr. J. B. Holst.....	Little Falls (S).....	43W	43R
Dr. C. F. Holst.....	Little Falls.....	43W	43WR
Dr. S. G. Knight.....	Randall.....	11-1	11-1
Dr. F. H. Allen.....	Staples (S).....	56	164
Dr. J. M. Cook.....	Staples.....	22	93W
Dr. J. A. Thabes.....	Brainerd.....		
Dr. J. A. Thabes, Jr.....	Brainerd.....		
Dr. R. A. Beise.....	Brainerd.....		
Dr. L. F. Hawkinson.....	Brainerd.....		
Dr. M. P. Gerber.....	Brainerd.....		
Dr. H. A. Carlson.....	Brainerd.....		
Dr. G. I. Badeaux.....	Brainerd.....	5	200
Dr. N. W. Stuart.....	Brainerd.....		
Dr. J. A. Du Bois.....	Sauk Center.....		
Dr. J. F. Du Bois.....	Sauk Center (S).....	139	138
Dr. A. F. Geison.....	Starbuck.....		
Dr. C. E. Caine.....	Morris (S).....	29K	105

SPECIALISTS.

Dr. L. A. Nelson, Oculist.....	830 Lowry Bldg., St. Paul.....	Cedar 2846
Dr. A. C. Heath,	Nose & Throat.....	339 Lowry Bldg., St. Paul.....
Dr. C. G. Nordin, Eye,	Ear, Nose & Throat.....	942 Lowry Bldg., St. Paul.....
Dr. H. S. Clark, Oculist.....	607 La Salle Bldg., Minneapolis	Garfield 2536
Dr. N. P. Nelson.....	Brainerd, Minn.....	Geneva 6203

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

SPECIAL INSTRUCTIONS

Tracks that can be used to give additional length to Main Line passing tracks, in an emergency.

Station	Direction	Track Used	Feet Added	Cars Added
Anoka.....	Westward.....	Asylum Track.....	1139	25
Anoka.....	Eastward.....	G. N. House.....	822	18
Big Lake.....	Westward.....	N. P. House.....	1020	23
Big Lake.....	Eastward.....	G. N. House.....	914	20
Clear Lake.....	Westward.....	N. P. House.....	767	17
Clear Lake.....	Eastward.....	G. N. House.....	995	22
Sartell.....	Westward.....	Double to House.....	1400	31
Sartell.....	Eastward.....	Double to Storage.....	1300	29
Sartell.....	Eastward.....	Head in on Storage.....	778	17
Rice.....	Westward.....	House and Elevator.....	1453	32
Royalton.....	Westward.....	House cut-off.....	693	15
Royalton.....	Westward.....	House and Elevator.....	1503	33
Darling.....	East and West.....	Double to House.....	1800	40
Randall.....	Eastward.....	Head down Sw. Lead.....	1185	26
Randall.....	Westward.....	Back down Sw. Lead.....	1185	26
Cushing.....	Westward.....	House Track.....	1615	36
Lincoln.....	Westward.....	Double to House.....	900	20
Philbrook.....	Westward.....	House Track.....	828	18

Note: Where necessary to double, it is so stated under "Track Used."

SPEED TABLE.

Time per Mile		Miles per Hour
Min.	Sec.	
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
6	..	12
6	..	10
7	30	8
10	..	6

TONNAGE RATING

	ENGINES				
	Class S10	Class X	Class T	Class W	Class W3 & W5
	Tons	Tons	Tons	Tons	Tons
Eastward.					
Staples to Little Falls.....	1800	2400	2500	4500	6000
Little Falls to Northtown.....			3000	5000	6800
Brainerd to Little Falls.....	1800	2400	2500	4500	6000
Morris to Glenwood.....	640	790			
Glenwood to Sauk Centre.....	1800	2200			
Sauk Centre to Little Falls.....	890	1090			
Westward.					
Northtown to Little Falls.....			2000	3000	4100
Little Falls to Staples.....	1400	1750	1800	2700	3750
Little Falls to Brainerd.....	1575	1950	2000	3000	4100
Little Falls to Sauk Centre.....	850	950	1000		
Sauk Centre to Glenwood.....	1300	1550			
Glenwood to Morris.....	1900	2300			

This rating is made to govern ruling grades only and will in no manner interfere with handling additional tonnage where grades will permit.

MAXIMUM CLEARANCES

	LIMIT OF LOAD—MEASUREMENT																		Max. Height	Max. Width
	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			
First Sub-division, Northtown to Staples.....	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"	17' 9"		
Second Sub-division, Little Falls to Brainerd...	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"		
Third Sub-division, Little Falls to Morris.....	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"		

J. B. McLANE,  
Assistant Superintendent.

L. J. BENNER,  
Trainmaster.

G. N. SLADE,  
Trainmaster.

F. C. DEFIELD,  
Chief Dispatcher.

