NORTHER PAGIFIC RALLAY COMPANY.

ST. PAUL DIVISION

TIME OF TABLE

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

SUNDAY, JULY 21, 1929.

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.

W. C. SLOAN,

General Manager.

W. H. STRACHAN,

General Superintendent.

P. H. McCAULEY,

General Superintendent of Transportation.

T. M. FLYNN.

Superintendent.

	VESTY	WARD.									FIRST		B-DIVIS	NOIS												_
1	THIRD	CLASS			SEC	COND CL	ASS		8		Time Table No. 55A	Ť							FIRST	CLASS		•				
	713	711	701		609	607	605	603	el, Sosies es Yard		July 21, 1929. Succeeding No. 55.	a a	drawn drawn	3	5	7	9	11	15	23	25					
. ا	G. N. Hay Freight 508	G. N. Way Freight 503	N. P. Way Freight		G. N. Freight 408	G. N. Freight 405	N. P. Freight	N. P. Freight	Table	on ibere		noe fr	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	N. P. Passenger	G. N. Passenger 15	G. N. Passenger 20	G. N. Passenger 24					
- -	Ex. Sun.	Mo., Wed. and Fri.			Dally	Daily	Daily	Daily	Wate Wye	Station Number	Telegraph Offices and Calls	St. P	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	· 	Daily					_
- -									WCOT	S 142	NP ST. PAUL D	N 0.0	L 8.15A	10.15P	10.30A	L10.308	8.30M	6.10P				,	<u>+ </u>	p		_
			BET	WEEN	ST. PAU	IL AND	MINNE	APOLIS	ON	GREA	T NORTHERN TRAC	KS T	RAINS V	VILL BI	GOVE	RNED I	BY GRE	AT NOR	THERN	TIME	TABLE	AND R	ULES.			******
								and the second s	WOT	8 131	MS MINNEAPOLIS D	N 10.5	s 8.45 8.50	\$10.45 10.55	\$11.00 11.05	\$11.00 11.10	s 9.00 9.05	s 6.40 6.50		W For a hopping of the Nation						in con
	7 004	1 7 254	. 7.00AN		L 8.25					D N	ORTHTOWN TRAINS	WIL	BE GO	VERNE	D BY J	OINT T	ERMINA	L TIM	E TAB	LE.	4 4 5 N			State of touch the Sulfament		e de la companya de
											G. N. Crossing. Track Con- 4.1 Cross-Ov	14.3								9.524	4.45					
_ _	7.32	7.52	7.15		8.42	1.48	12.46	12.14	X 	S 124	0.9 Gross-Ov		9.11	11.16	11.26	11.32	f 9.27	1 7.12	1 4.06	9.58	4.51					
- -										S 123	3.6	19.3														
A	7.46 ^M	8-11	s 7.32		# 9.00M	2.03	1.03	12.29		8 119	CN COON CREEK D Junction G. N. Ry. Interlocked 5.7 Cross-Ove	N 22.9	9.17	11.22	11.33	11.39	1 9.34	f 7.19	\$ 4.16	#10.05#	A 4.58M					
-		* 8.35 9.45 1-9	s 7.54			2.21	1.25	12.47	w	S 114	·····		9.24 711	11.30	11.41	f11.48 ^{ph}	s 9.43	s 7.28	s 4.28	Printer parameters and	The Control of the Control					_
1		10.10	f 8.20			2.43	1.52	1.09		8 106	DAYTON 4.8 Gross-Ove	P 35.6	9.33	11.40	11.51	12.014	1 9.54	s 7.39	\$ 4.43							
		A10.25™	\$ 8.39			2.59	2.12	1.25	wx	S 102	ER ELK RIVER D Junction G. N.Ry. Electric Automatic Interlocking 5.1 Cross-Ov.	N 40.4	9.39	11.47	11.58	112-08	s10.01	s 7.46	A 4.54%							_
1			1 8.58			3.15	2.32	1.41		8 96	BAILEY 3.9	45.5	9.46	11.54	12.05 ^{PM}	12.16	f10.09	1 7.54								_
			s 9.12			3.27	2 46	1.53	w	S 93	BG BIG LAKE D 4.1 Gross-Ove	49.4	9.51	11.59%	12:11	112.22	s10.15	s 8.00				.*				_
			f 9.27							8 89	SALIDA 8.9	53.5					f10.21	1 8.06								
			s 9.41			3.52	3.16	2.18		S 85	BC BECKER 7.1 Gross-Ove	57.4	10.01	12.10	12.22	f12.35	s10.27	s 8·12								
			510.10	_,		4.14	3.44	2.40		8 78	CK CLEAR LAKE 5.9 Gross-Ove	64.5	10.10 701	12.20	12.32	112.46	s10.37	\$ 8.23								
_			f10.31			4.33	4.07	2.59		S 72	CABLE 2.8 Gross-Ove	70.4	10.18	12.28	12.40	12.56	110.46	f 8.32								
_										S 68	REFORMATORY 2.6 Cross-Ove					· ————	f10.50									
			s10.50 11,20			A 4.50AM	4.28	3.16	wx	S 67	EA ST. CLOUD DI Junction G. N. Ry. G. N. Crossing Track Cons Interlocked 1.7 Cross-Ove	75.8	s10.25	\$12 ⋅36	s12.48	1.05	810.55 701	\$ 8.40								
_			11.27				4.35	3.22			UK SAUK RAPIDS 1 2,6 Cross-Ove	77.5					s10.59									
.			s11.37		ļ		4.46	3.31	wex		4.1 Cross-Ove		10.32	12.43	12.55	1.14	s11.04									
_			f11.52M						-	S 58	5.8	84.2					f11.10		·							
-			s12·15™				5.24	4.03		8 52	6.6 Cress-Ove			12.57			s11.19		·							
.			\$12.40 1.10		ļ		5.50	4.26		8 45 8 37	8.0 Cross-Ove	r	10.54	1.07	1.18			8 9.17								
-			1.10 1.20P#		<u> </u>	·	6.21 6.32	4.54 5.04	WCOV		2.8			1.18 s 1.23	1.29		111.40	9.30 9.35M								
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-							7.13	5.45		8 24	5.8	<u> </u>	11.12	1.39	1.50		f12.09M				 -		-			
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-							7.57	7.20		S 13	6.2		L	1.56		1 2.49										_
-							8:21	7.39		S 6	6.2 Lap Sidin			2.05		f 3.02		···	· 							
-								8.00PM			- 6,3	1	1			8										_
E	x. Sun.	Mo., Wed.	Mo., Wed.		Daily	Daily	Daily	Daily	YX		Interlocked Gross-Ove		Daliy	Daily	Daily	5 Daily	s Daily	Daily	Ex. Sun,	Daliv	Daily		·			
-	.25	1.40	5.50		.35	3.15	8.15	7.59			Time Over Sub-division.		2.52	3.05	3.10	3.50	3.30	2.30	. 57	.13	.13					
	20.6	15.6 ARD TR	15.9		14.7	18.8	15.3	15.9			Average Speed per Hour.		44.3	41.1	40.1	33.1	36.2	37.2	27.4	39.6	89.6					

													FIR	ST SU	B-DIV	ISION	(MAIN	LINE)							EASTV	/ARI
1					1	1 -		1	FIRST	CLASS	1	7.		16.5	2				Time Table No. 55A.		SE	COND C	LASS		TH	RD CLAS	S
								28	24	16	12	10	8	6	4	2	Soales, ard		July 21, 1929.	5	602	604		702	710		
-							-	G. N. Passenger 19	G. N. Passenge 23	G. N. Passenge	N. P. Passenge	N. P. Passenger	N. P. Passenger	N. P. Passenge	N. P.	N. P. Passenger	W 40 13	o from	Succeeding No. 55.	acity c	N. P. Freight	G. N. Freight 407		N. P. Way Freight	G. N. Way Freight 507		
- -								 		16	-					 	Vater, F Turn T Wyes a Limits.	Distance Staples.	STATIONS	Cap	<u></u>						
- -		_ _					·	Daily	Daily	Ex. Sun.		Daily	Daily	Dally	Daily	Daily		<u> </u>	Telegraph Offices and Calls.	Car	Daily	Daily	ļ <u>.</u>	Tue., Thu. & Sat.	Ex. Sun.		
Y APP			*****	***		NT C/M							7.35					<u> </u>									
	March Colorina			BE.	rwee.	N ST	PAU	LAND	MINNI	EAPOLIS	ON G	[<u> </u>		1	1	WILL !		OVERNED BY GREAT	a_1/w	THERN	TIME '	TABLE	AND RU	ILES.	3. <u>3</u>	
	en avenue, e				er Samuelle Su				24,0 - 0 - 0		7.55 5 7.50		7.10 s 7.00			A - AREA TO THE STREET			MS MINNEAPOLIS DN 3.8								
			, ere to a retire	tang and the second															JOINT TERMINAL TIL					و در			
								A 7.45PM	A12.55M	A11.50A	MA 7.354	A 5.15	A 6.45#	A 9.05P	A 8.004	# 9.55%	WCOT X	127.0	NJ NORTHTOWN DN G. N. Crossing. Track Conn. 4.1 Cross-Over	Yard	A 5.15	A 5.00M		A 2.55™	A 3.35m		
-								7.38	12.48	111.42	1 7.28	f 5.07	6.37	8.57	7.52	9.48		122.9	FRIDLEY P 0.9 Cross-Over	Spur 2 Cars	4.59	4.45		2.36	3.20		
-		_												·····				122.0	BELT LINE 3.6								
-		_			_			L 7.30%	L12.40P	s11.33	1 7.21	f 5.00	6.29	8.50	7.44	9.41		118.4	CN COON CREEK DN Junction G. N. Ry.	82	4.41 604	L 4.30AK		1 2 16	L 3.05%		
- -		_							-	s11.21	s 7.12	s 4.50	s 6.19	s 8.41	7.34	9.33	w	112.7	Junction G. N. Ry. Interlocked 5.7 Cross-Over KY ANOKA DN	W 08				s 1.52			
-					_						s 7.01		6.07	8,30	7.23	9.23		105,7	7.0 Cross-Over	E 100	- 4·19 3·53			f 1.22			
- -							·				s 6.54	s 4.31		f 8.23	7.15	9.17	-wx	100.9	DAYTON P 4.8 Cross-Over ER ELK RIVER DN	W101	3.36	- •		s 1.00			
			j							10.00		- 4.31	- 0.00	- 0.23	1.15	2.11	"^	100.8	ER ELK RIVER DN Junction G. N. Ry. Electric Automatic Interlocking 5.1 Cross-Over	E 37	3,30			- 1.00			
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-	,	-			-					<u> </u>	s 6.40	s 4.16	1 5.42	8.09	7.00	9.05	- w	91.9		W 01	3.03			s12-22			
╁		-							<u> </u>		1 6.34	f 4.10		<u> </u>				87.8	 -	Spur Care				112.05PM			
╬	·				-				<u> </u>		s 6.28	s 4.04	f 5.28	7.57	6.47	8.55		83.9			2.34			s11.48M		-	
-		-			-						s 6.17		i 5.15	7.49	6.37	8.46		76.8	·		2.08	 .		s11.18			
-		_										1 3.43	5.04	7.37	6.28	8.38		70.9		E 99	147			110.53			<u> </u>
-		_			- 							1 3.38						68.1	CABLE P 2.8 Cross-Over								
-					-					 	s 6.00		. A E E	s 7.29	₅ 6.20	s 8·31	wx	65.5	2.6 Cross-Over	81	1.00			s10.30		· -	
				-	'						3 6.00	a 3.33	607	s 1.23	• 6.20	, 0.31	""	i	Junction G. N. Ry. G. N. Crossing Track Conn. Interlocked 1.7 Cross-Over	81	1.28			\$10.50			
-		-			-						s 5.56	s 3.29	f 4.51					63.8						s10.22		-	
-		-			-						s 5.51	5 3.24	4.46	7.22	6.12	8.23	wcx	61.2		W 81	1.13			\$10·10			
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╢		-								-	<u> </u>	s 3.08	1 4.29	7.07	5.55	8.11		51.3		0 Cars	12.37			9.29			
- -		-			-			·			s 5.23		1 4.17	6.57	5.44	8.03		44.7	RO ROYALTON D	W 87	12.13AM			s 9.01		· · · · · · · · · · · · · · · · · · ·	
-		-									t 5.10		4.03	6.45	5.31	7.53		36.7	8.0 Cross-Over GR GREGORY DN	E 99	11.44PM			1 8 27			
-		-			ļ	_					L 5.05AM			s 6.41	5.26		WCOY	33.9	2.8		11.34			8.15M			
-					-				<u>.</u>	<u> </u>	in i	s 2.40 s 2.30 s 2.20		6.34	5.18	7.43	X	29.5	4.4		11.18	<u> </u>		- 0.20			
-				•••	-	_										7.43		23.7	5.8		10.57	·					
-		_			<u> </u>				·	·	·	\$ 2.09		6.25	5.08				5.0								
				-								5	3.30	6.17 603	5.00	7.28		18.7	6.2	E 96	10.39				-		
_					 	_						5 1.49		6.08	4.50	7.20 603	w	12.5	6.2 Lap Siding		10.16						
. _		_							····			s 1.40	7	5.59	4.40	7.12		6.3	6.3	82	9.53						·
										- -	: -	L 1.30™	L 2.55M	L 5.50™	L 4.28N	L 7.03₩	WCOTY X	0.0	SO STAPLES DN Interlocked Cross-Over	Yard	9.30™						
								Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily		Tue., Thu. & Sat.	Ex. Sun.		
								.15	.15	.52	2.30	3.35	3.50	3.15	3.32	. 2.52			Time Over Sub-division.		7.45	.30		6.40	17.2		
-		_!			1	1		34.4	34.4	30.1 EASTWA	37.2 RD TRAI	35.4 I	33.1 SUPER10	39.0 R	35.9	44.3 I	AME C	LASS	Average Speed per Hour. IN THE OPPOSITE DIRECT	MAIT	16.3	17.2	<u> </u>	13.9	11.2	· !	

1. 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 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. 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

Trains 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 arounded for it.

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.

3. 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 Opera-

tor, train may proceed to the passenger station under protection of flag.

7. 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.

8. 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.

9. 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 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

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

 					,		(BRAINERD LINE)							 	
FIRST CI	ASS		les,				Time Table No. 55A.						FIRST	CLASS	
	31	11	iel, Boales, les, Wyes Limits.		Distance from Little Falls		July 21, 1929. Succeeding No. 55.		from	Car Capacity of Sidings	12	32			
	Passenger	Passenger	13 -×	Station Numbers	stano ttle F		STATIONS		Distance Brainerd	Siding	Passenger	Passenger			
	Ex. Sun.	Dally	Tura	žž	Ĕã		Telegraph Offices and Calls.		ÄÄ	రేశ్ర	Daily	Ex. Sun.	-		
	L11.55M	L 9.45%	WC OYX	S 34	0.0	FA	LITTLE FALLS 5.7	DN	31.5	Yard.	A Б.ООМ	A 2.25%			
	f12.07PM	ŧ 9.55		SA 6	5.7		BELLE PRAIRIE 3.5		25.8	30	1 4.50	1 2.13			
	f12.13	f10.01		SA (9.2		TOPEKA 5.5		22.3	45	1 4.44	1 2.07	~~		
	*12·23	\$10 -10	W	SA I	14.7	FR	FORT RIPLEY 5.4	Ð	16.8	61	s 4.35	• 1.57			
	112.33	110.19		6A 20	20.1		LENNOX 3.6		11.4	22Car Spur	1 4.26	1 1.47		· · · · · ·	
	112.40	f10.25		SA 24	23.7	:	CROW WING		7.8	46	f 4.20	1 1.40			
		f10.29		SA 26	25.8		BARROWS δ.7		8.7		1 4.16	1 1.36			
	A12.55M	A10.40PM	WCO TYX	177	31.6	В	BRAINERD	DN	0.0	Yard.	L 4.05#	L 1.25%			
	Ex. Sun.	Dally									Daily	Ex. Sun.			
	1.00	,55					Time Over Sub-division.				.55	1.00			
	31.5	34.3	I				Average Speed per Hour.				34.3	31.5			

WESTWARD.

THIRD SUB-DIVISION (LITTLE FALLS AND DAKOTA BRANCH)

EASTWARD.

THIRD	CLASS	FIRST	CLASS	8 8				Time Table No. 55A.			FIRST	CLASS		THIRD	CLASS	
	707		29	es, Wy			Distance from Little Falls	July 21, 1929. Succeeding No. 55.	from	Poity.	30		708	ļ. 		
	Way Freight		Passenge	~ 5 ~ 7	Station		tance tle Fa	STATIONS	Distance from	Capacity	Passenger		Way Freight			
	Ex. Sun.		Ex. Sun.	36.5	<u>' </u>	—I-	a:	Telegraph Offices and Calis.	J		Li. oun.		Ex. Sun.			
	L 8.304		L 2.45	WC OYX	8	34	0.0	FA LITTLE FALLS DI 8.5	87	2 Yard	.A11.35₩		A 2.05™			
	s 9.0 4		s 3.06		SB	8	8.5	FB FLENSBURG I	78	.7 3	s11·14		s 1.25			
	5 9.32		• 3.23	W	SB	16	15.5	SV SWANVILLE I	71	7 30	10.57		s12.54			
	s 9.50		• 3.34	1	SB	20	20.1	BURTRUM 4.4	67.	.1 20	10.46		s12.35			
	\$10.08		s 3.44		SB	25	24.5	GY GREY EAGLE 1	62.	7 39	\$10.35		s12·16			
	110.28		3.52		SB	28	28.0	WARD SPRINGS 2.5	59.	2 1	s10.28		f12.01%			
	f10.46		f 3.57		SB	31	80.5	SPAULDING 5.9	56.	7 14Ca Spur	f10.21	··	f11.50#			
	811.08 11.40 708	-	s 4.11	WC T	SB	86		G. N. Crossing Track Conn Electric Automatic Interlocking	· I	. 8 6	*10.07		11.25 \$10.50 707	-		
	f12.01%	···· · · · ·	1 4.23		SB	41	41.5	5.1 STILES 5.7	45.	7 .	1 9.54		f10.27			
	s12.22		• 4.37		SB	47	47.2	WS WESTPORT I	40.	0 28	9.40		s10.03			
	s12.41		4.49	1	SB	52	52.1	VI VILLARD I	35.	1 32	s 9.29		5 9.42			
						_ -	58.5	SOO CROSSING Track Connection	28.	7						
	s 1.06		s 5.06		SB	89	59.0		28.	2 32	s 9.13		s 9.13 8.51			
	s 1.40		• 5.27	W	SB	68	67.8		19.	4 65	8.51	· · · · · ·	s 8.22			
	1 2.04		5 5.42		SB	74	74.0	NEW PRAIRIE	13.	2 25	₃ 8.36		f 8.04			
	s 2.20		• 5.52		SB :		1	CY CYRUS D	9.	1 24	s 8.26		s 7.52			
	A 2.55PM		A 6.15PM	WCY X	SB	87	87.2	MR MORRIS D G. N. Ry. Track Connection		20	L 8.05A		L 7.30₩			_
	Ex. Sun.		Ex. Sun.			_			ļ——		Ex. Sun.		Ex. Sun.			
	5.53		3.30	 		_ -		Time Over Subdivision.		-	3.30		5.38	<u> </u> -		
	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.

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.

12. Register Exceptions-

At Northtown, first class trains and passenger extras will register by Card (Form

At Coon Creek and Elk River trains from G. N. Misabe Division and Princeton Line will register by Card (Form 608).

Clearance Exceptions-

At Northtown, first class trains will not require clearance if train order signal 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

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.

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....

SECOND SUBDIVISION.

(Brainerd Line)

1. Pusher District-

Between Brainerd and three miles east.

Bridge and Engine Restrictions-

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. 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.

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.

Register Stations-

Brainerd. Little Falls.

Bulletin Stations—
Brainerd—Telegraph Office and Round House. Little Falls.

Standard Time Clock-

Brainerd, Telegraph Office.

SPECIAL INSTRUCTIONS

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

Derall Switch-Parker Spur, east end.

Car Capacity Commercial Spur-Miles from Brainerd Parker.....

THIRD SUBDIVISION.

(Little Falls and Dakota Branch)

Speed Restrictions-At Grey Eagle, five (5) miles per hour over grade crossing 950 feet east of station.

Special Stops, Connections, Etc .--Nos. 707 and 708 carry adult male passengers.

Register Stations-Little Falls. Morris.

Bulletin Station— Little Falls.

Watch Inspector—

S. H. Grosland, Store, Morris. Derall 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 35.1

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.

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.

When necessary to take slack of freight trains with helper engine on rear, it should be done by the helper.

Except as otherwise provided enginemen will be required only to consult register at initial or starting point.

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. When conditions permit, enginemen on freight trains will receive proceed signal

from rear of train before passing any station.

Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) miles per hour.

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 employes, fully competent and equipped to do so.

 In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains han-

dling logs must stop when being met or passed by passenger trains.

Before occupied outfit cars are switched or handled, air brakes must be cut in.

IN TERRITORY EQUIPPED WITH AUTOMATIC BLOCK SIGNALS: When a train dispatcher desires to advance a train from a station where by the 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.

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.

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.

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.

Mollioniana Bonozo	1101	
Location of Stretchers (S)	Telepho Office	ne Number
Dr. A. W. Ide, Chief Surgeon St. Paul	Nestor 2866	Residence Dale 9018
Dr. M. A. Shillington	Nestor 2866	Emerson 7331
Dr. M. A. Shillington	Nestor 2866 Nestor 2866	Nestor 2866 Nestor 3837
Dr. B. 1. Delaut	Nestor 2866	TICBLOT DOD!
Dr. W. J. Lund	Nestor 2866	
Dr. J. W. Jesion	Cedar 2340	Dale 7019
St. Paul Dr. R. R. CranmerMinneapolis	Geneva 5441	Cherry 3637
Dr. I. C. McDonaldMinneapolis	Geneva 5066	Dykewater 1262
Dr. Frank R. Gratzek North East Minneapolis	Dinsmore 717	1 Dinsmore 0320
Dr. A. T. Caine	355 67W	355 11
Dr. C. S. Sutton St. Cloud (S)	90W	90R
Dr. A. M. WatsonRoyalton	43	. 5
Dr. J. B. Holst Little Falls (S)	43W	43R
Dr. C. F. Holst Little Falls. Dr. S. G. Knight. Randall	43W 11-1	43WR 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, JrBrainerd Dr. R. A. BeiseBrainerd		
Dr. L. F. Hawkinson Brainerd		
Dr. M. P. GerberBrainerd		
Dr. H. A. CarlsonBrainerd Dr. G. I. BadeauxBrainerd	5	200
Dr. N. W. StuartBrainerd	ŭ	200
Dr. J. A. Du BoisSauk Center	***	100
Dr. J. F. Du BoisSauk Center (S) Dr. A. F. GeisonStarbuck	139	138
Dr. C. E. Caine	29K	105
SPECIALISTS.		
	C-J 0046	
Dr. L. A. Nelson, Oculist. 830 Lowry Bldg., St. Paul Dr. A. C. Heath,	Cedar 2840	
Nose & Throat 339 Lowry Bldg., St. Paul	Cedar 4871	
Dr. C. G. Nordin, Eye,	GC-11 oros	
Ear, Nose & Throat942 Lowry Bldg., St. Paul Dr. H. S. Clark, Oculist607 La Salle Bldg., Minneapolis	Garneld 2030	•
Dr. N. P. Nelson Brainerd, Minn	CCICVA 0200	
,		
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. 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 Arrive Brainerd 8:30 AM: 3:30 PM:

Leave Brainerd Arrive Staples 8:30 AM 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 PM, 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.

T. M. Flynn,

Agents-Brainerd-Little Falls Staples-Little Falls

Superintendent

L. F. & D. Branch FCD-2 TJK LJB JBN EJH-2 JBM PHM-18V DCB HEG

GRM-2 EJJ-2 HIE-2

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.........

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engine on rear, it

B) or (14-H) must

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miles per hour. 3s and fifteen (15) 15) miles per hour

must be cut in.

AUTHORIZED SURGEONS.

	Location of Stretchers (S)	Telepho Office	one Number Residence
	Dr. A. W. Ide, Chief Surgeon St. Paul	Nestor 2866	Dale 9018
	Dr. M. A. Shillington Dr. H. G. Collie Dr. B. I. Dersuf	Nestor 2866	Emerson 7331
	Dr. H. G. Collie Assistant Surgeons,	Nestor 2866	Nestor 2866
	Dr. B. I. Derauf	Nestor 2866	Nestor 3837
	Di. D. L. Dolam	Nestor 2866	
	Dr. W. J. Lund	Nestor 2866	
	St. Paul	Cedar 2340	Dale 7019
	Dr. R. R. Cranmer Minneapolis	Geneva 5441	Cherry 3637
	Dr. I. C. McDonaldMinneapolis	Geneva 5066	Dykewater 1262
	Dr. Frank R. Gratzek North East Minneapolis		1 Dinsmore 0320
•	Dr. A. T. Caine	355 67W	355 11
Car Capacity	Dr. C. S. Sutton. St. Cloud (S).	90W	90R
4	Dr. A. M. WatsonRoyalton	43	5
•	Dr. J. B. HolstLittle Falls (S)	43W	43R
	Dr. C. F. HolstLittle Falls	43 W	43WR
	Dr. S. G. KnightRandall	11-1	11-1
	Dr. F. H. Allen	56 22	•164 93W
eet east of station.	Dr. J. A. Thabes Brainerd	24	90 M
cer cast of stanton.	Dr. J. A. Thabes, Jr Brainerd		
	Dr. R. A. BeiseBrainerd		
	Dr. L. F. Hawkinson Brainerd		
	Dr. M. P. GerberBrainerd Dr. H. A. CarlsonBrainerd	•	
	Dr. G. I. BadeauxBrainerd	5	200
	Dr. N. W. StuartBrainerd	· -	
	Dr. J. A. Du BoisSauk Center		
	Dr. J. F. Du Bois Sauk Center (S)	139	138
	Dr. A. F. GeisonStarbuck	29K	105
	Dr. C. E. CaineMorris (S)	2711	100
	SPECIALISTS.		
	Dr. L. A. Nelson, Oculist830 Lowry Bldg., St. Paul	Cedar 2846	
	Dr. A. C. Heath,		
	Nose & Throat339 Lowry Bldg., St. Paul	Cedar 4871	
	Dr. C. G. Nordin, Eye, Ear, Nose & Throat942 Lowry Bldg., St. Paul	Garfield 2536	1
.3.	Dr. H. S. Clark, Oculist607 La Salle Bldg., Minneapolis	Geneva 6203	
.ck.	Dr. N. P. NelsonBrainerd, Minn		
	St. Paul, Third St., Car Foreman's Office (S).		
Car Capacity	St. Paul, Fourth St. Yard Office (S).		
122	Mississippi St. Round House (S).		
3	Como Shops (S).		
	Car Foreman's Office, Minneapolis (S). Tool Car No. 4, Steam Derrick, Northtown (S).		
	East Minneapolis (S).		
stop when being	Northtown Round House (S).		
igmen in writing,			
train.	NOTE.		

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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.

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A. Sai W. Mu Sai Geo Fri E. Jesi Dera No Fri Bel Bai

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SPEED TABLE.

TONNAGE RATING

•							liles er our
. T.	racks that can be u	SPECIAL INSTRUCTIONS used to give additional length to Main Line passing track	s, in an emergency	y	· · · · · · · · · · · · · · · · · · ·	$\begin{array}{cccccccccccccccccccccccccccccccccccc$	60 59 58 57.1 56.2 55.3 54.5
Station	Direction	Track Used	Feet Added	Cars Added		1 8 5	52.9 52.1
Anoka Anoka Big Lake Big Lake Clear Lake Clear Lake Sartell Sartell Rice Royalton Darling Randall Randall Cushing Lincoln Philbrook	Westward Eastward Westward Eastward Westward Eastward Westward Eastward Eastward Westward Eastward Westward Westward Westward Westward East and West Eastward Westward	Asylum Track. G. N. House N. P. House G. N. House G. N. House G. N. House G. N. House Double to House Double to Storage Head in on Storage House and Elevator House cut-off House and Elevator Double to House Head down Sw. Lead Back down Sw. Lead House Track Double to House House Track	1139 822 1020 914 767 995 1400 1300 778 1453 693 1503 1800 1185 1185 1615 900 828	25 18 23 20 17 22 31 29 17 32 15 33 40 26 26 36 20 18		1 12 5 1 15 4 1 20 4 1 25 4 1 30 4 1 40 3 1 45 3 1 50 3 2 3 2 10 2 2 10 2 2 20 2 2 20 2 2 40 2 2 45 2 2 50 2 3 2 3 2	51.4 50 48 45 445 440 386 381 382 382 382 382 382 382 383 383
Note: Where	e necessary to doub	ole, it is so stated under "Track Used."				3 31 1	18 17 16
	- ·					4 1	15 12 10 8

		F	ENGINES		
	Class S10	Class X	Class T	Class W	Class W3&W
i e e					
	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

							LI	MIT C	F LO	D-M	EASUI	REME	T	-									
		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	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″	177.9"	11'6"				
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″	11' 6"				
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″	11'6"				

J. B. McLANE, Assistant Superintendent.

L. J. BENNER, Trainmaster.

G. N. SLADE, Trainmaster.

F. C. DEFIELD, Chief Dispatcher.

