

NORTHERN PACIFIC RAILWAY COMPANY.

ST. PAUL DIVISION

TIME 62A TABLE

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

TUESDAY, OCTOBER 27, 1931.

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,
Assistant General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

T. M. FLYNN,
Superintendent.

WESTWARD

FIRST SUB-DIVISION
(MAIN LINE)

		THIRD CLASS		SECOND CLASS				Water, Fuel, Scales, Turn Tables, Ways and Yard Limits.	Station Numbers.	Time Table No. 62A		Distance from St. Paul.	FIRST CLASS																
713		701		609		603				711			605		1		13		23		25		11		3				
G. N. Way Frt. 608		N. P. Way Freight		G. N. Freight 408		N. P. Freight				G. N. Mixed 305			N. P. Freight		N. P. Passenger		N. P. Passenger		G. N. Passenger 24		G. N. Passenger 20		N. P. Passenger		N. P. Passenger				
Ex. Sun.		Mo., Wed. and Fri.		Daily		Daily				Ex. Sun.			Daily		Daily		Daily		Daily		Daily		Daily		Daily				
										WC OT	S 142	NP	ST. PAUL	DN	0.0	L 8.33AM	L 8.55AM					L 6.30PM	L 10.10PM						
BETWEEN ST. PAUL AND MINNEAPOLIS ON GREAT NORTHERN TRACKS TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																													
										WOT	S 131	MS	MINNEAPOLIS	DN	10.5	s 9.03 9.10	s 9.25 9.30					s 7.00 7.10	s 10.40 10.55						
BETWEEN ST. PAUL AND NORTHTOWN TRAINS WILL BE GOVERNED BY JOINT TERMINAL TIME TABLE.																													
L	7.20AM	L	7.00AM	L	8.25PM	L	12.01PM	L	7.30AM	L	12.30AM	WCO	S 128	NJ	NORTHTOWN	DN	14.3	L	9.25AM	L	9.45AM	L	9.52AM	L	4.45PM	L	7.25PM	L	11.10PM
	7.32		7.15		8.42		12.14		7.39		12.46	X	S 124		G. N. Crossing	4.1	Track Conn.												
													S 123		FRIDLEY	0.9	Cross Over	18.4	9.30	f	9.51		9.58		4.51	f	7.30		11.15
															BELT LINE	3.6		19.3											
A	7.45AM	s	7.32	A	9.00PM		12.29	s	7.55		1.03		S 119	CN	COON CREEK	P	22.9	9.35	f	9.55	A	10.05AM	A	4.58PM	f	7.35			11.21
		s	7.54				12.47	s	9.10		1.25	W	S 114	KY	ANOKA	DN	28.6	9.42	s	10.03					s	7.43			11.29
	f	8.20					1.09	f	9.25		1.52		S 106		DAYTON	P	35.6	9.50	f	10.14					f	7.54			11.37
	s	8.39					1.25	A	9.40AM		2.12	WX	S 102	ER	ELK RIVER	DN	40.4	9.56	s	10.21					s	8.02			11.43
	f	8.59					1.41				2.32		S 96		BAILEY	P	45.5	10.02	f	10.28					f	8.09			11.50
	s	9.14					1.53				2.46	W	S 93	BG	BIG LAKE	D	49.4	10.07	s	10.34					s	8.15			11.55PM
	f	9.30											S 89		SALIDA	P	53.5		f	10.40					f	8.21			
	s	9.45					2.18				3.16		S 85	BC	BECKER	D	57.4	10.16	s	10.46					s	8.27			12.05AM
	s	10.18					2.40				3.44		S 78	CK	CLEAR LAKE	D	64.5	10.24 7.01	s	10.56					s	8.38			12.14
	f	11.01					2.59				4.07		S 72		CABLE	P	70.4	10.30	f	11.03					f	8.46			12.22
													S 68		REFORMATORY	P	73.2		f	11.07					f	8.50			
	s	11.15 13					3.16				4.28	WX	S 67	EA	ST. CLOUD	DN	75.8	s 10.41	s	11.15 7.01					s	9.00			12.30
	s	11.30					3.22				4.35		S 65	UK	SAUK RAPIDS	D	77.5		s	11.18					f	9.04			
	s	11.40					3.31				4.46	WCX	S 63	SY	SARTELL	D	80.1	10.50	s	11.22					f	9.09			12.39
	f	11.56AM											S 58		WATAB	P	84.2		f	11.29					f	9.16			
	s	12.19PM					4.03				5.24		S 52	RS	RICE	D	90.0	11.03	s	11.38					s	9.26			12.52
	s	12.44					4.26				5.50		S 45	RO	ROYALTON	D	96.6	11.11	s	11.48AM					s	9.37			1.01
	f	1.15					4.54				6.21		S 37		GREGORY	P	104.6	11.21	f	12.01PM					f	9.50			1.12
	A	1.25PM					5.11				6.32	WCO	S 34	FA	LITTLE FALLS	DN	107.4	11.25	s	12.05 12.10					A s 9.55PM	s	1.20		
							5.28				6.50	YX	S 30		DARLING	P	111.8	11.31	f	12.18									1.28
							5.50				7.13		S 24	RD	RANDALL	DN	117.6	11.39	f	12.29									1.38
							6.12				7.33		S 19	CG	CUSHING	D	122.6	11.45	f	12.39									1.47
							6.40				7.57	W	S 13	IN	LINCOLN	DN	128.8	11.53AM	f	12.51									1.57
							7.12 2				8.21		S 6	PO	PHILBROOK	DN	135.0	12.01PM	f	1.03									2.08
							A 8.00PM				A 8.45AM	WCO	207	SO	STAPLES	DN	141.3	A s 12.10PM	A s 1.15PM						A s 2.20AM				
												TYX			Interlocked	Cross Over													
Ex. Sun.	Mo., Wed. and Fri.	Daily	Daily	Ex. Sun.	Daily													Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
.25	6.05	.35	7.59	2.10	8.15													2.45	3.25	.13	.13	2.30	3.10						
20.6	15.3	14.7	15.9	12.0	15.3													46.2	37.1	39.7	39.7	37.2	40.1						

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.

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

EASTWARD.

FIRST CLASS						Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from Staples.	Time Table No. 62A October 27, 1931 Succeeding No. 62			Car Capacity of Sidings.	SECOND CLASS		THIRD CLASS	
14	2	28	24	4	12			STATIONS				604	712	702	710
N. P. Passenger	N. P. Passenger	G. N. Passenger 19	G. N. Passenger 23	N. P. Passenger	N. P. Passenger			Telegraph Offices and Calls				G. N. Freight 407	G. N. Mixed 306	N. P. Way Freight	G. N. Way Frt. 507
Daily	Daily	Daily	Daily	Daily	Daily							Daily	Ex. Sun.	Tue., Thu. and Sat.	Ex. Sun.
A 11.05PM	A 10.45PM			A 9.20AM	A 8.00AM	WCO T	141.3	NP	ST. PAUL	DN					
BETWEEN ST. PAUL AND MINNEAPOLIS ON GREAT NORTHERN TRACKS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.															
	10.40 s 10.35	10.20 s 10.10		8.55 s 8.45	7.35 s 7.30		130.8	MS	MINNEAPOLIS	DN					
BETWEEN NORTHTOWN AND ST. PAUL TRAINS WILL BE GOVERNED BY JOINT TERMINAL TIME TABLE.															
A 10.20PM	A 9.55PM	A 7.45PM	A 12.55PM	A 8.30AM	A 7.15AM	WCO TX	127.0	NJ	NORTHTOWN	DN	Yard	A 5.00AM	A 3.55PM	A 2.55PM	
									G. N. Crossing	Track Conn.					
10.13	9.48	7.38	12.48	8.23	f 7.08	X	122.9		FRIDLEY	Cross Over	S-2	4.45	3.45	2.36	
							122.0		BELT LINE	Cross Over					
10.06	9.41	L 7.30PM	L f 12.40PM	8.16	f 7.01		118.4	CN	COON CREEK	P	75	L 4.30AM	s 3.35	f 2.16	
									Junction G. N. Ry.						
s 9.58	9.33			8.08	s 6.52	W	112.7	KY	ANOKA	DN	W 91		s 3.10	s 1.52	
f 9.47	9.23			7.58	f 6.41		105.7		DAYTON	P	E 91		f 2.10	f 1.22	
s 9.40	9.17			7.51	s 6.34	WX	100.9	ER	ELK RIVER	DN	W 98	L 2.00PM	s 1.00		
									Junction G. N. Ry.		E 30				
f 9.32	9.10			7.43	f 6.26		95.8		BAILEY	Cross Over	S-3			f 12.38	
									Automatic Interlocking						
f 9.26	9.05			7.37	s 6.20	W	91.9	BG	BIG LAKE	DN	W 77			s 12.22	
f 9.20					f 6.14		87.8		SALIDA	Cross Over	E 104			f 12.05PM	
f 9.14	8.55			7.25	s 6.08		83.9	BC	BECKER	DN	W 77			s 11.48AM	
f 9.03	8.46			7.15	s 5.57		76.8	CK	CLEAR LAKE	DN	E 92			s 11.18	
f 8.54	8.38			7.06	f 5.48		70.9		CABLE	Cross Over	E 94			f 10.53	
									2.8	Cross Over					
f 8.50					f 5.44		68.1		REFORMATORY	Cross Over					
s 8.46	s 8.31			s 6.58	s 5.40	WX	65.5	EA	ST. CLOUD	DN	75			s 10.30	
									Junction G. N. Ry.						
f 8.37					f 5.31		63.8	UK	SAUK RAPIDS	D				s 10.22	
f 8.32	8.23			6.50	f 5.26	WCX	61.2	SY	SARTELL	DN	W 75			s 10.10	
					f 5.20		57.1		WATAB	Cross Over	E 97			f 9.54	
									5.8	Cross Over	S-10				
f 8.17	8.11			6.36	s 5.11		51.3	RS	RICE	DN	77			s 9.29	
f 8.07	8.03			6.26	s 5.01		44.7	RO	ROYALTON	DN	W 83			s 9.01	
f 7.56	7.53			6.14	f 4.50		36.7		GREGORY	P	E 95			f 8.27	
s 7.51	s 7.49			s 6.10	L 4.45AM	WCO	33.9	FA	LITTLE FALLS	DN	Yard			L 8.15AM	
7.44	14					YX			4.4	Cross Over					
f 7.36	7.43			6.03			29.5		DARLING	P	92				
									5.8	Cross Over					
f 7.27	7.35			5.55			23.7	RD	RANDALL	DN	105				
f 7.18	7.28			5.47			18.7	CG	CUSHING	DN	W 107				
f 7.08	7.20			5.38		W	12.5	IN	LINCOLN	DN	E 93				
f 6.58	7.12			5.29			6.3	PO	PHILBROOK	DN	W 128				
L 6.48PM	L 7.03PM			L 5.20AM		WCO	0.0	SO	STAPLES	DN	E 104				
						TYX			6.3	Cross Over	76				
									Interlocked						
Daily	Daily	Daily	Daily	Daily	Daily						Daily	Ex. Sun.	Tue., Thu. and Sat.	Ex. Sun.	
3.25	2.52	.15	.15	3.10	2.30				Time Over Subdivision		.30	1.55	6.40	.30	
37.1	44.3	34.4	34.4	40.1	37.2				Average Speed Per Hour		17.2	13.6	13.9	17.2	

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						Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from Little Falls.	Time Table No. 62A			Distance from Brainerd.	Car Capacity of Sidings.	FIRST CLASS		
11	35	31	October 27, 1931 Succeeding No. 62						12	32	36					
Passenger	Motor Car	Passenger	STATIONS						Passenger	Passenger	Motor Car					
Daily	Ex. Sun.	Ex. Sun.	Telegraph Offices and Calls						Daily	Ex. Sun.	Ex. Sun.					
L 10.05PM	L 9.00PM	L 12.25PM	WCO	S34	0.0	FA. LITTLE FALLS DN	31.5	Yard	As 4.40AM	As 2.50PM	As 7.30PM					
f 10.15	f 9.12	f 12.37	YX	SA6	5.7	BELLE PRAIRIE	25.8	30	f 4.30	f 2.38	f 7.18					
f 10.17	f 9.15	f 12.40	Y	SA8	7.8	CAMP RIPLEY JUNCTION	23.7	S-100	f 4.28	f 2.35	f 7.15					
f 10.21	f 9.19	f 12.44		SA9	9.2	TOPEKA	22.3	42	f 4.24	f 2.31	f 7.11					
s 10.30	s 9.28	s 12.53	W	SA15	14.7	FR. FORT RIPLEY D	16.8	61	s 4.15	s 2.22	s 7.02					
f 10.39	f 9.38	f 1.03		SA20	20.1	LENNOX	11.4	S-29	f 4.06	f 2.12	f 6.52					
f 10.45	f 9.45	f 1.10		SA24	23.7	CROW WING	7.8	46	f 4.00	f 2.05	f 6.45					
f 10.49	f 9.49	f 1.14		SA26	25.8	BARROWS	5.7		f 3.56	f 2.01	f 6.41					
As 11.00PM	As 10.00PM	As 1.25PM	WCO	177	31.5	B. BRAINERD DN	0.0	Yard	L 3.45AM	L 1.50PM	L 6.30PM					
			TYX													
Daily	Ex. Sun.	Ex. Sun.							Daily	Ex. Sun.	Ex. Sun.					
.55	1.00	1.00				Time Over Sub-Division			.55	1.00	1.00					
34.3	31.5	31.5				Average Speed Per Hour			34.3	31.5	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, Wyes and Yard Limits.	Station Numbers.	Distance from Little Falls.	Time Table No. 62A October 27, 1931 Succeeding No. 62		Distance from Morris.	Car Capacity of Sidings.	FIRST CLASS		THIRD CLASS			
707	29						STATIONS									
Way Freight	Passenger						Telegraph Offices and Calls									
Ex. Sun.	Ex. Sun.															
L 8.30AM	L 3.00PM	WCO	S34	0.0	FA. LITTLE FALLS DN	87.2	Yard	As 11.59AM		A 2.05PM						
s 9.04	s 3.21	YX	SB9	8.5	FB. FLENSBURG D	78.7	35	s 11.39		s 1.23						
s 9.32	s 3.38	W	SB16	15.5	SV. SWANVILLE D	71.7	36	s 11.22		s 12.49						
s 9.50	s 3.49		SB20	20.1	BURTRUM	67.1	20	s 11.11		s 12.27						
s 10.08	s 3.59		SB25	24.5	GY. GREY EAGLE D	62.7	39	s 11.00		s 12.06PM						
f 10.28	s 4.07		SB28	28.0	WARD SPRINGS	59.2	14	f 10.52		f 11.49AM						
f 10.46	f 4.12		SB31	30.5	SPAULDING	56.7	S-12	s 10.46		f 11.37						
s 11.08	s 4.26	WCT	SB36	36.4	SC. SAUK CENTRE D	50.8	65	s 10.32		s 11.08						
11.40AM					G. N. Crossing 5.1 Track Conn.			s 10.32		s 10.02						
708					Automatic Interlocking					s 9.47						
f 12.01PM	f 4.38		SB41	41.5	STILES	45.7	5	f 10.19		f 9.47						
s 12.22	s 4.52		SB47	47.2	WS. WESTPORT D	40.0	25	s 10.05		s 9.34						
s 12.41	s 5.04		SB52	52.1	VI. VILLARD D	35.1	32	s 9.54		s 9.22						
s 1.06	s 5.21		SB59	59.0	GD. GLENWOOD D	28.2	32	s 9.38		s 9.06						
s 1.40	s 5.42	W	SB68	67.8	SK. STARBUCK D	19.4	65	s 9.16		s 8.41						
f 2.04	s 5.57		SB74	74.0	NEW PRAIRIE	13.2	25	s 9.01		f 8.14						
s 2.20	s 6.07		SB78	78.1	CY. CYRUS D	9.1	24	s 8.51		s 8.00						
As 2.55PM	As 6.30PM	WCY	SB87	87.2	MR. MORRIS D	0.0	20	L 8.30AM		L 7.30AM						
		X			G. N. Ry. Track Conn.											
Ex. Sun.	Ex. Sun.							Ex. Sun.		Ex. Sun.						
5.53	3.30				Time Over Sub-Division			3.29		5.29						
14.8	24.9				Average Speed Per Hour			25.0		15.9						

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

SPECIAL INSTRUCTIONS

FIRST SUB-DIVISION
(MAIN LINE)

- At Northtown,**
All train movements must receive proceed signal from switchtender before passing over the crossing of Northern Pacific and Great Northern tracks, this 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.
Spring Switch, trailing from "C" Yard lead to the westward main track, normal position for the main track.
- At Coon Creek,** when automatic signal 224 indicates STOP, eastward passenger and light tonnage freight trains will stop, and then proceed at restricted speed to the next signal. Tonnage freight trains will STOP at telephone 1300 feet west of the signal and get information from the Towerman as to condition of the block. If telephone is out of order, engine will be cut off and go to tower for definite information.
- At Elk River,** all trains from Great Northern Princeton line must get permission from operator before entering First Sub-division. If unable to communicate with operator, train may proceed to the passenger depot under protection of flag.
- At Clear Lake,** west switch of westward house track is connected with automatic signals, and when not in use must be lined for the house track.
- At Gregory,** switch at end of double track is operated automatically by an electric switch machine. When necessary to operate switch by hand, first throw lever marked "POWER LEVER," then throw switch with lever marked "HAND THROW LEVER." Both levers must be returned to normal position and locked after completing movement.
Both switches of the cross-over between the main tracks are operated from a switch machine near the west switch of cross-over. The Old Line switch, and derail, are both operated from a switch machine near the Old Line switch. Train must be clear of switches and derail before operating switch machine.
Automatic Signal 1032 on Old Line governs movement to eastward main track. Trains finding eastward Signal 1034, westward Signal 1031 or Dwarf Signal 1033 at STOP, should examine the end of double track switch and if not in proper position use the "HAND THROW LEVER" and proceed, complying with automatic block signal rules.
- Train Order Signals—**
At Coon Creek and Elk River do not govern trains coming from the G. N. Mesabi Division or G. N. Princeton Line.
- Pusher District—**
Between Little Falls and Lincoln.
- 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—**
Class W or heavier engines not permitted on following tracks:
Elk River—Westward middle and back passing track.
Bailey—Spur on eastward track.
Big Lake—Cedar Lake Ice Company's Spur.
St. Cloud—Jones' Spur beyond 200 feet from switch.
Sauk Rapids—Mill track.
Sartell—Mill track.
Little Falls—Pocket track from east leg of wye.
At Sartell, Class T and W engines not permitted on logging spur.
At Little Falls, Freight house platform will not clear Class W-3, or heavier engines.
At Staples, engines heavier than Class W must not be turned on the wye.
- 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 depot 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, just east of freight house and passenger depot.
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 depot.
At Gregory, westward passenger trains 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 depot.
At Randall, thirty-five (35) miles per hour between one-half mile east of depot and one-half mile west of depot.
At Staples, twelve (12) miles per hour over Sixth Street.
- Special Stops, Connections, Etc.**
No. 14 will stop at Sauk Rapids daily except Sunday.

SPECIAL INSTRUCTIONS

THIRD SUBDIVISION.
(Little Falls and Dakota Branch)

12. **Register Stations**—
Northtown.
Coon Creek for trains from G. N. Ry., Mesabi 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.
13. **Register Exceptions**—
At Northtown, first class trains and passenger extras will register by Card Form 608, and enginemen will not consult register.
At Coon Creek and Elk River, trains from G. N. Mesabi Division and Princeton Line will register by Card Form 608.
14. **Clearance Exceptions**—
At Northtown, first class trains will not require clearance if train order signal indicates clear.
At St. Cloud, eastward Great Northern trains will obtain clearance at Great Northern depot and be governed by position of interlocking signals at Northern Pacific Junction.
15. **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 Depot, Yard Office and Round House.
16. **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.
17. **Watch Inspectors**—
Christensen's, St. Paul.
A. Lindahl, St. Paul.
Samuel H. Lindquist, Minneapolis.
W. B. Dahl, Minneapolis.
Munns & Pomerleau, Minneapolis.
Geo. H. Johantgen, Minneapolis.
Allen & Berg, Minneapolis.
Webster Jewelry & Music Co., St. Cloud.
E. V. Wetzel, Little Falls.
Jesse L. Cross, Staples.
18. **Derail Switches**—
Northtown, east end ice house track,
Fridley, spur.
Balt 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.
Gregory, on Old Line, 210 feet west of switch.
Little Falls, east end of house track and repair track 100 feet west of Broadway Street.
Cushing, east end of house track.
19. **Commercial Spurs**—
- | | Miles from Northtown | Car Capacity |
|-------------|----------------------|--------------|
| Graham..... | 88.3 | 2 |

SECOND SUBDIVISION.
(Brainerd Line)

1. **Pusher District**—
Between Brainerd and 3 miles east.
2. **Bridge and Engine Restrictions**—
Engine class Z-5 not permitted.
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.
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, eight (8) miles per hour.
Class W or heavier engines not permitted on Parker commercial spur.
3. **Speed Restrictions**—
At Brainerd, ten (10) miles per hour over Oak Street and twelve (12) miles per hour from east switch to passenger depot.
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 |

1. **Bridge and Engine Restrictions**—
Engine Class Q-5, Q-6, W-3 and Z-5 not permitted.
2. **Speed Restrictions**—
At Grey Eagle, five (5) miles per hour over grade crossing 950 feet east of depot.
At Sauk Centre, fifteen (15) miles per hour through city limits.
3. **Special Stops, Connections, Etc.**—
Nos. 707 and 708 carry adult male passengers.
4. **Register Stations**—
Little Falls.
Morris.
5. **Bulletin Station**—
Little Falls.
6. **Watch Inspector**—
S. H. Grosland, Store, Morris.
7. **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
8. **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, W-3, W-4, and W-5, forty (40) miles per hour. Light backing twenty (20) miles per hour. Switch engines moving between stations, under steam fifteen (15) miles per hour.
Trains handling steam wrecking derrick, pile driver or locomotive crane will not exceed thirty (30) 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. 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.
8. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
9. 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.
10. Before occupied outfit cars are switched or handled, air brakes must be cut in.
11. **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.
When a train is stopped by a stop and proceed signal it may proceed at once at restricted speed expecting to find a train in the block, broken rail, obstruction or switch not properly set and must understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
12. On all branch line sidings trains may expect to find cars at any time.
13. **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.

14. Derail switches will be set in derail position when not in use.
15. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of main line before stopping to pick up the man attending the switch.
16. At terminals where engines are not changed nor train line separated on passenger trains and terminal brake test is not made by carmen, after outgoing engine crew takes charge, a running brake test must be made as soon as train is moving at moderate speed.
When running test is made, trainmen should be on steps to see that brakes apply properly and then give proceed signal to enginemen.

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.....		Nestor 2866	Emerson 7765
Dr. H. G. Collie.....	Assistant Surgeons,	Nestor 2866	Nestor 2866
Dr. B. I. Derauf.....	N. P. B. A. Hospital,	Nestor 2866	DeSoto 3468
Dr. W. J. Lund.....	St. Paul (S)	Nestor 2866	Garfield 1294
Dr. J. W. Jesion.....		Nestor 2866	Dale 7019
Dr. R. R. Cranmer.....	Minneapolis.....	Geneva 6441	Cherry 4181
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. Roehke.....	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. Chas. Reichelderfer.....	Staples.....		
Dr. J. A. Thabes.....	Brainerd.....		
Dr. J. A. Thabes, Jr.....	Brainerd.....		
Dr. R. A. Beise.....	Brainerd.....		
Dr. L. F. Hawkinson.....	Brainerd.....		
Dr. G. I. Badeaux.....	Brainerd.....	5	200
Dr. J. A. Du Bois.....	Sauk Center.....		
Dr. J. F. Du Bois.....	Sauk Center (S).....	139	138
Dr. A. F. Geisen.....	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.....	Cedar 4871
Dr. C. G. Nordin, Eye,		
Ear, Nose & Throat.....	1042 Lowry Bldg., St. Paul.....	Garfield 2536
Dr. H. S. Clark, Oculist.....	1845 Med. Arts Bldg., Minne-	
	apolis.....	Geneva 6203
Dr. N. P. Nelson.....	Brainerd, Minn.....	

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

NOTE.

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

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

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

SPECIAL INSTRUCTIONS

Tracks that can be used to give additional length to sidings, in an emergency.

Station	Direction	Track Used	Car Capacity
Anoka	Westward	Asylum Track	25
Anoka	Eastward	G. N. House	18
Big Lake	Westward	N. P. House	23
Big Lake	Eastward	G. N. House	20
Clear Lake	Westward	N. P. House	17
Clear Lake	Eastward	G. N. House	22
Sartell	Westward	Double to House	31
Sartell	Eastward	Double to Storage	29
Sartell	Eastward	Head in on Storage	17
Rice	Westward	House and Elevator	32
Royalton	Westward	House cut-off	15
Royalton	Westward	House and Elevator	33
Darling	East and West	Double to House	40
Randall	Eastward	Head down Sw. Lead	26
Randall	Westward	Back down Sw. Lead	26
Cushing	Westward	House Track	36
Lincoln	Westward	Double to House	20
Philbrook	Westward	House Track	18

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

SPEED TABLE.

	Time per Mile Min. Sec.	Miles per Hour
1	..	60
1	1	59
1	2	58
1	3	57.1
1	4	56.2
1	5	55.3
1	6	54.5
1	7	53.7
1	8	52.9
1	9	52.1
1	10	51.4
1	12	50
1	15	48
1	20	45
1	25	42.3
1	30	40
1	40	36
1	45	34.3
1	50	32.7
2	..	30
2	10	27.6
2	15	26.6
2	20	25.7
2	30	24
2	40	22.5
2	45	21.8
2	50	21.2
3	..	20
3	9	19
3	20	18
3	31	17
3	45	16
4	..	15
5	..	12
6	..	10
7	30	9
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																		
	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' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	17' 8"	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"

W. D. PEARCE,
Assistant Superintendent.

L. J. BENNER,
Trainmaster.

C. C. CORSER,
Trainmaster.

F. C. DEFIELD,
Chief Dispatcher.

