

NORTHERN PACIFIC RAILWAY COMPANY

St. Paul Division

Special Instructions No. 1



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

Sunday, November 26, 1933

**These instructions govern Current Time Table.
Read carefully and be positive that you have the
Current Time Table, also copy of Current Special
Instructions.**

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

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

**F. R. BARTLES,
Assistant General Manager.**

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

SPECIAL INSTRUCTIONS

FIRST SUBDIVISION.

(MAIN LINE)

1. At Northtown, all train movements must receive proceed signal from switchtender before passing over the Great Northern crossing. 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.
2. Between Coon Creek and Northtown, Eastward Second Class and inferior trains may run ahead of Trains 24 and 28 without authority of train orders.
3. 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.
4. At Elk River, all trains from Great Northern Princeton line must get permission from operator before entering First Subdivision. If unable to communicate with operator, train may proceed to the passenger station under protection of flag.
5. 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.
6. At Gregory and Philbrook, 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 at Gregory 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 at Gregory governs movement to eastward main track. Trains finding eastward Signal 1034, westward Signal 1031 or Dwarf Signal 1033 at Gregory; or eastward Signal 1340, westward Signal 1341 or Dwarf Signal 1342 at Philbrook 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.
7. 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.
8. Pusher District—
Between Little Falls and Lincoln.
9. 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, engines classes T and W 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. Class W and heavier engines not permitted on track leading to stationary power plant.
10. 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 station) and two hundred (200) feet east of Mill Street (first crossing east of passenger station).
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 station.
At Sauk Rapids, twenty-five (25) miles per hour through village.
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 passenger station.
At Randall, thirty-five (35) miles per hour between one-half mile east and one-half mile west of station.
At Staples, twelve (12) miles per hour over Sixth Street.

11. 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 Third Subdivision.
Staples.

12. Register Exceptions—

At Northtown, first class trains and passenger extras will register by Ticket 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 Ticket Form 608.

13. 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 passenger station and be governed by position of interlocking signals at Northern Pacific Junction.

At Coon Creek, eastward Great Northern Mesabi Division trains will not require clearance or orders and will be governed by position of interlocking signals.

14. Commercial Spurs—

	Miles from Northtown	Car Capacity
Bailey	31.2	3
Salida	39.2	5
Graham	88.3	2

15. Lap Siding—Lincoln.

16. Cross-overs—

Northtown, Fridley, Coon Creek, Anoka, Dayton, Elk River, Big Lake, Becker, Clear Lake, Cable, Reformatory, St. Cloud, Sauk Rapids, Sartell, Rice, Royalton, Gregory, Staples.

SECOND SUBDIVISION.

(MAIN LINE)

1. At Detroit Lakes, the following engine signals will govern the operation through the interlocking plant, Soo Line Crossing:
For main line, Eastward or Westward—One long.
On double track, when using reverse track through interlocking limits—Two short and one long.
From main line to diverging route—One long, one short and one long.
From diverging route to main line—One long and one short.
For cross-over between main tracks on double track—Three short and one long.
2. Pusher District—
Between Glyndon and Witherow.
3. Bridge and Engine Restrictions—
At Wadena, Class W-3 and heavier engines not permitted on west end of elevator track.
At Lake Park, coal dock hopper and west trestle of coal dock not safe for engine.
4. Speed Restrictions—
Twenty-five (25) miles per hour through Verndale and Wadena, ten (10) miles per hour through Detroit Lakes.
5. Register Stations—
Staples.
Dilworth.
Lake Park for trains originating or terminating.
Wadena for trains to and from Fifth subdivision.

6. Register Exceptions—
At Dilworth, through passenger trains will register by Ticket Form 608.

7. Commercial Spurs—

	Miles from Staples	Car Capacity
Ice House Spur	60.5	120
Muskoda Sand Co. Spur	91.0	55
Barnes Spur	101.9	20

8. Crossovers—

Staples, Aldrich, Verndale, Wadena, Bluffton, Topelius, N. Y. Mills, Richdale, Perham, Luce, Frazee, McHugh, Detroit Lakes, Audubon, Lake Park, Manitoba Jct., Hawley, Muskoda, With-erow, Glyndon, Dilworth.

THIRD SUBDIVISION.

(BRAINERD LINE)

1. At Little Falls, all trains must protect against First Subdi-
vision trains.

2. At Camp Ripley, unloading platform along south track does
not afford standard clearance from a point two hundred and
seventy (270) feet west of gasoline unloading pipe to end.

3. Pusher District—

Between Brainerd and 3 miles east.

4. Bridge and Engine Restrictions—

Bridge 106, Mississippi River:

Engines classes T, Q-3, Q-4, Y, Y-1, Y-2 and Y-3, eight (8)
miles per hour.

Double header engines, 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.

Bridge 120, Nokay-Sabe River:

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 or on west end of tracks 13, 14, 15, 16 and 17 at Brainerd.

5. Speed Restrictions—

At Brainerd, ten (10) miles per hour over Oak Street and twelve
(12) miles per hour from east switch to passenger station.

6. Register Stations—

Brainerd.
Little Falls.

7. Commercial Spur—

	Miles from Brainerd	Car Capacity
Parker	14	4

FOURTH SUBDIVISION.

(LITTLE FALLS AND DAKOTA BRANCH)

1. At Little Falls, all trains must protect against First Subdivision
trains.

2. Bridge and Engine Restrictions—

Engines classes Q-5, Q-6 and W-3 not permitted.

3. Speed Restrictions—

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

At Sauk Centre, fifteen (15) miles per hour through city limits,
ten (10) miles per hour over Highway No. 3, one mile west of
station.

Freight trains with class T or heavier engines twenty-five (25)
miles per hour, other classes thirty (30) miles per hour.

4. Register Stations—

Little Falls.
Morris.

5. Commercial Spurs—

	Miles from Little Falls	Car Capacity
Industrial School	35.1	122
State Agricultural School	86.0	3

FIFTH SUBDIVISION.

(FERGUS FALLS BRANCH)

1. At Fergus Falls, trains must stop not less than twenty-five
(25) feet from Great Northern crossing over Rosengren spur,
send man ahead and then proceed if way is clear.

2. Bridge and Engine Restrictions—

Bridge 74, Bois de Sioux River:

Engines classes W, W-1, W-2 and W-4, eight (8) miles per hour.
Engines classes A, Q-5, W-3 and heavier not permitted.

3. Speed Restrictions—

Five (5) miles per hour through Wahpeton and over Union
St. crossing at Oakes. Engines classes T and Q in freight
service twenty-five (25) miles per hour between Henning and
French and between Milnor and Oakes; thirty (30) miles per
hour over balance of subdivision. Engines class Q in passenger
service thirty (30) miles per hour between Underwood and
Fergus Falls and between Milnor and Oakes; forty-five (45)
miles per hour over balance of subdivision.

Engines class W, twenty (20) miles per hour between Henning
and French and thirty (30) miles per hour on other portions of
track Wadena to Wahpeton.

Engines classes P and P-2 in passenger service forty (40) miles
per hour between Milnor and Oakes.

Twelve (12) miles per hour over street crossings, Fergus Falls.

4. Register Stations—

Wahpeton.
Wadena.
Oakes.

5. Register Exceptions—

At Wadena, enginem of westward trains will not consult reg-
ister but will be furnished check of register, Form 602, by the
conductor.

6. Commercial Spurs—

	Miles from Wadena	Car Capacity
Hulse	7.0	3
McMichael Spur	32.0	8
Hoot Lake Spur	49.7	15
Packing House Spur	52.5	3
Ames Pit	59.5	14

SIXTH SUBDIVISION.

(RED RIVER BRANCH)

1. Between Carthage Junction and Fertile, extra trains will run via
Sixth Subdivision unless otherwise instructed by train order.

2. Bridge and Engine Restrictions—

Bridge 13, Wild Rice Creek and Bridge 44, Sand Hill Creek:
Engines classes Q-5, Q-6, W, W-1, W-2, W-3 and W-4, eight (8)
miles per hour.

3. Speed Restrictions—

Engines class W, thirty-five (35) miles per hour.

Engines class T in freight service, forty (40) miles per hour.

At Carthage Junction, twenty-five (25) miles per hour over
switch.

At East Grand Forks, ten (10) miles per hour over Division
Street.

At Fertile, restricted speed between west yard limit board and
station.

4. Register Stations—

Fertile.
East Grand Forks.

5. Commercial Spurs—

	Miles from Manitoba Jct.	Car Capacity
Nada	1.4	8
Crookston Mill Spur	66.4	165
Vannet	80.1	37
Cummings	86.0	12
Sullivan	91.2	20

SEVENTH SUBDIVISION.

(RED RIVER BRANCH)

1. **Speed Restrictions—**
Engines class W, thirty-five (35) miles per hour.
Engines class T in freight service, forty (40) miles per hour.
At Dayton, five (5) miles per hour over first street crossing east and west of station.
2. **Register Stations—**
East Grand Forks.
Pembina.

EIGHTH SUBDIVISION.

(RED LAKE FALLS AND SHERACK BRANCHES)

1. At Tilden Junction, towerman on duty 9:00 a. m. to 6:00 p. m. daily except Sunday.
Route will be lined for Great Northern trains, when no towerman on duty.
2. Between Carthage Junction and Fertile, extra trains will run via Sixth subdivision unless otherwise instructed by train order. All N. P. extras running between Carthage Jct. and Fertile will report at Red Lake Falls for orders between 8:00 a. m. and 5:00 p. m.
3. **Bridge and Engine Restrictions—**
Bridge 70, Red Lake River:
Engines classes S-2, S-3, S-4, S-10, Q and Q-1, eight (8) miles per hour.
Double header engines class F-1, eight (8) miles per hour.
Engines classes T and heavier not permitted.
4. **Speed Restrictions—**
Thirty (30) miles per hour, G. N. Junction to Tilden Junction.
Twenty (20) miles per hour over balance of district.
5. **Register Stations—**
G. N. Junction.
Tilden Junction.
Carthage Junction.
Fertile.
6. **Register Exceptions—**
At G. N. Junction enginemen of eastward trains will be furnished check of register, Form 602, by the conductor.
At Tilden Junction and Carthage Jct. enginemen of westward trains will be furnished check of register, Form 602, by the conductor.
7. **Commercial Spurs—**

	Miles from Fertile	Car Capacity
Smisek	7.0	3
Kohler Spur	39.2	5
Walkerton	51.0	8

NINTH SUBDIVISION.

(FAIRVIEW BRANCH)

1. **Speed Restrictions—**
Schedule time between stations and fifteen (15) miles per hour between Keystone Jct. and Berndt.
2. **Clearance Exceptions—**
Nos. 755 and 756 will not require clearance at Fairview Jct. or Great Bend.

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 (1) mile per minute.
All trains thirty (30) miles per hour over interlocked crossings. Fifteen (15) miles per hour through crossovers, turnouts, gauntlets and 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, fifty (50) 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, thirty (30) miles per hour.

3. Except as otherwise provided enginemen will be required only to consult register at initial or starting point.
4. 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.
5. When conditions permit, enginemen on freight trains will receive proceed signal from rear of train before passing any station.
6. 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.
7. In automatic block territory gas-electric motor cars must not be stopped on sand, and when handled in freight trains, must be behind caboose.
8. 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.
9. Before occupied outfit cars are switched or handled, air brakes must be cut in.
10. **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.
11. On all branch line sidings trains may expect to find cars at any time.
12. **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.
13. Derail switches will be set in derail position when not in use.
14. Trains pulling into side tracks, or leaving the main line at junction points, must pull entirely into clear of insulated joints before stopping to pick up the man attending the switch.

15. 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 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 engineman.

16. Always observe position of switch points after throwing switch, and see that the switch lever is pushed firmly into the notch before leaving switch.

17. Helper engines waiting to help trains will keep clear of main line until train to be helped has arrived and stopped.

18. BULLETIN STATIONS—

St. Paul.
Minneapolis.
Northtown.
Little Falls.
Staples.
Lake Park.
Dilworth.
Brainerd.
Wahpeton.
East Grand Forks.
Tilden Junction.

19—STANDARD TIME CLOCKS—

St. Paul.
Northtown.
Staples.
Lake Park.
Dilworth.
Brainerd.
East Grand Forks.

20. WATCH INSPECTORS—

St. Paul—Christensen's, A. Lindahl, C. J. & H. W. Anderson.
Minneapolis—Samuel H. Lindquist, W. B. Dahl, Munns & Pomerleau, Geo. H. Johantgen, Allen & Berg.
St. Cloud—Webster Jewelry & Music Co.
Little Falls—E. V. Wetzel.
Staples—Jesse L. Cross.
Brainerd—C. L. Burnett.
Morris—S. H. Grosland.
Wahpeton—E. E. Bassett.
Grand Forks—E. A. Arhart.
Pembina—M. H. Miller.

NOTE.

Effective with Time Table No. 66-A, Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Subdivision—

NORTHTOWN
G. N. Crossing.
COON CREEK
G. N. Junction—Interlocked.
ELK RIVER
G. N. Junction—Automatic Interlocking.
ST. CLOUD
G. N. Crossing—Interlocked.
STAPLES
Lake Superior Division Junction—Interlocked.

Second Subdivision—

WADENA
G. N. Crossing—Automatic Interlocking.
DETROIT LAKES
Soo Line Crossing—Interlocked.
MANITOBA JUNCTION
6th Subdivision Junction—Interlocked.
GLYNDON
G. N. Crossing—Interlocked.

Fourth Subdivision—

SAUK CENTRE
G. N. Crossing—Automatic Interlocking.
VILLARD
Soo Line Crossing.

Fifth Subdivision—

HENNING
Soo Line Crossing.
FERGUS FALLS
G. N. Crossing—Automatic Interlocking.
BETWEEN WATASCO AND BRECKENRIDGE
G. N. Crossing—Interlocked.
WAHPETON—
C. M. St. P. & P. Crossing
WYNDMERE
Soo Line Crossing.

Sixth Subdivision—

MANITOBA JUNCTION
2nd Subdivision Junction—Interlocked.
BETWEEN HAROLD AND CROOKSTON
G. N. Crossing—Automatic Interlocking.
BETWEEN ANGLIM AND HIXON
G. N. Crossing—Automatic Interlocking.

Seventh Subdivision—

BETWEEN GRAND FORKS AND BOLACK
Two G. N. Crossings.
FOREST RIVER
Soo Line Crossing—Interlocked.
BETWEEN KELLOGG AND GRAFTON
G. N. Crossing.

Eighth Subdivision—

TILDEN JUNCTION
G. N. Crossing—Interlocked.
BETWEEN DOROTHY AND BUFFINGTON
G. N. Crossing—Interlocked.

SPEED TABLE

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

TONNAGE RATING

	ENGINES				
	Class S10 Tons	Class X Tons	Class T Tons	Class W Tons	Classes W3&W5 Tons
Eastward.					
Dilworth to Lake Park with Pusher, Glyndon to Witherow.....			2700	3700	4500
Dilworth to Lake Park without Pusher.....			2200	3400	4200
Lake Park to Staples.....			3200	4700	5200
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			
Oakes to Gwinner.....			2050		
Gwinner to Wahpeton.....			3500		
Wahpeton to Fergus Falls.....			1750		
Wahpeton to Fergus Falls (doubling French).....			2500		
Fergus Falls to Henning.....			1700		
Henning to Staples.....			3300		
Pembina to Meckinock.....			3200		
Meckinock to East Grand Forks....			3500		
East Grand Forks to Lake Park....			2600		
Westward.					
Northtown to Little Falls.....			2000	3000	4100
Little Falls to Staples.....	1400	1750	1800	2700	3750
Staples to Lake Park.....			3200	4200	5000
Lake Park to Dilworth.....			Car Limit	Car Limit	Car Limit
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			
Staples to Wahpeton.....			2100		
Wahpeton to Milnor.....			2600		
Milnor to Oakes.....			2300		
Lake Park to East Grand Forks....			2400		
East Grand Forks to Pembina.....			2500		

TONNAGE RATING INSTRUCTIONS:

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

St. Paul Division

MAXIMUM CLEARANCES

LIMIT OF LOAD—MEASUREMENT

HEIGHT ABOVE TOP OF RAIL

ST. PAUL DIVISION

	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	Max. Height	Max. Width
1st Subdivision....	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	11'-6"
2nd Subdivision....	20'-3"	20'-3"	20'-3"	20'-1"	19'-10"	19'-6"	19'-2"	19'-0"	18'-9"	20'-3"	11'-6"
3rd Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
4th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
5th Subdivision....	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	11'-6"
6th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
7th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-2"	20'-3"	11'-6"
8th Subdivision....	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	11'-6"
8th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
9th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"

MAXIMUM CLEARANCES

LIMIT OF LOAD—MEASUREMENT

ST. PAUL DIVISION

HEIGHT ABOVE TOP OF RAIL

	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
1st Subdivision....	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	17'-8"	11'-6"
2nd Subdivision....	18'-6"	18'-4"	18'-2"	18'-2"	17'-10"	17'-7"	17'-4"	16'-3"	20'-3"	11'-6"
3rd Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
4th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
5th Subdivision....	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	19'-3"	11'-6"
6th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
7th Subdivision....	19'-11"	19'-8"	19'-5"	19'-2"	19'-2"	19'-0"	18'-8"	18'-5"	20'-3"	11'-6"
8th Subdivision....	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	19'-5"	11'-6"
8th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"
9th Subdivision....	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	20'-3"	11'-6"

W. D. PEARCE,
Asst. Supt.

L. J. BENNER,
Trainmaster.

C. C. CORSER,
Trainmaster.

H. FLANAGAN,
Trainmaster.

R. G. KNIGHT,
Trainmaster.

E. H. BRILEY,
Chief Dispatcher.