

NORTHERN PACIFIC RAILWAY COMPANY

AND

MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT **3** TERMINAL TIME TABLE

IN EFFECT AT 12:01 P. M. (Central or 90th Meridian Time)

SUNDAY, JANUARY 3d, 1904

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 Rules, and always have for reference a copy of the TRANSPORTATION RULES.

THOMAS COOPER,
Gen'l Manager.

NEWMAN KLINE,
Ass't Gen'l Superintendent.

M. C. KIMBERLY,
Ass't Gen'l Manager.

M. M. FOWLER,
Superintendent.

F. W. GILBERT,
Gen'l Superintendent.

I. B. RICHARDS,
Supt. Car Service.

M. SWEENEY, Gen'l Superintendent M. & St. L. R. R.

TRAINS WEST BOUND. DOUBLE TRACK.

FIRST CLASS TRAINS.

105	11	113	15	17	19	107	5	23	25	27	29	115	117	1	119	201	31	33	121	101	35	37	111		103	Miles from White Bear	STATIONS		
DAILY	DAILY	EX. SUN.	DAILY	EX. SUN.	EX. SUN.	EX. SUN.	EX. SUN.	DAILY	EX. SUN.	DAILY	EX. SUN.	SUN. ONLY		DAILY		DAILY	DAILY	DAILY		EX. SUN.	DAILY	EX. SUN.	SUN. ONLY		DAILY				
N. P.	C. G. W.	N. P.	W. C.	Soo	M. & St. L.	N. P.	N. P.	Soo	M. & St. L.	Soo	Soo	N. P.		N. P.		C. G. W.	C. G. W.	C. G. W.		N. P.	M. & St. L.	Soo	N. P.		N. P.				
105	1	113	2	84	14	107	5	7	2	107	100	115		1		201	7	5		101	16	102	111		103				
A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M		A M		A M	A M	P M		P M	P M	P M	P M		P M				
5.40		7.25				8.10						9.30								2.20			5.40		5.55	0.0	White Bear		
F 5.43		7.28				8.12						9.33								F 2.22			5.43		5.58	0.6	Lake Shore		
5.45		7.30				8.13						9.35								2.24			5.45		6.00	1.2	M. & D. Junction		
6.00		7.40				8.22						9.45								2.35			5.55		6.10	6.4	Gladstone W. C. R. R. CROSSING		
6.05		7.44				8.26						9.49								2.39			5.59		6.14	8.4	Claymont		
6.06		7.45				8.27						9.50								2.40			6.00		6.15	8.9	East Seventh Street		
6.15		7.50				8.32						9.55								2.45			6.05		6.20	10.9	Third Street Junction		
6.20		7.55				8.35						10.00								2.50			6.10		6.25	11.4	C. B. & Q. R. R. CROSSING ST. PAUL, U. Station		
6.35	7.30		8.00		8.20	8.55	8.40	8.55	9.00	9.05	9.10			10.15		10.30	10.50	12.45		3.05	4.55	5.05		6.35		11.4	C. B. & Q. R. R. CROSSING		
	7.32		8.02		8.22			8.57	9.02	9.07	9.12					10.32	10.52	12.47			4.57	5.07				11.9	Third Street		
																												Seventh Street	
	7.37		8.06		8.27			9.01	9.07	9.12	9.17					10.36	10.56	12.52			5.01	5.11				13.1	Mississippi Street		
	7.38		8.09		8.28			9.02	9.08	9.13	9.19					10.37	10.57	12.53			5.02	5.12				13.9	Trout Brook Junction		
	7.39				8.29			9.03	9.09	9.14	9.20					10.38	10.58	12.54			5.03	5.15				14.3	Soo Line Junction		
	7.47				8.36			9.09	9.14	9.22						10.45	11.05	1.00			5.09					17.1	Como Shops		
	7.51				8.39			9.12	9.17	9.26						10.48	11.09	1.04			5.12					19.1	St. Anthony Park Junc.		
	7.53				8.40			9.13	9.18	9.27						10.49	11.10	1.05			5.13					19.7	Eustis Avenue		
	7.54				8.41			9.14	9.19	9.28						10.50	11.11	1.06			5.14					20.3	Prospect Park		
	7.56				8.42			9.16	9.21	9.29						10.51	11.13	1.08			5.15					20.7	University Avenue		
	7.59				8.44			9.19	9.24	9.31						10.54	11.19	1.14			5.17					21.7	Nineteenth Ave.		
					8.46			9.21	9.26	9.32											5.19					22.4	Sixth Ave.		
								9.25		9.35 9.45																			C. M. & St. P. Station
					8.49				9.29	9.51											5.23					23.1	Third Ave.		
					8.50				9.30												5.25								M. & St. L. Station
7.00						9.20	9.10							10.45						3.30					7.00			Union Station G. N. CROSSING	
7.10						9.30	9.14			9.53				10.48						3.40					7.10	23.8	N. P. Freight Yard		
					8.05		9.15			9.54				10.49												24.4			Fifteenth Ave.
					8.12		9.20			10.01				10.56												25.3			Atlantic Junc.
							9.25			10.05				11.00												26.6			Northtown Junction
A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M	A M		A M		A M	A M	P M		P M	P M	P M	P M		P M				

SPECIAL RULES.

‡ Regular Station Stop.
Registering and Bulletin stations—Minneapolis, St. Paul, Third Street Junction, White Bear, Northtown Junction, N. P. Freight Yard, Third Avenue, C. M. & St. P. station, Nineteenth Avenue, Mississippi street for trains terminating there.
 C. G. W. west-bound trains and all trains to or from diverging lines at Trout Brook Junction and Soo Line Junction will register by ticket at Mississippi street.
 Conductors leaving or taking their trains at St. Paul Union Station will be required to register at Train Master's Office.
Standard clocks—Minneapolis (Dispatcher's Office), St. Paul and White Bear.
 Trains using Great Northern tracks between St. Paul and First Street North, where they intersect with this Company's tracks at east end of N. P. freight yard, will be governed by the rules and regulations of that road.

Passenger trains will wait 20 minutes at White Bear for connections.
 The Train Order Signal at Mississippi Street tower is to govern and will be observed by Wisconsin Central trains exclusively. All other trains will disregard the position of this signal.
 All trains must approach M. & D. Jct. under full control, expecting to find crossover in use.
 All west bound trains must approach crossover switch east of Seventh St. Tunnel with train under full control, expecting to find this crossover in use.
 All trains will reduce speed to 12 miles per hour passing Mississippi street, and to 8 miles per hour passing Lafayette Avenue switch on line leading to and from Seventh street.
 All trains and engines going west must run with great care between the Minneapolis Eastern crossing and Third Avenue, expecting to find flagmen protecting yard trains exchanging transfers within those limits, and must be prepared to stop if necessary.

NOTE—Block Signal Rules, see page 6.
 Note Important Changes in Rules and Train Numbers.

TRAINS WEST BOUND. **DOUBLE TRACK.**

Telegraph Calls

WB

GD

SV

S

U

MX

CO

SA

NU

C

MC

H

S

MS

NJ

FIRST CLASS TRAINS.

SECOND CLASS TRAINS.

STATIONS	39	209	41	43	47	45	7	49	109	9	3	125		171	51	13	57	55	173	59	61	63	65	53			
	EX. SUN.	EX. SUN.	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY		DAILY	DAILY			DAILY	EX. SUN.	EX. SUN.	EX. SUN.	DAILY	EX. SUN.	DAILY	DAILY	EX. SUN.	EX. SAT.	DAILY			
	Soo	C. G. W.	M. & St. L.	Soo	W. C.	C. G. W.	N. P.	M. & St. L.		C. G. W.	N. P.			N. P.	N. P. Shop Train	W. C.	Soo	N. P.	N. P.	Soo	W. C.	M. & St. L.	W. C.	N. P.			
	105	209	6	8	4	3	7	4		9	3			171		42	14	55	173	18	22	96	24	53			
	P M	P M	P M	P M	P M	P M	P M	P M		P M	P M			A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M			
White Bear														5 15					6 10								
Lake Shore														5 18					6 13								
M. & D. Junction														5 21					6 15								
W. C. R. R. CROSSING Gladstone														5 45					6 35								
Claymont														5 53					6 43								
East Seventh Street														5 55					6 45								
Third Street Junction														6 10					7 00								
C. B. & Q. R. R. CROSSING ST. PAUL, U. Station C. B. & Q. R. R. CROSSING		7 05	7 10	7 20	7 40	7 45	8 00	8 00		9 55	10 15																
Third Street		7 07	7 12	7 23	7 42	7 47		8 02		9 57																	
Seventh Street															6 27		10 15	5 45		6 30		7 10		9 15			
Mississippi Street		7 12	7 16	7 27	7 46	7 51		8 07		10 01				6 33	7 00	10 23	5 52		6 41	7 05	7 18	8 35	9 25				
Trout Brook Junction		7 13	7 17	7 28	7 49	7 52		8 08		10 02				6 34	7 05	10 27	5 54		6 43	7 08	7 20	8 37	9 27				
Soo Line Junction		7 14	7 19	7 30		7 54		8 09		10 04				6 35		10 30	5 55		6 45		7 22		9 29				
Como Shops		7 20	7 25			8 00		8 16		10 10				6 50			6 10				7 33		9 40				
St. Anthony Park Junc.		7 23	7 29			8 04		8 20		10 13							6 15				7 38		9 45				
Eustis Avenue		7 24	7 30			8 05		8 21		10 14											7 39						
Prospect Park		7 25	7 31			8 06		8 22		10 15											7 41						
University Avenue		7 26	7 32			8 07		8 23		10 16											7 43						
Nineteenth Ave.		7 29	7 34			8 09		8 25		10 19											7 46						
Sixth Ave.			7 36					8 27													7 49						
C. M. & St. P. Station																											
Third Ave.			7 39					8 29														7 53					
M. & St. L. Station			7 40					8 30														7 55					
Union Station G. N. CROSSING							8 35				10 45																
N. P. Freight Yard							8 38				10 48																
Fifteenth Ave.	6 32						8 40				10 50																
Atlantic Junc.	6 40						8 47				10 57																
Northtown Junction	6 45						8 50				11 00																
	P M	P M	P M	P M	P M	P M	P M	P M		P M	P M			A M	A M	A M	A M	P M	P M	P M	P M	P M	P M	P M			

SPECIAL RULES.

‡ Regular Station Stop.

Derail switches are located as follows and must be kept set in derailing position when not in use:

- East end delivery track, East Seventh street;
- East end of transfer track, East Seventh street;
- East end siding Nos. 1, 2, 3 and 4, Claymont;
- East end Petters Siding, Prospect Park.

At Third avenue, two signals are shown on same semaphore mast; the upper arm or light will govern trains from Northern Pacific, and the lower arm or light, trains from M. & St. L.

Train Order Signals—Northtown Junction, Third avenue, Nineteenth avenue, Third Street Junction, East Seventh street, Gladstone and White Bear.

Engineers will not be required to consult register, except at initial or starting point.

Note—At Nineteenth avenue, train order signals for both tracks are on same mast, and are of semaphore pattern. Trains in either direction will be governed by red arm by day and by red light by night, as shown to approaching trains.

West bound freight trains must use fifteen (15) minutes in running from Claymont yard to Third Street Jct. Speed of freight trains through Seventh street tunnel and between tunnel and Third Street Junction must not exceed five miles per hour.

All west bound freight trains will come to full stop at Third Street Jct. before crossing over into freight yard. Tunnel at East Seventh street, and overhead bridge at Omaha crossing, St. Paul yard, will not clear man on side of car.

NOTE.—Block Signal Rules, see page 6.

First class trains must not exceed schedule time between Union Station and Third Avenue, Minneapolis, and Northtown Junction.

TRAINS EAST BOUND. **DOUBLE TRACK.**

FIRST CLASS TRAINS.

	114	8	4	12	14	16	18	210	116	102	110	22	24	26	28	10	118	112	2	104	30	32	34	202	108	120	Intermediate	STATIONS
		DAILY	DAILY	EX. SUN.	DAILY	DAILY	DAILY	EX. SUN.		EX. SUN.		DAILY	DAILY	EX. SUN.	DAILY	DAILY		SUN. ONLY	DAILY	DAILY	DAILY	EX. SUN.	DAILY	DAILY	EX. SUN.			
		N. P.	N. P.	Soo	M.&St.L.	C. G. W.	W. C.	C. G. W.		N. P.		Soo	M.&St.L.	Soo	M.&St.L.	C. G. W.		N. P.	N. P.	N. P.	W. C.	Soo	C. G. W.	C. G. W.	N. P.			
		8	4	106	3	4	3	210		102		7	5	101	15	10		112	2	104	1	103	8	202	108			
		A M	A M	A M	A M	A M	A M	A M		A M		A M	A M	A M	A M	A M		P M	P M	P M	P M	P M	P M	P M	P M			
										9.25								2.30		2.55					6.05	0.6	White Bear	
										F 9.22								‡ 2.26							‡ 6.02	0.6	Lake Shore	
										9.20								2.24		2.50					6.00	5.2	M. & D. Junction	
										‡ 9.09								‡ 2.14		2.40					‡ 5.50	2.0	W. C. R. R. CROSSING Gladstone	
										9.05								2.10							5.45	0.5	Claymont	
										‡ 9.04								‡ 2.09		2.35					‡ 5.44	2.0	East Seventh Street	
										8.58								2.03		2.30					5.38	0.5	Third Street Junction	
										8.55								2.00							5.35	0.5	C. B. & Q. CROSSING ST. PAUL, U. Station	
		7.25	7.40		8.00	8.05	8.15	8.20		8.40		8.45	8.50	9.00	9.50	10.45			2.20	2.25	4.30	4.55	5.05	5.20	5.20			C. B. & Q. CROSSING
					7.58	8.03	8.13	8.18				8.42	8.48	8.58	9.48	10.43					4.25	4.52	5.02	5.18		1.2	Third Street	
																												Seventh Street
					7.54	7.59	8.10	8.14				8.37	8.44	8.54	9.43	10.40					4.23	4.48	4.58	5.14		0.8	Mississippi Street	
					7.53	7.58	8.06	8.12				8.36	8.42	8.52	9.41	10.39					4.22	4.47	4.56	5.13		0.4	Trout Brook Junction	
					7.52	7.57		8.11				8.34	8.40	8.50	9.40	10.38						4.45	4.54	5.12		2.8	Soo Line Junction	
					7.47	7.52		8.04					8.35		9.35	10.31							4.47	5.06		2.0	Como Shops	
					7.43	7.48		8.01					8.31		9.31	10.27							4.43	5.03		0.6	St. Anthony Park Junc.	
					7.42	7.47		8.00					8.30		9.30	10.26							4.42	5.01		0.6	Eustis Avenue	
					7.41	7.46		7.59					8.29		9.29	10.25							4.40	5.00		0.4	Prospect Park	
					7.39	7.44		7.58					8.28		9.28	10.24							4.39	4.58		1.0	University Avenue	
					7.36	7.41		7.56					8.25		9.26	10.21							4.36	4.56		0.7	Nineteenth Ave.	
																												C. M. & St. P. Station
					7.33								8.23		9.24											0.7	Sixth Ave.	
					7.31								8.21		9.21											0.7	Third Ave.	
					7.30								8.20		9.20													M. & St. L. Station
		6.50	7.05							8.15									1.50	2.00					4.55			Union Station
		6.45	7.00							7.55									1.47	1.40					4.30	0.6	G. N. CROSSING N. P. Freight Yard	
		6.43	6.58	7.25															1.45							1.4	Fifteenth Ave.	
		6.38	6.52	7.18															1.38							0.8	Atlantic Junct.	
		6.35	6.50	7.15															1.35							0.0	Northtown Junction	
		A M	A M	A M	A M	A M	A M	A M		A M		A M	A M	A M	A M	A M		P M	P M	P M	P M	P M	P M	P M	P M			

SPECIAL RULES.

‡ Regular Station Stop.

Registering and Bulletin stations—See page 1.

Double track switches at Northtown Junction and Third avenue, Minneapolis, will be kept set for east bound trains.

Double track switch at Third street, St. Paul, and east end of N. P. terminal yards, Minneapolis, will be kept set for west bound trains.

Trains running on double track will keep to the right.

Yard limits—Third street and Seventh street to Soo Line Junction;
Third Street Junction to Gladstone;
Nineteenth avenue to Third avenue;
N. P. Freight Yard to Northtown Junction.

Trains using Great Northern tracks between St. Paul and First Street North, where they intersect with this Company's tracks at east end of N. P. freight yard, will be governed by the rules and regulations of that road. All east bound trains must run under full control between M. & D. Junction and Lake Shore, expecting to find fully rated freight trains ahead.

Switchtenders are stationed at Third street, Third Street Junction, Nineteenth avenue, Sixth avenue, Third avenue and end of double track, N. P. freight yard.

All east bound first-class trains will register by ticket at Third avenue and Nineteenth avenue.

Passenger trains will register by ticket at Third Street Junction.

Retainers must be used on grade between Claymont and East Third street, St. Paul, and Summit and Still-water and other grades where in the judgment of the engineer they are necessary in accordance with the rules.

NOTE.—Block Signal Rules, see page 6.

First class trains must not exceed schedule time between Northtown Junction and Third Avenue, and Union Station, Minneapolis.

TRAINS EAST BOUND. DOUBLE TRACK.

Station Numbers	Miles from Northtown Junction	STATIONS	FIRST CLASS TRAINS.												SECOND CLASS TRAINS.											
			6	36	122	38	40	124	42	44	126	20	46	106	48	50	54	52	174	56	58	60	62	64	66	172
			EX. SUN.	EX. SUN.	DAILY	DAILY	EX. SUN.		DAILY	EX. SUN.			DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	EX. SUN.	EX. SUN.	DAILY	DAILY	EX. SUN.	EX. SUN.	EX. SUN.	DAILY
			N. P.	M. & St. L.	N. P.	Soo	Soo		Soo	M. & St. L.			C. G. W.	N. P.	C. G. W.	W. C.	N. P.	M. & St. L.	N. P.	W. C.	Soo	M. & St. L.	Soo	W. C.	N. P. Shop Train	N. P.
			6	13	122	108	85½		8	1			2	106	6	21	54	91	174	23	9	97	11	41		172
			PM	PM	PM	PM	PM		PM	PM			PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM
L 141	26.6	White Bear			6.40									11.45					5.55							8.20
L 141½	26.0	Lake Shore			‡ 6.36									F 11.40					5.50							8.17
L 142	25.4	M. & D. Junction			6.34									11.38					5.45							8.15
L 147	20.2	W. C. R. R. CROSSING Gladstone			‡ 6.24									‡ 11.27					5.25							8.00
L 149	18.2	Claymont			6.20									11.21					5.15							7.51
L 150	17.7	East Seventh Street			‡ 6.19									‡ 11.20					5.10							7.50
L 151	15.7	Third Street Junction			6.13									11.13					5.00							7.40
S 142	15.2	C. B. & Q. CROSSING ST. PAUL, U. Station C. B. & Q. CROSSING	5.50	5.55	6.10	6.40			7.10	7.20			8.25	10.55	11.15											
	14.7	Third Street		5.53		6.38			7.05	7.18			8.23		11.13											
		Seventh Street																5.45		7.20	8.35	11.58			6.28	
	13.5	Mississippi Street	Via Great Northern	5.49		6.34			7.00	7.14			8.19	Via Great Northern	11.09	2.57	4.00	5.35		7.10	7.13	8.25	11.50	3.18	6.19	
	12.7	Trout Brook Junction		5.48		6.33			6.59	7.12			8.18		11.08	2.55	3.55	5.33		7.08	7.10	8.23	11.47	3.15	6.17	
	12.3	Soo Line Junction		5.47		6.32			6.58	7.11			8.17		11.06		3.50	5.31		7.08	8.21	11.45			6.16	
	9.5	Como Shops		5.41		6.27			6.54	7.05			8.11		10.58		3.40	5.22				8.11			6.08	
L 156½	7.5	St. Anthony Park Junc.		5.37		6.23			6.50	7.01			8.07		10.54		3.35	5.16				8.07				
	6.9	Eustis Avenue		5.36		6.22			6.49	7.00			8.06		10.53			5.10				8.05				
	6.3	Prospect Park		5.35		6.20			6.48	6.59			8.04		10.51			4.52				7.55				
	5.9	University Avenue		5.34		6.18			6.46	6.58			8.03		10.50			4.49				7.50				
	4.9	Nineteenth Ave.		5.31		6.15			6.42	6.55			8.01		10.46			4.45				7.47				
																					7.43					
L 159		C. M. & St. P. Station				6.10 6.00			6.35																	
	4.2	Sixth Ave.		5.28		5.57				6.53								4.41				7.40				
	3.5	Third Ave.		5.26		5.54				6.51								4.39				7.37				
		M. & St. L. Station		5.25						6.50																
		Union Station G. N. CROSSING	5.20											10.30												
S 131	2.8	N. P. Freight Yard	‡ 5.18			5.51								10.05												
	2.2	Fifteenth Ave.	5.15			5.50	6.00																			
	0.8	Atlantic Junct.	5.08			5.43	5.53																			
S 128	0.0	Northtown Junction	5.05			5.40																				
			PM	PM	PM	PM	PM		PM	PM			PM	PM	PM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM

SPECIAL RULES.

‡ Regular Station Stop.
Registering and Bulletin stations.—See page 1.
 Clearance cards will not be issued to trains using double tracks except to clear train order signals as required by the rules.
 Crossings with G. N. between N. P. Freight Yard and Third avenue and with C. B. & Q. at Third street and Third Street Junction are single track. All trains in either direction will come to full stop at end of double tracks and get switchtender's signal before proceeding.
 Freight trains going east will cross over to passing track at Lake Shore and use this track to White Bear.

Running orders will not be issued to irregular trains using double tracks, but all such trains and engines running on double tracks outside of established yard limits will, unless they have previously registered in the usual manner at their starting terminal, be required to fill out and file at the first open telegraph office a trip record or registering ticket on Form 3204.

Operators receiving these forms will be required to register and report such trains or engines as per tickets, reporting promptly any failure of Conductors or Enginemen to register as required.

Regular trains, when required to register by ticket, will use above form.

NOTE.—Block Signal Rules, see page 6.

Note Important Changes in Rules and Train Numbers.

TRAINS WEST BOUND. SINGLE TRACK.

FREIGHT 53	MIXED 155 (108's Connection)	FREIGHT 55	FREIGHT 151							PASSENGER 143 (106's Connection)	PASSENGER	PASSENGER	PASSENGER 125 (111's Connection)	PASSENGER 133 (101, 104 & 112's Con.)	PASSENGER	PASSENGER	PASSENGER	PASSENGER 131 (102 & 107's Connections)	PASSENGER 115	Distance from Stillwater	STATIONS	Intermediate Distance
Sec'd Cl's DAILY	Sec'd Cl's EX. SUN.	Sec'd Cl's DAILY	Sec'd Cl's DAILY							First Cl's DAILY			First Cl's SUN. ONLY	First Cl's DAILY				First Cl's EX. SUN.				
	4.45 PM									10.45 PM			5.00 PM	1.45 PM				7.30 AM		0.0	Stillwater	0.0
	F 4.55									10.55 F			F 5.10	F 1.55				F 7.40		3.8	Summit W. C. CROSSING	3.8
	F 5.00									11.00 F			F 5.15	F 2.00				F 7.45		6.0	Duluth Jct.	2.2
	‡ 5.15									11.07 ‡			‡ 5.22	‡ 2.07				‡ 7.52		9.0	Mahtomedi	3.0
	F 5.18									11.09 F			F 5.24	F 2.09				F 7.54		9.8	Peninsula	0.8
	F 5.21									11.11 F			F 5.26	F 2.11				F 7.56		10.6	Dellwood	0.8
	F 5.23									11.13 F			F 5.28	F 2.13				F 7.58		11.2	White Bear Beach	0.6
	5.45 PM									11.20 PM			5.35 PM	2.18 PM				8.05 AM		12.5	White Bear	1.3
																				13.1	Lake Shore	0.6
																				13.7	M. & D. Junction	0.6
																				17.2	Little Canada	3.5
																				20.7	Owasso	3.5
																				21.7	Rose	1.0
																				23.2	Belt Line R.R. Crossing	1.5
	9.45 PM																			28.2	St. Anthony Park Jct.	
																				27.6	Park Junction	0.9
	9.50 10.40																			26.0	East Minneapolis Jct. R. R. CROSSING	2.8
	10.45																			27.3	Mulberry Street Jct. SOO CROSSING	1.3
	10.55																			29.1	Northtown Junction	1.8
	11.10 PM																					
DAILY	EX. SUN.	DAILY	DAILY							DAILY			SUN. ONLY	DAILY				EX. SUN.				

‡ Regular Station Stop.

SPECIAL RULES.

No. 156 has right over No. 131.

Diverging inferior class trains at Mississippi Street, St. Anthony Park Junction and Eustis avenue will not be required to procure orders on the time of delayed first-class trains moving in the same direction on double track, but when given the route by towermen will be governed accordingly and may proceed, but if detained and are overtaken by such delayed first class trains, must let them by promptly.

Special passenger trains, east-bound Como Shop trains and light road engines may run ahead of delayed first-class trains without orders, and all inferior to first-class trains may run ahead of each other without orders.

Trains and engines between double track switch at Third street and Union Station will be governed by St. Paul Union Station Rules and Regulations.

All trains and engines using cross-overs must protect themselves in either direction in accordance with general rules, and run at safe speed.

Yard engines in yard limits will work on time of first-class trains after they are five minutes past due and will work on time of all other trains until they arrive, but will relinquish track immediately upon arrival of such trains. Delayed first-class and all other trains will be under proper control in yard limits, expecting to find yard engines using main tracks.

Trains passing out of Minnesota Transfer onto line "B" may be run over west-bound main track between Eustis avenue and St. Anthony Park Junction when fully protected at St. Anthony Park by semaphore. Towerman at Eustis avenue and Conductor must know before allowing such movements, that train is properly protected.

Cars must not be left on the main track without an engine attached, under any circumstances, unless unavoidable in case of accident. Trains standing on main track between stations must not use or depend upon semaphore signals for protection. They must be protected according to the general rules.

Trains to and from C. M. & St. P. passenger station, Minneapolis, will use the proper switches and cross-overs between Fifth avenue and Eighth avenue, and be governed by the rules and regulations of that road moving under signals of yard men with train under absolute control.

Engineers will not be required to consult registers except at initial or starting point.

Yard engines will handle Soo Line trains Nos. 7 and 107, between Sixth avenue and C. M. & St. P. passenger station. Road engines backing up will not use steam while yard engines are handling train unless called upon by yardmen. All trains backing up must be provided with back-up hose and have a competent man in charge prepared to stop trains at all times.

All trains and engines will come to full stop at all railroad crossings. Interlocking Signals are located at Park Junction on Line "B," M. & D. Junction, at Fifteenth avenue, University avenue, Eustis avenue, St. Anthony Park Junction and Mississippi street. At the latter point, east-bound movements are controlled by a five-arm Signal mast and by Dwarfed Lettered Route Signals as indicated below.

Engineers will call for route when approaching Mississippi street on main line, or if awaiting Dwarf Signal Route, will call for same as indicated below.

Whistle Call.	Semaphore.	Letter.
—1st or top arm,	or	S. Wisconsin Central or Bunker Hill Track.
—2d	"	F. Freight Tracks to Seventh street.
—3d	"	P. Passenger Tracks to Union Station.
—4th	"	R. Round House.
—5th	"	C. Coal Dock.

When Interlocking Signals are inoperative and movements are directed by hand signals from the Tower, a Green Signal will be used at night. No other signal should be recognized by Engineers at such times.

Yard Limits—Northtown Junction to St. Anthony Park Junction and Mulberry Street Line;
M. & D. Junction to White Bear;
Stillwater to Summit.

TRAINS EAST BOUND. SINGLE TRACK.

		TRAINS EAST BOUND.																																					
		SINGLE TRACK.																																					
STATIONS		PASSENGER 130		PASSENGER 116		PASSENGER 118		PASSENGER 136		PASSENGER 138 (101, 104 and 112's Con.)		PASSENGER 134		PASSENGER 140		PASSENGER 122 (103 and 108's Con.)		PASSENGER 126										FREIGHT 54		MIXED 156 (105's Connection)		MIXED 154 (102 and 107's Con.)		FREIGHT 152					
										First Cl's DAILY						First Cl's DAILY												Sec'd Cl's DAILY		Sec'd Cl's DAILY		Sec'd Cl's EX. SUN.		Sec'd Cl's EX. SUN.					
29.1	Stillwater	LG								3.30 PM							7.15 PM																						
25.3	Summit	LG								F 3.20							F 7.05																						
23.1	Duluth Jct.	LG								F 3.15							F 7.00																						
20.1	Mahtomedi	LG								‡ 3.05							‡ 6.50																						
19.3	Peninsula	LG								F 3.03							F 6.48																						
18.5	Dellwood	LG								F 3.01							F 6.46																						
17.9	White Bear Beach	LG								F 2.59							F 6.44																						
16.6	White Bear	L								2.55 PM							6.40 PM																						
16.0	Lake Shore	L																																					
15.4	M. & D. Junction	L																																					
11.9	Little Canada	L																																					
8.4	Owasso	L																																					
7.4	Rose	L																																					
5.9	Belt Line R.R. Crossing	L																																					
5.3	St. Anthony Park Jct.	L																																					
4.7	Park Junction	L																																					
3.1	East Minneapolis Jct.	L																																					
1.8	Mulberry Street Jct.	L																																					
0.0	Northtown Junction	B																																					
		128																																					
										DAILY							DAILY																						
														</																									

‡ Regular Station Stop.

BLOCK SIGNALS.

The Block Signal System is intended for additional safety to trains and to prevent the admission of a second train or engine into any block until the first has passed out or has cleared the main track at a turn-out. It is not intended to, and does not, relieve Enginemen or Trainmen from protecting their trains, as provided in the Time Table rules.

Automatic Block Signals of Semaphore pattern are in service between University avenue and Third street and at either end of Tunnel on West Side line.

All Semaphore arms that govern are displayed to the right of signal mast as seen from an approaching train.

The movement of trains will be regulated by Block Signal indications as follows:

A—HOME SIGNAL: An arm with a square end in a horizontal position indicates that the block is not clear and is a signal to STOP.

B—DISTANT SIGNAL: An arm with a forked end in a horizontal position indicates that the next signal is not clear, or track is obstructed between distant and home signals, and train must proceed under FULL CONTROL.

C—An arm in a diagonal position indicates that the block is clear and is a signal to PROCEED.

D—At night the position of the signals will in addition be shown by colored lights:

Red,	Stop.
Green,	Caution.
White,	Proceed.

When a train is stopped by a Home Block Signal, it may proceed when the signal is cleared, or it may proceed after waiting one minute and then running under FULL CONTROL—this applies only to Automatic Block Signals—Interlocking, Home or Route Signals must not be passed until they show clear.

A train stopped by a Block Signal must stand facing the Signal so that its indication may be observed from the engine.

All switches are provided with switch instruments so connected to switch points that the opening of any switch will hold the Home Signal of that block at danger until the switch is again closed. The opening of a switch at either end of a main track cross-over will hold Signals on both tracks at danger in the same manner. Neither switch of a cross-over must, therefore, be opened until the movement of train is to be made.

Certain switches are provided with indicators of dwarf Semaphore pattern which show danger when a train is approaching in the same block. Trainmen with trains upon a siding or diverging route, desiring to go upon or cross Northern Pacific main tracks, shall not open the switch leading to that track if the indicator shows danger, but must wait until the approaching train on the Northern Pacific track shall have passed the switch and beyond the Signal next adjoining in the direction in which the train is moving. Switches not provided with indicators must be used only under protection of flag as prescribed by rule.

If the indicator does not show danger after a switch has been opened it signifies that the Block Signal has failed to go to danger. In such case movements must be made under protection of flag.

Cars and engines on side tracks must stand back of wooden splice joints.

All Automatic Block Signals are designated by number and by a diagonal yellow stripe on semaphore blade and yellow light displayed under the regular signal light. Signals governing west-bound trains have odd numbers, and those governing east-bound trains have even numbers. Interlocking Signals are not numbered.

If a Block Signal is out of order, the letter "C" indicating caution will be displayed in place of the number, and trains may proceed under FULL CONTROL without stopping.

When a signal is evidently out of order and not indicated, Engineers will report to Superintendent from first telegraph office at which they stop, giving number of Signal which is out of order or on which the light is not burning at night.

Enginemen of any train entering a block, as provided by these rules, will be held responsible in case of accident caused by overtaking the preceding train.

EXTRACTS FROM BOOK OF TRANSPORTATION RULES.

GENERAL RULES AND REGULATIONS.

SAFETY PRECAUTIONS AND CASUALTIES.

- Injury to person or property.** 60. The greatest care and watchfulness must be exercised to prevent injury or damage to persons or property; in case of doubt take the safe course and run no risk.
- No notice of the running of trains.** 61. It must be understood that no notice will be given of the contemplated running of trains; be prepared for them at any hour of the day or night.
- Assistance in case of accident.** 62. In case of accident to trains or roadway, employes are required to do their best to clear the road, or to assist as may be required at the time, whether in the line of their usual duty or not.
- Walking or standing on track.** 63. All are cautioned not to walk or stand upon the tracks except when necessary, and, as far as possible, to prevent the public from so doing.
- Intoxicated, idiotic or insane persons.** 64. When persons who are evidently intoxicated, idiotic, or insane, are seen in vicinity of tracks or stations, they should be guarded from approaching trains, and, as soon as possible, be put in the custody of the police or other proper authorities.
- Dangerous condition of track, structures, etc.** 65. If defective or dangerous condition is discovered, or known to exist, in the construction of tracks, structures, equipment, appliances, tools, or other property whereby hazard exists or casualty might result, immediate and full report must be telegraphed to the Head of Department and Superintendent.
- Care in handling engines.** 66. Engineers are directed to exercise great care in handling their engines while yardmen or others are making couplings, and must pay particular attention to signals. Conductors and yardmen are directed to report to the Superintendent any Engineer who fails to comply.

TIME-TABLES.

- Superseding preceding time table.** 204. Each Time-table, from the moment it takes effect, supersedes the preceding Time-table. A train of the preceding Time-table shall retain its train orders and take the schedule of the train of the same number on the new Time-table.
- Special rules.** 206. Special rules published on a Time-table, at variance with these rules and regulations, are effective only during the continuance of such Time-table.

SIGNAL RULES.

- Use of signals.** 207. Signals must be used strictly in accordance with the rules, and Trainmen, Engineers, and all concerned must keep a constant lookout for signals. Those giving signals must locate themselves so as to be plainly seen, and make them so as to be plainly understood. The utmost care must be exercised by Trainmen, Yardmen and Engineers to avoid taking signals that may be intended for other trains. Unless Conductor and Engineer are positive that signals given are for them, they will not move their trains until communication is made by words. In backing a train the disappearance from view of trainman, or lamp by which signals are given, will be construed as a stop signal.
- Torpedoes.** 215. A torpedo, placed on the rail, is a signal in addition to the usual signals. The explosion of one torpedo is a signal to stop immediately; the explosion of two not more than 200 feet apart is a signal to reduce speed immediately, and look out for a stop signal.
- Yard engine display headlight.** 218. Yard engines will display a headlight to the front and rear by night; or, when not provided with a headlight at the rear, two white lamps must be displayed. Yard engines will not display markers.
- Train signals to be displayed.** 219. The following signals must be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, a green flag; by night, a white light to the front and a red light to the rear, except when trains turn out to be passed by others and are clear of the main track, when green lights must be displayed to the front and rear. Red must again be displayed to the rear and white to the front before returning to main track.
- Green signals on engines.** 220. Two green flags, and, in addition, two green lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is followed by another train under the same schedule. All sections except the last must display these signals.
- White signals on engines.** 221. Two white flags, and, in addition, two white lights by night, displayed in the places provided for that purpose on the front of an engine, denote that the train is an extra. These signals must be displayed by extra trains of all kinds.

Leading engine display signals. Whistle signals.

One flag or light indicates same as two.

White light on cars pushed.

Signal appliance on passenger trains. Blue flags.

Imperfectly displayed signals. Absence of signals.

Ring engine bell. Road crossings and whistling posts.

Unnecessary use of whistle or bell.

Signals for crossing. Watchmen.

Classification

Starting signal. Keep out of superior train's way. Failure to clear. Advance of schedule time.

Lose right and class. Limits of work extras.

Terminals, junctions, railroad crossings, draw bridges, etc.

222. When two or more engines are coupled to a train, the leading engine only shall display the signals as provided in Rules 220 and 221, except helping engines duplicate signals of engine they doublehead. Whistle signals will be sounded by the leading engine.

223. One flag or light displayed as provided in Rules 220 and 221, indicates the same as two; but the proper display of all train signals is required.

224. When cars are pushed by an engine (except when shifting or making up trains in yards), a white light must be displayed on the front of the leading car by night.

225. Each car on a passenger train must be connected with the engine by a communicating signal appliance.

226. A blue flag by day and a blue light by night, placed on or at the end of a car, engine or train, denotes that workmen are at work under or about the car, engine or train. The car, engine or train thus protected must not be coupled to or moved until the blue signal is removed by the person who placed it. When a car, engine or train is protected by a blue signal, other cars must not be placed in front of it, so that the blue signal will be obscured, without first notifying the workmen, that they may protect themselves.

RULES GOVERNING THE USE OF SIGNALS.

227. A signal imperfectly displayed, or the absence of a signal at the place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the Superintendent. On branches or districts of light traffic, where lights are not used at night on day office telegraph signals, all trains will positively ascertain position of signal before passing.

230. The engine bell must be rung when an engine is about to move.

231. The engine bell must be rung on approaching every public road crossing at grade, and until it is passed; and the whistle must be sounded at all whistling posts, approaching public road crossings at grade, and all obscure points.

232. The unnecessary use of whistle or bell is prohibited; they will be used only as prescribed by rule or law, or to prevent accident.

233. White signals must be used by watchmen at public road and street crossings to prevent persons and teams from crossing when trains are approaching; red signals must be used by them only when necessary to stop trains.

CLASSIFICATION OF TRAINS.

281. Trains of the first class are superior to those of the second; trains of the second class are superior to those of the third; and so on. Extra trains are of inferior class to regular trains of whatever class.

On single track, all east-bound trains have the absolute right of track over all west-bound trains of the same class. For Time-table purposes the direction of trains is made arbitrary, either east or west, such direction being specified on Time-table.

MOVEMENT OF TRAINS.

284. A train must not start until the proper signal is given.

285. An inferior train must keep out of the way of a superior train.

290. A train failing to clear the main track by the time required by rule must be protected as provided in Rule 299.

291. A train must not arrive at a station in advance of its schedule arriving time.

A train must not leave a station in advance of its schedule leaving time.

294. Regular trains twelve hours or more behind their schedule time lose both right and class.

297. Work extras will be assigned working limits. When protected as provided by Rule 299, they may occupy main track until arrival of second class and inferior trains, clearing them after arrival with least delay.

298. (a) All trains must approach terminals, the ends of double tracks, junctions, railroad crossings at grade and drawbridges, prepared to stop, and must not proceed until switches or signals are seen to be right, or the track seen to be clear. Where required by law, all trains must stop.

(b) Speed of all trains over junction switches, railroad crossings at grade and drawbridges, must be under such control as to insure safety.

(c) Trains will not stand on grade crossings or other railroads longer than absolutely necessary.

(d) Unless protected by interlocking signals and derails, all trains, before passing over railroad crossings at grade or drawbridges, will come to a full stop, signaling advance by two short blasts and not proceeding until crossing is known to be clear or bridge closed. Where view is obstructed a Flagman will precede the train to the crossing or bridge.

Passing through yards.

Cars on main track

Speed.

Flagging.

(c) All trains must approach and pass through yards under full control.

(f) Within yards second and inferior class trains and yard engines must move carefully looking out for each other, the position of switches, and obstructions on tracks, and will not occupy the main track on the time of first class trains unless protected.

Cars will not be left on main track at night without placing lights on them or taking other precautions to make them conspicuous to other yardmen, enginemen and trainmen.

(j) Speed of all trains will conform to special rules; will be so reduced depending on braking power and distance of vision at all points where slides or obstructions may be expected, as to insure absolute safety; and at no place exceed a rate, which in the judgment of engineers and conductors, is safe and proper.

299. (a) When a train stops or is delayed under circumstances in which it may be overtaken by another train the flagman must go back immediately with danger signals a sufficient distance to insure full protection. When recalled he may return to his train, first placing two torpedoes on the rail when the conditions require it. The front of the train must be protected in the same way when necessary, by the fireman.

(b) The general rule for protecting a train or obstruction by flag requires the flagman to proceed back rapidly with danger signals for a distance of one-half to one mile (18 to 35 telegraph poles), the distance increasing for descending grades, and until he can have an unobstructed view of an approaching train for at least one-fourth of a mile beyond, where he must remain until called by the whistle of his engine, as per rules 214 (d) and (e), or if an approaching train is within sight or hearing, until it has stopped.

(c) At the point to which it is required to proceed, or on the approaching of a train before that point is reached, he will display proper danger signals and, in addition, place two torpedoes on the rails opposite each other so as to make one report.

(d) Should he be recalled before the arrival of an approaching train, he will take up the torpedo on the fireman's side and place it on the rail on the engineer's side, 60 feet (2 rail lengths) from the other, and will, when the view is obstructed by fog or otherwise, place a lighted red fusee on the track and one or more, as may be necessary, at other points, to fully protect his train while he is returning. If first-class train is due within 10 minutes, flagman will remain out until train arrives, and engineer should not till then give signal to call in flagman.

(e) Should a flagman be recalled before reaching the required distance he must, before returning, place two torpedoes, 60 feet apart, a sufficient distance from his own train to protect it while he is returning. When it is necessary to protect the front of a train, or if any other running track is unsafe or obstructed, the same precautions will be observed.

(f) Should the speed of a train be reduced or its rear endangered, making it necessary to check a following train before a flagman can get back, lighted red fusees shall be thrown to the track at intervals.

(g) Responsibility for protection of a train rests with conductor and engineer, and they must know that their brakemen, flagmen and firemen are conversant with and fully understand the application of all rules relating to the protection of trains, and comply therewith.

(h) Engineers hearing one torpedo will at once bring their trains to a full stop, and then for a distance of one mile proceed only with extreme caution. Should there be two explosions, they will immediately reduce speed, proceeding for a distance of one mile, with train under full control. Failing to find flagmen or obstruction within a distance of one mile, they will assume that line is clear and resume usual speed.

300. When the Flagman goes back to protect the rear of his train, the next Brakeman must immediately take the Flagman's position on the train, and remain there until relieved by the Flagman.

301. If a train should part while in motion, trainmen must, if possible, prevent collision of the detached portions. Engineers must give the signal as provided in Rule 214 (f), and keep the front portion of the train in motion until the detached portion is stopped. The front portion may go back, regardless of all following trains, to recover the detached portion, running with caution and following a flagman. The detached portion must not be moved or passed until the front portion returns.

When it is known that the detached portion has been stopped, and the whole occurrence is in such view that signals can be seen, the conductor and engineer may arrange for recoupling.

When necessary for safety or to expedite the work of regaining the rear portion of the train, the forward portion will be taken to and set out on a siding.

Before backing the forward portion, the condition of draft rigging on rear end of rear car must be examined.

EXTRACTS FROM BOOK OF TRANSPORTATION RULES—Continued.

Engines without pilots.	302. When engines without pilots are run, or a train is being pushed or backed, it must be done at slow speed, and if a train (except when shifting and making up trains in yards), a flagman must be placed in a conspicuous position on the front of the leading car, or in advance, to immediately signal the engineer in case of danger and warn others.	Avoid leaving trains standing alone.	(g) Time posted will be indorsed on face of each bulletin, and officer issuing advised that bulletin has been posted. Telegraph bulletins affecting safety of trains will be repeated to insure accuracy.	High semaphores.	572. Semaphores governing movements on main tracks with the current of traffic will be of high pattern, the arms being located about twenty or twenty-five feet above grade. (On single track the current of traffic is in both directions.)
Trains being pushed or backed.	Trains will not be backed or detached cars run over public crossings or highways except at slow speed, and when there is a trainman on or in advance of the leading car, with light at night, who will protect those using the crossing.	Brakemen on top of trains.	311. Train or engine men will not leave train standing alone on main line or on grades. One man must remain with engine and one with rear car of train under such conditions.	Homesignals.	573. Home signals on high posts on main track may have two arms on the same post, the higher arm signaling movements to the main or high-speed route; the lower arm signaling movements to any of one or more divergent routes.
Public crossings or highways.	303. Messages or orders respecting movement of trains or condition of track or bridges must be in writing.		319. Freight brakemen must be on top of trains approaching and passing all points where speed is likely to be reduced or stops made, and before passing stations freight Engineers will obtain signal from rear of train prescribed by Rule 212 (b), answering as prescribed by Rule 214 (b).	Dwarf semaphores.	574. Signals governing reverse movements on main tracks, movements from sidings or in yards, will be of the low or dwarf pattern, the arms being located about two and a half feet above grade. One arm only will be used on dwarf posts, and will govern movements to any of one or more divergent routes.
Orders to be written.	304. Caution must be used by engineers of trains approaching stations where any train is receiving or discharging passengers, full stop being made before passing such train.			Location of signal posts.	575. Signal posts will, when practicable, be located on the right hand side of the track which they govern. When this is impracticable, signal posts will be located on a bridge over the right hand rail of the track governed, or on a bracket post, the location of the upper post on the bracket corresponding to the location of the track governed.
Approaching stations.	305. (a) Switches must be left in proper position after using. Conductors will be held responsible for the position of switches used by them and their trainmen, except where Switch-tenders are stationed.	Train orders.	401. For movements not provided for by the Time-table, train orders will be issued by authority and over signature of the Superintendent. They must contain neither information nor instructions not essential to such movements. They must be brief and clear; in the prescribed forms when applicable; and without erasure, alteration, or interlineation.	Limits of interlocking.	576. Limits of interlocking commence at home signals.
Responsibility for switches.	(b) Whoever opens a switch shall remain at it until it is closed, unless relieved by some other competent employee.	Addressed to.	404. Train orders must be addressed to those who are to execute them, naming the place at which each is to receive his copy. Those for a train must be addressed to the Conductor and Engineer, and also to any one who acts as Pilot. A copy for each person addressed must be supplied by the Operator. Conductors must acquaint their rear Brakemen, and Engineers their Firemen, with all orders.	Home signal at danger.	577. Run quite up to home signals, but never beyond them when at "Danger." Never pass a home interlocking signal when at "Danger."
	(c) When there is more than one train to use a switch, it must not be left open unless one of the trainmen of the following train is there and takes charge of it.			Distant signal at caution.	578. If a distant signal shows "Caution," trains may pass by it, but must be brought under full control, prepared to stop before reaching the home signal. If both distant and home signals show "Safety," trains may proceed without stopping.
	(d) At meeting and passing points in case train backs off of main line, Engineer will personally see that switch is properly returned to main track.			Signal for each movement.	579. A signal will be given for each movement to be made. After having received a signal to pass in one direction, do not move in the opposite direction without receiving the proper signal for such movement.
	(e) At meeting or passing points the employe attending switch will, after locking it to main track, take position on opposite side of track from switch stand, remaining there until train has passed. In case of double track, obstructions, or when train is moving between main track and siding, position will be taken at a distance of ten feet or more from the switch stand and retained until the last wheels have cleared the switch rail.	Semaphores.	570. Signals used are of the semaphore pattern, consisting of movable arms projecting to the right from posts, as viewed from tracks from which train movements are indicated. (The back view of a signal in no case indicates a train movement.)	More than one arm.	580. In case there is more than one arm on the post, the arm cleared signals movement to the route which it governs.
Flying switches.	(f) Flying switches must be avoided whenever possible. When absolutely necessary, the utmost precaution is required, engine to be given the straight track when practicable.	Description of signals.	571. The kind of signals used and their indications are as follows: A. Semaphore "Home" or "Stop" signals having one of the two following positions: (a) A square-ended red arm extended horizontally by day, or a red light by night, will indicate "Danger" or "Stop." Signal must not be passed when in this position. (b) A square-ended red arm dropped at an angle of sixty degrees by day, or a white light by night, will indicate "Safety" or "Go ahead." B. Semaphore "Distant" or "Caution" signals, having one of the two following positions: (a) A forked green arm extending horizontally by day, or a green light by night, will indicate "Caution," or that home signal for high-speed route is at "Danger." (b) A forked green arm dropped at an angle of sixty degrees by day, or a white light by night, will indicate "Safety," or that home signal or signals for high-speed route are clear.	Dwarf signals.	581. Movements governed by dwarf signals, or by the lower arm of a post having two arms, must be made with train under full control.
Safety of trains.	306. Both Conductors and Engineers are responsible for the safety of their trains, and, under conditions not provided for by the rules, must take every precaution for their protection.			Absence or bad order of signals.	582. In case of absence of a fixed signal (such as no light at night or other cause), of one imperfectly displayed, of the making of reverse movements which may not be signaled, or at any time when signals may be out of order, all trains must be brought to a full stop, and only proceed through the limits of interlocking by taking every precaution and in accordance with instructions from towerman.
Under direction of conductor.	Trains will be run under direction of the Conductors, except when such directions involve risk or hazard.			Switches between distant and home signals.	583. Distant signals when used do not indicate position of switches or other obstruction which may be located between distant and home signals.
Safe course.	307. In all cases of doubt or uncertainty, the safe course must be taken and no risks run.			Flying switches.	584. Flying switches within the limits of interlocking are prohibited.
Registering.	308. (a) Conductors of all trains and Engineers of engines without Conductors, will register their trains in the train register, at points designated by Time-table.			Detector bars.	585. Engines or cars must not be left standing over detector bars, as they will prevent the operation of switches and signals, and Enginemen are particularly cautioned not to allow sand or water to run within limits of interlocking.
Bulletins.	(e) Bulletins will be posted in books or on boards provided for the purpose. (f) Conductors and Engineers will consult bulletins before departing, receipting for the last and all previous bulletins by recording the number of the last bulletin in the place provided, and will be held accountable for all bulletins posted prior to their departure.				

COMMERCIAL SPURS.

STILLWATER LINE.

Distance from Stillwater.

People's Ice Co. Spur	10.0 Miles
St. Paul Ice Co. Spur	11.3 "
Dodge Siding	16.2 "

DR. W. COURTNEY, Chief Surgeon, Brainerd Hospital.
 DR. S. W. MOWERS, Assistant Surgeon, Brainerd Hospital (s).
 Brainerd Shops (s).
 DR. G. R. METCALF, 110 West Fourth St., St. Paul.
 DR. E. L. MANN, Endicott Building, St. Paul.
 DR. C. L. GREENE, Lowry Building, St. Paul.
 DR. J. A. QUINN, 326 Wabasha St., St. Paul.
 DR. J. W. CHAMBERLIN, Oculist, 220 Lowry Building, St. Paul.
 DR. E. V. APPLEBY, Oculist, 90 Lowry Building, St. Paul.

AUTHORIZED SURGEONS--ST. PAUL DIVISION.

LOCATION OF STRETCHERS (S).

DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 660 Case Street, St. Paul.
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline.
 DR. A. HENDERSON, Merriam Park.
 DR. C. M. CANNON, Office 946 Raymond Ave., Residence 227 Carter Ave.
 St. Paul Freight Station (s).
 " Mississippi St. (s).
 " Como Shops (s).

St. Paul Third Street Freight Station (s).
 DR. F. A. DUNSMOOR, Andrus Building, Minneapolis.
 DR. A. A. LAW, Andrus Building, Minneapolis.
 DR. O. S. CHAPMAN, 1123 Fourth Ave. S., Minneapolis.
 E. Minneapolis (s).
 Minneapolis, Car Foreman's Office (s).
 Gladstone Shops (s).
 DR. C. L. CLARK, White Bear Lake (s).
 DR. B. J. MERRILL, Stillwater.

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 service 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.

J. E. CRAVER,
Train Master.

J. B. McLANE,
Chief Dispatcher.