

# NORTHERN PACIFIC RAILWAY COMPANY

AND  
MINNEAPOLIS & ST. LOUIS RAILROAD

# JOINT TIME 78 TERMINAL TABLE

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

**MONDAY, APRIL 6th, 1914.**

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.**

**G. A. GOODELL,**  
General Manager.

**C. L. NICHOLS,**  
General Superintendent.

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

**NEWMAN KLINE,**  
Superintendent.

**C. W. HUNTINGTON,**  
Vice President and General Manager, M. & St. L. R. R.

**E. E. KERWIN**  
General Superintendent, M. & St. L. R. R.

**C. P. STEMBEL,**  
Superintendent, M. & St. L. R. R.





FIRST SUB-DIVISION  
(JOINT TERMINAL)

EASTWARD

Distance from St. Paul.	TIME TABLE No. 78 APRIL 6, 1914. Succeeding No. 77.	Water, Fuel, Scales, Turn Tables and Wyes.	FIRST CLASS																			
			100	102	104	62	78	64	110	68	116	66										
			Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger										
STATIONS			Except Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday Only	Daily	Daily	Except Sunday	Daily	Daily										
24.0	STILLWATER 4.0	W, T			As 8.40 AM 105				As 8.35 PM		As 7.12 PM 157 & 149											
20.0	SUMMIT 2.2				f 8.30				f 8.23		f 7.03											
17.8	DULUTH JCT. 2.9				f 8.25				f 8.18		f 6.53											
14.9	MAHTOMEDI 0.9	T	As 6.55 AM 101		s 8.19				s 8.12		s 6.52											
14.0	PENINSULA 0.7		f 6.52		s 8.16				s 8.09		s 6.49											
13.3	DELLWOOD 0.7		f 6.50		s 8.14				s 8.06		s 6.46											
12.6	WHITE BEAR BEACH 1.3		f 6.48		s 8.11				s 8.04		s 6.44											
11.3	WHITE BEAR 0.6	W,C,T	L 6.45 AM	As 8.28 AM	L 8.08 AM 103	As 9.20 AM	As 2.20 PM	As 8.00 PM	L 8.00 PM	As 6.10 PM 63	s 6.40	As 12.10 AM										
10.7	LAKE SHORE 0.6			s 8.25		f 9.17	s 2.17	2.55		s 6.07	s 6.37	f 12.06										
10.1	M. & D. JUNCTION 5.1	Y		8.23		9.15	2.15	2.54		6.05	6.36	12.04 AM										
5.0	SOO LINE CROSSING GLOSTER 2.1	W,C,T		s 8.14		s 9.05	s 2.06	2.46		s 5.55	s 6.28	s 11.55 PM										
2.9	CLAYMONT 0.4			8.10		8.59	2.01	2.42		5.50	6.24	11.51										
2.5	EAST SEVENTH STREET 2.0			s 8.09		s 8.58	s 2.00	2.41		s 5.49	s 6.23	s 11.50										
0.5	THIRD STREET JCT. 0.5			8.03		8.52	1.53	2.34		5.43	6.17	11.43										
0.0	UNION DEPOT (ST. PAUL) 10.4			L 8.00 AM		s 8.50	L 1.50 PM	s 2.30		s 5.40	L 6.15 PM	s 11.40										
	UNION DEPOT (Minneapolis)					L 8.10 AM		L 2.00 PM		L 5.05 PM		L 11.00 PM										
			Except Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday Only	Daily	Daily	Except Sunday	Daily	Daily										
	Time over Sub-Division		0.10	0.28	0.32	0.30	0.30	0.30	0.35	0.30	0.57	0.30										
	Average Speed Per Hour.		21.6	24.2	23.8	22.6	22.6	22.6	21.7	22.6	25.2	22.6										

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN ST. PAUL AND WHITE BEAR. AUTOMATIC BLOCK BETWEEN ST. PAUL AND WHITE BEAR.

SPECIAL RULES.

Rules Governing Mountain Grade Operation will govern the handling of all Westward Freight Trains between Claymont and Third St.

Passenger trains will register by ticket at Third Street Junction.  
The speed of trains must not exceed eight (8) miles per hour while crossing Earl Street at East Seventh Street Station.  
All trains must run under control between M. & D. Junction and Lake Shore, expecting to find fully rated freight trains ahead.  
HELPER DISTRICT.—Between St. Paul and Claymont and Stillwater and two miles west.  
Freight trains going east will cross over to passing track at Lake Shore and use this track to White Bear.  
DERAIL SWITCHES are located as follows, and must be kept set in derailing position when not in use:  
West End of delivery track, East Seventh Street.  
West End of transfer track, East Seventh Street.  
West End of Sidings Nos. 1, 2, 3, and 4, Claymont.  
East End Summit Siding.  
East End of American Clay Products Mfg. Co's. Spur, Stillwater.

Special passenger 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.  
All trains and engines using Cross-overs must protect themselves in either direction in accordance with general rules and run at safe speed.  
Retainers must be used on grade between Summit and Stillwater and other grades where in the judgment of the Engineman they are necessary in accordance with the rules.





WESTWARD

SECOND SUB-DIVISION  
(JOINT TERMINAL)

FIRST CLASS														TIME TABLE No. 78 APRIL 6, 1914. Succeeding No. 77.	FIRST CLASS				SECOND CLASS		
81	59	25	55	29	27	91	53	21	33	35	41	39	43		47	37	49	93	165		
Except Sunday	Except Sunday	Except Sunday	Daily	Except Sunday	Daily	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
Soo	M. & St. L.	M. & St. L.	Soo Chgo. Div.	Soo	Soo	Soo	Soo	Soo	M. & St. L.	Soo	M. & St. L.	Soo	Soo	Soo Chgo. Div.	M. & St. L.	M. & St. L.	Soo	M. & St. L.			
94	2	26	2	96	107	62	60	109	24	98	6	105	8	4	4	28	64	96			
L 7.35 AM	L 7.45 AM	L 7.50 AM	L 8.20 AM	L 9.30 AM		L 2.30 PM	L 5.00 PM		L 5.10 PM	L 5.30 PM	L 7.05 PM		L 7.20 PM	L 7.40 PM	L 8.25 PM	L 8.30 PM	L 11.40 PM				
7.38	7.47	7.52	8.22	9.32		2.32	5.02		5.12	5.32	7.07		7.22	7.42	8.27	8.32	11.42				
																		L 6.45 PM			
7.42	7.51	7.56	8.27	9.36		2.37	5.07		5.16	5.37	7.12		7.27	7.47	8.32	8.37	11.47	7.00			
7.44	7.52	7.57	8.29 AM	9.38		2.39	5.09		5.17	5.39	7.13		7.28	A 7.49 PM	8.33	8.38	11.49	7.02			
A 7.45 AM	7.53	7.58		A 9.40 AM		A 2.40 PM	A 5.10 PM		5.18	A 5.40 PM	7.14		A 7.30 PM		8.34	8.39	A 11.50 PM	7.03			
	7.59	8.04							5.23		7.20				8.40	8.45		7.09			
	8.02	8.09							5.26		7.24				8.44	8.49		7.14			
	8.03	8.10							5.27		7.25				8.45	8.50		7.15			
	8.04	8.11							5.28		7.26				8.46	8.51		7.16			
	8.05	8.12							5.29		7.27				8.47	8.52		7.17			
	8.09	8.16							5.33		7.31				8.51	8.56		7.20			
	8.13	8.20			L 11.50 AM			L 5.25 PM	5.36		7.35	L 7.44 PM			8.55	9.00		7.25			
	8.16	8.23			A 11.53 AM			A 5.28 PM	5.39		7.38	A 7.47 PM			8.58	9.03		7.29			
	As 8.17 AM	As 8.25 AM							As 5.40 PM		As 7.40 PM				As 9.00 PM	As 9.05 PM		A 7.32 PM			
Except Sunday	Except Sunday	Except Sunday	Daily	Except Sunday	Daily	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
0.10	0.32	0.35	0.9	0.10	0.3	0.10	0.10	0.3	0.30	0.10	0.35	0.3	0.10	0.9	0.35	0.35	0.10	0.47			
17.4	22.5	20.5	17.3	17.4	14.0	17.4	17.4	14.0	24.0	17.4	20.5	14.0	17.4	17.3	20.5	20.5	17.4	14.0			
														Time over Sub. Division.							
														Average Speed Per Hour.							

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN U. D., ST. PAUL, AND M. & ST. L. STATION, MINNEAPOLIS.

AUTOMATIC BLOCK FROM THIRD ST., ST. PAUL, TO TWENTIETH AVE. SE., MINNEAPOLIS.

REGISTERING AND BULLETIN STATIONS—Mississippi Street and Third Avenue for trains terminating there.

STANDARD CLOCK—St. Paul.

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

Trains and Engines between double track switch at Third Street and Union Station will be governed by St. Paul Union Station rules and regulations.

Crossing with C. B. & Q. at Third Street, St. Paul, is single track.

The double track switch on East Side line at Third Street is protected by a derail and Semaphore on Eastward Main track. All trains in either direction will come to a stop at end of double track and get switch tenders Signal before proceeding.

Special passenger 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.

NOTE IMPORTANT CHANGES IN RULES AND TRAIN NUMBERS.

Maximum Speed of passenger trains is one minute or 60 seconds per mile. This limit must not be exceeded.

All trains will reduce speed to 12 miles per hour passing through Mississippi Street Interlocking Plant, and to 8 miles per hour passing Lafayette Avenue on line leading to and from Seventh Street.

The Train Order Signal at Mississippi Street tower is to govern Soo Line Chicago Division outgoing trains exclusively.

All trains must use one minute and forty-five seconds crossing Mississippi River bridge at Twentieth Avenue South. ONE ENGINE ONLY is permitted to use this bridge at one time. ENGINEMEN will be careful to observe this.

Approaching St. Anthony Park Junction Enginemen will when necessary call for route as follows:  
 Straight Main Line East or West (Line A) —  
 Line A to Line B Westward track — —  
 Line A to Eastward track Line B — — —  
 Line B to Line A via West Wye — — —  
 Line A to Line B via West Wye — — —  
 Line B to Line A Eastward —

SECOND SUB-DIVISION  
(JOINT TERMINAL)

EASTWARD

FIRST CLASS													TIME TABLE No. 78 APRIL 6th, 1914. Succeeding No. 77.	FIRST CLASS						SECOND CLASS				
90	82	28	16	18	80	34	26	24	22	36	38	30		52	32	92	42	40	44	166				
Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Daily					
Soo 65	Soo 106	M. & St. L. 29	Soo 110	Soo Chgo. Div. 8	M. & St. L. 3	M. & St. L. 25	Soo 95	M. & St. L. 7	Soo 7	M. & St. L. 5	Soo 108	Soo Chgo. Div. 1	Soo 60	Soo 97	Soo 63	Soo 99	M. & St. L. 27	M. & St. L. 1	M. & St. L. 95					
As 6.20 AM		As 8.00 AM		As 8.15 AM	As 8.25 AM	As 8.55 AM	As 9.20 AM	As 9.40 AM	As 9.45 AM	As 10.40 AM		As 4.00 PM	12.0	...	UNION DEPOT (ST. PAUL)...	0.6	...	As 5.15 PM	As 6.30 PM	As 6.45 PM	As 6.55 PM	As 7.30 PM		
6.17		7.57		8.12	8.22	8.52	9.17	9.37	9.42	10.37		8.57	11.4	...	THIRD STREET.....		...	5.11	6.26	6.42	6.52	7.27		
														...	SEVENTH STREET.....		...							As 5.00 PM
6.13		7.53		8.08	8.18	8.47	9.13	9.32	9.37	10.32		8.52	10.2	...	MISSISSIPPI STREET.....	0.8	...	5.06	6.21	6.38	6.48	7.23		4.30
6.11		7.51		L 8.06 AM	8.16	8.45	9.11	9.30	9.35	10.30		L 8.51 PM	9.4	...	TROUT BROOK JCT.....	0.3	...	5.04	6.19	6.36	6.46	7.21		4.27
L 6.10 AM		7.50			8.15	8.44	L 9.10 AM	9.29	L 9.34 AM	10.29			9.1	...	SOO LINE JCT.....	3.0	...	L 5.03 PM	L 6.17 PM	L 6.35 PM	6.45	7.20		4.25
		7.44			8.09	8.38		9.23		10.23			6.1	...	COMO SHOPS.....	1.9	...				6.38	7.14		4.13
		7.40			8.05	8.34		9.20		10.19			4.2	...	ST. ANTHONY PARK JCT....	0.6	...				6.33	7.10		4.05
		7.39			8.04	8.33		9.19		10.18			3.6	...	EUSTIS AVE.....	0.6	...				6.32	7.09		4.00 3.40
		7.38			8.03	8.32		9.18		10.17			3.0	...	PROSPECT PARK.....	0.4	...				6.30	7.08		3.37
		7.37			8.02	8.31		9.17		10.16			2.6	...	UNIVERSITY AVE.....	1.1	...				6.29	7.07		3.36
		7.33			7.58	8.27		9.13		10.12			1.5	...	NINETEENTH AVE.....	0.7	...				6.25	7.03		3.31
	A 6.40 AM	7.29	A 7.09 AM		7.54	8.24		9.09		10.09	A 1.44 PM		0.8	...	SIXTH AVE.....	0.7	...	A 4.20 PM			6.21	6.59		3.26
	L 6.37 AM	7.26	L 7.06 AM		7.51	8.21		9.06		10.06	L 1.39 PM		0.1	...	THIRD AVE.....	0.1	...	L 4.17 PM			6.17	6.56		3.22
		L 7.25 AM			L 7.50 AM	L 8.20 AM		L 9.05 AM		L 10.05 AM			0.0	...	M. & St. L. Sta. (MINNEAPOLIS).		...				L 6.15 PM	L 6.55 PM		L 3.20 PM
Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Except Sunday	Except Sunday	Daily					
0.10	0.3	0.35	0.3	0.9	0.35	0.35	0.10	0.35	0.11	0.35	0.5	0.9							0.3	0.12	0.13	0.10	0.40	0.35
17.4	14.0	20.5	14.0	17.3	20.5	20.5	17.4	20.5	15.8	20.5	8.4	17.3							14.0	14.5	13.3	17.4	18.0	20.5

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN U. D., ST. PAUL, AND M. & ST. L. STATION, MINNEAPOLIS.

AUTOMATIC BLOCK—Harvard Street Spur, Minneapolis, to West End of St. Paul Tunnel.

Double track switch at Third Avenue, Minneapolis, will be kept set for Eastward trains.  
DERAILING SWITCHES are located as follows, and must be kept set in derailing position when not in use.  
East end Petelers Siding, Prospect Park.  
Tracks 1 and 2 east end of Eustis Street Yard.  
Tracks 1, 2 and Lead west end of Eustis Street Yard.  
West end Bayless Avenue Spur, St. Anthony Park Junction.  
West end Snelling Avenue Spur.  
Top of incline on Oil Transfer Track, Mississippi Street.  
East end Lexington Avenue Spur.

YARD LIMITS.—Third Avenue to Nineteenth Avenue.

INTERLOCKING PLANTS.—University Avenue, St. Anthony Park Junction and Mississippi Street. At the latter point, eastward movements are controlled by a two-arm signal mast. Top arm governs east side line. Lower arm governs west side line. Other routes are governed by Dwarf Signals.

Trains using Cross-Overs in Automatic Signal territory must have at Least ONE switch open while train is on any part of the Cross-over  
Enginemen 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
- — Freight Tracks to Seventh Street.
  - — — Passenger Tracks to Union Depot.
  - — — — Round House.
  - — — — — Coal Dock.

When from any cause Interlocking Signals become inoperative, Signalman must examine switches and know that the way is clear.  
Signalman giving hand signals must do so from the center of track upon which the train movement is to be made, using a yellow flag by day and a yellow light by night. No other Signal should be recognized by enginemen at such times.  
Diverging inferior class trains at Mississippi Street and St. Anthony Park Junction 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 towerman will be governed accordingly and may proceed, but if detained and are overtaken by such delayed first class trains, must let them by promptly.

WESTWARD

THIRD SUB-DIVISION  
(JOINT TERMINAL)

WESTWARD													Distance from Minneapolis	TIME TABLE No. 78. APRIL 6th 1914. Succeeding No. 77.		Water, Fuel, Seales, Turn Wye.													
65	13	9	67	1	5	27	61	21	19	63	11	39		STATIONS	3		7												
Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily	0.0	UNION DEPOT (MINNEAPOLIS) 0.5	Daily	Daily													
N. P. 65	N. P. 13	N. P. 9	N. P. 67	N. P. 1	N. P. 5	Soo 107	N. P. 61	Soo 109	N. P. 19	N.P. 68	N. P. 11	Soo 105	0.5	.....G. N. CROSSING..... 0.3	N. P. 8	N. P. 7													
L 7.00 AM	L 8.45 AM	L 9.00 AM	L 9.20 AM	L 11.25 AM	L 11.35 AM		L 3.30 PM		L 6.15 PM	L 7.20 PM	L 7.40 PM		0.5	.....G. N. CROSSING..... 0.3	L 11.00 PM	L 11.10 PM													
						L 11.54 AM		L 5.29 PM				L 7.48 PM	0.8	.....N. P. FREIGHT YARD..... 0.3	W, T	11.04	11.15												
A 7.10 AM	8.49	9.04	A 9.30 AM	11.29	11.41	11.55	A 3.40 PM	5.30	6.20	A 7.30 PM	7.45	7.50	1.1	.....FIFTEENTH AVE..... 1.8		11.05	11.17												
	8.50	9.05		11.30	11.42	A 11.56 AM		A 5.31 PM	6.21		7.46	A 7.51 PM	2.9	.....ATLANTIC JCT..... 0.9		11.10	11.22												
	8.57	9.12		11.37	11.47				6.27		7.51		3.8	.....NORTHTOWN.....	W, T, C	A 11.15 PM	A 11.25 PM												
	A 9.00 AM	A 9.15 AM		A 11.40 AM	A 11.50 AM				A 6.30 PM		A 7.55 PM																		
Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily		Time Over Sub. Division.		Daily	Daily												
0.10	0.15	0.15	0.10	0.15	0.15	0.2	0.10	0.2	0.15	0.10	0.15	0.3			0.15	0.15													
4.8	15.2	15.2	4.8	15.2	15.2	18.0	4.8	18.0	15.2	4.8	15.2	12.0		Average Speed Per Hour.	15.2	15.2													

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN UNION DEPOT MINNEAPOLIS AND NORTHTOWN.

REGISTERING AND BULLETIN STATIONS.—Northtown and Minneapolis Freight Yard.

STANDARD CLOCKS.—Northtown and Minneapolis (Dispatchers Office).

DERAIL SWITCH.—West end of Diamond Boiler works track near 23d Avenue, North Minneapolis.

Northern Pacific Conductors taking their trains at St. Paul Union Depot will register at Assistant Superintendent's office.

Trains and Engines using Great Northern tracks between St. Paul and First Street North Minneapolis, will be governed by the rules and regulations of that road.

Crossing with the Great Northern between N. P. Freight Yard and Third Avenue is single track.

Double track switch at East end of N. P. terminal Yard, Minneapolis, will be kept set for Westward trains.

Special Passenger 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.

Yard engines and inferior class trains may occupy the main track on the time of first class trains after they are five minutes past due but will relinquish track immediately upon the approach 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.

NOTE IMPORTANT CHANGES IN RULES AND TRAIN NUMBERS.

Double track switch at Northtown will be kept set for Eastward trains.

Maximum speed of passenger trains is one minute or sixty seconds per mile. This limit must not be exceeded.



THIRD SUB-DIVISION  
(JOINT TERMINAL)

EASTWARD

82	8	16	2	20	62	12	38	64	52	68	6	10	Distance from Northtown.	TIME TABLE No. 78. APRIL 6th, 1914. Succeeding No. 77.	Water, Fuel, Seals, Turn Tables and Wyes.	14	4	66										
Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily				Daily	Daily	Daily	Daily	Daily								
Soo 106	N. P. 8	Soo 110	N. P. 2	N. P. 20	N. P. 62	N. P. 12	Soo 108	N. P. 64	Soo 60	N. P. 68	N. P. 6	N. P. 10		STATIONS		N. P. 14	N. P. 4	N. P. 66										
	As 7.05 AM		As 7.30 AM	As 8.05 AM	As 8.00 AM	As 10.00 AM		As 1.40 PM		As 4.55 PM	As 5.10 PM	As 5.50 PM	3.8	UNION DEPOT (MINNEAPOLIS) 0.5		As 10.10 PM	As 10.20 PM	As 10.40 PM										
A 6.36 AM		A 7.03 AM					A 1.38 PM		A 4.16 PM				3.3	.....G. N. GROSSING..... 0.3														
6.35	6.58	7.00	7.24	7.58	L 7.50 AM	9.53	1.36	L 1.30 PM	4.14	L 4.50 PM	5.02	5.48	3.0	.....N. P. FREIGHT YARD..... 0.3		10.08	10.18	L 10.30 PM										
L 6.34 AM	6.57	L 6.58 AM	7.22	7.57		9.52	L 1.35 PM		L 4.18 PM		5.00	5.42	2.7	.....FIFTEENTH AVE..... 1.8		10.02	10.12											
	6.52		7.15	7.52		9.47					4.55	5.37	0.9	.....ATLANTIC JCT..... 0.9		9.57	10.07											
	L 6.50 AM		L 7.12 AM	L 7.50 AM		L 9.45 AM					L 4.52 PM	L 5.35 PM	0.0	.....NORTHTOWN.....		L 9.55 PM	L 10.05 PM											
Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily				Daily	Daily	Daily										
0.2	0.15	0.5	0.18	0.15	0.10	0.15	0.3	0.10	0.3	0.5	0.18	0.15		Time over Sub. Division.		0.15	0.15	0.10										
18.0	15.2	7.2	12.6	15.2	4.8	15.2	12.0	4.8	12.0	9.6	12.6	15.2		Average Speed Per hour.		15.2	15.2	4.8										

EASTBOUND TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.  
DOUBLE TRACK BETWEEN UNION DEPOT, MINNEAPOLIS, AND NORTHTOWN.

WESTWARD

FOURTH SUB-DIVISION.  
(JOINT TERMINAL)

EASTWARD

													Distance from M. & D. Jct.	TIME TABLE No. 78. APRIL 6th, 1914. Succeeding No. 77.	Water, Fuel, Seals, Turn Tables and Wyes.										
																STATIONS									
													0.0	.....M. & D. JCT..... 3.4	Y										
													3.4	.....LITTLE CANADA..... 4.5											
													7.9	.....ROSE..... 1.8											
													9.7	.....BELT LINE CROSSING..... 2.5											
													12.2	.....E. MINNEAPOLIS JCT.....	W, Y										
														Time over Sub. Division.											
														Average Speed Per Hour.											

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

REGISTERING AND BULLETIN STATION.—East Minneapolis.  
DERAILING SWITCHES.—West end of Rose Siding, west end of Little Canada Siding.  
The speed of all trains between East Minneapolis Water Tank and M. & D. Junction must be restricted to twenty (20) miles per hour.

## EXTRACTS FROM BOOK OF TRANSPORTATION RULES.

DOUBLE TRACK RULES ARE DESIGNATED BY A LETTER "D" PRECEDING THE NUMBER, AND ARE PRINTED IN FULL FACED TYPE.

### GENERAL RULES AND REGULATIONS.

#### PRECAUTIONS.

#### SIGNAL RULES.

15. The explosion of one torpedo is a signal to stop; the explosion of two not more than 200 feet apart is a signal to reduce speed and look out for a stop signal.
18. Yard engines will display the head-light to the front and rear by night. When not provided with a head-light at the rear, two white lights must be displayed. Yard engines will not display markers.
- D-19. The following signals will be displayed, one on each side of the rear of every train, as markers, to indicate the rear of the train: By day, green flags, or marker lamps without lights; by night, green lights to the front and side and red lights to the rear, except when the train is clear of the main track, when green lights must be displayed to the front, side and rear, and except when a train is turned out against the current of traffic, when green lights must be displayed to the front and side, and to the rear, a green light toward the inside and a red light to the opposite side.
20. All sections except the last will display two green flags, and in addition, two green lights by night, in the places provided for that purpose on the front of the engine.
21. Extra trains will display two white flags and, in addition, two white lights by night, in the places provided for that purpose on the front of the engine.
22. When two or more engines are coupled, the leading engine only shall display the signals as prescribed by Rules 20 and 21, except where helping engine becomes the leading engine it must duplicate signals of engine it doubleheads.
23. One flag or light displayed where in Rules 19, D-19, 20 and 21 two are prescribed will indicate the same as two; but the proper display of all train signals is required.
24. 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.
25. Each car on a passenger train must be connected with the engine by a communicating signal appliance.
26. A blue flag by day and a blue light by night, displayed at one or both ends of an engine, car or train, indicates that workmen are under or about it; when thus protected it must not be coupled to or moved. Workmen will display the blue signals and the same workmen are alone authorized to remove them. Other cars must not be placed on the same track so as to intercept the view of the blue signals, without first notifying the workmen.

#### USE OF SIGNALS.

27. A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as a stop signal, and the fact reported to the superintendent.
- 27-a. When a train is stopped by the absence of a light where one is usually shown, it will be governed by the day indication.
28. A combined green and white signal is to be used to stop a train only at the flag stations indicated on its schedule. When it is necessary to stop a train at a point that is not a flag station on its schedule, a red signal must be used.
29. When a signal (except a fixed signal) is given to stop a train, it must, unless otherwise provided, be acknowledged as prescribed by Rule 14 (g) or (h).
32. The unnecessary use of either the whistle or the bell is prohibited. They will be used only as prescribed by rule or law, or to prevent accident.
- 32-a. The whistle must not be sounded while passing a passenger train, except to prevent accident.
33. Watchmen stationed at public road and street crossings must use red signals only when necessary to stop trains.

#### SUPERIORITY OF TRAINS.

72. 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.  
Trains in the direction specified by the time-table are superior to trains of the same class in the opposite direction.
- D-72. 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.
73. Extra trains are inferior to regular trains.

#### MOVEMENT OF TRAINS.

82. Time-table schedules, unless fulfilled, are in effect for twelve hours after their time at each station.  
Regular trains twelve hours behind either their schedule arriving or leaving time at any station lose both right and schedule, and can thereafter proceed only as authorized by train order.

83. A train must not leave its initial station on any sub-division, or a junction, or pass from double to single track, until it has been ascertained whether all trains due, which are superior, or of the same class, have arrived or left.

D-83. A train must not leave its initial station on any sub-division, or a junction, until it has been ascertained whether all superior trains due have left.

83-a. Conductors of all trains, or enginemen of engines without conductors, will register their trains in the train register, at points designated by time-table.

At points where enginemen consult register before departing, they will fill in their names and engine numbers, conductors completing the register of departure.

At points designated by the superintendent, enginemen will not consult register, but will be furnished on blank, form 602, a copy of register over the signature of the operator or conductor, showing register of trains affecting the right of his train.

No trains will leave a registering station which has telegraph service without a clearance.

83-b. Bulletins will be posted in books or on boards provided for the purpose.

Conductors and enginemen 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.

Time posted will be endorsed 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.

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

85. When a train of one schedule is on the time of another schedule of the same class in the same direction, it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class, and extras may pass and run ahead of third class trains and extras.

D-85. When a train of one schedule is on the time of another schedule of the same class it will proceed on its own schedule.

Trains of one schedule may pass trains of another schedule of the same class. A section may pass and run ahead of another section of the same schedule, first exchanging orders, signals and numbers with the section to be passed.

Extras may pass and run ahead of third class trains and extras.

92. 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.

95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

A train must not display signals for a following section without orders from the superintendent.

D-95. Two or more sections may be run on the same schedule.

Each section has equal time-table authority.

D-97. Work extras must move with the current of traffic unless otherwise directed.

98. Trains must approach the end of double track, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches and signals are right and the track is clear. Where required by law, trains must stop.

99. 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 stop 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 and using fuseses when necessary.

The front of the train must be protected in the same way, when necessary, by the front brakeman or fireman.

(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.

D-101. If a train should part while in motion, trainmen must, if possible, prevent damage to the detached portions. The signals prescribed by Rules 12 (d) and 14 (f) must be given.

The detached portion must not be moved or passed until the front portion comes back.

The engineman and trainmen of the front portion must give the train-parted signal to trains running on the opposite track. A train receiving this signal or being otherwise notified that a train on the opposite track has parted, must immediately reduce speed and proceed with caution until the separated train is passed.

When a train is disabled so it may obstruct the opposite track, trains on that track must be stopped.

(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 fuseses shall be thrown to the track at intervals.

102. When cars are pushed by an engine, (except when shifting and making up trains in yards), a flagman must take a conspicuous position on the front of the leading car.

104. Switches must be left in proper position after having been used. Conductors are responsible for the position of the switches used by them and their trainmen, except where switchtenders are stationed.

A switch must not be left open for a following train unless in charge of a trainman of such train.

D-104-a. Employes must stand at least twenty feet from the switch stand while a train is closely approaching or passing over a switch.

106. In all cases of doubt or uncertainty the safe course must be taken and no risks run.

D-151. Trains must keep to the right, unless otherwise provided.

D-152. When a train crosses over to, or obstructs the other track, unless otherwise provided it must first be protected as prescribed by Rule 99 in both directions on that track.

D-153. Trains must use caution in passing a train receiving or discharging passengers at a station, and must not pass between it and the platform at which the passengers are being received or discharged.

104-a. Employes must stand on opposite side of track if practicable and keep at least twenty feet from the switch stand while a train is closely approaching or passing over a switch.

105. Both conductors and enginemen are responsible for the safety of their trains and, under conditions not provided for by the rules, must take every precaution for their protection.

710. Freight conductors must know by the caboose gage that the air is cut in to the caboose and train is being controlled safely, taking into consideration air pressure, speed and grade. Where these indicate that aid is needed, either from hand brakes or emergency use of conductor's valve, it must be rendered at once without awaiting call from engineman.

Approaching meeting points and other places where extra hazard would result from engineman not having the full use expected of air brakes, and at a distance not less than one mile or over two from such point, it must be determined by inspection of caboose gage whether he has such full use. If not, steps must be taken at once to stop.

Signal to proceed must not be given at any time until the pressure shown on caboose gage is sufficient to release all brakes and insure safe control of train.

### INTERLOCKING RULES

#### HOME SIGNALS.

601. Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train, and the indications are given by positions:

Horizontal, or Red, Stop.

Diagonally upward or Yellow, Caution.

Vertical or diagonally downward or Green, Proceed.

#### DISTANT SIGNALS IN NON-AUTOMATIC BLOCK SIGNAL DISTRICTS.

Where the semaphore is used, the governing arm is displayed to the right of the signal mast as seen from an approaching train and the indications are given by positions:

Horizontal or diagonally upward or Yellow, Caution.

Vertical or diagonally downward or Green, Proceed.

601-a. In automatic block signal districts the distant signal is also a block signal using same positions and colored lights as automatic block signals.

All rules governing the use and observance of automatic block signals apply to it.

661. Trains or engines must be run to but not beyond a Home-Signal indicating stop, except as provided in Rule 663.

662. If a Clear or Caution-signal, after being accepted, is changed to a Stop-signal before it is reached, the stop must be made at once. Such occurrence must be reported to the superintendent.

663. Enginemen and trainmen must not proceed on hand signals as against interlocking signals until they are fully informed of the situation and know that they are protected.

Trainmen must not give proceed hand signals which conflict with interlocking signals.

664. The engineman of a train which has parted must sound the whistle signal for Train-parted on approaching an interlocking plant.

665. An engineman receiving a Train-parted signal from a signalman must answer by the whistle signal for Train-parted.

666. When a parted train has been re-coupled the signalman must be notified.

667. Sand must not be used over movable parts of an interlocking plant.

668. Conductors must report to the superintendent any unusual detention at interlocking plants.

669. Trains or engines stopped by the signalman in making a movement through an interlocking plant, must not move in either direction until they have received the proper signal from him.

### BLOCK SIGNALS

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

In Automatic Block District the movement of trains will be regulated by semaphores showing indications, as follows:

When semaphore arm is Vertical, or 90 degrees upward, or light shows Green, it indicates Clear.

When semaphore arm is Diagonal, or 45 degrees upward, or light shows Yellow, it indicates Caution.

When semaphore arm is at Horizontal position, or light shows Red, it is a signal to STOP—block not clear.

Trains using Cross-overs in Automatic Signal territory must have at least ONE switch open while train is on any part of the Cross-over.

A train stopped by a block Signal must stand at least twenty feet back of Signal in order to avoid fouling the circuit.

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

When a signal is evidently out of order and not indicated, Enginemen 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.

**COMMERCIAL SPURS.****SECOND SUB-DIVISION  
Minneapolis and Stillwater Branches.****Distance from Stillwater,**

People's Ice Company Spur	10.0 Miles
St. Paul Ice Company Spur	11.3 "
American Clay Products Mfg. Co. Spur	1.0 "

**AUTHORIZED SURGEONS, NORTHERN PACIFIC RY.—ST. PAUL DIVISION.**

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital.  
 DR. B. R. SLEEMAN, Assistant Suregon, Brainerd Hospital (s).  
 Brainerd Shops (s).  
 DR. E. L. MANN, 514 Germania Life Building, St. Paul.  
 DR. P. A. HOFF, 939 Lowry Building, St. Paul.  
 DR. J. A. QUINN, 302 Pittsburg Building, St. Paul.  
 DR. CHAS. R. BALL, 944 Lowry Building, St. Paul.  
 DR. F. J. PLONDKE, Cor. Hope and East 7th Sts., St. Paul.

**LOCATION OF STRETCHERS (S).**

DR. A. W. WHITNEY, Office 936 Payne Ave., Residence 673 Burr Street, St. Paul.  
 DR. S. M. KIRKWOOD, 1615 Wesley Ave., Hamline, Minn.  
 DR. B. LEAHY, Corner University and Snelling Avenues.  
 St. Paul, Fourth Street, Freight Station (s).  
 " Fourth Street, Yard Office (s).  
 " Mississippi St. (s).  
 " Como Shops (s).  
 DR. F. L. BECKLEY, Merriam Park, St. Paul.

DR. A. A. LAW, 420 Syndicate Building, Minneapolis.  
 DR. J. H. RISHMILLER, 409 Pillsbury Bldg., Minneapolis.  
 DR. I. C. McDONALD, 2201 Marshall St. N. E., Minneapolis.  
 Northtown Roundhouse (s)  
 Northtown Transfer (s).  
 E. Minneapolis (s).  
 Minneapolis, Car Foreman's Office (s).  
 Minneapolis Tool Car (s).  
 Gladstone Shops (s).  
 DR. S. O. FRANCIS, White Bear Lake (s).  
 DR. B. J. MERRILL, Stillwater (s).  
 DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Building, St. Paul.  
 DR. L. A. NELSON, Oculist, 734 Lowry Building, St. Paul.

**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 Northern Pacific hospitals. The Northern Pacific Beneficial Association will not be 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. B. McLANE,**  
Assistant Superintendent.

**G. B. OGILVIE,**  
Trainmaster.

**J. F. TRACY,**  
Assistant Trainmaster.

**W. A. YOUNG,**  
Chief Dispatcher.

**SPECIAL RULES.****GOVERNING M. & ST. L. TRACKS BETWEEN 3rd AVENUE NORTH AND 20th AVENUE SOUTH, MINNEAPOLIS.**

All trains, transfers and light engines will register by ticket at 3rd Avenue North.  
 Maximum speed limit for passenger trains, 20 miles per hour; for all other trains and light engines, 12 miles per hour.  
 "Under Control" as used herein means being able to stop within the distance track is seen to be clear.  
 Between 3rd Avenue North and 6th Avenue South, and between 18th and 19th Avenues South, the speed of all trains must not exceed 10 miles per hour.  
 The speed of ALL trains and engines approaching the tunnel at the rear of the Union Depot must when within a distance of not less than 300 ft. of the entrance of the tunnel, be reduced to 6 miles per hour and speed must not be increased until it is known that track ahead is clear; in case of collision within these limits the responsibility will ordinarily rest with the approaching train. This rule, however, does not relieve men in charge of trains, switching transfers and light engines from protecting.  
 Unless otherwise ordered, train orders are not required between 3rd Avenue North and 20th Avenue South. Engines and trains must use right hand track and move with the current of traffic. Switch engines may use the double track between these points on the time of all except first class trains, UNDER PROTECTION, and be prepared to clear main track without delay to regular trains and transfers; and may use the track UNDER PROTECTION on the time of first class trains after such trains are 5 minutes late.  
 Second and inferior class and extra trains and switch engines may run ahead of first class trains which are 5 minutes or more late, when this can be done without delay to first class trains, and may run ahead of each other, without orders.  
 All trains must move under control between 3rd Avenue North and 20th Avenue South.  
 All trains, switch engines and light engines occupying the main tracks at any point between 3rd Avenue North and 20th Avenue South must be protected, but this rule will in no manner relieve enginemen of responsibility in case of collision for failure to observe

speed restrictions or for failure to move under control at any point, and in case of collision responsibility will ordinarily rest with the approaching train.  
 Switches at 3rd Avenue North and at 6th Avenue South will be handled by switch tenders. All trains and engines must approach these switches under control prepared to stop, and must not proceed until it is known that the track is clear, switches are right, and a proceed signal has been received from the switch tender.  
 Movements over crossovers must be protected in both directions.  
 Engine bell must be kept ringing when engine is moving at all points between 3rd Avenue North and 20th Avenue South.  
 "Proceed" hand signals given by watchmen stationed at either side of Minneapolis Eastern crossovers only govern that particular location and connecting tracks and must not be construed as indicating that main track beyond is clear.  
 Cars must not be left on main track without an engine attached unless unavoidable in case of accident, in which event they must be protected by flagmen.  
 Between sun set and sun rise and at other times when day signals cannot be clearly seen, a red light must be displayed on the rear of all transfer trains; when such trains are provided with cabooses proper display of markers is required.  
 Switch connecting lead of wheat yard with the eastward main track between 16th and 18th Avenue South is connected with the semaphore indicating the position of the switch and all eastward trains must approach this semaphore prepared to stop. No other switches are connected with semaphores and the indication of all other switches is shown by switch target or switch light.  
 These Special Rules govern main tracks of the Minneapolis & St. Louis Railroad Company between 3rd Avenue North and 20th Avenue South, Minneapolis, and they supersede all other rules and instructions inconsistent therewith.

**C. P. STEMBEL,**  
Superintendent M. & St. L. R. R.

