

United States Railroad Administration

WALKER D. HINES, Director General of Railroads

NORTHERN PACIFIC RAILROAD AND MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT 120 TERMINAL TIME TABLE

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

MONDAY, OCTOBER 7, 1918.

For the Government of Employees only. The Railroad 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.

A. M. BURT,
Assistant General Manager.

C. L. NICHOLS,
General Superintendent.

P. H. McCAULEY,
Superintendent of Transportation.

NEWMAN KLINE,
Superintendent.

R. G. KENLY,
General Superintendent, M. & St. L. R. R.

R. E. RYAN,
Superintendent, M. & St. L. R. R.

WESTWARD

FIRST SUB-DIVISION
(JOINT TERMINAL)

Water, Fuel, Seals, Turn Tables and Ways	Distance from Stillwater.	TIME TABLE No. 120. OCTOBER 7, 1918 Succeeding No. 119.	Car Capacity of Siding.	Station Numbers.	FIRST CLASS													SECOND CLASS					THIRD CLASS			
					65	101	103	67	105	143	127	109	61	147	79	63	149		153	155	157	627		721		
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Mixed	Mixed	Mixed	Freight		Way Freight		
					Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday Only	Saturday Only	Daily	Except Sunday	Sunday Only	Daily	Daily	Sunday Only		Except Sunday	Except Sunday	Except Sunday	Daily		Except Sunday		
T O	0.0	SW . . . STILLWATER . . . D 4.0	Yard	LG 12			L 7.00AM 154		L 8.30AM 102			L 1.40PM 160		L 4.45PM				L 11.00AM	L 4.20PM	L 7.25PM 118						
	4.0	. . . . . SUMMIT 2.2	25	LG 9			f 7.09		f 8.39			f 1.50		f 4.55				11.13	f 4.32	f 7.37					
	6.2	. . . . . DULUTH JCT. Soo Line Cross'g—Track Conn. 2.9	8 Car Conn.	LG 7			f 7.17		f 8.44			f 1.55		f 5.00				11.21	f 4.39	f 7.43					
T	9.1	. . . . . MAHTOMEDI P 0.9	15	LG 4		L 7.00AM 100	s 7.25		s 8.50			s 2.01		s 5.07			L 6.53PM 146	11.30	s 4.47	s 7.50					
	10.0	. . . . . PENINSULA 0.3	20 Car Spur	LG 3		s 7.03	s 7.28		s 8.53			s 2.04		s 5.10			s 6.57	11.33	f 4.50	f 7.53					
	10.3	. . . . . CLUB HOUSE 0.4	No Siding	LG 2½		s 7.04	s 7.29		s 8.54			s 2.05		s 5.11			s 6.58	11.34	f 4.51	f 7.54					
	10.7	. . . . . DELLWOOD 0.7	4 Car Spur	LG 2		s 7.06	s 7.31		s 8.56			s 2.07		s 5.13			s 7.00	11.36	f 4.53	f 7.56					
	11.4	. . . . . WHITE BEAR BEACH 0.7	No Siding	LG 1		s 7.09	s 7.33		s 8.58			s 2.09		s 5.15			s 7.02	11.38	f 4.55	f 7.58					
	12.1	. . . . . TENTH STREET 0.6	No Siding	LG ¼		f 7.11	f 7.35		f 9.00			f 2.11		f 5.17			f 7.04	11.40	f 4.57	f 8.00					
W T	12.7	WB . . . WHITE BEAR . . . DN 0.6	Yard	L 141	L 5.47AM	s 7.13 7.19	A 7.37AM 102	L 7.52AM	A 9.02AM 156	L 9.43AM	L 12.50PM	A 2.15PM	L 2.20PM	A 5.20PM	L 5.25PM	L 6.12PM 68	A 7.07PM		A 11.45AM	A 5.05PM	A 8.05PM	L 8.50AM		L 3.25PM		
	13.3	. . . . . LAKE SHORE 0.4	No Siding	L 141½	f 5.50	s 7.21		s 7.54		s 9.46	s 12.53		f 2.22		s 5.28	6.14					8.54		3.28		
Y	13.7	. . . . . M. & D. JUNCTION . . . P 2.0	Yard	L 142	5.52	7.22		7.56		9.47	12.55		2.23		5.30	6.15					8.57		3.30		
	15.7	. . . . . ERICK 3.3	No Siding	L 144	5.56	f 7.26		8.00		f 9.50	f 12.59		2.27		f 5.34	6.18					9.03		3.37		
	19.0	. . . . . GLOSTER P 2.1	Yard	L 147	s 6.02	s 7.31		s 8.05		s 9.55	s 1.04		s 2.32		s 5.39	6.23					9.13		s 3.50		
	21.1	. . . . . CLAYMONT P 0.4	Yard	L 149	6.06	7.35		8.09		9.59	1.09		2.37		5.43	6.27					9.23		4.00		
	21.5	. . . . . EAST SEVENTH ST. P Forest Street—Interlocked 2.0	Yard	L 150	s 6.07	s 7.36		s 8.10		s 10.00	s 1.10		s 2.38		s 5.44	6.28					9.35		4.10		
	23.5	SL . . . THIRD STREET JCT. . . D C. B. & Q. R. R. Crossing 0.5	Yard	L 151	6.15	7.42		8.17		10.07	1.16		2.45		5.50	6.35					A 10.00AM		A 4.25PM			
W T Y	24.0	U SAINT PAUL DN 10.4		S 142	s 6.20	A 7.45AM		s 8.20		A 10.10AM	A 1.20PM		s 2.50		A 5.55PM	s 6.40										

TRAINS USING GREAT NORTHERN TRACKS BETWEEN ST. PAUL AND MINNEAPOLIS WILL BE GOVERNED BY TIME TABLE RULES AND REGULATIONS OF THAT COMPANY.

	S MINNEAPOLIS DN (GREAT NORTHERN PASSENGER STATION)				A 7.00AM		A 9.25AM				A 3.30PM			A 7.20PM											
					Daily	Except Sunday	Except Sunday	Except Sunday	Except Sunday	Sunday Only	Saturday Only	Daily	Except Sunday	Sunday Only	Daily	Daily	Sunday Only		Except Sunday	Except Sunday	Except Sunday	Daily		Except Sunday	
		Time over Sub-Division			0.33	0.39	0.37	0.28	0.33	0.27	0.30	0.35	0.30	0.35	0.30	0.28	0.14		0.45	0.45	0.40	1.10		1.00	
		Average Speed Per Hour			20.5	22.9	20.6	24.2	23.1	25.1	22.6	21.7	22.6	21.7	22.6	24.2	15.4		16.9	16.9	19.0	9.2		15.8	

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

SPECIAL RULES.

Between Claymont and Third Street Junction Mountain Grade Rules will govern Operation of Westward Freight Trains.

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

At White Bear all trains must approach and pull over FOURTH STREET Crossing under control.

At Gloster cars may be placed on tracks Nos. 1, 2, 3, 9, New Coal track, Scale track, Passing and Transfer track.

Cars must not be placed on other tracks in this yard, except for use of the American Dump Car Company.

Switch targets are numbered and lettered as shown above, with the exception of switches at each end of New Coal track.

Class "W" power must not be handled on tracks 1, 2, 3 and 9.

Between Third Street Junction and Union Depot, double track; trains and engines will be governed by Saint Paul Union Depot Rules and Regulations.

At Third Street Junction, St. Paul, crossing with C. B. & Q. Railway is single track.

All Passenger trains backing up must be provided with back-up hose and have a competent man in charge prepared to stop.

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.

St. Paul Yard overhead bridge at Omaha crossing, and tunnel at Seventh Street will not clear a man on side of car.

East of Seventh Street tunnel, all westward trains must approach cross-over switch under control, expecting to find cross-over in use.

FOR SPECIAL INSTRUCTIONS SEE PAGE 7.

EASTWARD

FIRST SUB-DIVISION

(JOINT TERMINAL)

Water, Fuel, Scales, Turn Tables and Wyes.	Distance from St. Paul.	TIME TABLE No. 120. OCTOBER 7, 1918. Succeeding No. 119.		Car Capacity of Sidings.	Station Numbers.	FIRST CLASS												SECOND CLASS						THIRD CLASS			
						100	102	104	62	78	64	110	68	118	146	66		154	156	158	160	626	628		722		
						Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		Mixed	Mixed	Mixed	Mixed	Freight	Freight		Way Freight		
						Except Sunday	Except Sunday	Except Sunday	Except Sunday	Saturday & Sunday	Daily	Daily	Except Sunday	Except Sunday	Sunday Only	Daily		Except Sunday	Except Sunday	Except Sunday	Sunday Only	Daily	Daily		Except Sunday		
T O	24.0	SW.....STILLWATER.....D 4.0	Yard	LG 12		A 8 22 ^{AM} ₁₀₅						A 3.40 ^{PM}		A 7.13 ^{PM} ₁₅₇			A 6.35 ^{AM} ₁₀₃	A 10.00 ^{AM}	A 10.30 ^{AM}	A 1.15 ^{PM} ₁₀₉							
	20.0	.....SUMMIT..... 2.2	25	LG 9		f 8.14						f 3.30		f 7.03			f 6.22	f 9.46	10.15	f 1.00						
	17.8	.....DULUTH JCT..... Soo Line Cross'g—Track Conn. 2.9	8 Car Conn.	LG 7		f 8.09						f 3.25		f 6.58			f 6.15	f 9.39	10.08	f 12.52						
T	14.9	.....MAHTOMEDI.....P 0.9	15	LG 4	A 6.54 ^{AM} ₁₀₁	s 8.03						s 3.18		s 6.52	A 6.52 ^{PM} ₁₄₉		s 6.07	s 9.29	9.58	s 12.43						
	14.0	.....PENINSULA..... 0.3	20 Car Spur	LG 3	f 6.50	f 8.00						s 3.15		s 6.49	s 6.49		6.03	f 9.25	9.54	f 12.39						
	13.7	.....CLUB HOUSE..... 0.4	No Siding	LG 2½	f 6.48	f 7.59						s 3.14		s 6.48	s 6.48		6.02	f 9.24	9.53	f 12.38						
	13.3	.....DELLWOOD..... 0.7	4 Car Spur	LG 2	f 6.47	f 7.58						s 3.12		s 6.46	s 6.46		6.01	f 9.22	9.51	f 12.36						
	12.6	.....WHITE BEAR BEACH..... 0.7	No Siding	LG 1	f 6.44	f 7.56						s 3.09		s 6.44	s 6.44		5.59	f 9.19	9.49	f 12.34						
	11.9	.....TENTH STREET..... 0.6	No Siding	LG 1	f 6.42	f 7.54						f 3.07		f 6.42	f 6.42		5.57	f 9.17	9.47	f 12.32						
W T	11.3	WB...WHITE BEAR.....DN 0.6	Yard	L 141	L 6.40 ^{AM}	L 7.52 ^{AM} ₁₀₃	A 8.28 ^{AM}	A 9.05 ^{AM}	A 2.20 ^{PM}	A 3.00 ^{PM}	L 3.05 ^{PM}	A 6.10 ^{PM} ₆₃	s 6.40	s 6.40	A 12.10 ^{AM}	L 5.55 ^{AM}	L 9.15 ^{AM} ₁₀₅	L 9.45 ^{AM}	L 12.30 ^{PM}	A 1.05 ^{PM}	A 8.45 ^{PM}	A 8.00 ^{AM}					
	10.7	.....LAKE SHORE..... 0.4	No Siding	L 141½			s 8.25	f 9.02	s 2.17	2.55		s 6.07	s 6.37	s 6.37	f 12.06					12.59	8.39	7.52				
Y	10.3	.....M. & D. JUNCTION...P 2.0	Yard	L 142			8.24	9.00	2.15	2.54		6.05	6.36	6.36	12.05					12.57	8.37	7.50				
	8.3	.....ERICK..... 3.3	No Siding	L 144			f 8.20	8.56	f 2.11	2.51		6.01	f 6.33	f 6.33	12.01 ^{AM}					12.52	8.32	7.45				
	5.0	Soo Line Cross'g—Track Conn. .....GLOSTER.....P 2.1	Yard	L 147			s 8.15	s 8.50	s 2.05	2.46		s 5.56	s 6.28	s 6.28	s 11.55 ^{PM}					12.42	8.22	s 7.35					
	2.9	.....CLAYMONT.....P 0.4	Yard	L 149			8.11	8.45	2.01	2.42		5.52	6.24	6.24	11.51					12.32	8.12	7.25				
	2.5	.....EAST SEVENTH ST...P Forest Street—Interlocked 2.0	Yard	L 150			s 8.10	s 8.44	s 2.00	2.41		s 5.50	s 6.23	s 6.23	s 11.50					12.30	8.10	7.20				
	0.5	S I...THIRD STREET JCT...D C. B. & Q. R. R. Crossing 0.5	Yard	L 151			8.03	8.37	1.53	2.34		5.43	6.17	6.17	11.43					L 12.20 ^{AM}	L 8.00 ^{PM}	L 7.10 ^{AM}					
W T Y	0.0	U.....SAINT PAUL.....DN 10.4		S 142			L 8.00 ^{AM}	s 8.35	L 1.50 ^{PM}	s 2.30		s 5.40	L 6.15 ^{PM}	L 6.15 ^{PM}	s 11.40												

TRAINS USING GREAT NORTHERN TRACKS BETWEEN ST. PAUL AND MINNEAPOLIS WILL BE GOVERNED BY TIME TABLE RULES AND REGULATIONS OF THAT COMPANY.

		S.....MINNEAPOLIS.....DN (Great Northern Passenger Station)					L 7:53 ^{AM}		L 1:50 ^{PM}		L 5:05 ^{PM}			L 11:00 ^{PM}									
					Except Sunday	Except Sunday	Except Sunday	Except Sunday	Saturday & Sunday	Daily	Daily	Except Sunday	Except Sunday	Sunday Only	Daily		Except Sunday	Except Sunday	Except Sunday	Sunday Only	Daily	Daily	Except Sunday
					0.14	0.30	0.28	0.30	0.30	0.30	0.35	0.30	0.58	0.37	0.30		0.40	0.45	0.45	0.45	0.45	0.45	0.50
					15.4	25.4	24.2	22.6	22.6	22.6	21.7	22.6	24.8	24.1	22.6		19.0	16.9	16.9	16.9	14.4	14.4	12.9

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

DOUBLE TRACK AND AUTOMATIC BLOCK BETWEEN THIRD STREET JCT. AND WHITE BEAR.

SPECIAL RULES.

No. 154 has right over No. 103, White Bear to Stillwater.
No. 103 has right over No. 102, Stillwater to White Bear.

At Third Street Junction passenger trains will register by ticket.

Between M. & D. Junction and Lake Shore all trains must run under control, expecting to find fully rated freight trains ahead.

Passenger extras 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.

At Stillwater Passenger Station, close clearance exists at roof of train shed.

Between Summit and Stillwater and other grades where in the judgment of Enginemen retainers are necessary in accordance with rules, they must be used.

FOR SPECIAL INSTRUCTIONS SEE PAGE 7.

SECOND SUB-DIVISION
(JOINT TERMINAL)

WESTWARD

FIRST CLASS															Distance from St. Paul.	TIME TABLE No. 120. October 7, 1918. Succeeding No. 119.	Water, Fuel, Sealer, Turn Tables and Wyes.	FIRST CLASS.					SECOND CLASS			
59	81	55	25	29	27	91	53	33	35	21	43	41	39	47				37	49				165			
Except Sunday	Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily				Daily		
M. & St. L. 2	Soo 94	Soo Chgo. Div. 2	M. & St. L. 13	Soo 96	Soo 107	Soo 62	Soo 60	M. & St. L. 11	Soo 98	Soo 109	Soo 8	M. & St. L. 6	Soo 105	Soo Chgo. Div. 4				M. & St. L. 4	M. & St. L. 15				M. & St. L. 96			
L 7.45AM	L 8.05AM	L 8.20AM	L 8.40AM	L 9.20AM		L 2.05PM	L 5.00PM	L 6.10PM	L 5.15PM		L 6.55PM	L 7.05PM		0.0	U..... SAINT PAUL.....DN 0.6	W,T.	L 7.40PM	L 8.20PM	L 8.30PM							
														0.6	C. B. & Q. R. R. CROSSING THIRD STREET.....	Y.										
															.....SEVENTH STREET.....							L 6.45PM			
														1.8	MX.MISSISSIPPI STREET.DN 0.8 Interlocked.	W,C,T.	7.47	8.27	8.37				6.55			
														2.6	....TROUT BROOK JCT.... Soo Line Connection. 0.8	Y.	A 7.49PM	8.28	8.38				6.57		
														2.9	.....SOO LINE JCT..... Soo Line Connection. 3.0			8.29	8.39				6.59		
														5.9	CO....COMO SHOPS....D 1.4	W.		8.35	8.45				7.06			
														7.3	.....UNION.....P G. N. Connection 0.5			8.38	8.48				7.09		
														7.8	..ST. ANTHONY PARK JCT.P 0.6 Interlocked.	Y.		8.39	8.49				7.11			
														8.4	.....EUSTIS STREET....P 1.0			8.40	8.50				7.12		
														9.4	.....UNIVERSITY AVE....P C. M. & St. P. Cross'—Track Connection. 1.1 Interlocked.			8.42	8.52				7.15		
														10.5	.....NINETEENTH AVE. SOUTH. Railway Transfer Connection. 0.7			8.46	8.56				7.20		
						L 11.49AM					L 6.45PM		7.34	L 7.43PM	11.2SIXTH AVE. SOUTH.... C. M. & St. P. Connection. 0.7			8.49	8.59				7.25		
						A 11.53AM					A 5.49PM		7.38	A 7.47PM	11.9THIRD AVE. NORTH....P 0.1			8.53	9.03				7.30		
	A 8.17AM			A 9.10AM				A 5.40PM				A 7.40PM		12.0	H.....MINNEAPOLIS.....D (M. & ST. L. STATION)			A 8.55PM	A 9.05PM				A 7.32PM			
	Except Sunday	Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily	Except Sunday	Except Sunday	Except Sunday	Daily	Daily	Daily	Daily			Daily	Daily	Daily				Daily			
	0.32	0.10	0.9	0.30	0.10	0.4	0.10	0.10	0.30	0.12	0.4	0.10	0.35	0.4		Time over Sub-Division.		0.9	0.35	0.35				0.47		
	22.5	17.4	17.3	24.0	17.4	10.5	17.4	17.4	24.0	14.5	10.5	17.4	20.5	0.5		Average Speed Per Hour		17.3	20.5	20.5				14.0		

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN THIRD STREET, ST. PAUL, AND THIRD AVENUE NORTH, MINNEAPOLIS.

AUTOMATIC BLOCK FROM SEVENTH ST., ST. PAUL, TO TWENTY-NINTH AVE. SE., MINNEAPOLIS.

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

Yard Limits.—Third Avenue North to Twentieth Avenue South.

Between Third Street and Union Depot, trains and engines on double track will be governed by St. Paul Union Depot Rules and Regulations.

At Third Street, St. Paul, crossing with C. B. & Q. Railway is single track.

At Third Street double track switch on East Side line is protected by a derail and Semaphore on Eastward Main track. All trains in either direction will stop at end of double track and proceed only on Switchtender's signal.

Passenger extras 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.

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

Approaching St. Anthony Park Junction Enginemen will, when necessary, call for route as follows:

Straight Main Line East or West (Line A) ————
Line B to Line A via West Wye ————
Line A to Line B Westward track ————
Line A to Eastward track Line B ————
Line B to Line A Eastward ————

In order to prevent cars running out over the derails at the West end of Eustis Street Yard, the hand brakes must in all cases be set with a club on the first six (6) cars from the West end of each track. Yard Foremen will be held responsible for knowing this is done.

At Eustis Street Yard, all trains coming from Minnesota Transfer must call St. Anthony Park Tower on Phone located in old Tower and obtain permission to Cross-over.

At Union all Eastward and Westward trains going to or coming from Great Northern Yard, must call Towerman St. Anthony Park on Phone and obtain permission to Cross-over.

FOR SPECIAL INSTRUCTIONS SEE PAGE 7.

SECOND SUB-DIVISION
(JOINT TERMINAL)

EASTWARD

FIRST CLASS													Distance from Minneapolis.	TIME TABLE No. 120. October 7, 1918. Succeeding No. 119.	STATIONS	Water, Fuel, Scales, Turn Table and Wyes.	FIRST CLASS										SECOND CLASS	
82	84	28	18	80	34	26	22	36	30	52	32	92					40	38	42	44	164	166						
Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily					Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily						
Soo 106	Soo 110	M. & St. L. 16	Soo Chgo. Div. 3	M. & St. L. 3	M. & St. L. 12	Soo 95	Soo 7	M. & St. L. 5	Soo Chgo. Div. 1	Soo 60	Soo 97	Soo 63					M. & St. L. 14	Soo 108	Soo 99	M. & St. L. 1	M. & St. L. 97	M. & St. L. 95						
		A 8.00AM	A 8.15AM	A 8.25AM	A 8.55AM	A 9.05AM	A 9.30AM	A 10.15AM	12.0	U.....	SAINT PAUL.....DN	W.T.Y.	A 4.00PM		A 5.05PM	A 6.10PM	A 6.15PM		A 6.30PM	A 7.20PM								
										0.6	C. B. & Q. R. R. CROSSING																	
		7.57	8.12	8.22	8.52	9.02	9.27	10.12	11.4		THIRD STREET.....		3.57		5.02	6.07	6.12		6.27	7.17								
											SEVENTH STREET.....										A 5.00AM	A 1.00PM						
		7.53	8.08	8.18	8.47	8.58	9.23	10.07	10.2	MX.....	MISSISSIPPI STREET DN	W.T.C.	3.52		4.58	6.03	6.08		6.23	7.13		4.20	12.46					
		7.51	L 8.06AM	8.16	8.45	8.56	9.21	10.05	9.4		TROUT BROOK JCT.....	Y	L 3.51PM		4.56	6.01	6.06		6.21	7.11		4.15	12.42					
		7.50		8.15	8.44	L 8.55AM	L 9.20AM	10.04	9.1		SOO LINE JCT.....				L 4.55PM	L 6.00PM	6.05		L 6.20PM	7.10		4.14	12.41					
		7.44		8.10	8.38			9.58	6.1	CO.....	COMO SHOPS.....D						6.00			7.04		4.02	12.30					
		7.41		8.08	8.36			9.56	4.7		UNION.....P						5.58			7.01		3.56	12.25					
		7.40		8.07	8.35			9.55	4.2		ST. ANTHONY PARK JCT P	Y					5.57			7.00		3.54	12.23					
		7.39		8.06	8.34			9.54	3.6		BUSTIS STREET.....P						5.56			6.59		3.52	12.20 12.01PM					
		7.37		8.04	8.32			9.52	2.6		UNIVERSITY AVE.....P						5.54			6.57		3.48	11.58AM					
		7.33		8.01	8.28			9.48	1.5		NINETEENTH AVE. SOUTH. 0.7						5.51			6.53		3.42	11.52					
		A 6.35AM	A 7.09AM	7.30		7.59	8.25		9.45	0.8	SIXTH AVE. SOUTH.....				A 4.20PM		5.49	A 6.05PM		6.49		3.37	11.47					
		L 6.31AM	L 7.05AM	7.26		7.56	8.21		9.41	0.1	THIRD AVE. NORTH...P				L 4.15PM		5.46	L 6.00PM		6.46		3.31	11.41					
		L 7.25AM		L 7.55AM	L 8.20AM			L 9.40AM	0.0		MINNEAPOLIS..... (M. & St. L. Station)						L 5.45PM			L 6.45PM		L 3.30AM	L 11.40AM					
		Daily	Daily	Daily	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily				Daily	Except Sunday	Except Sunday	Daily	Except Sunday	Daily	Except Sunday	Except Sunday	Daily	Daily					
0.4	0.4	0.35	0.9	0.30	0.35	0.10	0.10	0.35			Time over Sub-Division		0.9	0.5	0.10	0.10	0.30	0.5	0.10	0.35		1.30	1.1					
10.5	10.5	20.5	17.3	24.0	20.5	17.4	17.4	20.5			Average Speed Per Hour		17.2	8.4	17.4	17.4	24.0	8.4	17.4	20.5		7.3	10.8					

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN THIRD STREET, ST. PAUL, AND THIRD AVENUE NORTH, MINNEAPOLIS.**

AUTOMATIC BLOCK—Twenty-Ninth Avenue SE., Minneapolis, to West End of St. Paul Tunnel.

At Third Avenue North, Minneapolis, normal position of double track switch is for Eastward trains.

YARD LIMITS: Third Avenue North to Twentieth Avenue South.

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 approaching Mississippi Street on Main line, will call for route, or if Dwarf Signal route is desired will call for either as indicated below:

Whistle Call

— — — — Freight Tracks to Seventh Street.
— — — — Passenger Tracks to Union Depot.
— — — — Round House.
— — — — Coal Dock.

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.

At Mississippi Street and St. Anthony Park Junction diverging inferior class trains 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.

At Park Junction, all Eastward trains filling out or picking up trains at that point, must call Towerman St. Anthony Park on phone and secure line up of trains on Line A.

FOR SPECIAL INSTRUCTIONS SEE PAGE 7.

TRAINS USING GREAT NORTHERN TRACKS BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, WILL BE GOVERNED BY THE RULES AND REGULATIONS OF THAT COMPANY.

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN GREAT NORTHERN CROSSING AND NORTHTOWN.**

EASTWARD

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

THIRD SUB-DIVISION
(JOINT TERMINAL)

EASTWARD

FIRST CLASS																Water, Fuel, Scales, Turn Table and Wyes	Distance from Northtown.	TIME TABLE No. 120.		FIRST CLASS						
																		October 7, 1918. Succeeding No. 119.		14	4	66				
																				Daily	Daily	Daily				
																		STATIONS		N. P. 14	N. P. 4	N. P. 66				
			26	82	8	84	2	62	12	24	64	16	52	68	10	38		3.8	S..... MINNEAPOLIS..... DN (Great Northern Passenger Station) 0.5	A 10.05 PM	A 10.20 PM	A 10.40 PM				
			Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Except Sunday	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily										
			G. N. 17	Soo 106	N. P. 8	Soo 110	N. P. 2	N. P. 62	N. P. 12	G. N. 16	N. P. 64	G. N. 19	Soo 60	N. P. 68	N. P. 10	Soo 108				N. P. 14	N. P. 4	N. P. 66				
			A 5.55 AM		A 7.05 AM		A 7.25 AM	A 7.40 AM	A 10.00 AM	A 12.35 PM	A 1.35 PM	A 1.55 PM		A 4.45 PM	A 5.45 PM											

TRAINS USING GREAT NORTHERN TRACKS BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH MINNEAPOLIS WILL BE GOVERNED BY THE RULES AND REGULATIONS OF THAT COMPANY.

				A 6.30AM		A 7.05AM							A 4.15PM			A 5.59PM		3.3	GREAT NORTHERN CROSS'G 0.3							
			5.51	6.28	6.59	7.02	7.21	L 7.35AM	9.55	12.31	L 1.30PM	1.51	4.13	L 4.40PM	5.40	5.57	WOT	3.0	...N. P. FREIGHT YARD... P 0.3	10.00	10.15	L 10.30PM				
			5.50	L 6.27AM	6.57	L 7.00AM	7.20		9.54	12.30		1.49	L 4.12PM		5.39	L 5.55PM		2.7	FIFTEENTH AVE. NORTH 1.2 Interlocked Soo Line Connection	9.59	10.14					
			5.46		6.54		7.15		9.50	12.25		1.45			5.35			1.5	...MULBERRY LINE JCT... P 1.5	9.55	10.10					
			L 5.40AM		L 6.50AM		L 7.10AM		L 9.45AM	L 12.20PM		L 1.40PM			L 5.30PM		WCO T	0.0	NJ. NORTHTOWN DN Great Northern Crossing	L 9.50PM	L 10.05PM					
			Daily	Daily	Daily	Daily	Daily	Except Sunday	Daily	Except Sunday	Daily	Daily	Except Sunday	Except Sunday	Daily	Daily				Daily	Daily	Daily				
			0.15	0.3	0.15	0.5	0.15	0.5	0.15	0.15	0.5	0.15	0.3	0.5	0.15	0.4			Time over Sub-Division	0.15	0.15	0.10				
			15.2	12.0	15.2	7.2	15.2	9.6	15.2	15.2	9.6	15.2	12.0	9.6	15.2	9.0			Average Speed Per Hour	15.2	15.2	4.8				

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN NORTHTOWN AND GREAT NORTHERN CROSSING.

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

At Minneapolis Great Northern Passenger Station, when passenger trains are pushed, helper engine will be cut off at the stop board.

Between N. P. Freight Yard and Third Avenue North crossing with the Great Northern is single track.

At east end of N. P. Terminal Yard, Minneapolis, the normal position of double track switch is for Westward trains.

Passenger extras 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.

Delayed first class and all other trains will be under proper control in yard limits, expecting to find yard engines using main tracks.

At Northtown Transfer, Class T Engines must not go under transfer sheds

At Northtown, University Ave. Bridge at east end of yard will not clear a man on side of car.

At The Minneapolis General Electric Co.'s Plant, Marshall Street and 28th Avenue North East, Minneapolis, Northern Pacific power will be permitted on tracks Nos. 1, 2, 3, 4 and 6 only. Under no circumstances will Northern Pacific power be allowed on Timber Trestle Bridge west of Track No. 4.

ENGINE RESTRICTIONS OVER BRIDGES, JOINT TERMINAL, SAINT PAUL DIVISION.

Bridge 0 Fourth Street, St. Paul, West Side Line, Class "T", "W," and Mallet engines, ten miles per hour.

Bridge 0 Fourth Street, St. Paul, East Side Line, Class "W" and Mallet engines, ten miles per hour.

Bridge 3 Maryland Street, Line "A." Class "T," "W", and Mallet engines, 15 miles per hour.

Bridge 9 Mississippi River Minneapolis, Following engines prohibited:
Class "Q," "T," "W," Mallet, C. G. W. J, Soo Line H2, H3, H21, M. & St. L. 80 to 89, 420 to 439, and 450 to 481, 600 to 614.
Engines to use one minute and 45 seconds crossing.

ONE ENGINE ONLY is permitted to use this bridge at one time, except engines of permitted class may follow in the same direction, keeping 300 feet apart.

Bridge 12 Twentieth Avenue North, Minneapolis, Mallet engines, ten miles per hour.

Bridge 12-1 Mississippi River, Minneapolis:
Class "T," ten miles per hour.
Class "W" and Mallet prohibited.
Class "T" or heavier power is prohibited on the following tracks in the Minneapolis Terminals:
Gould Elevator Tracks, Bousfield Wooden Ware Company's Tracks,
Carpenter and Lamb Tracks, Glueck Brewing Company's Tracks,
Minneapolis General Electric Company's Tracks, Ramsey Street Tracks.

		LIMIT OF LOAD—MEASUREMENT																		
		HEIGHT ABOVE TOP OF RAIL																		
		1' 0'' Wide	2' 0'' Wide	3' 0'' Wide	4' 0'' Wide	5' 0'' Wide	6' 0'' Wide	7' 0'' Wide	7' 6'' Wide	8' 0'' Wide	8' 6'' Wide	9' 0'' Wide	9' 6'' Wide	10' 0'' Wide	10' 2'' Wide	10' 6'' Wide	11' 0'' Wide	11' 6'' Wide	Max. Height	Max. Width
1st Subdivision....	Stillwater to 3rd St. Jct.....	17' 3''	17' 3''	17' 3''	17' 3''	17' 3''	17' 3''	17' 3''	17 0	16' 6''	16' 3''	15' 8''	15' 2''	14' 8''	14' 3''	13' 6''	12' 4''	.....	17' 3''	11' 2''
2nd Subdivision...	3rd St. to M. & St. L. Sta.....	16' 7''	16' 5''	16' 3''	16' 0''	15' 9''	15' 6''	15' 3''	15' 1''	14' 11''	14' 9''	14' 7''	14' 5''	14' 3''	14' 2''	14' 0''	13' 9''	13' 6''	16' 7''	11' 6''
3rd Subdivision....	Great Northern Passenger Station to Northtown.....	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	18' 0''	11' 6''
4th Subdivision....	M. & D. Jct. to East Mpls. Jct.....	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	19' 6''	11' 6''

FOR SPECIAL INSTRUCTIONS SEE PAGE 7.

COMMERCIAL SPURS.

First Sub-Division.	
Distance from Stillwater:	
People's Ice Company Spur	10.0 Miles
St. Paul Ice Company Spur	11.3 "

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

DR. A. W. IDE, Chief Surgeon, Brainerd Hospital.
 DR. J. A. EVERT, Assistant Surgeon, Brainerd Hospital (s).
 Brainerd Shops (s).
 DR. R. W. FURMAN, room 318 Northern Pacific General Office
 building, 5th & Jackson sts., St. Paul. Telephone Cedar 2340.
 DR. E. L. MANN, 718 Lowry Building, St. Paul.
 DR. P. A. HOFF, 939 Lowry Building, St. Paul.
 DR. E. W. OSTERGREN, 991 Payne Ave., St. Paul.
 DR. F. J. MITCHELL, office 896 Payne Ave., residence 881 Payne
 Ave., St. Paul.

DR. B. LEAHY, 1591 University Ave. West, St. Paul.
 DR. J. W. CHAMBERLIN, Oculist, 734 Lowry Building, St. Paul.
 DR. L. A. NELSON, Oculist, 734 Lowry Building, St. Paul.
 DR. A. C. HEATH, Nose and Throat, 339 Lowry Bldg., St. Paul.
 DR. F. L. BECKLEY, 348 Prior Ave., Merriam Park, Minn.
 DR. I. C. McDONALD, 601 Syndicate Building, Minneapolis.
 DR. HOWARD S. CLARK, Oculist, 616 Syndicate Bldg., Mpls.
 DR. J. H. McCLANAHAN, White Bear (s).
 DR. B. J. MERRILL, Stillwater (s).

St. Paul, Fourth Street, Freight Station (s).
 " Fourth Street, Yard Office (s).
 " Mississippi Street Round House (s).
 " Mississippi Street Car Foreman's Office (s).
 " Como Shops (s).
 Northtown Roundhouse (s).
 Northtown Transfer (s).
 Tool Car No. 4. Steam Derrick, Northtown (s).
 E. Minneapolis (s).
 Minneapolis, Car Foreman's Office (s).
 LOCATION OF STRETCHERS (S).

Surgeons will attend, when called upon officially, to all cases of accident occurring to employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.
 Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary proper surgical aid should be procured until the arrival of a regu

NOTE

larly 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

SPECIAL INSTRUCTIONS.

SPEED RESTRICTIONS.

First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.
 Maximum speed of passenger trains is one minute per mile, or sixty miles per hour. This limit MUST NOT be exceeded.
 Class W engines must not exceed thirty (30) miles per hour.
 Through Cross-overs, turn-outs and gauntlets, fifteen (15) miles per hour.
 Engines backing up in day-light will not exceed twenty-five (25) miles per hour; after dark twenty (20) miles per hour.
 Between White Bear and Mahtomedi regular trains backing up will use full schedule time. Irregular trains will use not less than fifteen (15) minutes.
 Between White Bear and Peninsula Class T Engines must not exceed ten (10) miles per hour.
 At White Bear speed of trains over "Shady Lane" crossing (near the round house), must not exceed Twelve (12) miles per hour
 From Claymont Yard to Third Street Junction westward freight trains must use fifteen (15) minutes.
 At St. Paul speed of passenger trains from East Seventh Street to Third Street must not exceed that shown on time table.
 At St. Paul through Seventh Street tunnel and between tunnel and Third Street Junction, freight trains must not exceed eight (8) miles per hour.
 Through interlocking plants speed will be limited to thirty (30) miles per hour. This however does not affect any previous ruling at plants where speed is limited to less than thirty (30) miles
 Through Mississippi Street Interlocking Plant trains must not exceed twelve (12) miles per hour.
 Passing La Fayette Avenue on line leading to and from Seventh Street speed must not exceed eight (8) miles per hour.
 At Twentieth Avenue South, Minneapolis, trains crossing Mississippi River Bridge will use not less than one minute and forty-five seconds.
 At Central Avenue Crossing, Line "B," Minneapolis speed must not exceed eight (8) miles per hour.
 On Minneapolis Branch Class T Engines must not exceed twenty (20) miles per hour at any point.

HELPER DISTRICTS.

St. Paul and Claymont.
 St. Paul and Minneapolis.
 East Minneapolis and a point $2\frac{1}{2}$ miles toward White Bear
 Stillwater and 2 miles west.

DERAILING SWITCHES.

Stillwater, West End of Old Prison Track, inside of Gate. Summit, East End of Siding.
 White Bear, West End of White Bear Lumber Co's Spur. Claymont, West End of Sidings 1, 2, 3 and 4.
 East Seventh Street. West End of Team Track and West End of Omaha Transfer Track.
 St. Paul. East Side line, Eastward track under Sixth Street Bridge.
 Mississippi Street, St. Paul. Foot of out bound emergency track connecting with the Coal Storage Spur.
 Rice Street Spur, East End.
 Lexington Ave. Spur, East End.
 Como, West End of Siding.
 Snelling Avenue, Minnesota Bi-Product Co's Yard, West End.
 Snelling Avenue Team Track, West End.
 Bayless Avenue Spur, West End.
 Eustis Street Yard (Tracks 1, 2 and lead at West End, Track 1 and lead at East End
 Brown Sheet Metal track, north end.
 Prospect Park, East End Petelers Siding South East Minneapolis, West End of Gas Traction Foundry Co's Track.
 Harvard Street East End of track 2 Minneapolis Lower Yard, East End of Transfer Track.
 North Minneapolis. West End of Diamond Boiler works track, near 23d Avenue.
 Minneapolis, East End of North East Yard.
 Northtown, East End Ice House track. Little Canada, West End of Siding.
 East Minneapolis, North End of W. S. Nott Track. Rose, East and West End of Siding.
 Derailers must be kept in derailing position when not in use.

TRAIN RULES.

At all stations, weather conditions permitting, enginemen will before passing obtain "Proceed" signal from rear of train, as per Rule 12-B, answering as per Rule 14-B. When night signals not required trainmen will use a white flag on staff for this purpose as well as passing air brake test and other signals, when necessary.

Conductors of work trains will issue instructions to their flagmen in writing, except where flagman goes back immediately to stop approaching trains. If necessary to modify instructions by telephone flagman should write instructions in order that he will remember and not become confused as to the instructions received. When flagmen are given written instructions as above the conductor and flagman will compare watches before flagman goes out and conductor will in all cases require the flagman to read the order aloud that the conductor may know the flagman understands it. Conductor will keep a copy of the order which should be explicit and explain exactly what the flagman is to do. The object is to avoid misunderstanding. No particular form will be followed but examples are given below.

Example No. 1.

Date.....

To Flagman: Go back (or ahead) and hold all trains until we whistle you in.

2.
 To Flagman: Flag and hold all Eastward trains at Cable until we return to Cable.

3.
 To Flagman: Flag Extra 1514 East, notify them where we are working, and to look out for us.

Transportation Rule 928 will hereafter apply on territory covered by Joint Terminal time table, excepting Minneapolis Branch.

Transportation Rule 928-A will apply on Minneapolis Branch.

J. B. McLANE,
 Assistant Superintendent.

HENRY FLANAGAN,
 Trainmaster.

F. L. BIRDSALL,
 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, 15 miles per hour.
 Between 3rd Avenue North and 6th Avenue South, and between 18th and 19th Avenues South, maximum speed limit for passenger trains, 15 miles per hour; for all other trains and light engines, 10 miles per hour.
 All trains and engines must move under control between 3rd Avenue North and 20th Avenue South.
 "Under Control" as used herein means being able to stop within the distance track is seen to be clear.
 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, but 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 five minutes late.
 Second and inferior class and extra trains and switch engines may run ahead of first class trains which are five 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, switch engines and light engines occupying 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.
 Movements over crossovers must be protected in both directions.
 Movements between 3rd Avenue North and First St. South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by a sign post reading, "End Block." Lights will govern train movements by day as well as by night; one light only should appear at any one time. A green light indicates track clear, Proceed. A yellow light indicates Caution, that block in advance is occupied, approach next signal at end of block under control. A red light indicates Stop, block not clear.

broken rail, open switch or other obstruction, and train must be brought to a full stop at least 20 feet back of signal and may then proceed under control expecting to find the block obstructed and enginemen will be held responsible in case of accident caused by over-riding a preceding train. When signals are out of order, that is when two lights or more show at the same time, or when a white light is shown, or when no lights show, it will be considered a Stop Signal and trains will proceed accordingly; enginemen will report the signal that is out of order to Superintendent at first available telephone or telegraph office. It must be understood that automatic block signals in no way relieve men in charge of trains, switching transfers and light engines, of protecting whenever and wherever required by these special rules.

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.

Switch connecting lead of wheat yard with the eastward main track between 16th and 18th Avenues South, is connected with a semaphore indicating the position of the switch, and all eastward trains must approach this semaphore prepared to stop.

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 watchman 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 sunset and sunrise 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 caboose, proper display of markers is required.

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.

R. E. RYAN, Superintendent. M. & St. L. R. R.

