# NORTHERN PACIFIC RAILWAY COMPANY.

MINNEAPOLIS & ST. LOUIS RAILROAD

# JOINT ON TERMINAL TIME 000 TABLE

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

SUNDAY, JUNE 10, 1928.

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

T. H. LANTRY,
General Manager.

W. H. STRACHAN,
General Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

G. H. JACOBUS,
Superintendent.

E. E. NASH, Chief Operating Officer, M. & St. L. R. R.

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

	WES	TWARD				·				_		ST SU (JOINT 1									· · · · · · · · · · · · · · · · · · ·					
		DIME GADIT N. 106						1		F	IRST CL	ASS							SEC	COND C	LASS		]	THIRD	CLASS	<del></del>
cales, Wyes its.		TIME TABLE No. 186.  June 10, 1928.	<b>5</b>	bers.	65	67	61	69	63						i			627	625				715	721		
Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from Stillwater.	Succeeding No. 185.	Capacity ngs.	Numbe	Passenger	Passenge	r Passenger	Passenger	Passenger				<u>-</u>					Freight	C. M. St. P. & P. Freight				Way Freight	Way Freight	<u></u>	
ter, F n Tal Yard	stanc Ilwat		r Car	Station		Frank	Frank		ļ <del></del>	<u> </u>		-	-	·	- <del> </del>	<u> </u>	-		Freight		-	_	┪───	Freight	<del></del>	-
Wa Tur		STATIONS	Car	-	Daily	Except Sunday	Except Sunday	Sunday Only	Daily				_					Daily	Daily				Except Sunday	Except Sunday		
T O X	0.0	STILLWATER	Yard	LG 12								ļ											L 3.15PK			
	4.0	SUMMIT	25	rg a	:			<u> </u>			_										-	-	1 3.29			
	6.2	Soo Line Crossing 2.9	8 Car Sput	LG 7																		-	1 3.36			
	9.1	MAHTOMEDIP	15	LG 4														1					1 3.46			
	9.6	ECHO		LG 3½				-						-	-	-			-		<del></del>	<del></del>	3.49		<del></del>	1
	10.0	PENINSULA		FG 3	-	- <del></del>				<del></del>			-	<del></del> -		-		<b></b>	<del> </del>	<u> </u>	-	-	f 3.50			-
	i	CLUB HOUSE		LG 234			-				-		-	<del></del>	- <del></del>	<u> </u>	-		·		-	-	f 3.51		<del></del>	<del></del>
	l	DELLWOOD		LG 2			-	-			- <b> </b>		-	-		<del> </del>							f 3.53	<del></del>		<del></del>
		WHITE BEAR BEACH		LG 1			-				-  <del></del>	-	- · · · · · ·	ļ	- <del></del> -	<del>                                     </del>	ļ <del></del>				-		3.56			-
<u> </u>		TENTH STREET		LG 35	<del></del>	ļ	-				<b>-</b>		-	<del> </del>	-	-		ļ	ļ <u>.</u>				1 3.59			-
W T X		WBWHITE BEARDN	Yard	L 141	L 5.27A	1 7.174	L 1.15	l. 5.42%	L 6.31 P		-	-	-	-	- <del> </del> -		<del> </del>	L 4.17#	L 4.30 A		-		ļ	1 2.30PM		
<u> </u>	13.3	LAKE SHORE		L1411/2	1 5.29	8 7.19	f 1.17	s 5.44		<del></del>		<del> </del>	-	-	-	<u> </u>	<u> </u>	4.19	4.32					2.33	<del></del>	<u> </u>
ΥX	Ī			L 142		1 7.21		<del> </del>							-			4.22	4.35		-	-		2.37	<del></del>	
		Soo Line Cross'g—Track Conn. GNGLOSTERDN To Mississippi Street Yard 3.6		L 147	s 5.40	s 7.30	s 1.30	# 5.55	6.42	-	- <del> </del>		-		-	-		A 4.37#	4.47			-		A2.55%	-	
		16 Mississippi Street 18rd 5.0						AND GL	OSTER 1	RAINS	USING S	OO LINE	TRACK	WILL B	E GOVER	NED BY	SOO LII	I	1	AND RU	JLES.		<u> </u>	8	-	
WTC Y	22.6	Soo Line Connection. MY.MISSISSIPPI ST. Y'D DN Interlocked. east end.	Yard	8 142														A 4.55#	-					A 3.10PM		
	19.0	Soo Line Cross'g—Track Conn. GNGLOSTERDN 2.1	Yard	L 147	s 5.40	₅ 7.30	s 1.30	s 5.55	6.42										4.47					<del>(*** *** *** ***</del>		
	21.1	CLAY MONT P	Yard	L 149	<del></del>	<del></del>						<del></del> -	-		<del> </del>	-			4.53 5.05		-				<del></del>	·
	21.5	EAST SEVENTH ST Forest Street—Interlocked	Yard	L 150	s 5.46	s 7.36	s 1.36	s 6.01	6.46		<del> </del>	-			<u> </u>				- 5.05		<u> </u>	-			i ——	·
	28.5	2.0	Yard-	L 151	5.52	7.42	1.42	6.07	6.52						-				A 5-20M		-				- <del></del>	
WT	24.0	USAINT PAULDN		8 142	A 5.55AM	A 7.45#	A 1.45 PM	A 6.10%	A 6-55PE	<del>.</del>						ļ		Via Soe Line			<u> </u>	-		Via Soo Line		
		· · · · · · · · · · · · · · · · · · ·	BE	TWEEN	ST. PA	/L AND	MINNEA	POLIS TR	AINS US	ING GR	EAT NO	THERN	TRACKS	WILL B	E GOVER	NED BY	GREAT	NORTH	ERN TIM	E TABL	E AND R	ULES.	1		Page	
		S MINNEAPOLIS DN (Great Northern Passenger Station)	ĺ		A 6.40M		A 2.25 M		A 7.30PM																	
					Daily	Except Sunday	Except Sunday	Sunday Only	Daily	<del>- ;</del> -								Daily	Daily	<del>i</del> ,			Except Sunday	Except Sunday	<del></del>	
		Time over Sub-Division			.28	.28	.30	.28	.24									.20	.38				.45	.25		
		Average Speed Per Hour			24.2	24.2	22.6	24.2	28.2					ļ				18.9	17.8				16.9	15.1		

### 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.

Between Claymont and Third Street Junction Mountain Grade Rules will govern Operation of Westward Freight Trains. See Special Instructions page 8.

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 White Bear flying switches over highway crossings are prohibited.

At White Bear, Main Line movements in either direction between White Bear and the new yard must be made with the current of traffic.

At Gloster cars may be placed on tracks Nos. 1, 2, 3, 4, Scale track and Passing track.

At Gloster, Class "W" power must not be handled on tracks 1, 2, 3 and 4.

Switch targets are numbered and lettered as shown above.

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

Between Third Street Junction and Union Depot, double water, trains and outside and Regulations.

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

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

St. Paul Yard, Minnehaha Street Bridge, opposite Hamm's Brewery, will not clear a man on top of a box car.

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

SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

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17 A	STW	•	D	
D. A	O 1 YY	- 65		·

### FIRST SUB-DIVISION (JOINT TERMINAL)

		TIME TABLE No. 186.				1	1	ī	1	Fil	RST CLA	155			<del> </del>	<del></del>		-[	SECON	CLASS	<b>;</b>	ļ	TH	RD CLA	55	
Soales, Wyes mits.		June 10, 1928.	jo At	Numbers.	62	70	64	68	66				-					·	626			716	722			
rn Tables, I Yard Lin	Distance from St. Paul.	Succeeding No. 185.	Capsoit	on Nu	Passenger	Passenger	Passenger	Passenger	Passenger								-	Freight	C.M.St.P & P. Freight			Way Freight	Way Freight			
Turn and Y	St. Dista	STATIONS	Car Car Sidings	Station	Except Sunday	Sunday Only	Daily	Except Sunday	Daily	·				-				Daily	Daily			Except Sunday	Except Sunday	·		
TO X	24.0	STILLWATER 4.0	Yard	LG 12	:					·							- <del></del>	·			- <del> </del>	A 7.25₩			•	
	20.0	SUMMIT	25	LG 9				-												ļ <del></del>	-	f 7.12				
	17.8	Soo Line Crossing 2.9	8 Car Spur	LG 7	-																	1 7.06	-			
	14.9	MAHTOMEDIP	15	LG 4	·								,						**		-	f 6.56				
		ECHO0.4		LG 334																<del></del>		6.54		<del> </del>		
		PENINSULA		LG 3																	<u> </u>	6.53				
		CLUB HOUSE		LG 234																[		6.52			<del></del>	
·		DELLWOOD	4 Car Spur	LG 2																		6.51				
		WHITE BEAR BEACH		LG 1														: "				6.49			·	
.		TENTH STREET		rg %											]							6.47	<del></del>			
x		WBWHITE BEARDN 0:6			5	Ā10-00₩ s	A 2.23™	Ā 6·10™ s	\$12.30W									A 8.40P	A 8.50°M			L 6.45AM	A 7.504			
	I	LAKE SHORE		.		9.58		s 6.08										8.37	8.46	-			7.48			
x		(Ash Street Passenger Station) 4.7	Yard	.		f 9.55		f 6.05				-						8.33	8.42		-		7.45			
	5.0	Soo, Line Cross's—Track Conn. GN GLOSTERDN To Mississippi Street Yard 3.6	Yard	L 147	9.04	9.44	s 2.13	s 5.54	*12.14									L 8.15PM	8.22	-			L 7.30M			······································
1	· i			BETW	EEN MIS	SISSIPP	STREE	AND G	LOSTER	TRAINS	USING S	OO LIN	E TRACK	WILL E	E GOVE	RNED B	Y \$00 LI	NE TIME	TABLE	AND R	ULES.	·			<u>-</u>	
CT Y		Soo Line Connection. MY. MISSISSIPPI ST. Y'D., DN Interlocked, east end.	Yard	S 142						-								l 8.00™					L 7.15AM			
	5.0	Soo Line Cross'g—Track Conn. QNQLOSTERDN 2.1	Yard	L 147	s 9.04	9.44	s 2.13	5.54	312·14										8.22							
_	2.9	P	Yard	L 149			-	<del></del>					-	<u> </u>							J		···	<u></u>	<del></del>	
	2.5	EAST SEVENTH ST	Yard	L 150	8.58	• 9.38	2.08	₅ 5.48	12.07					<del></del>	<u> </u>	<u> </u>		<b> </b>		<del></del>	<u> </u>				<del></del>	
	0.5	2.0 THIRD STREET JCTP C. B. & Q. R. R. Crossing	Yard	L 151	8.52	9.32	2.02	5.42	12.01#				-	<del></del>	<del></del>				L 8.00%					<del></del>  -		:
V T	0.0	USAINT PAULDN		8 142	8.504	L 9.30A	L 2.00%	L 5.40%	L11.59N						41-11-11-11-11-11-11-11-11-11-11-11-11-1			Via Soo Line					Via Soo Line			
			BET	WEEN S	ST. PAUL	AND M	INNEAPO	LIS TRA	LINS USIN	IG GREA	T NORT	HERN T	TRACKS	WILL BE	GOVER	NED BY	GREAT N	ORTHER	N TIME	TARLE	AND RI					
<u> </u>		S MINNEAPOLIS DN (Groat Northera Passenger Station)		l	L 8-10A		L 1.30PM		L11.20 PM														-			
	- 1	İ	- 1		Except Sunday	Sunday Only	Daily	Except Sunday	Daily									Daily	Daily			Except Sunday	Except Sunday			
					Bunday	Omy	I	- Lunus	1 1	1					, .		<b>{</b>		-	•		Sunday	Bundav			
	 	Time Over Sub-Division  Average Speed Per Hour.			.30	.30	.23	.30	.81								ļ	.25	.50		-	.40	Sunday .20	<u></u>		

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

Yard Limit Boards-White Bear and Stillwater.

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

Conductors of all trains using Soo Line tracks between Gloster and Trout Brook Junction will register in train register book at telegraph office Gloster before departure.

Passenger extras and light road engines may run ahead of delayed first-class trains without orders.

Conductors of trains and Enginemen of light engines in and out of Stillwater will make out register ticket Form 608, covering their arrival and departure at Stillwater and will give them to the operator at White Bear.

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.

At White Bear, normal position of double track switch is for westward trains.

# SECOND SUB-DIVISION (JOINT TERMINAL)

WESTWARD

M. & St. L. 1 2 Passenger Ex. Sunday	M. & St. L. 13 Passonger I Ex. Sunday 1 8.15# 1 8.17	Passenger Daily L 8.35 M	Soo Chgo. Div. 2 er Passenger Daily	800 84 Passenger Ex. Sunday	Boo 107 Passenger Daily	800 62 r Passenger Daily L 1.50 <sup>PM</sup>	109 Passenger Daily	M. & St. L. 6 Passenger Daily	8	Daily	Passenger Daily	Anos from Paul.	TIME TABLE No. 186.  June 10th, 1928.  Succeeding No. 185.  STATIONS	ter, Fuel, n Tables, Yard Lin	211 M. & St. L.  15 Passenger Daily	4	Soo 13 Passenger		M. & St. L. 98 Freight Daily	167 M. & St. L. 92 Freight Daily
2 Passenger Ex. Sunday 1 7.30 M 7.32	13 Passenger I Ex. Sunday 1 8.15 AL 8.17	Passenger Daily L 8.35 M	Chgo. Div. 2 er Passenger Daily AH 1, 9.00AH	Passenger Ex. Sunday	107 Passenger Daily	62 Passenger Daily	109 Passenger Daily	6 Passonger Daily	8 Passenger Daily	Chgo. Div. 4 Passenger Daily	105 Passenger Daily	15 25	Succeeding No. 185.	Water, Fuel, Turn Tables, and Yard Li	15 Passenger	4 Passenger	13 Passenger		98 Freight	92 Freight
Passenger Ex. Sunday 1. 7.30 AM 7.32	Passonger I Ex. Sunday 1 8.15# L 8.17	Passenger Daily L 8.35	Passenger Daily ML 9.00AH	Passenger Ex. Sunday	Passenger Daily	Passenger Daily L 1.50%	Passenger Daily	Passonger Daily	Passenger Daily	Passenger Daily	Passenger Daily	15 25		Water, F Turn Ta and Yar	Раззепдег	Passenger	Passenger		Freight	Freight
Ex. Sundays L 7.30Mi 7.32	Ex. Sunday L 8.15# L 8.17	Daily L 8.3544 8.38	Daily	Ex. Sunday	Daily	Daily L 1.50P4	Daily	Daily	Daily	Daily	Daily			Wat	[					
7.32 7.36	8.17 8.20	8.3544 8.38	ML 9.00AH	W L10.45W	_	L 1.50N	·	I		<del></del>		<u>"</u>		1	Daily	Daily	Daily		Daily	Daily
7.32	8-17	8.38			W.			L 6.30™	L 7.20	L 7.45M	1		<u> </u>		·——			i		
7.35	8.20		9.03	10.47		1.52	I			l!		0.0	USAINT PAULDN 0.6 C. B. & Q. R. R. CROSSING	W.T. Y.	L 8.40 <sup>m</sup>	L 9.00™	<u> </u>			
		A 8.44 M			-	·		6.32	7.22	7.48		0.6	To Miss. St. 1.2		8.42	9.02				
		A 8.44A											SEVENTH STREET 0.9							L 9.30™
7.38	\	1	MA 9-10A¥	10-51		1.56		6.35	7.26	A 7.54PM		1.8	MX.MISSISSIPPI ST. Y'D. DN Interlocked, east end. Soo Line Connection. 1.1	W,C,T.	8.45	9.05			7.03	9.33
,	8.23	,		A10-55#	E .	A 2.00Pk		6.38	A 7.29F			2.9	See Line Connection.		8.48	9.08			7.07	9.37
7.44	8.29		-			-		6.44				5.9	COMO SHOPSP	₩.	8.54	9.14			7.17	9.47
			<del> </del>	-	-	-						6.7	G. N. CROSSING 0.6 Electric Automatic Interiocking.							
7.47	8.32							6.47				7.8	G. N. Connection 0.5		8.57	9.17			7.22	9.52
7.48	8.33	1				-		6.48				7.8	ST. ANTHONY PARK JCT.P 0.6 Interlocked.	Ÿ.	8.58	9.18			7.24	9.54
7.50	8.35							6.50				1	1.5		9.00	9.20			7.26	9.56 10.16
7.54	8-39		}					6.54				9.9	C. & G. W. Connections O. 9 Interlocked.		9.04	9.24			7.31	10.21
7.56	8.41	ļ.			-			6.56				10.8	NINETEENTH AVE. SOUTH. Railway Transfer Connection 0.7		9.06	9.26			7.34	10.24
7.58	8.43	1	-		L12.27%	H I	L 5.50PM	6.58			L 8.23M	11.5	C. M. & St. P. Connection.		9.08	9.28	L11.37PM		7.37	10.27
A 8.004	A 8.45ª				A12-30P	A	A 5.55PM	A 7.00M		-	A 8.26M	12.3	FIRST STREET NORTHP MINNEAPOLIS M. & ST. L. Connection		A 9.10m A 9.30m A11.41m				A 7.40M	A10.30PM
Except Sunday	Except Sunday	Daily	Daily	Except Sunday	Daily				Daily	Daily	Daily		Daily	Daily						
.30	,30	.09	.10	.10	.03	.10	.05	.30	.09	.09	.03		Time over Sub-Division		.30	.30	.04	<u> </u>	.40	.40
	7.47 7.48 7.50 7.54 7.56 7.58 A 8.00%	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00 A 8.45	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00 A 8.45	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00 A 8.45	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00 A 8.45 A 8.45 A A 8.	7.47 8.32  7.48 8.33  7.50 8.35  7.54 8.39  7.56 8.41  7.58 8.43  A 8.00 A 8.45 A 8.45 A A 5.55 A A 5.	7.47 8.32 6.47  7.48 8.33 6.48  7.50 8.35 6.50  7.54 8.39 6.54  7.56 8.41 6.56  7.58 8.43 L12.27 L 5.50 6.58  A 8.00 A 8.45 A 8.45 A 7.00 A 5.55 A 7.00 A 7.	7.47 8.32 6.47  7.48 8.33 6.48  7.50 8.35 6.50  7.54 8.39 6.54  7.56 8.41 6.56  7.58 8.43 L12.27 L 5.50 6.58  A 8.00 8 A 8.45 A 7.00 6.58  A 8.00 8 A 8.45 A 7.00 A	7.47 8.32 6.47  7.48 8.33 6.48  7.50 8.35 6.50  7.54 8.39 6.54  7.56 8.41 6.56  7.58 8.43 L12.27 L5.50 6.58  A 8.00 A 8.45 A 8.45 A 7.00 A 5.56 A 7.00 A 5.56 A 7.00 Daily Bunday Bunday Bunday Bunday Bunday Daily Dail	7.47 8.32 6.47  7.48 8.33 6.48  7.50 8.35 6.50  7.54 8.39 6.54  7.56 8.41 6.56  7.58 8.43 L12.27 M L 5.50 M 6.58 L 8.23 M  A 8.00 M A 8.45 M A 12.30 M A 5.55 M A 7.00 M A 8.26 M  Except Sunday Sunday Daily Daily Daily Daily Daily Daily Daily Daily  3.0 3.0 .09 .09 .10 .10 .03 .10 .05 .30 .09 .09 .09 .03	7.47 8.32 6.47 7.8  7.48 8.33 6.48 7.8  7.50 8.35 6.50 8.4  7.54 8.39 6.54 9.0  7.56 8.41 6.56 10.8  7.58 8.43 L12.27 L5.50 6.58 L8.23 11.5  A 8.00 A 8.45 L 8.23 11.5  A 8.00 A 8.45 L 8.23 11.5  A 8.00 A 8.45 L 8.23 11.5  A 8.26 M 12.3 A 8.26 M 12.3  Except Sunday Sun		1.2   1.5	7.47   8.32   6.47   7.3   1.5   1		0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.6   0.7   0.7   0.6   0.7	1.2   1.3   1.4   1.5	0.7   0.8   0.7   0.7   0.8   0.7   0.8   0.7   0.8   0.7   0.8   0.7   0.8

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

DOUBLE TRACK BETWEEN THIRD STREET, ST. PAUL, AND FIRST STREET NORTH, MINNEAPOLIS.

### AUTOMATIC BLOCK FROM SEVENTH ST., ST. PAUL, TO TWELFTH AVE. SE., MINNEAPOLIS.

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

Yard Limits.—First Street 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, St. Paul, westward second class and inferior trains may run ahead of delayed first class trains, when given the route by switchtenders.

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.

At Fourth Street Yard, St. Paul, the supports under Seventh Street Bridge will not clear a man on the side of a car on tracks 6.8.9.10 and 11.

Passenger extras and light road engines may run ahead of delayed first-class trains without orders.

At Mississippi Street tower the Train Order Signal is to govern Soc 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 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 —

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 must call St. Anthony Park Tower on Phone located in old Tower and obtain permission to Cross-over before fouling either the Eastward or Westward Main Line.

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.

### SECOND SUB-DIVISION (JOINT TERMINAL)

### EASTWARD

ļ		T	Ī	FIRST	}	T .		1	1	- <del></del>	-		-	·				FIRST	CLASS		Isi	ECONI	D CLA
		302	304	314	310	202	306	200	206	308		TIME TABLE No. 186	Soales, Wyes	312	320	208	316	210	313	1. 7			ī
	j	800	Soo	Soo	Soo	M. & St. L.	Soo Div	M. & St. L.	M. & St. I	. 8oo		June 10, 1928.	S. S.	800	800	M. & St. L		M. & St. I.		<del> </del>	<del></del>	164	
		106	110	14	7	3	Chgo. Div		5	85	900	Succeeding No. 185.	Fuel, ables,	Chgo. Div.	63	14	108	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	1	<b>,</b> ,	1 .	& St. L.	
——————————————————————————————————————		Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenge	1 1 2 2		5 th	}			Passenger	Presonan	13		— <del></del>	97	- 95
	·	Daily	Daily .	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sunda	<b>7</b> A	STATIONS	AT Wa	Daily	Daily	Ex Sunday	Deile	Ez, Sunday	·	<u>·</u>		reight	Freig
		_			A 7.30M	A 7.50M	A 8.05M	A 8.104	A 9.00	4 2.10	12.3	USAINT PAULBN 0.6 C. B. & Q. R. R. CROSSING	W,T,Y	A 4.00PM	4 5.30PA	A 5-559			Daily A10.35 PM		-  - <sup>1</sup>	Daily	Dai
		-			7.27	7.48	8.03	808	8.58	2.07	11.7	THIRD STREET		3.57	5.27	5.53	ļ	7.43	10.31				
							i				<b>-</b>	SEVENTH STREET					<u> </u>			<u> </u>	A	4.30A	4 7.0
					7.23	7.45	1. 7.594	8.04	8.55	2.03	10.5	MXMISSISSIPPI ST. Y'DDN Interlocked east end Soo Line Connection	W,C,T	1 3.52M	5.22	5.50		7.40	L10.25PM			4.24	6.5
			· .		L 7.204	7.42		8.01	8.52	L 2.00P	9.4	1.1 <b>899</b> LINE JCT			. <b>5</b> .19¤	5.47		7.37				4.18	6.4
		-			1 2 6 Eq.	7.36		7.54	8.46		6.4	Soo Line Connection				5.41		7.31			·		<del></del>
										<u> </u>	5.6	0.6										4.03	6.3
·						7.33		7.50	8.43		5.0	Electric Automatic Interlecking				5.38	! 	7.28					• -
-				+		7.32		7.48	8.42	<del></del>	4.5	G. N. Connection 0.5ST. ANTHONY PARK JCT. P	<u> </u>								3	3.56	6.2
	<u>-  </u>			<del>,</del>		7.30						0.6 Interlocked				5.37		7.27	-		3	3.53	6.2
								746	8.40		3.9	EUSTIS STREETP				5.35		7.25			3	3-50	6.2
						7.26		742	8.36		2.4	18TH AVE. SOUTH EAST C. M. St. P. & P. Track C. & G. W. Connection G. N. Interlocked				5.31		7.21			3	3.42	6.1
						7.24		7.39	8.34			NINETEENTH AVE. SOUTH. Railway Transfer Connection 0.7				5.29		7.19			3	38	6.08
				A 7.17AM		7.22	.=	7.37	8.32	<del></del>	0.8	SIXTH AVE. SOUTH 0.8 C. M. & St. P. Connection				5.27	A 5.43PM	7.17			3.	34	6.0
		L 6.26#1	6.55₩	L 7.14A		L 7.20#		L 7.354	8-30A		0.0	FIRST STREET NORTH., P			L	. 5.25 <sup>pg</sup>	L 5.39PH	7.15P				-30# L	6.00
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Except Sunday		M. & St. L. Connection		Daily	Daily	Except Sunday	Daily	Except Sunday	Dotler		<del>                                     </del>		
		.04	.03	.03	.10	.30	.06	.35	.30	.10	<b>-</b>	Time over Sub-Division		.08					Daily		D <sub>0</sub>	ally	Daily
		12.0	16.0	16.0	17.4	24.6	18.0	21.0	24.6	17.4		****** 0.01 DIO-711BIO		,00	.11	.30	.04	.30	.10			1.00	1.0

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

## AUTOMATIC BLOCK FROM TWELFTH AVENUE SE. MINNEAPOLIS TO WEST END OF ST. PAUL TUNNEL.

YARD LIMITS:

First Street North to Twentieth Avenue South.

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. The Two arm Semaphore located one hundred feet west of the Interlocking Tower, governs routes as follows: Top arm governs movements on Eastward Main Line to Third Street. The bottom arm governs movements over turn-out to Fourth Street yard, via West Side Line, and movements over Cross-over between the Eastward and Westward tracks of East Side Line.

— Freight Tracks to Seventh Street.

— Passenger Tracks to Union Depot

— Round House.

———— Coal Dock.

Whistle Call

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

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.

### THIRD SUB-DIVISION.

(JOINT TERMINAL)

WESTWARD

		FIRS	T CLASS	•					<del>_</del>			88		TIME TABLE No. 186.		···	<u> </u>	IRST CLAS	1	 <u> </u>
		65	13	9	3	307	61	315	11	63	319	Soales, Wyes	niis.	June 10, 1928	7	313	1			 L
		N.P. 65	N. P.	N. P.	N. P.	500 107	N. P. 61	800 109	N. P. 11	N. P. 63	500 105	r, Fuel Tables	nce from meapolis.	Succeeding No. 185.	N. P. 7	Soo 13	N. P.			 -
<del></del>			Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Water, Turn Tand and Yan	Nin	STATIONS		·	Passenger Daily			 ╀
		Daily	Daily 9.05#	Ex. Sunday			Ex. Sunday		Daily L 6.50 <sup>PM</sup>	Daily L 7.35M			0.0		Daily L11.00PM	Daily	L11.45PM			  -
	OFTWEEN CREAT N	ORTHERN PASSEN	GER STA	TION AN	D FIRST	STREET	NORTH	, MINNE	APOLIS,	TRAINS	WILL BI	GOV	ERNI	ED BY GREAT NORTHE	RN TIM	E TABL	E AND R	ULES.		 _
	BETWEEN GREAT IN				T	L12.30 <sup>N</sup>	-1	L 5.56%	1		L 8.28M		0.5	GREAT NORTHERN CROS'G		L11.42PM				
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-		A 6.504	9.09	9.29	10.34	12.32	A 2.30P	5.58	6.54	A 7.40PM	8.30	W,O,T.		N. P. FREIGHT YARDP		L				 - -
		A 6.50A	9.09	9.29 9.30	1	12.32 A12.33		5.58 A 6.00M			8.30 A 8.32N			N. P. FREIGHT YARDP 0.3 FIFTEENTH AVE. NORTH. Soo Line Connection 1.2 Interlocked		L				 -
		A 6.504		9.30	10.35	<u> </u>					A 8.32R	Y	2.3	FIFTEENTH AVE. NORTH Soo Line Connection 1.2 Interlocked MULBERRY LINE JCTP	11.05	A11.45M	11.50			-
		A 6.50 <sup>A</sup>	9·10 9·14	9.30 9.34	10.35	A12.33M			6.55		A 8.32R	Y	2.3	FIFTEENTH AVE. NORTH. Soo Line Connection 1.2 Interlocked	11.05	A11.45M	11.50			
		A 6.504	9·10 9·14	9.30 9.34	10.35 10.39	A12.33M		A 6.00M	6.55		A 8.32R	Y	2.3	FIFTEENTH AVE. NORTH Soo Line Connection 1.2 Interlocked MULBERRY LINE JCTP	11.05	A11.45M	11.50			

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

DOUBLE TRACK BETWEEN GREAT NORTHERN CROSSING AND NORTHTOWN.

WESTWARD	-			<del></del>			FOUR	TH SU	JB-DIV ERMINAI	ISIO	N.		-				EA	ASTWA	RD
										Water Turn M and Y	Distance from M. & D. Jot.	TIME TABLE No. 186.  June 10, 1928. Succeeding No. 185.  STATIONS	24	L 1441/2 L 1491/2 L 1821/2					
						-				W, Y,	12.2	BELT LINE CROSSING 2.5 Interlocked EAST MINNEAPOLIS P		1		 _			
												Time over Sub-Division  Average Speed Per Hour							

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

### SPECIAL INSTRUCTIONS

At Lewis Bolt and Nut Co. track, Southeast Minneapolis, Box and Stock cars, high loads or engines, are not permitted to be moved under or beyond overhead trolley beams near end of track by yard crews. When set in, high cars or high loads will be left not less than ten feet from easterly trolley beam, and will be placed at same distance by plant employes, when such cars are to be taken out, before coupled onto by engine. Employes must not ride on top of cars approaching or moving under the overhead trolley beams.

At Minneapolis, between Plymouth Avenue and Twentieth Avenue North, the clearance along the Omaha delivery track adjoining the Main Line and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.

At Minneapolis, the normal position of the double track switch at West End of the Mulberry Line, at Mulberry Line Junction will be for Eastward train movements.

Will be for Eastward train movements.

Line "B" extends between Northtown and Switch Connecting with Line "A", at St. Anthony Park Junction, and includes the west wye at St. Anthony Park Junction. Train movements over this line are subject to all rules governing yard operation. The proper display of markers is required of crews furnished with cabooses while operating over the running tracks on Line "B". The proper display of markers is required of crews furnished with cabooses while operating over the running tracks on Line "B". When movements are made without cabooses, a member of the crew will be required to ride the rear car. However, it should be understood that responsibility for collision will ordinarily rest with engineman of the approaching train.

SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

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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. Passenger train flagmen must ride outside on rear platform between St. Paul and Northtown, to be in position to drop off immediately their train stops and protect it. Conductors will see that flagmen comply with this rule. At Minneapolis Great Northern Passenger Station, when passenger trains are pushed, helper engine will be cut off at the stop

Passenger extras and light road engines may run ahead of delayed first-class trains without orders.

Between Northtown and Great Northern Crossing, regular trains will not exceed schedule speed and irregular trains must use

Between Northtown and Great Northern Crossing Switch, Transfer and light engine movement may be made ahead of delayed first class trains without train orders, but conductors, foremen and enginemen will inform themselves through the yard-master or train dispatcher as to how late first class trains will be and avoid delaying them.

All trains will run at restricted speed between Northtown and Great Northern Crossing, expecting to find yard engines using

At Northtown, University Ave. Bridge at east end of yard will not clear a man on side of car and overhead clearance is not sufficient to clear a man riding on top of a high car in a standing position.

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 5 only. Under no circumstances will Northern Pacific power be allowed in Trestle Bridges west of Track No. 3.

Engines coupling to passenger trains, and in making coupling between passenger Cars, Engine or Cars must be brought to a full stop not more than thirty (30) or less than ten (10) feet from the train before making coupling.

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

ENGINE RESTRICTIONS OVER BRIDGES, JOINT TERMINAL, SAINT PAUL DIVISION. STILLWATER TO ST. PAUL—Speed will be restricted over Bridge 11, Broadway Street, Stillwater, as follows: Single or double header engine classes F-1, Q, S, S1, S2, S3, S4 and S10 eight (8) miles per hour. Engines classes T, Q1 and heavier not permitted. Speed will be restricted over Bridge O-1, Fourth Street, as follows: Single or double header engine classes A, Q5, Q6, W3, W5, Z, Z1, Z2, Z3 and Z4 eight (8) miles per hour. C. M. St. P. & P. Mallet type Engines Class "N" fifteen (15) miles per hour.

LINE "A"—Speed will be restricted over Bridge 3, Maryland Street, as follows:
Single header engine classes GI, G2, W, W1, W2 and W4 eight (8) miles per hour.
Engine classes A, Q5, Q6, W3, W5, Z, Z1, Z2, Z3 and Z4 may be hauled as dead engines without coal or water, at five (5) miles

ST. PAUL-Class W and W-3 engines must not move beyond the west end of the Yard Office on West Side Line at Fourth

Engine classes G1, G2, T and heavier power will not be permitted over the following tracks in the Minneapolis Terminals:

Gould Elevator Tracks,
Carpenter & Lamb Tracks,
Minneapolis General Electric Co. Tracks,
Bousfield Wooden Ware Co. Tracks, Glueck Brewing Co. Tracks, Ramsey Street Tracks.

EAST MINNEAPOLIS TO WHITE BEAR-Speed will be restricted over Bridge 8, as iollows: Single and double header engine classes G1, G2, W, W1, W2 and W4 ten (10) miles per hour. Engine classes T and lighter fifteen (15) miles per hour.

Single or double header engine classes A, Q5, Q6, W3, W5, Z, Z1, Z2, Z3 and Z4 not permitted.

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1st Subdivision	Stillmaton to 2-1 St. 7-1	1′ 0″ Wide	2′ 0″ Wide	3′ 0″ Wide	4' 0" Wide	8' 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"	11' 6"	Max. Height	Max. Width
II		17' 0"	17' 0"	17' 0"	17/ 0//	177 00	171 011	454 616						1	1		Wide	Wide	Height	Width
2nd Subdivision	2-d C4 C4 D 1 0 1 4 35			F		-	17' 0"	17' 0"	17′ 0″	16' 6"	16' 0"	15' 3"	14' 6"	13' 9"	13' 4"	12' 4"			17' 0"	10' 9"
3rd Subdivision	Great Northern Develope St.		10 0"	10, 0,,	16' 0"	15' 10"	15′ 7″	15′ 3″	15′ 2″	15' 0"	14' 9"	14' 6"	14' 4"	14' 1"	14' 0"	13' 10"		<del></del>  -		
4th Subdivision	M. & D. Lot to Hast Male Let	10 7	10 /	18' 7"	18' 7"	18' 7"	18' 7"	18′ 7″	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	18' 7"	19/ 7//	10/ 7//	101 771	11' 6"
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SPECIAL INSTRUCTIONS, PAGES 6, 7, 8 AND 9.

Speed of any passenger train handling gas-electric unit being towed in a

train forty-five (45) miles per hour.

Class W. W-1, W-2 and W-4 Engines forty (40) miles per hour and Class W-3 and W-5 Engines thirty-five (35) miles per hour at any time.

Class A Engines fifty-five (55) miles per hour.

Class Q-5 and Q-6 Engines sixty (60) miles per hour.

Through Cross-overs, turn-outs and gauntlets, fifteen (15) miles per hour. Road Engines backing up twenty (20) miles per hour. At Stillwater, Eastward trains fifteen (15) miles per hour between Yard

Limit board and Stillwater Station.

Between White Bear and Mahtomedi regular trains backing up will use full schedule time. Irregular trains will use not less than fifteen (15) minutes. At White Bear, five (5) miles per hour over State Highway No. One where it crosses Stillwater Branch.

At White Bear speed of trains between White Bear and Lake Shore stations.

twelve (12) miles per hour. Between Gloster and Trout Brook Jct., over Soo Line tracks, Class W-3

Engines twenty-five (25) 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

At St. Paul through Seventh Street tunnel and between tunnel and Third Street Junction, freight trains eight (8) miles per hour.

Through interlocking plants thirty (30) miles per hour. This however does not affect any previous ruling at plants where speed is limited to less than

At Mississippi Street Interlocking Plant, St. Paul. All trains will approach "Home Signal" under control, prepared to Stop and must not exceed Twelve (12) miles per hour through the Plant.

Passing La Fayette Avenue on west side line leading to and from Seventh

Street, eight (8) miles per hour. Passing Snelling Avenue, between Como Shops and G. N. Crossing fifteen

(15) miles per hour. Between Twenty-third (23d) Ave. S. E. and Twentieth (20th) Ave. South

Minneapolis, twenty-five (25) miles per hour.

On Minneapolis Branch Class T Engines twenty-five (25) miles and Class W twenty (20) miles per hour at any point.

### TRAIN RULES.

When conditions will permit, Enginemen on freight trains will receive proceed When conditions will permit, Enginemen on freight trains will receive proceed signal from rear of train before passing any station.

In case of accident or defective track on the Main Line between switches, when necessary to utilize the side track for main line, the following instructions will govern: In addition to setting and locking switches for the side track and covering the same by train order, to fully protect approaching trains as prescribed by Transportation Rules 99 and 1728, until movement over main line is resumed, conductors finding it necessary to leave switches set for siding, must fully protect approaching trains until relieved by track men, or other employes competent and equipped to do so.

### STANDARD TIME CLOCKS

St. Paul, Assistant Superintendent's Office.
Mississippi Street, Foreman's Office, Round House, and Yard Office.
Northtown, Telegraph Office.
White Bear, Telegraph Office.
Minneapolis, Dispatcher's Office.

### WATCH INSPECTORS

St. Paul—Haman & Company.

" "—A. Lindahl, 910 Payne Ave.

Minneapolis—Samuel H. Lindquist, 4171 Washington Ave., North.

" —W. B. Dahl, Central and Lowry Avenues N. E. -Munns & Pomerleau, 221 East Hennepin Ave.

-Geo. H. Johantgen, 628 West Broadway Street.

### Stillwater-August Gfrerer.

PUSHER DISTRICTS. East Minneapolis and a point 2½ miles toward White Bear. Stillwater and 2 miles west.

### **CLEARANCE EXCEPTIONS**

Eastward trains will not require Clearance Card at Northtown if train order signal is in proceed position. signal is in proceed position.

At Gloster, trains running through between Third Street Junction and White Bear in either direction will not require Clearance if train order signal is in proceed position, except that trains which leave St. Paul without Clearance Card must obtain Clearance Card at Gloster. ance Card must obtain Clearance Card at Gloster.

Trains may leave Stillwater, Mahtomedi, Seventh Street, Mississippi Street
Yard, Soo Line Junction, Sixth Avenue South, First Street North, N. P.
Freight Yard and Fifteenth Avenue North without Clearance Cards.

Trains whose runs terminate at N. P. Freight Yard, Minneapolis, may leave
Minneapolis G. N. Passenger Station without Clearance Card.

Extra trains and Yard Engines moving with the current of traffic may run
via Line "A" or Line "B" between Northtown and Third Street or Seventh
Street St. Paul on between reints intermediate and more leave Clearance. Street, St. Paul, or between points intermediate and may leave Claymont and East Seventh Street without orders or Clearance Card.

### DERAILING SWITCHES.

Stillwater, West End of Old Prison Track, inside of Gate. Summit, East End of Siding.

Duluth Junction, North End of Spur.

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 St. Paul, East Side line, Eastward track near Fourth Street Bridge. Paper-Calmenson Spur, Sixth Street, East End.
Mississippi Street, St. Paul, Foot of out bound emergency track connecting with the Coal Storage Spur. West End of Oil Transfer Track. West End of Coal Dock Hopper Track. West End of Bunker Hill Track. Rice Street Spur, East End.
Como, West End of Siding.
Snelling Avenue, Minnesota Bi-Product Co.'s Yard, West End.
Snelling Avenue Team Track, West End. Snelling Avenue, Shieley's Gravel Spur, South End.
Bayless Avenue Spur, West End.
Eustis Street Yard, Tracks 1, 2 and lead at West End, Track 1 and lead at Brown Sheet Metal track, north end. Brown Sheet Metal track, north end.

Prospect Park, East End Gray Tractor Co.'s Siding.

South East Minneapolis, West End of Gas Traction Foundry Co.'s Track.

Fifteenth Avenue, S. E., College of Mines Spur, East End.

Minneapolis Lower Yard, East End of Transfer Track.

North Minneapolis. West End of Omaha Transfer track.

Brown Sheet Iron, Plant No. 2, near 23d Avenue, West End of Track. Track near 23d Avenue.

Minneapolis, East End of North East Yard. Northtown, East End Ice House track. Northtown, East End for House track.
Little Canada, West End of Siding.
Rose, East and West End of Siding.
East Minneapolis, North End of W. S. Nott Track.
Derailers must be kept in detailing position when not in use

### BULLETIN STATIONS.

St. Paul, Assistant Superintendent's Office. Fourth Street, Yard Office. \_argument TITLE TELLS Mississippi Street, Foreman's Office, Round House and Yard Office. White Bear, Telegraph Office.
Northtown, Telegraph and Foreman's Office, Round House.
Minneapolis, Lower Yard Office.
East Minneapolis, Yard Office.

### REGISTERING STATIONS.

St. Paul, Telegraph Office, Union Depot. St. Paul, Fourth Street Yard Office, for M. & St. L. Freight trains. Mississippi Street Yard Office, for trains originating or terminating there. Mahtomedi, Register Box, attached to north side of station. Stillwater Northtown Minneapolis, Great Northern Passenger Station.
Minneapolis, Freight Yard, for First Class trains and Passenger extras originating or terminating there. East Minneapolis, for Fourth Sub-division trains.

### REGISTER EXCEPTIONS.

At Northtown, First Class trains and Passenger extras will register by Card At White Bear, Westward Second Class trains and extras from the Lake Superior Division will register by Card Form (608) and will be given Check of Register on Form (602) and Clearance by Operator. At Gloster, trains running through between Third Street Junction and White Bear in either direction will Register by Card Form (608).

### COMMERCIAL SPURS.

### First Sub-Division.

### Distance from White Bear:

Peoples Coal and Ice Company Spur

Location of Stretchers (S)

0.8 Miles

Telephone Number

Residence

### AUTHORIZED SURGEONS.

	Dr. A. W. Ide, Chief Surgeon	St. Paul	Nestor 2866	
	Dr. M. A. Shillington,	1	Nestor 2866	Midway 2446
		Assistant Surgeons,	N 0000	Nestor 2866
	Dr. L. F. Corry,	N. P. B. A. Hospital,	Nestor 2866	Nestor 3837
	Dr. W. J. Lund,	St. Paul (S)		
	Dr. J. W. Jesion N. P.	General Office Bldg		
		Paul	Cedar 2340	Dale 7010
	Dr. R. R. Cranmer Minnes			
	Dr. I. C. McDonaldMinnes			
	Dr. F. R. Gratzek Minne	apolis	Dinsmore 7171	Dinsmore 0320
	Dr. W. R. HumphreyStillwa	ter (S)	33	167
	Dr. J. H. McClanahan White	Bear (S)		217J
	Dr. T. S. McClanahanWhite	Bear	217J1	217J3
	SPECIALISTS.			
	Dr. L. A. Nelson, Oculist830 Lo Dr. A. C. Heath,	wry Bidg., St. Paul	Cedar 2846	-
	Nose and Throat 339 Lov	wry Bldg., St. Paul	Cedar 4871	
Salasy.	Dr. C. G. Nordin,		~ ~ 11 ~	•
2820	Eye, Ear, Nose and Throat 942	Lowry Bldg., St. Paul.	Garfield 2536	•
	Dr. H. S. Clark, Oculist 607 La		Geneva 6203	
	St. Paul, Fourth Street, Yard	Office (2)		
510	St. Paul, Mississippi Street, R. St. Paul, Third Street, Car Fo	reman's Office (S)		
	St. Paul, Como Shops (S)	Toman's Office (b)		
	Northtown, Round House (S)			
	Northtown, Tool Car No. 4 St	eam Derrick (S)		
	East Minneapolis, Yard Office	(S)		
	Minneapolis, Lower Yard, Car	Foreman's Office (S)		

### 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 practi-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.

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### OPERATION BETWEEN LAYING A

LAEET JUNCTION, SI. PAUL

PER TRANSPORTATION RULE No. 1003 AND AIR BRAKE INSTRUCTION BOOK. 1. At Claymont, Westward Freight Trains will stop engine just East of Crossover so opposing trains may use the crossover.

- 2. Rear Brakeman will protect rear of train.
- Engineman will apply brakes making a continuous service reduction of 20 pounds from brake pipe pressure. If application for stop is made; an 70 pounds brake pipe pressure he will add sufficient as stop is being completed to make a total reduction of 20 pounds; on completion he will give one blast of the whistle as advice to trainmen that brakes are fully applied.
- Conductor will then start from caboose and head brakeman from engine, inspect all brakes from the ground, noting number of brakes applied and holding, as indicated by cylinder piston rods. Correct piston travel should not be less than six inches and not over nine inches. On meeting the brakeman will advise conductor of number of good brakes in portion of train brakeman inspected, conductor will then determine tons per good brake by dividing total tonnage by number of good brakes in train. It must be understood that no train will be handled down this grade having less than eighty-five (85) per cent op-
- On conductor and brakeman meeting, signal will be given to engineman to release, he will answer by two blasts of the whistle, place and leave handle of brake valve in release position and as quickly as possible, charge up train line to eighty-five (85) or ninety (90) pounds pressure before starting.

- 6. When brakes are released, conductor will go forward and balkeman continue to rear, each turning up all retaining valves on
- 7. Brakeman will return to his regular position and conductor will notify engineman as to the total number of cars and the number of tons per good brake in train, and they will confer and agree as to precautions necessary to control train safely.
- If tonnage per good brake is found by the test to exceed 50, it should be taken as an indication of possible need of hand brake assistance and trainmen must be on the alert to render such aid if its necessity becomes apparent. The engineer will call for hand brake aid whenever there are indications of his losing control of the train. Except in cases of liability of losing control, no hand brakes will be used while descending the grade. Brakemen will ride on top of train from Claymont to
- 9. Engineman will pull out slow enough so conductor can catch caboose after seeing that brakes are released.
- Conductor must observe caboose gauge constantly during the descent of hill and promptly render any assistance which pressure shown thereby may indicate as needed.
- In case of accident, train breaking in two, or pulling out draw bar, hand brakes must be applied on train immediately to prevent train or cars getting away.

### J. B. McLANE, Assistant Superintendent.

L. J. BENNER, Trainmaster.

G. N. SLADE, Trainmaster.

E. H. BRILEY, Chief Dispatcher.

### M. & St. L.—SPECIAL RULES.

### GOVERNING TRAINS AND ENGINES BETWEEN 1st STREET NORTH AND 20th AVENUE SOUTH, MINNEAPOLIS.

All trains, transfers and light engines will register by ticket at 1st Street North.

Maximum speed limit for passenger trains, 20 miles per hour; for all other trains and light engines, 15 miles per hour.

Between 1st Street North and 6th Avenue South, and between 18th and 20th Avenues South, maximum speed limit for passenger

Between 1st Street North and 6th Avenue South, and between 18th and 20th 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 1st Street North and 20th Avenue South.

"Under Control" as used harein means being able to stop within the distance track is seen to be clear.

Unless otherwise ordered train orders are not required between 1st Street 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 clears 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 be run ahead of each other, without orders.

All trains, switch engines and light engines occupying main tracks at any point between 1st Street 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.

train.

Movements over crossovers must be protected in both directions.

Movements between 1st Street 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 overtaking 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.

special rules.
Switches at 1st Street 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 sema-phore 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 1st Street 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 1st Street 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.

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NORTHERN PACIFIC RAIL AY COMPANY
Office of Superintendent Saint Paul Division

Minneapolis, June 8, 1928.

NOTICE NO. 76

On Stillwater Branch, effective Honday,
June 11, 1928, engine crew of train No. 716 will go
on duty at White Bear at 7:45 A.H. and train crew
at 8:00 A.H. to leave as soon as ready and arrive
Stillwater as near 9:00 A.H. as possible, but speed
of train will not exceed that of present schedule
between Thite Bear and Stillwater.

C. H. JACOBUS.

BBs- <i>i</i> B StP			Superint	endent.
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# NORTHERN PACIFIC RAILWAY COMPANY

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This will acknowledge receipt or lotice to. 76 of June 8th re to. 716p engine crew and train crew time on duty. Station......Date......Signed



### NORTHERN PACIFIC RAILWAY COMPANY

S	aint Paul	Division	August 7, 1928.	
	Effective	Sunday, July 8t	h, and during the	
continu	iance of Joint	Terminal Timet	able No. 186,	
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		G. H.	JACOBUS,	
			Superintendent.	
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