

NORTHERN PACIFIC RAILWAY COMPANY.

— AND —
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TIME 187 TERMINAL TABLE

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

SUNDAY, SEPTEMBER 30, 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.

T. M. FLYNN,
Superintendent.

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

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

FIRST SUB-DIVISION
(JOINT TERMINAL)

BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.

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

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 Rules 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 in use.

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

EASTWARD

FIRST SUB-DIVISION
(JOINT TERMINAL)

TIME TABLE No. 187. September 30, 1928 Succeeding No. 186.		Distance from St. Paul	STATIONS	Car Capacity of Siding	Station Numbers	FIRST CLASS										SECOND CLASS				THIRD CLASS			
						62	64	68	66							628	626			716	722		
						Passenger	Passenger	Passenger	Passenger							Freight	C. M. St. P. & P. Freight			Way Freight	Way Freight		
						Except Sunday	Daily	Except Sunday	Daily							Daily	Daily			Except Sunday	Except Sunday		
TO	24.0		.....STILLWATER..... 4.0	Yard	LG 12															A 8.40AM			
	20.0		.....SUMMIT..... 2.2	18	LG 9															8.27			
	17.8		.....DULUTH JCT..... Soo Line Crossing 2.0		LG 7															8.21			
	14.9		.....MAHTOMEDI.....P 0.5	18	LG 4															8.11			
	14.4		.....ECHO..... 0.4		LG 3 1/2															8.09			
	14.0		.....PENINSULA..... 0.3		LG 3															8.08			
	13.7		.....CLUB HOUSE..... 0.4		LG 2 1/2															8.07			
	13.3		.....DELLWOOD..... 0.7	4 Car Spur	LG 2															8.06			
	12.6		.....WHITE BEAR BEACH..... 0.7		LG 1															8.04			
	11.9		.....TENTH STREET..... 0.6		LG 1/2															8.02			
WT X	11.3		WB.....WHITE BEAR.....DN 0.6	Yard	L 141	A 9.20AM s	A 2.23PM s	A 6.10PM s	A 12.30AM s							A 8.40PM s	A 8.50PM s			L 8.00AM s	A 7.50AM s		
	10.7		.....LAKE SHORE..... 1.0		L 141 1/2	f 9.18		s 6.08								8.37	8.46				7.48		
Y X	9.7		.....M. & D. JUNCTION..... (Ash Street Passenger Station) 4.7	Yard	L 142			f 6.05								8.33	8.42				7.45		
X	5.0		Soo Line Cross'g—Track Conn. GN.....GLOSTER.....DN To Mississippi Street Yard 3.6	Yard	L 147	s 9.04	s 2.13	s 5.54	s 12.14							L 8.15PM s	8.22				L 7.30AM s		

BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.

WCT Y	Soo Line Connection. MY. MISSISSIPPI ST. Y'D., DN Interlocked, east end.	Yard	S 142																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					
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BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

			S.....MINNEAPOLIS.....DN (Great Northern Passenger Station)			L 8.10AM	L 1.30PM		L 11.20PM														
						Except Sunday	Daily	Except Sunday	Daily								Daily	Daily		Except Sunday	Except Sunday		
			Time Over Sub-Division			.30	.23	.30	.31								.25	.50		.40	.20		
			Average Speed Per Hour.			22.6	29.4	22.6	21.8								15.1	12.9		19.0	18.9		

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

FIRST CLASS													Distance from St. Paul.	TIME TABLE No. 187. September 30, 1928. Succeeding No. 186.	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS.				SECOND CLASS	
201	203	303	305	307	309	315	207	317	321	319	211	209							165	167		
M. & St. L. 2	M. & St. L. 13	Soo Chgo. Div. 2	Soo 84	Soo 107	Soo 62	Soo 109	M. & St. L. 6	Soo 8	Soo Chgo. Div. 4	Soo 105	M. & St. L. 15	M. & St. L. 4							M. & St. L. 98	M. & St. L. 92		
Passenger Ex. Sunday L 7.30AM	Passenger Ex. Sunday L 8.15AM	Passenger Daily L 8.25AM	Passenger Ex. Sunday L 10.45AM	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Daily			Freight Daily	Freight Daily	

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 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 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.

EASTWARD

**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.**

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.

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.

THIRD SUB-DIVISION.

(JOINT TERMINAL)

WESTWARD

FIRST CLASS											Water, Fuel, Stables, Turn Tables, Wees and Yard Limits.	Distance from Minneapolis.	TIME TABLE No. 187.		FIRST CLASS				
													September 30, 1928						
													Succeeding No. 186						

BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

[illegible]

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

DOUBLE TRACK BETWEEN GREAT NORTHERN CROSSING AND NORTHTOWN.

WESTWARD

FOURTH SUB-DIVISION.

(JOINT TERMINAL)

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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 employees, when such cars are to be taken out, before coupled onto by engine. Employees 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.

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". 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.

EASTWARD

BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

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

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.

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

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

SPECIAL INSTRUCTIONS.

SPEED RESTRICTIONS.

Passenger trains will not exceed a speed of one mile per minute or sixty (60) seconds.
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.
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 Street Junction must not exceed that shown on time table.
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 thirty (30) miles.
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.
On Minneapolis Branch, Fourth Subdivision trains eight (8) miles per hour approaching and passing through Home signal limits of Automatic Interlocking Plant at Belt Line Rail Road Crossing.

TRAIN RULES.

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 employees 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.
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.
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, or between points intermediate and may leave Claymont and East Seventh Street without orders or Clearance Card.

DERAILING SWITCHES.

Summit, East End of Siding.
White Bear, West End of White Bear Lumber Co.'s Spur.
Claymont, West End of Sidings 1 and 4.
East Seventh Street, West End of Team Track.
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, East and 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 East 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.
Minneapolis, East End of North East Yard.
Northtown, East End Ice House track.
Little Canada, West End of Siding.
Rose, East and West End of Siding.
Derailers must be kept in derailing position when not in use.

BULLETIN STATIONS.

St. Paul, Assistant Superintendent's Office.
Fourth Street, Yard Office.
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.
Gloster.
White Bear.
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 Form (608).
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 0.8 Miles

AUTHORIZED SURGEONS.

Location of Stretchers (S)		Telephone Number	
		Office	Residence
Dr. A. W. Ide, Chief Surgeon	St. Paul	Nestor 2866	Dale 9018
Dr. M. A. Shillington,		Nestor 2866	Midway 2446
Dr. H. G. Collie,	Assistant Surgeons,		Nestor 2866
Dr. B. I. Derauf,	N. P. B. A. Hospital,	Nestor 2866	Nestor 3837
Dr. L. F. Corry,	St. Paul (S)		
Dr. W. J. Lund,			
Dr. J. W. Jesion	N. P. General Office Bldg.,		
	St. Paul	Cedar 2340	Dale 7019
Dr. R. R. Cranmer	Minneapolis	Geneva 5441	Cherry 4181
Dr. I. C. McDonald	Minneapolis	Geneva 5066	Dykewater 1262
Dr. F. R. Gratzek	Minneapolis	Dinsmore 7171	Dinsmore 0320
Dr. W. R. Humphrey	Stillwater (S)	33	167
Dr. J. H. McClanahan	White Bear (S)	217J1	217J
Dr. T. S. McClanahan	White Bear	217J1	217J3

SPECIALISTS.

Dr. L. A. Nelson, Oculist... 830 Lowry Bldg., St. Paul.... Cedar 2846
Dr. A. C. Heath,
Nose and Throat..... 339 Lowry Bldg., St. Paul.... Cedar 4871
Dr. C. G. Nordin,
Eye, Ear, Nose and Throat... 942 Lowry Bldg., St. Paul. Garfield 2536
Dr. H. S. Clark, Oculist.... 607 La Salle Bldg., Minneapolis Geneva 6203
St. Paul, Fourth Street, Yard Office (S)
St. Paul, Mississippi Street, Round House (S)
St. Paul, Mississippi Street, Yard Office (S)
St. Paul, Third Street, Car Foreman's Office (S)
St. Paul, Como Shops (S)
Northtown, Round House (S)
Northtown, Tool Car No. 4 Steam 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 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 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.

MOUNTAIN OPERATION BETWEEN CLAYMONT AND THIRD STREET JUNCTION, ST. 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.
3. Engineman will apply brakes making a continuous service reduction of 20 pounds from brake pipe pressure. If application for stop is made from 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.
4. 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 operative brakes.
5. 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 brakeman continue to rear, each turning up all retaining valves on his portion of train. All must be used.
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.
8. 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 engineman 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 Third Street.
9. Engineman will pull out slow enough so conductor can catch caboose after seeing that brakes are released.
10. Conductor must observe caboose gauge constantly during the descent of hill and promptly render any assistance which pressure shown thereby may indicate as needed.
11. 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.

F. C. DEFIELD,
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 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 herein 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 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 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.
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 over-

taking 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 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.

Semaphore signal located at Eighteenth Avenue South is connected with main track switch to wheat yard, railway transfer. All eastward trains or engines will approach signal prepared to stop and will not pass the signal unless at proceed position. When signal is at stop position and when not on the time of first class trains and when weather conditions are favorable for vision, trains (except first class) and engines with or without cars may occupy the eastward main track between the signal and twentieth Avenue South without flag protection.

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 RAILWAY COMPANY

Office of Superintendent Saint Paul Division

Minneapolis, January 1st, 1929.

NOTICE NO. 11.

ALL CONCERNED:

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

T. M. Flynn,
Superintendent.

BBS-WB
STP
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FCD-2

JBM

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PHM-18

Posted 11 1929.

Mr. T. M. Flynn, Supt.,
Minneapolis, Minn.

This will acknowledge receipt of Notice No. 11 of Jan. 1st
re time on duty of train and engine crew on No. 716.

Station,.....Date.....Signed.....

RUCTION BOOK.

released, conductor will go forward and brakeman continue to rear, each turning up all retaining valves on
in. All must be used.

turn to his regular position and conductor will notify engineman as to the total number of cars and the
good brake in train, and they will confer and agree as to precautions necessary to control train safely.

ad brake is found by the test to exceed 50, it should be taken as an indication of possible need of hand
nd trainmen must be on the alert to render such aid if its necessity becomes apparent. The engineer will
aid whenever there are indications of his losing control of the train. Except in cases of liability of losing
brakes will be used while descending the grade. Brakemen will ride on top of train from Claymont to

all out slow enough so conductor can catch caboose after seeing that brakes are released.

observe caboose gauge constantly during the descent of hill and promptly render any assistance which pres-
y may indicate as needed.

train breaking in two, or pulling out draw bar, hand brakes must be applied on train immediately to pre-
venting away.

G. N. SLADE,
Trainmaster.

F. C. DEFIELD,
Chief Dispatcher.

6th AVENUE SOUTH, MINNEAPOLIS.

or other obstruction, and train must be brought to a full stop at least 20 feet back of signal and may then pro-
ceeding to find the block obstructed and enginemen will be held responsible in case of accident caused by over-

When signals are out of order, that is when two lights or more show at the same time, or when a white light
ts show, it will be considered a Stop Signal and trains will proceed accordingly; enginemen will report the signal
perintendent at first available telephone or telegraph office. It must be understood that automatic block signals
charge of trains, switching transfers and light engines, of protecting whenever and wherever required by these

North and at 6th Avenue South will be handled by switch tenders. All trains and engines must approach these
prepared to stop, and must not proceed until it is known that the track is clear, switches are right, and a pro-
vided from the switch tender.

if wheat yard with the eastward main track between 16th and 18th Avenues South, is connected with a sema-
tion of the switch, and all eastward trains must approach this semaphore prepared to stop.

tringing when engine is moving at all points between 1st Street North and 20th Avenue South.

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they supersede all other rules and instructions inconsistent therewith.

L. R.

