

NORTHERN PACIFIC RAILWAY COMPANY.

— AND —
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT 1929 TERMINAL TIME TABLE

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

SUNDAY, DECEMBER 15, 1929.

For the Government of Employees 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.

W. C. SLOAN,
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.

SPECIAL INSTRUCTIONS, PAGES 6 AND 7.

SECOND SUB-DIVISION (JOINT TERMINAL)

EASTWARD

FIRST CLASS								Distance from Minneapolis.	Time Table No. 192 December 15, 1929. Succeeding No. 191	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS					SECOND CLASS		
302	202	304	310	306	200	206	308				312	208	320	316	210	164	166	
Soo 108	M. & St. L. 3	Soo 110	Soo 7	Soo Chgo. Div. 3	M. & St. L. 16	M. & St. L. 5	Soo 85				Soo Chgo. Div. 1	M. & St. L. 14	Soo 63	Soo 108	M. & St. L. 1	M. & St. L. 97	M. & St. L. 95	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	
	A 7.30A		A 7.45A	A 8.05A	A 8.10A	A 8.15A	A 2.10P	12.3	U	SAINT PAUL	DN	WTY	A 3.50P	A 4.15P	A 5.30P		A 7.45P	
	7.28		7.42	8.03	8.08	8.13	2.07	11.7		0.6 C. B. & Q. R. R. Crossing THIRD STREET From Mississippi St.			3.47	4.13	5.27		7.43	
	7.25		7.38	L 7.59A	8.04	8.10	2.03	10.5		1.2 SEVENTH STREET							A 4.00A	A 7.00A
	7.22		L 7.35A		8.01	8.07	L 2.00P 309	9.4		0.9 MX. MISSISSIPPI ST. Y'D	DN	WCT	L 3.40P	4.10	5.22		7.39	3.54
	7.16				7.54	8.01		6.4		1.1 Interlocked east end Soo Line Connection				4.07	L 5.19P		7.36	3.48
	7.13				7.50	7.58		5.6		3.0 Soo Line Connection COMO SHOPS	P			4.01			7.30	3.33
	7.12				7.48	7.57		5.0		0.8 G. N. CROSSING Electric Automatic Interlocking							7.27	3.26
	7.10				7.46	7.55		4.5		0.6 UNION	P			3.58			7.26	3.23
	7.06				7.42	7.51		3.9		0.5 G. N. Connection				3.57			7.24	3.20
	7.04				7.39	7.49		2.4		0.6 ST. ANTHONY PARK JCT	P	Y		3.55			7.21	3.12
A 6.30A	7.02	A 7.18A			7.37	7.47		1.5		1.5 EUSTIS STREET	P			3.51			7.19	3.08
L 6.26A	L 7.00A	L 7.15A			L 7.35A	L 7.45A		0.8		0.9 18TH AVE. SOUTH EAST C. M. St. P. & P. Track C. & G. W. Connection				3.49			7.17	3.04
								0.0		0.7 Interlocked NINETEENTH AVE. SOUTH Railway Transfer Connection				3.47	A 5.18P		7.15P	3.00A
										0.8 C.M.St.P. & P. Track Connection FIRST STREET NORTH	P		L 3.45P		L 5.14P	L 7.15P	L 3.00A	L 6.00A
										0.8 MINNEAPOLIS M. & St. L. Connection								
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.					Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily
.04	.30	.03	.10	.06	.35	.30	.10			Time Over Sub-Division		.10	.30	.11	.04	.30	1.00	1.00
12.0	24.6	16.0	17.4	18.0	21.0	24.6	17.4			Average Speed Per Hour		10.8	24.6	15.8	12.0	24.6	11.4	11.4

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 Minneapolis to St. Paul, including Third and Fourth Street Yards, St. Paul. Within yard limits, trains, transfers and Switch movements occupying main track, must have a flagman at rear end and if stopped, flagman must be on ground ready to protect against following movements. The responsibility for collision will ordinarily rest with engineman of approaching train.

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.

Whistle Call

- 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.

WESTWARD

FIRST SUB-DIVISION
(JOINT TERMINAL)

EASTWARD

FIRST CLASS				SECOND CLASS		THIRD CLASS		Water, Fuel, Soles, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from St. Paul.	Time Table No. 192 December 15, 1929 Succeeding No. 191		Distance from Stillwater.	Car Capacity of Stages.	FIRST CLASS				SECOND CLASS		THIRD CLASS	
65	67	61	63	627	625	721	715				62	64			68	66	628	626	722	716		
Passenger	Passenger	Passenger	Passenger	Freight	C. M. St. P. & P. Freight	Way Freight	Way Freight				Passenger	Passenger			Passenger	Passenger	Freight	C. M. St. P. & P. Freight	Way Freight	Way Freight		
Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.				Ex. Sun.	Daily			Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.		
							L 3.15P	TOX	LG 12	24.0	STILLWATER	4.0	0.0	Yard								A 8.40A
							f 3.29		LG 9	20.0	SUMMIT	2.2	4.0	18								f 8.27
							f 3.36		LG 7	17.8	DULUTH JCT. Soo Line Crossing	2.9	6.2									f 8.21
							f 3.46		LG 4	14.9	MAHTOMEDI	0.5	9.1	15								f 8.11
							3.49		LG3½	14.4	ECHO	0.4	9.6									8.09
							f 3.50		LG 3	14.0	PENINSULA	0.3	10.0									8.08
							f 3.51		LG2½	13.7	CLUB HOUSE	0.4	10.3									8.07
							f 3.53		LG 2	13.3	DELLWOOD	0.7	10.7	4 Car Spur								8.06
							f 3.56		LG 1	12.6	WHITE BEAR BEACH	0.7	11.4									8.04
							f 3.59		LG3½	11.9	TENTH STREET	0.6	12.1									8.02
L 5.27A	L 7.17A	L 1.15P	L 6.31P	L 4.17A	L 4.30A	L 2.30P	A 4.00P	WTX	L 141	11.3	WB. WHITE BEAR	0.6	12.7	Yard	As 9.20A	As 2.23P	As 6.10P	As 12.30A	A 8.40P	A 8.50P	A 7.50A	L 8.00A
f 5.29	s 7.19	f 1.17		4.19	4.32	2.33			L 141½	10.7	LAKE SHORE	1.0	13.3		f 9.18		s 6.08		8.37	8.46	7.48	
	f 7.21			4.22	4.35	2.37		YX	L 142	9.7	M. & D. JUNCTION (Ash Street Passenger Station)	4.7	14.3	Yard			f 6.05		8.33	8.42	7.45	
s 5.40	s 7.30	s 1.30	6.42	A 4.37A	4.47	As 2.55P		X	L 147	5.0	Soo Line Crossing—Track Conn. GN. GLOSTER	3.6	19.0	Yard	s 9.04	s 2.13	s 5.54	s 12.14	L 8.15P	8.22	Ls 7.30A	
											To Mississippi Street Yard.											

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

				A 4.55A		A 3.10P		WCT	Y	S 142			22.6	Yard						L 8.00P		L 7.15A
											MY. MISSISSIPPI ST. Y'D. DN											
											Interlocked. East end.											
s 5.40	s 7.30	s 1.30	6.42		4.47			X	L 147	5.0	Soo Line Crossing—Track Conn. GN. GLOSTER DN		19.0	Yard	s 9.04	s 2.13	s 5.54	s 12.14		8.22		
					4.53				L 149	2.9	2.1 CLAYMONT P		21.1	Yard								
s 5.46	s 7.36	s 1.36	6.46		5.05				L 150	2.5	0.4 EAST SEVENTH ST		21.5	Yard	s 8.58	2.08	s 5.48	12.07				
											Forest Street											
5.52	7.42	1.42	6.52		A 5.20A				L 151	0.5	Interlocked THIRD STREET JCT. P		23.5	Yard	8.52	2.02	5.42	12.01A		L 8.00P		
											0.5 C. B. & Q. R. R. Crossing											
As 5.55A	A 7.45A	As 1.45P	As 6.55P		Via Soo Line			WTY	S 142	0.0	U. SAINT PAUL DN		24.0		Ls 8.50A	Ls 2.00P	L 5.40P	Ls 11.59P	Via Soo Line		Via Soo Line	
											10.4											

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

A 6.40A		A 2.25P	A 7.30P								S	MINNEAPOLIS	DN		L 8.10A	L 1.30P		L 11.20P				
											(Great Northern Passenger Station)											
Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.								Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.
.28	.28	.30	.24	.20	.38	.25	.45								.30	.23	.30	.31	.25	.50	.20	.40
24.2	24.2	22.6	28.2	18.9	17.8	16.1	16.9								22.6	29.4	22.6	21.8	15.1	12.9	18.9	19.0

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

Between Claymont and Third Street Junction Mountain Grade Rules will govern. Operation of Westward Freight Trains. See Special Instructions page 7.

YARD LIMITS—Third Street Yard St. Paul to Yard Limit board east of Gloster. Within yard limits, trains, transfers and switch movements occupying main track, must have a flagman at rear end and if stopped, flagman must be on ground ready to protect against following movements. The responsibility for collision will ordinarily rest with engineers of approaching train. Engineers 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, and Passing track. 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.

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 Engineers 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 Engineers retainers are necessary in accordance with rules, they must be used.

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

At Claymont and East Seventh Street, yard foremen or engineers with light engines must call Operator Gloster or Switch-tender Third Street and inform themselves as to first class trains before entering main track. Movement may then be made ahead of delayed first-class trains without train orders. Care must be used not to delay them.

SEE SPECIAL INSTRUCTIONS, PAGES 6 AND 7.

WESTWARD

THIRD SUB-DIVISION
(JOINT TERMINAL)

WESTWARD

FIRST CLASS										Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from Minneapolis.	Time Table No. 192 December 15, 1929 Succeeding No. 191		FIRST CLASS	
65	1	9	319	5	61	315	307	11	63			STATIONS		3	7
N. P. 65	N. P. 1	N. P. 9	Soo 105	N. P. 5	N. P. 61	Soo 109	Soo 107	N. P. 11	N. P. 63			Passenger		N. P. 3	N. P. 7
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Daily		Daily	Daily
L 6.45A	L 8.50A	L 9.05A		L 11.25A	L 2.25P			L 6.50P	L 7.35P	0.0	S	MINNEAPOLIS (Great Northern Passenger Station) 0.5	DN	L 10.55P	L 11.10P
BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.															
A 6.50A	8.54	9.09	L 9.22A		A 2.30P	L 5.52P	L 6.17P			0.5		GREAT NORTHERN CROSS'G.			
	8.55	9.10	A 9.25A	11.29		5.54	6.19	6.54	A 7.40P	0.8		N. P. FREIGHT YARD	P	10.59	11.14
				11.30		A 5.55P	A 6.20P	6.55		1.1		FIFTEENTH AVE. NORTH		11.00	11.15
	8.59	9.14		11.34				6.59		2.3		Soo Line Connection Mulberry Line Jct.	P	11.04	11.19
A 9.05A	A 9.20A		A 11.40A					A 7.05P		3.8	NJ	NORTHTOWN	DN	A 11.10P	A 11.25P
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily			Great Northern Crossing		Daily	Daily
0.5	.15	.15	.03	.15	0.5	.03	.03	.15	.05			Time Over Sub-Division		.15	.15
9.6	15.2	15.2	12.0	15.2	9.6	12.0	12.0	15.2	9.6			Average Speed Per Hour		15.2	15.2

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

EASTWARD

FOURTH SUB-DIVISION
(JOINT TERMINAL)

EASTWARD

FIRST CLASS										Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from M. & D. Jct.	Time Table No. 192 December 15, 1929 Succeeding No. 191		FIRST CLASS	
												STATIONS			
												Passenger			
												Daily		Daily	Daily
										YX	0.0	M. & D. JCT.	P	Yard	L 142
											3.4	LITTLE CANADA		24	L 144½
											4.5	ROSE		49	L 149½
											7.9	BELT LINE CROSSING			L 152½
											9.7	Electric Automatic Interlocking			
										WY	12.2	EAST MINNEAPOLIS	P	Yard	L 154
										OX					
												Time Over Sub-Division			
												Average Speed Per Hour			

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 Tables, Wyes and Yard Limits.	Distance from Northtown.	Time Table No. 192 December 15, 1929 Succeeding No. 191		FIRST CLASS		
302	8	304	62	12	4	64	316	10				STATIONS		6	2	66
Soo 106	N. P. 8	Soo 110	N. P. 62	N. P. 12	N. P. 4	N. P. 64	Soo 108	N. P. 10				Passenger		N. P. 6	N. P. 2	N. P. 66
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Daily		Daily	Daily	Daily
	A 7.15A		A 7.35A	A 7.50A	A 8.15A	A 1.00P		A 5.30P	3.8	S	MINNEAPOLIS (Great Northern Passenger Station) 0.5	DN	A 9.20P	A 10.10P	A 11.00P	
BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																
A 6.25A		A 7.15A					A 5.13P		3.3		GREAT NORTHERN CROSS'G.					
6.23	7.10	7.13	L 7.30A	7.45	8.10	L 12.55P	5.11	5.25	WOT	3.0		N. P. FREIGHT YARD	P	9.15	10.05	L 10.55P
L 6.22A	7.09	L 7.12A		7.44	8.09		L 5.10P	5.24		2.7		FIFTEENTH AVE. NORTH		9.14	10.04	
	7.05			7.40	8.05			5.20	Y	1.5		Soo Line Connection Mulberry Line Jct.	P	9.10	10.00	
	L 7.00A			L 7.35A	L 8.00A			L 5.15P	WCO	0.0	NJ	NORTHTOWN	DN	L 9.05P	L 9.55P	
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	T			Great Northern Crossing		Daily	Daily	Daily
.03	.15	.03	.05	.15	.15	.05	.03	.15				Time Over Sub-Division		.15	.15	.05
12.0	15.2	12.0	9.6	15.2	15.2	9.6	12.0	15.2				Average Speed Per Hour		15.2	15.2	9.6

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

SPECIAL INSTRUCTIONS, PAGES 6 AND 7.

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.

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, 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 W, W1, W2 and W4 eight (8) miles per hour.
Double header engines classes G-1 and G-2, eight (8) miles per hour.
Engines 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 per hour.

ST. PAUL—Class W and W-3 engines must not move on track six (6) beyond the west end of the Yard Office on West Side Line at Fourth Street, account sharp curve.
Engine classes G1, G2, T and heavier power will not be permitted over the following tracks in the Minneapolis Terminals:
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 follows:
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.

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 sixty (60) 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.

Light 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 Stillwater, Class L-9 Engines over Bridge 11, Broadway Street Eight (8) miles per hour.

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

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.

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).
The following letters when placed after the figures of schedule indicates:
"A"—AM "P"—PM

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,	Assistant Surgeons, N. P. B. A. Hospital, St. Paul (S)	Nestor 2866	Midway 2446
Dr. H. G. Collie,		Nestor 2866	Nestor 2866
Dr. B. I. Derauf,		Nestor 2866	Nestor 3837
Dr. W. J. Lund,		Nestor 2866	Nestor 3837
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 0820
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 employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at Northern Pacific hospitals. The Northern Pacific Beneficial Association will not be responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

MOUNTAIN OPERATION BETWEEN CLAYMONT AND THIRD STREET JUNCTION, ST. PAUL**PER TRANSPORTATION RULE No. 1003 AND AIR BRAKE INSTRUCTION BOOK.**

- At Claymont, Westward Freight Trains will stop engine just East of Crossover so opposing trains may use the crossover.
- 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 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.
- 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.
- 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.
- 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.
- 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 Third Street.
- 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.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.

