

NORTHERN PACIFIC RAILWAY COMPANY.

— AND —
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT 199 TERMINAL TIME TABLE

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

SUNDAY, OCTOBER 26, 1930.

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,
Assistant General Manager.

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.

SECOND SUB-DIVISION
(JOINT TERMINAL)

WESTWARD

FIRST CLASS												Distance from St. Paul.	Time Table No. 199 October 26, 1930 Succeeding No. 198	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS	SECOND CLASS		
201	303	319	203	305	309	207	315	317	307	321	209					211	165	167	
M. & St. L. 2	Soo Chgo. Div. 2	Soo 105	M. & St. L. 13	Soo 84	Soo 62	M. & St. L. 6	Soo 109	Soo 8	Soo 107	Soo Chgo. Div. 4	M. & St. L. 4					M. & St. L. 15	M. & St. L. 98	M. & St. L. 92	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Freight	Freight	
Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	
7.30AM	L 8.25AM		L 8.55AM	L 1.10PM	L 1.50PM	L 2.00PM		L 6.25PM		L 7.05PM	L 7.45PM	0.0	U	SAINT PAUL	DN	WTY	L 8.40PM		
7.32	8.27		8.57	1.12	1.52	2.02		6.28		7.08	7.47	0.6		C. B. & Q. R. R. Crossing THIRD STREET To Mississippi Street			8.42		
7.35	A 8.32AM		9.00	1.16	1.56	2.05		6.32		A 7.14PM	7.50	1.8	MX	MISSISSIPPI ST. Y'D	DN	WCT	8.45	7.03	9.33
7.38			9.03	A 1.20PM	A 2.00PM	2.08		A 6.35PM			7.53	2.9		SOO LINE JCT. Soo Line Connection			8.48	7.07	9.37
7.44			9.09			2.14					7.59	5.9		COMO SHOPS	P	W	8.54	7.17	9.47
												6.7		G. N. CROSSING Automatic Interlocking					
7.47			9.12			2.17					8.02	7.3		UNION	P		8.57	7.22	9.52
7.48			9.13			2.18					8.03	7.8		ST. ANTHONY PARK JCT	P	Y	8.58	7.24	9.54
7.50			9.15			2.20					8.05	8.4		EUSTIS STREET	P		9.00	7.26	9.56
7.54			9.19			2.24					8.09	9.9		18TH AVE. SOUTH EAST	P		9.04	7.31	10.01
														C. M. St. P. & P. C. G. W G. N.	Track Connections				
7.56			9.21			2.26					8.11	10.8		NINETEENTH AVE. SOUTH			9.06	7.34	10.04
7.58	L 9.12AM 203		9.23 319			2.28	L 5.48PM			L 7.04PM	8.13	11.5		SIXTH AVE. SOUTH			9.08	7.37	10.07
A 8.00AM		A 9.16AM	A 9.25AM			A 2.30PM	A 5.51PM		A 7.07PM		A 8.15PM	12.3		C.M.St.P.&P. Track Connection					
														FIRST STREET NORTH	P		A 9.10PM	A 7.40PM	A 10.10PM
														MINNEAPOLIS M. & St. L. Connection					
Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily	Daily
.30	.07	.04	.30	.10	.10	.30	.03	.10	.03	.09	.30			Time Over Sub-Division			.30	.40	.40
24.6	15.4	12.0	24.6	17.4	17.4	24.6	16.0	17.4	16.0	12.0	24.6			Average Speed Per Hour			24.6	17.1	17.1

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. S. E., MINNEAPOLIS.

Enginemen will not be required to consult register except at initial or starting point.
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.
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 yard office 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.
At Union, Como and West End Mississippi Street Yard, Foreman or Enginemen with light engines must call St. Anthony Park Tower, or Mississippi Street Tower and inform themselves as to first class trains before entering upon main track.
Movements may then be made ahead of delayed first class trains without train orders, but care must be used not to delay them.

SECOND SUB-DIVISION
(JOINT TERMINAL)

EASTWARD

FIRST CLASS								Distance from Minneapolis.	Time Table No. 199 October 26, 1930. Succeeding No. 198	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS					SECOND CLASS	
302	202	304	310	306	200	206	308				312	208	316	320	210	164	166
Soo 106	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 108	Soo 63	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	Freight	Freight
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily
	A 7.30AM		A 8.05AM	A 8.05AM	A 8.10AM	A 8.15AM	A 12.26PM	12.3	U SAINT PAUL DN WTY	A 3.50PM	A 4.10PM		A 5.30PM	A 7.45PM			
	7.28		8.02	8.03	8.08	8.13	12.23	11.7	0.6 C. B. & Q. R. R. Crossing THIRD STREET From Mississippi St.	3.47	4.08		5.27	7.43			
									1.2 SEVENTH STREET						A 4.00AM	A 7.00AM	
	7.25		7.58 306	L 7.59AM 310-200	8.04 306	8.10	12.19	10.5	0.9 MX. MISSISSIPPI ST. Y'D DN WCT	L 3.40PM	4.05		5.22	7.39	3.54	6.54	
	7.22		L 7.55AM		8.01	8.07	L 12.16PM	9.4	1.1 SOO LINE JCT. Soo Line Connection		4.02		L 5.19PM	7.36	3.48	6.48	
	7.16				7.54	8.01		6.4	3.0 COMO SHOPS P		3.56			7.30	3.33	6.33	
								5.6	0.8 G. N. CROSSING Automatic Interlocking								
	7.13				7.50	7.58		5.0	0.6 UNION P		3.53			7.27	3.26	6.26	
	7.12				7.48	7.57		4.5	0.5 G. N. Connection		3.52			7.26	3.23	6.23	
	7.10				7.46	7.55		3.9	0.6 ST. ANTHONY PARK JCT. P Y		3.50			7.24	3.20	6.20	
	7.06				7.42	7.51		2.4	1.5 EUSTIS STREET P					7.21	3.12	6.12	
									0.9 18TH AVE. SOUTH EAST C. M. St. P. & P. } Track C. G. W. } Connection G. N. }		3.46			7.19	3.08	6.08	
	7.04				7.39	7.49		1.5	0.9 NINETEENTH AVE. SOUTH Railway Transfer Connection		3.44						
A 6.15AM	7.02	A 7.20AM			7.37	7.47		0.8	0.7 SIXTH AVE. SOUTH		3.42	A 5.05PM		7.17	3.04	6.04	
L 6.11AM 166	L 7.00AM	L 7.16AM			L 7.35AM	L 7.45AM		0.0	0.8 C.M.St.P. & P. Track Connection FIRST STREET NORTH P MINNEAPOLIS M. & St. L. Connection	L 3.40PM	L 5.01PM		L 7.15PM	L 3.00AM	L 6.00AM 302		
Ex. Mon.	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.			Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	
.04	.30	.04	.10	.06	.35	.30	.10		Time Over Sub-Division	.10	.30	.04	.11	.30	1.00	1.00	
12.0	24.6	12.0	17.4	18.0	21.0	24.6	17.4		Average Speed Per Hour	10.8	24.6	12.0	15.8	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.

EASTWARD

BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING 500 LINE TRACK WILL BE GOVERNED BY 500 LINE TIME TABLE AND RULES.

BETWEEN ST. PAUL AND MINNEAPOLIS 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.

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 enginemen of approaching train. 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, 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.

Between Claymont and Third Street Junction Mountain Grade Rules will govern

Operation of Westward Freight Trains. See Special Instructions page 7.

At Gloster, the operator will hand up orders and clearances to trains passing through the wye, at the wye switch. Conductors will hand register ticket, Form 608, to operator, who will register such train in train register.

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.

At Claymont and East Seventh Street, yard foremen or enginemen 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.

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. 199 October 26, 1930 Succeeding No. 198			FIRST CLASS								
65	1	319	13	61	315	307			11	3	7									
N. P. 65	N. P. 1	Soo 105	N. P. 13	N. P. 61	Soo 109	Soo 107			N. P. 11	N. P. 3	N. P. 7									
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger	Passenger									
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily			Daily	Daily	Daily									
L 6.45AM	L 9.10AM		L 9.30AM	L 2.25PM			0.0	S	MINNEAPOLIS (Great Northern Passenger Station) 0.5	DN	L 7.10PM	L 11.05PM	L 11.20PM							
BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																				
A 6.50AM	9.14 319	9.19 1	9.34	A 2.30PM	5.54	7.10 11	WOT	0.5	GREAT NORTHERN CROS'G 0.3											
	9.15	A 9.20AM	9.35		A 5.55PM	7.11PM		0.8	N. P. FREIGHT YARD 0.3	P	7.14 307	11.09	11.24							
								1.1	FIFTEENTH AVE. NORTH Soo Line Connection		7.15	11.10	11.25							
	9.19		9.39				Y	2.3	MULBERRY LINE JCT. 1.2 Interlocked	P	7.19	11.14	11.29							
A 9.25AM			A 9.45AM				WCO T	3.8	NJ NORTHTOWN 1.5 Great Northern Crossing	DN	A 7.25PM	A 11.20PM	A 11.35PM							
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily					Daily	Daily	Daily							
0.5	.15	.03	.15	0.5	.03	.03			Time Over Sub-Division		.15	.15	.15							
9.6	15.2	12.0	15.2	9.6	12.0	12.0			Average Speed Per Hour		15.2	15.2	15.2							
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION. DOUBLE TRACK BETWEEN GREAT NORTHERN CROSSING AND NORTH TOWN.																				

WESTWARD							FOURTH SUB-DIVISION (JOINT TERMINAL)							EASTWARD						
Time Table No. 199 October 26, 1930 Succeeding No. 198							Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from M. & D. Jct.	STATIONS			Car Capacity of Sidings.	Station Numbers.							
STATIONS																				
M. & D. JCT. 3.4																				
LITTLE CANADA 4.5																				
ROSE 4.9																				
BELT LINE CROSSING 1.8																				
Automatic Interlocking 2.5																				
EAST MINNEAPOLIS 2.5																				
Time Over Sub-Division																				
Average Speed Per Hour																				
YX							0.0	P	Yard	L142										
3.4							24			L 144 1/2										
7.9							49			L 149 1/2										
9.7										L 152 1/2										
12.2							P	Yard	L154											
WY OX																				
Time Over Sub-Division																				
Average Speed Per Hour																				
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.																				

EASTWARD		THIRD SUB-DIVISION (JOINT TERMINAL)										EASTWARD					
		FIRST CLASS						Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from Northtown.	Time Table No. 199 October 26, 1930 Succeeding No. 198		FIRST CLASS					
		302	304	4	62	12	316					8	14	2			66
		Soo 106	Soo 110	N. P. 4	N. P. 62	N. P. 12	Soo 108					N. P. 8	N. P. 14	N. P. 2			N. P. 66
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger			Passenger
		Ex. Mon.	Daily	Daily	Ex. Sun.	Daily	Daily					Daily	Daily	Daily			Daily
				A 7.25AM	A 7.45AM	A 7.50AM		A 5.50PM	3.8	S. MINNEAPOLIS DN (Great Northern Passenger Station) 0.5		A 9.30PM	A 10.00PM	A 11.00PM			
BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																	
		A 6.10AM	A 7.15AM				A 5.00PM			3.3	GREAT NORTHERN CROSS'G 0.3						
		6.08	7.13	7.20	L 7.40AM 12	7.45 62	4.58	5.45	WOT	3.0	N. P. FREIGHT YARD P 0.3		9.25	9.55	L 10.55PM		
		L 6.07AM	L 7.12AM	7.19		7.44	L 4.57PM	5.44		2.7	FIFTEENTH AVE. NORTH Soo Line Connection 1.2 Interlocked		9.24	9.54			
				7.15		7.40		5.40	Y	1.5	MULBERRY LINE JCT. P 1.5		9.20	9.50			
				L 7.10AM		L 7.35AM		L 5.35PM	WCO T	0.0	NJ NORTH TOWN DN Great Northern Crossing		L 9.15PM	L 9.45PM			
		Ex. Mon.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily					Daily	Daily	Daily		
		.03	.03	.15	.05	.15	.03	.15				Time Over Sub-Division	.15	.15	.05		
		12.0	12.0	15.2	9.6	15.2	12.0	15.2				Average Speed Per Hour	15.2	15.2	9.6		

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.

At East Minneapolis, normal position of crossover switches east of Broadway crossing, connecting wye with branch main line will be for crossover.

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. Switches on "B" Line must be lined for the running tracks unless a member of crew is left in charge of the switch.

SPECIAL INSTRUCTIONS.

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 board. 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 not less than twelve (12) minutes. 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 yardmaster or train dispatcher as to how late first class trains will be and avoid delaying them. At Northtown, all train movements must receive proceed signal from switchtender before passing over the crossing of Northern Pacific and Great Northern tracks. The proceed signal does not relieve enginemen from making crossing stop. 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 on 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 twelve (12) feet from the train before making coupling. In automatic block territory, gas-electric motor cars must not be stopped on sand. Gas-electric motor cars when handled dead in freight trains must be handled behind caboose.

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, L-9, Q, S2, S3, S4 and S10 eight (8) miles per hour. Engines classes T, Q1 and heavier not permitted. Engines heavier than class G-1 or W-3 prohibited on new bridge over Phalen Creek at Griffin Wheel Company's plant. 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. **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 class Z5 will not pass through Westminster street tunnels on East or West Side Lines. **MINNEAPOLIS TERMINALS**—Engine classes G1, G2, T and heavier power not permitted over Carpenter & Lamb Tracks, Minneapolis General Electric Co. Tracks, (inside of gates), 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, Z4 and Z5 not permitted.

LIMIT OF LOAD—MEASUREMENT

		HEIGHT ABOVE TOP OF RAIL																		
		1' 0'' Wide	2' 0'' Wide	3' 0'' Wide	4' 0'' Wide	5' 0'' Wide	6' 0'' Wide	7' 0'' Wide	7' 6'' Wide	8' 0'' Wide	8' 6'' Wide	9' 0'' Wide	9' 6'' Wide	10' 0'' Wide	10' 2'' Wide	10' 6'' Wide	11' 0'' Wide	11' 6'' Wide	Max. Height	Max. Width
1st Subdivision...	Stillwater to 3rd Street Jct., St. Paul.....	17' 0''	17' 0''	17' 0''	17' 0''	17' 0''	17' 0''	17' 0''	17' 0''	16' 6''	16' 0''	15' 3''	14' ''	13' 9''	13' 4''	12' 4''	.....	.....	17' 0''	10' 9''
2nd Subdivision...	3rd St. St. Paul to 19th Ave. South, Minneapolis.....	16' 5''	16' 3''	16' 1''	15' 10''	15' 7''	15' 3''	15' 0''	14' 10''	14' 8''	14' 6''	14' 3''	14' 1''	13' 10''	13' 9''	13' 6''	13' 3''	.....	16' 5''	11' 0''
2nd Subdivision...	19th Ave. South to 1st Street North, Minneapolis.....	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	16' 3''	.....	16' 3''	11' 0''
3rd Subdivision...	1st Street North, Minneapolis to Northtown.....	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	17' 9''	11' 6''
4th Subdivision...	M. & D. Jct. to East Mpls. Jct.....	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	19' 3''	11' 6''

SPEED RESTRICTIONS.

Passenger trains one (1) mile per minute. Class W, W-1, W-2, W-3, W-4 and W-5 Engines forty (40) miles per hour. 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 twenty (20) miles per hour. At Stillwater, Eastward trains fifteen (15) miles per hour between Yard Limit board and Stillwater depot. 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 depot, 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 Ave. S. E. and Twentieth 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 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—Peder Gaalaas.

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, 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 Siding. 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. 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, West End. Bayless Avenue Spur, West End.

Eustis Street Yard, Tracks 1, 2 and lead at West End, Track 1 and lead at East End. Brown Sheet Metal track, north end. Prospect Park, East End Gray Tractor Co.'s Siding. South East Minneapolis, West End of Gas Traction Foundry Co.'s Track. South East Minneapolis, five feet ahead of switch leading to the Caterpillar Tractor Company's Track. Fifteenth Avenue, S. E., College of Mines Spur, East End. Minneapolis Lower Yard, East End of Transfer Track, west end High Line team track 2nd Street. East end 2nd Street team track. North Minneapolis. West End of Omaha Transfer track. Brown Sheet Iron, Plant No. 2, near 23d Avenue, West End of Track. North East Minneapolis, East End of Yard. East End Fleishman Malting Co. Yard. East End of track long 1. West End of Soo-Atlantic track. East End of Northfield Coal Co. Spur. Northtown, East and West End Ice House track. East Minneapolis, West End Brighton Elevator 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. 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, Assistant Surgeons,	Nestor 2866	Midway 2446	
Dr. H. G. Collie, N. P. B. A. Hospital,	Nestor 2866	Nestor 2866	
Dr. B. I. Derauf, St. Paul (S)	Nestor 2866	Nestor 3837	
Dr. W. J. Lund, N. P. General Office Bldg.,			
Dr. J. W. Jesion, 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... 1042 Lowry Bldg., St. Paul. Garfield 2536
 Dr. H. S. Clark, Oculist... 1845 Med. Arts 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.

W. D. PEARCE,
Assistant Superintendent.

L. J. BENNER,
Trainmaster.

C. C. CORSER,
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 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.

Switches at 1st Street North 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.

Between 6:15 A. M. and 2:15 P. M. and from 3:15 P. M. until 11:15 P. M., switches at Sixth 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 track is clear and switches are right.

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.

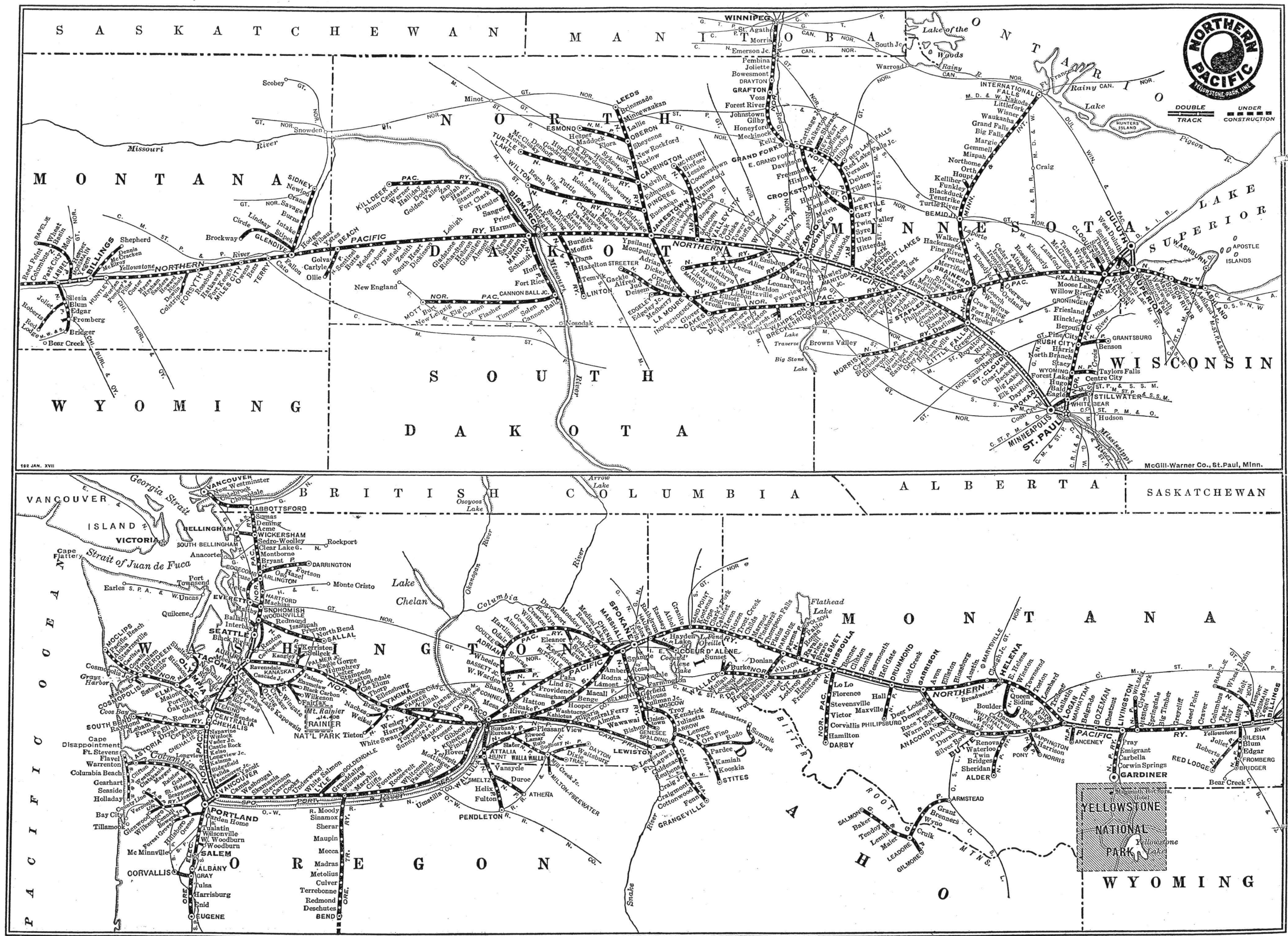
Engine bell must be kept ringing when engine is moving at all points between 1st Street North and 20th Avenue South.

"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.



DOUBLE TRACK UNDER CONSTRUCTION

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McGill-Warner Co., St. Paul, Minn.