

NORTHERN PACIFIC RAILWAY COMPANY.

AND
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TIME 21 TERMINAL TABLE

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

SUNDAY, MAY 1, 1932

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.

F. R. BARTLES,
Assistant General Manager.

T. M. FLYNN,
Superintendent.

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

P. H. McCAULEY,
General Superintendent of Transportation.

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

WESTWARD

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. 211 May 1, 1932. Succeeding No. 210	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS						SECOND CLASS	
202	200	324	304	326	206	310	308					312	208	302	320	210	306	164	166
M. & St. L. 3	M. & St. L. 16	Soo 4	Soo 110	Soo Chgo. Div. 5	M. & St. L. 5	Soo 7	Soo 85					Soo Chgo. Div. 1	M. & St. L. 14	Soo 106	Soo 63	M. & St. L. 1	Soo Chgo. Div. 3	M. & St. L. 97	M. & St. L. 95
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Ex. Sun.					Passenger Daily	Passenger Ex. Sun.	Passenger Ex. Sun.	Passenger Daily	Passenger Ex. Sun.	Passenger Daily	Freight Daily	Freight Daily
A 6.45AM	A 7.00AM			A 7.45AM	A 8.15AM	A 8.40AM	A 10.45AM	12.3	U	SAINT PAUL	DN	WTY	A 4.30PM	A 4.40PM		A 5.45PM	A 6.35PM	A 9.30PM	
6.43	6.58			7.42	8.13	8.37	10.40	11.7		C. B. & Q. R. Crossing THIRD STREET			4.27	4.38		5.42	6.33	9.27	
										From Mississippi St.									
										SEVENTH STREET									
6.41 166	6.56			L 7.35AM	8.10	8.33	10.35	10.5	MX	MISSISSIPPI ST. Y'D	DN	WCT	L 4.15PM	4.35		5.37	6.30	L 9.20PM	3.54
6.39	6.54									Interlocked east end Soo Line Connection									6.36 202
										Soo Line JCT.					L 5.34PM	6.27			6.30
6.33	6.48									Soo Line Connection									
										COMO SHOPS				4.26		6.21		3.33	6.18
										G. N. CROSSING									
6.31	6.46									Automatic Interlocking									
6.30	6.45									UNION				4.23		6.18		3.26	6.11
6.29	6.44									G. N. Connection									
6.26	6.41									ST. ANTHONY PARK JCT.				4.22		6.17		3.23	6.08
										Interlocked									
										EUSTIS STREET				4.20		6.15		3.20	6.05
										18TH AVE. SOUTH EAST				4.16		6.11		3.12	5.57
										C. M. St. P. & P.									
										C. G. W.									
										G. N.									
										Interlocked									
										NINETEENTH AVE. SOUTH				4.14		6.09		3.08	5.53
										Railway Transfer Connection									
										SIXTH AVE. SOUTH				4.12	A 4.51PM	6.07		3.04	5.49
										C.M.St.P. & P. Track Connection									
										FIRST STREET NORTH				L 4.10PM	L 4.47PM	L 6.05PM		L 3.00AM	L 5.45AM
										MINNEAPOLIS									
										M. & St. L. Connection									
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.					Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily
.25	.25	.04	.04	.10	.30	.10	.14			Time Over Sub-Division		.15	.30	.04	.11	.30	.10	1.00	1.00
29.5	29.5	12.0	12.0	10.8	24.6	17.4	12.4			Average Speed Per Hour		7.2	24.6	12.0	15.8	24.5	10.8	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
 --- West Side Line.
 --- East Side Line.
 --- Round House.
 --- Coal Dock.

Enginemen coming down back lead at east end Mississippi Street yard, will be governed by the two-arm semaphore located fifty feet west of Mississippi Street bridge, the top arm governs East Side Line and lower arm West Side Line. Enginemen will call for route as follows:

--- West Side Line.
 --- East Side Line.

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

THIRD CLASS		SECOND CLASS		FIRST CLASS			Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Distance from St. Paul.	Time Table No. 211 May 1, 1932 Succeeding No. 210		Distance from Stillwater.	Car Capacity of Sidings.	FIRST CLASS			SECOND CLASS		THIRD CLASS	
721	715	625	627	61	67	65				62	68			66	626	628	722	716		
Way Freight	Way Freight	C. M. St. P. & P. Freight	Freight	Passenger	Passenger	Passenger				Passenger	Passenger			Passenger	C. M. St. P. & P. Freight	Freight	Way Freight	Way Freight		
Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily				Ex. Sun.	Ex. Sun.			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.		
	L 12.05PM						WTO	LG 12	24.0	STILLWATER	0.0	Yard							A 9.00AM	
	f 12.21							LG 9	20.0	4.0 SUMMIT	4.0	18							f 8.44	
	f 12.28							LG 7	17.8	2.2 DULUTH JCT. Soo Line Crossing	6.2								f 8.37	
	f 12.39							LG 4	14.9	2.9 MAHTOMEDI	9.1	15							f 8.26	
	12.41							LG3½	14.4	0.5 ECHO	9.6								8.24	
	f 12.42							LG 3	14.0	0.4 PENINSULA	10.0								8.23	
	f 12.43							LG2½	13.7	0.3 CLUB HOUSE	10.3								8.22	
	f 12.44							LG 2	13.3	0.4 DELLWOOD	10.7	4 Car Spur							8.21	
	f 12.46							LG 1	12.6	0.7 WHITE BEAR BEACH	11.4								8.19	
	f 12.48							LG3½	11.9	0.7 TENTH STREET	12.1								8.17	
L 2.30PM	L 12.50	L 4.30AM	L 4.17AM	L 6.30PM	L 7.17AM	L 5.27AM	WTO	L 141	11.3	0.6 WHITE BEAR	12.7	Yard	A s 9.00AM	A s 5.45PM	A s 12.30AM	A 8.50PM	A 9.40PM	A 7.50AM	s 8.15	
2.33	1.00	4.32	4.19	f 6.32	s 7.19	f 5.29		L 141½	10.7	1.0 LAKE SHORE	13.3		f 8.58	s 5.43		8.46	9.37	7.48	s 8.00	
2.37	1.05	4.35	4.22		f 7.21		YX	L 142	9.7	1.0 M. & D. JUNCTION (Ash Street Passenger Station)	14.3	Yard		f 5.41		8.42	9.33	7.45	7.56	
A s 2.55PM	A 1.20PM	4.47	A 4.37AM	s 6.45	s 7.30	s 5.40	X	L 147	5.0	4.7 Soo Line Crossing—Track Conn. GLOSTER	19.0	Yard	s 8.44	s 5.31	s 12.14	8.22	L 9.15PM	L s 7.30AM	L 7.45AM	
										3.6 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 3.10PM	A 1.35PM		A 4.55AM				WCT Y	S 142			Soo Line Connection MY MISSISSIPPI ST. Y'D DN Interlocked. East end.	22.6	Yard								L 9.00PM	L 7.15AM	L 7.30AM
			4.47		s 6.45	s 7.30	s 5.40	X	L 147	5.0	Soo Line Crossing—Track Conn. GN GLOSTER DN	19.0	Yard	s 8.44	s 5.31	s 12.14	8.22						
			4.53						L 149	2.9	2.1 CLAYMONT P	21.1	Yard										
			5.05		s 6.51	s 7.36	s 5.46		L 150	2.5	0.4 EAST SEVENTH ST Forest Street	21.5	Yard	s 8.38	s 5.26	12.07							
									L 151	0.5	Interlocked 2.0 THIRD STREET JCT. P	23.5	Yard	8.32	5.22	12.01AM	L 8.00PM						
			A 5.20AM		6.57	7.42	5.52				C. B. & Q. R. R. Crossing 0.5												
Via Soo Line	Via Soo Line		Via Soo Line	A 7.00PM	A 7.45AM	A s 5.55AM	WTY	S 142	0.0	U	SAINT PAUL DN 10.4	24.0		L 8.30AM	L 5.20PM	L s 11.59PM		Via Soo Line	Via Soo Line	Via Soo Line			

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

						A 6.40am				S	MINNEAPOLIS (Great Northern Passenger Station)					L 11.20pm					
Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily								Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
.25	1.05	.28	.20	.20	.28	.28								.30	.25	.31	.60	.25	.20	1.00	
15.1	17.5	17.8	18.9	22.6	24.2	24.2								22.6	27.1	21.8	12.9	15.1	18.9	19.0	
						Time Over Sub-Division															
						Average Speed Per Hour															

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

Between Third Street and Claymont, trains running against the current of traffic, will approach Omaha Crossing at Forest Street prepared to stop and know that crossing is clear before proceeding.

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 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.

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. No. 628 must receive a clearance card from both St. Paul and Lake Superior Division Train Dispatchers.

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.

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.**

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

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. All trains will run at restricted speed between Northtown and Great Northern Crossing, expecting to find yard engines using main tracks. 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 St. Paul, Short clearances for man on side of car: Lafayette Avenue bridge on East and West Side Lines, stone wall west of Lafayette Avenue bridge on East Side Line and stone wall along diagonal track, Fourth Street yard. At St. Paul, tunnels on East and West Side Lines will not clear a man on top of car. At St. Paul, doorway of Superior Metal Products Company's building near Robbins and Eustis Streets, will not clear a man on top or side of car and the picking up or setting out of cars must be done outside of building. At Northtown, University Ave. Bridge at east end of yard will not clear a man on side or top of car. At The Minneapolis General Electric Co.'s Plant, Marshall Street and 28th Avenue North East, Minneapolis, Northern Pacific power will be permitted on tracks Nos. 1, 2, 3, 4 and 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 heavy 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. Como Yard. East end—Class W and G engines permitted only on passing, Scale and Store No. 1 tracks. West end—Class W and G engines permitted only on west lead as far as No. 9 Switch, House and Wheel tracks.

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.

Engine classes W and heavier, except Class G, not permitted over Gould Elevator Tracks.

FAST MINNEAPOLIS TO WHITE BEAR—Speed will be restricted over Bridge 8, as follows:

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.

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

[illegible]

SPEED RESTRICTIONS.

Passenger trains one (1) mile per minute.
Class W-1, W-2 and W-4 Engines forty (40) miles per hour.
Class W-3 and W-5 Engines forty-five (45) 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.
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 Lafayette Avenue on west side line leading to and from Seventh Street, eight (8) miles per hour.
At St. Paul, passenger trains will not exceed thirty-five (35) miles per hour over crossings at Como Avenue and Como Place, on Line A.
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—Christensen's, 352 Robert Street.
 " " —A. Lindahl, 910 Payne Ave.
 " " —C. J. & H. W. Anderson, 1573 University 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.
 " " —Allen & Berg, 3rd Street & Hennepin Ave.
 Stillwater—Peder Gaalaas.
 White Bear—Harry M. Peterson.

PUSHER DISTRICTS.

East Minneapolis and a point $2\frac{1}{2}$ 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 proceeed 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 proceeed 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.
Sculley Gravel Spur, Lafayette Ave., East End.
Northwestern Fuel Company Yard 1, East End.
Northern States Power Co. Delivery Track 1, East End.
Northern States Power Co. Alley Track, East End.
Mississippi Street, St. Paul, Foot of Outbound 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.
South East Minneapolis, West End Harris Machinery Co. track.
South East Minneapolis, West End Acme Foundry Co. 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.
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.
Belt Line Crossing, Great Lakes Pipe Co. track.
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. Stillwater.
White Bear. 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 603.
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	Emerson 7765
Dr. H. G. Collie,	Assistant Surgeons,	Nestor 2866	Nestor 2866
Dr. B. I. Derauf,	N. P. B. A. Hospital,	Nestor 2866	DeSoto 3468
Dr. W. J. Lund,	St. Paul (S)	Nestor 2866	Garfield 1294
Dr. J. W. Jesion.		Nestor 2866	Emerson 3682
Dr. R. R. Cranmer	Minneapolis	Geneva 5441	Cherry 4181
Dr. I. C. McDonald	Minneapolis	Geneva 5066	Dykewater 1262
Dr. F. R. Gratzek	Minneapolis	Dinsmore 1677	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.

	Telephone Number	
	Office	Residence
Dr. L. A. Nelson, Oculist	830 Lowry Bldg., St. Paul	Cedar 2846 Emerson 2345
Dr. A. C. Heath,		
Nose and Throat	339 Lowry Bldg., St. Paul	Cedar 4871 Dale 0255
Dr. C. G. Nordin,		
Eye, Ear, Nose and Throat	1042 Lowry Bldg., St. Paul	Cedar 6566 Emerson 3219
Dr. H. S. Clark, Oculist	1845 Med. Arts Bldg., Minneapolis	Geneva 6203 Main 8811
St. Paul, General Office Bldg. (S)		
St. Paul, Third Street, Car Foreman's Office (S)		
St. Paul, Fourth Street, Yard Office (S)		
St. Paul, Mississippi Street, Round House (S)		
St. Paul, Mississippi Street, Yard 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. V. BERGLUND,
Trainmaster.C. C. CORSER,
Trainmaster.R. G. KNIGHT,
Trainmaster.E. H. BRILEY,
Chief Dispatcher.

M. & St. L.—SPECIAL RULES.

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

All trains, transfers and light engines will register by ticket at 1st Street North. Maximum speed limit for passenger trains, 20 miles per hour; for all other trains and light engines, 15 miles per hour. Between 1st Street North and 6th Avenue South, and between 18th and 20th Avenues South, maximum speed limit for passenger 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.

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.

