

NORTHERN PACIFIC RAILWAY COMPANY.

AND
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TIME 215 TERMINAL TABLE

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

SUNDAY, MARCH 26, 1933

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.

SECOND SUB-DIVISION
(JOINT TERMINAL)

WESTWARD

FIRST CLASS						Distance from St. Paul.	Time Table No. 215 March 26, 1933 Succeeding No. 214	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS						SECOND CLASS
303	201	319	203	207	309					315	325	209	317	211	323	167
Soo Chgo. Div. 2	M. & St. L. 2	Soo 105	M. & St. L. 13	M. & St. L. 6	Soo 62					Soo 109	Soo Chgo. Div. 6	M. & St. L. 4	Soo 8	M. & St. L. 15	Soo 3	M. & St. L. 96
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily
L 8.20AM	L 8.40AM		L 10.10AM	L 2.00PM	L 2.05PM					L 6.05PM	L 8.15PM	L 8.25PM	L 9.00PM			
8.23	8.42		10.12	2.02 309	2.07 207					6.08	8.17	8.27	9.02			L 9.00PM
A 8.30AM	8.44		10.14	2.05	2.10					A 6.15PM	8.19	8.30	9.04 167			9.05 211
	8.46		10.16	2.08	A 2.13PM	2.9		MX. MISSISSIPPI ST. Y'D. DN	WCT			8.21	A 8.32PM	9.06		9.09
	8.52		10.22	2.14		5.9		Interlocked east end. Soo Line Connection								
						6.7		SOO LINE JCT. Soo Line Connection								
	8.54		10.24	2.17		7.3		3.0 COMO SHOPS. P W				8.27		9.12		9.17
	8.55		10.25	2.18		7.8		0.8 G. N. CROSSING Automatic Interlocking								
	8.56		10.26	2.20		8.4		0.6 UNION P				8.29		9.14		9.22
	8.59		10.29	2.24		9.9		0.5 G. N. Connection				8.30		9.15		9.24
	9.01		10.31	2.26		10.8		0.6 ST. ANTHONY PARK JCT. P Y				8.31		9.16		9.26
	9.03	L 9.02AM	10.33	2.28		11.5		1.5 EUSTIS STREET P								
A 9.05AM	A 9.06AM	A 10.35AM	A 2.30PM			12.3		0.9 18TH AVE. SOUTH EAST P				8.34		9.19		9.31
								C. M. St. P. & P. Track C. G. W. Connections G. N. Interlocked								
								0.9 NINETEENTH AVE. SOUTH				8.36		9.21		9.34
								0.7 Railway Transfer Connection								
								0.8 SIXTH AVE. SOUTH				8.38		9.23	L 10.43PM	9.37
								0.8 C.M. St. P. & P. Track Connection								
								0.8 FIRST STREET NORTH. P				A 8.40PM		A 9.25PM	A 10.46PM	A 9.40PM
								MINNEAPOLIS M. & St. L. Connection								
Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily
.10	.25	.04	.25	.30	.08			Time Over Sub-Division		.03	.10	.25	.07	.25	.03	.40
10.8	29.5	12.0	29.5	24.0	21.8			Average Speed Per Hour		16.0	10.8	29.5	24.9	29.5	16.0	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 B to Line A via West Wye — — —
Line A to Line B Westward track — — — Line A to Line B via West Wye — — —
Line A to Eastward track Line B — — — Line B to Line A Eastward — — —
Enginemen approaching Mississippi Street on either East or West Side Lines will be governed by the two-arm semaphores which control westbound movements on East and West Side Lines and which are located five hundred feet east of Mississippi Street bridge. Top arms govern movements on Westward main lines and bottom arms govern movements to back lead of Mississippi Street yard. Enginemen will call for routes as follows:
— Main Lines.
— — Back Lead.

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. 215 March 26, 1933. Succeeding No. 214	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS					SECOND CLASS	
202	200	324	304	326	206	310					312	208	302	320	210	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 Chgo. Div. 1	M. & St. L. 14	Soo 106	Soo 63	M. & St. L. 1	M. & St. L. 97	M. & St. L. 95
Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily					Passenger Daily	Passenger Ex. Sun.	Passenger Ex. Sun.	Passenger Daily	Passenger Ex. Sun.	Freight Daily	Freight Daily
A 6.45AM	A 7.00AM			A 8.00AM	A 8.15AM	A 7.50AM	12.3	U	SAINT PAUL	DN	WTY	A 4.30PM	A 4.40PM		A 5.52PM	A 6.35PM	
6.43	6.58			7.57	8.13	7.47	11.7		C. B. & Q. R. R. Crossing THIRD STREET			4.27	4.38		5.50	6.33	
									From Mississippi St.								
									SEVENTH STREET							A 4.00AM	A 6.45AM
6.41 166	6.56			L 7.50AM	8.10	7.43	10.5	MX	MISSISSIPPI ST. Y'D	DN	WCT	L 4.20PM	4.35		5.47	6.30	3.54 202
									Interlocked east end Soo Line Connection								
6.39	6.54				8.07	L 7.40AM	9.4		SOO LINE JCT.				4.32		L 5.44PM	6.27	3.48
									Soo Line Connection								
6.33	6.48				8.01		6.4		COMO SHOPS	P			4.26			6.21	3.33
							5.6		G. N. CROSSING								
									Automatic Interlocking								
6.31	6.46				7.58		5.0		UNION	P			4.23		6.18	3.26	6.11
									G. N. Connection								
6.30	6.45				7.57		4.5		ST. ANTHONY PARK JCT.	P	Y		4.22		6.17	3.23	6.08
6.29	6.44				7.55		3.9		EUSTIS STREET	P			4.20		6.15	3.20	6.05
									Interlocked								
6.26	6.41				7.51		2.4		18TH AVE. SOUTH EAST				4.16		6.11	3.12	5.57
									C. M. St. P. & P.								
									C. G. W.	Track							
									G. N.	Connection							
6.24	6.39				7.49		1.5		NINETEENTH AVE. SOUTH				4.14		6.09	3.08	5.53
									Interlocked								
6.22	6.37	A 6.47AM	A 7.17AM		7.47		0.8		SIXTH AVE. SOUTH				4.12	A 4.51PM	6.07	3.04	5.49
									Interlocked								
L 6.20AM	L 6.35AM	L 6.43AM	L 7.13AM		L 7.45AM		0.0		C.M.St.P. & P. Track Connection			L 4.10PM	L 4.47PM		L 6.05PM	L 3.00AM	L 5.45AM
									FIRST STREET NORTH	P							
									MINNEAPOLIS								
									M. & St. L. Connection								
Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily
.25	.25	.04	.04	.10	.30	.10			Time Over Sub-Division		.10	.30	.04	.08	.30	1.00	1.00
29.5	29.5	12.0	12.0	10.8	24.6	17.4			Average Speed Per Hour		10.8	24.6	12.0	21.8	24.5	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.

EASTWARD

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

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

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

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. 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.

WESTWARD							THIRD SUB-DIVISION (JOINT TERMINAL)										EASTWARD						
FIRST CLASS							Water, Fuel, Scales, Turn Tables, Wyes and Yard Limite.	Distance from Minneapolis.	Time Table No. 215 March 26, 1933 Succeeding No. 214		Distance from Northtown.	FIRST CLASS											
323	3	315	13	1	319	65			324	4		304	302	2	14	66							
Soo 3	N. P. 3	Soo 109	N. P. 13	N. P. 1	Soo 105	N. P. 65			Soo 4	N. P. 4		Soo 110	Soo 106	N. P. 2	N. P. 14	N. P. 66							
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger							
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			Daily	Daily		Ex. Sun.	Daily	Daily	Daily	Daily							
	L 10.15PM		L 9.30AM	L 9.10AM		L 6.45AM		0.0	S MINNEAPOLIS DN (Great Northern Passenger Station) 0.5		3.8	A 7.10AM				A 10.10PM	A 10.35PM	A 11.00PM					
BETWEEN GREAT NORTHERN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																							
L 10.47PM		L 5.52PM			L 9.07AM		0.5	GREAT NORTHERN CROS'G.	3.3	A 6.42AM		A 7.12AM	A 4.46PM										
10.49	10.19	5.54	9.34	9.14	9.09	A 6.50AM	0.8	N. P. FREIGHT YARD	3.0	6.40	7.05	7.10	4.44	10.05	10.30	L 10.55PM							
A 10.50PM	10.20	A 5.55PM	9.35	9.15	A 9.10AM		1.1	FIFTEENTH AVE. NORTH	2.7	L 6.39AM	7.04	L 7.09AM	L 4.43PM	10.04	10.29								
	10.24		9.39	9.19			2.3	Soo Line Connection	1.5		7.00			10.00	10.25								
	A 10.30PM		A 9.45AM	A 9.25AM			3.8	MULBERRY LINE JCT.	0.0		L 6.55AM			L 9.55PM	L 10.20PM								
								NJ NORTHTOWN															
								Great Northern Crossing															
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily				Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily							
.03	.15	.03	.15	.15	.03	.05				.03	.15	.03	.03	.15	.15	.05							
12.0	15.2	12.0	15.2	15.2	12.0	9.6				12.0	15.2	12.0	12.0	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.																							

WESTWARD			FOURTH SUB-DIVISION (JOINT TERMINAL)				EASTWARD		
		Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Distance from M. & D. Jct.	Time Table No. 215 March 26, 1933 Succeeding No. 214		Car Capacity of Sidings.	Station Numbers.		
				STATIONS					
		YX	0.0	M. & D. JCT.	P Yard	L142			
			3.4	LITTLE CANADA	24	L 144½			
			4.5	ROSE	49	L 149½			
		X	9.7	BELT LINE CROSSING Automatic Interlocking		L 152½			
		WY OX	12.2	EAST MINNEAPOLIS	P Yard	L154			
				Time Over Sub-Division					
				Average Speed Per Hour					
EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.									

COMMERCIAL SPURS.**First Sub-Division.****Distance from White Bear:**

Peopies 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	Emerson 7765
Dr. H. G. Collie,		Nestor 2866	Nestor 2866
Dr. B. I. Derauf,		Nestor 2866	DeSoto 3468
Dr. W. J. Lund,		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 8th 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.

COMMERCIAL SPURS.

First Sub-Division.

Distance from White Bear:

Peoples Coal and Ice Company Spur

AUTHORIZED SURGEONS.

Location of Stretchers (S)

Dr. A. W. Ide, Chief Surgeon	St. Paul	Nestor
Dr. M. A. Shillington,	Assistant Surgeons,	Nestor
Dr. H. G. Collie,	N. P. B. A. Hospital,	Nestor
Dr. B. I. Derauf,	St. Paul (S)	Nestor
Dr. J. W. Jesion.		Nestor
Dr. R. R. Cranmer	Minneapolis	Genev
Dr. I. C. McDonald	Minneapolis	Genev
Dr. F. R. Gratzek	Minneapolis	Dinam
Dr. W. R. Humphrey	Stillwater (S)	
Dr. J. H. McClanahan	White Bear (S)	21
Dr. T. S. McClanahan	White Bear	21

MO

- At Claymont, Westward Freight Trains will stop engine just before rear of train.
- Rear Brakeman will protect rear of train.
- Engineman will apply brakes making a continuous service for stop is made from 70 pounds brake pipe pressure he will release to 20 pounds; on completion he will give one blast of the whistle.
- Conductor will then start from caboose and head brakeman of brakes applied and holding, as indicated by cylinder piston and not over nine inches. On meeting the brakeman will be inspected, conductor will then determine tons per car in train. It must be understood that no train will be handled with defective brakes.
- On conductor and brakeman meeting, signal will be given to place and leave handle of brake valve in release position and ninety (90) pounds pressure before starting.

W. D. PEARCE,
Assistant Superintendent.

GOVE

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 freight 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 block. Unless otherwise ordered train orders are not required between 1st Street North and 20th Avenue South. Switches must be protected by flagmen. Switches of all except first class trains, under protection, but be prepared to move the track UNDER PROTECTION, on the time of first class trains. Second and inferior class and extra trains and switch engines may when this can be done without delay to first class trains, and may be protected, but this rule will in no manner relieve enginemen of their responsibility for failure to move under control at any point, and in case of emergency.

Movements over crossovers must be protected in both directions.

Movements between 1st Street North and First St. South will be protected by automatic block signals is indicated by a sign post read "Caution", that block in advance is occupied, approach next signal at end of block. 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



N. P. 571
2-28

NORTHERN PACIFIC RAILWAY COMPANY

BULLETIN No. 55

Saint Paul

DIVISION Minneapolis, June 8th, 1933

Effective Sunday, June 11th, 1933, and during the continuance of Joint Terminal Time Table No. 215, the following trains are annulled between Saint Paul and Minneapolis:

No. 200	(M&StL No. 16)
No. 201	(M&StL No. 2)
No. 202	(M&StL No. 3)
No. 203	(M&StL No. 13)
No. 206	(M&StL No. 5)
No. 207	(M&StL No. 6)
No. 208	(M&StL No. 14)
No. 209	(M&StL No. 4)
No. 210	(M&StL No. 1)
No. 211	(M&StL No. 15)

BBS
EHB-2
LJB
WNP
NEE
CWE
MJF
CCP
LB
WEP
EHBn
PHM-12
Miss. St. Tower
St. A. Pk. Tower
18th Ave. Tower

T. M. Flynn,
Superintendent.

Posted M 1933

Between sunset and sunrise and at other times when any signal is not 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.

NOTE.

When called upon officially, to all cases of accident or passengers. In cases of sickness it is the intention of the Association to the locality or town where a surgeon is urgently needed, for which distinct official aid in accordance with established regulations.

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

Services are furnished only at Northern Pacific hospitals. The Beneficial Association will not be responsible for services here unless specially authorized or approved by the Association then only in critical cases of injury or illness occurring during duty.

Continue to rear, each turning up all retaining valves on

Engineman as to the total number of cars and the necessary precautions to control train safely.

It should be taken as an indication of possible need of hand if its necessity becomes apparent. The engineer will control the train. Except in cases of liability of losing brakemen will ride on top of train from Claymont to

After seeing that brakes are released.

Of hill and promptly render any assistance which presents

1 brakes must be applied on train immediately to prevent

E. H. BRILEY,
Chief Dispatcher.

will proceed accordingly; enginemen will report the signal office. It must be understood that automatic block signals are of protecting whenever and wherever required by these

and engines must approach these switches under control, and switches are right, and a proceed signal has been received

main track switch to wheat yard, railway transfer. All not pass the signal unless at proceed position. When weather conditions are favorable for vision, trains on main track between the signal and twentieth Avenue

1st Street North and 20th Avenue South.

on Eastern crossovers only govern that particular location beyond is clear. Cars must not be left on main track until they must be protected by flagmen.

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.

