



#### AUTHORIZED SURGEONS.

##### Location of Stretchers—(S)

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

##### SPECIALISTS.

Dr. L. A. Nelson, Oculist.....830 Lowry Bldg., St. Paul  
Dr. A. C. Heath, Nose and Throat...339 Lowry Bldg., St. Paul  
Dr. C. G. Nordin,  
Eye, Ear, Nose and Throat.....1042 Lowry Bldg., St. Paul  
Dr. H. S. Clark, Oculist.....1845 Med. Arts Bldg., Minneapolis  
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 employees or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

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

**Boarding and Nursing** are furnished only at 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.

# NORTHERN PACIFIC RAILWAY COMPANY

AND

## MINNEAPOLIS & ST. LOUIS RAILROAD

### JOINT TERMINAL

# TIME TABLE 217

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

## Sunday, October 1, 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 carry for reference a copy of TRANSPORTATION RULES.**

**W. C. SLOAN,**  
General Manager.

**T. M. FLYNN,**  
Superintendent.

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

**F. R. BARTLES,**  
Assistant General Manager.

**P. H. McCAULEY,**  
General Superintendent of  
Transportation.

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

## 2 WESTWARD

## SECOND SUB-DIVISION

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	SECOND CLASS			FIRST CLASS						Time Table No. 217 October 1, 1933 Succeeding No. 216		Distance from St. Paul.	
			167	323	317	325	315	309	319				303
			M. & St. L. 96	Soo 3	Soo 8	Soo Chgo. Div. 6	Soo 109	Soo 62	Soo 105				Soo Chgo. Div. 2
			Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	STATIONS		
WTY					L 8.25 PM	L 6.05 PM		L 2.05 PM		L 8.20 AM	AUTOMATIC BLOCK	U..... SAINT PAUL.....DN	0.0
					8.27	6.08		2.07		8.23		0.6 THIRD STREET.....	0.6
WCT			L 9.00 PM									To Mississippi Street 1.2 SEVENTH STREET.....	
			9.05		8.30	A 6.15 PM		2.10		A 8.30 AM		0.9 MX..... MISSISSIPPI ST. Y'D.....DN	1.8
			9.09		A 8.32 PM			A 2.13 PM				1.1 SOO LINE JCT.....	2.9
W			9.17									3.0 ..... COMO SHOPS.....P	5.9
												0.8 ..... G. N. CROSSING.....	6.7
			9.22									0.6 ..... UNION.....P	7.3
			9.24									0.5 ..... ST. ANTHONY PARK JCT.....P	7.8
Y			9.26									0.6 ..... EUSTIS STREET.....P	8.4
												1.5	
			9.31									..... 18TH AVE. SOUTH EAST.....P	9.9
			9.34									0.9 ..... NINETEENTH AVE. SOUTH.....	10.8
			9.37	L 10.43 PM			L 5.48 PM		L 9.02 AM			0.7 ..... SIXTH AVE. SOUTH.....	11.5
			A 9.40 PM	A 10.46 PM			A 5.51 PM		A 9.06 AM			0.8 ..... FIRST STREET NORTH.....P	12.3
												MINNEAPOLIS	
			Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Time Over Sub-Division		
			.40	.03	.07	.10	.03	.08	.04	.10	Average Speed Per Hour		
			17.1	16.0	24.9	10.8	16.0	21.8	12.0	10.8			

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

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 —

Enginemen approaching Mississippi Street on either East or West Side Lines will be governed by the two-arm semaphores which control west-bound 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, Foremen 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.

SPECIAL INSTRUCTIONS, PAGES 7, 8, 9, 10 AND 11

## Time Table No. 217

October 1, 1933

Succeeding No. 216

## STATIONS

## FIRST CLASS

## SECOND CLASS

324	304	310	326	312	302	320	164	166		
Soo 4	Soo 110	Soo 7	Soo Chgo. Div. 5	Soo Chgo. Div. 1	Soo 106	Soo 63	M. & St. L. 97	M. & St. L. 95		
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight		
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily		
		A 7.50 AM	A 8.00 AM	A 4.30 PM		A 5.52 PM				
		7.47	7.57	4.27		5.50				
							A 4.00 AM	A 6.45 AM		
		7.43	L 7.50 AM	L 4.20 PM		5.47	3.54	6.36		
		L 7.40 AM				L 5.44 PM	3.48	6.30		
							3.33	6.18		
							3.26	6.11		
							3.23	6.08		
							3.20	6.05		
							3.12	5.57		
							3.08	5.53		
							3.04	5.49		
A 6.47 AM	A 7.17 AM				A 4.51 PM		L 3.00 AM	L 5.45 AM		
L 6.43 AM	L 7.13 AM				L 4.47 PM					
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily		
.04	.04	.10	.10	.10	.04	.08	1.00	1.00		
12.0	12.0	17.4	16.8	10.8	12.0	21.8	11.4	11.4		

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

## 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.

SPECIAL INSTRUCTIONS, PAGES 7, 8, 9, 10 AND 11

# 4 WESTWARD

# FIRST SUB-DIVISION

Water, Fuel, Scales, Turn, Tables, Wyes and Yard Limits.	Station Numbers	Car Capacity of Sidings.	THIRD CLASS			SECOND CLASS			FIRST CLASS			Time Table No. 217 October 1, 1933 Succeeding No. 216		Distance from St. Paul.		
			721	715		625	627		61	67	65					
			Way Freight	Way Freight		C. M. St. P. & P. Freight	Freight		Passenger	Passenger	Passenger					
			Ex. Sun.	Ex. Sun.		Daily	Daily		Ex. Sun.	Ex. Sun.	Daily					
WTO	LG12	Yard		L 12.05 PM										STATIONS		
X	LG9	18		f 12.21											..... STILLWATER..... P	24.0
	LG7			f 12.28											..... SUMMIT.....	20.0
	LG4	15		f 12.39											..... DULUTH JCT.....	17.8
	LG2½			f 12.43											..... MAHTOMEDI..... P	14.9
	LG2	84		f 12.44											..... CLUB HOUSE.....	13.7
WTX	L141	Yard	L 2.30 PM	s 12.50		L 4.00 AM	L 3.45 AM		L 6.15 PM	L 7.17 AM	L 5.25 AM				..... DELLWOOD.....	13.3
	L141½		2.33	1.00		4.02	3.47		f 6.17	s 7.19	f 5.27				..... WHITE BEAR..... DN	11.3
YX	L142	Yard	2.37	1.05		4.05	3.50			f 7.21					..... LAKE SHORE.....	10.7
X	L147	Yard	As 2.55 PM	A 1.20 PM		4.17	A 4.05 AM		s 6.30	s 7.30	s 5.40				..... M. & D. JUNCTION.....	9.7
BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING 500 LINE TRACK WILL BE GOVERNED BY 500 LINE TIME TABLE AND RULES.														DOUBLE TRACK		
WCT	S142	Yard	A 3.10 PM	A 1.35 PM			A 4.25 AM								MY. MISSISSIPPI ST. DN	
X	L147	Yard				4.17			s 6.30	s 7.30	s 5.40				YARD GLOSTER..... DN	5.0
	L149	Yard				4.23									..... CLAYMONT..... P	2.9
	L150	Yard				4.35			s 6.36	s 7.36	s 5.46				..... EAST SEVENTH ST.....	2.5
	L151	Yard				A 4.50 AM			6.42	7.42	5.52				..... THIRD STREET JCT... P	0.5
WTY	S142		Via Soo Line	Via Soo Line			Via Soo Line		A 6.45 PM	A 7.45 AM	As 5.55 AM			..... SAINT PAUL..... DN	0.0	
BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.														ST. PAUL		
															..... MINNEAPOLIS..... DN	
			Ex. Sun.	Ex. Sun.		Daily	Daily		Ex. Sun.	Ex. Sun.	Daily				(Passenger Station)	
			.25	1.05		.38	.20		.30	.28	.30				Time Over Sub-Division	
			15.1	17.5		17.8	18.9		22.6	24.2	22.6				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 pages 8, 9, 10 and 11.

**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 engineman 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.

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.

**SPECIAL INSTRUCTIONS, PAGES 8, 9 and 10.**

# FIRST SUB-DIVISION

EASTWARD 5

Distance from Stillwater.		Time Table No. 217 October 1, 1933 Succeeding No. 216		FIRST CLASS				SECOND CLASS				THIRD CLASS			
				62	68	66		626	628			722	716		
				Passenger	Passenger	Passenger		G. M. St. P. & P. Freight	Freight			Way Freight	Way Freight		
				Ex. Sun.	Ex. Sun.	Daily		Daily	Daily			Ex. Sun.	Ex. Sun.		
		STATIONS													
0.0	.....	STILLWATER.....	P												
4.0	.....	SUMMIT.....											A 9.00 AM		
6.2	.....	DULUTH JCT.....											f 8.44		
9.1	.....	MAHTOMEDI.....	P										f 8.37		
													f 8.26		
10.3	.....	CLUB HOUSE.....												8.22	
10.7	.....	DELLWOOD.....												8.21	
12.7	.....	WB...WHITE BEAR...DN		As 9.00 AM	As 5.45 PM	As 12.30 AM		A 8.50 PM	A 9.20 PM			A 7.50 AM		8.15	
13.3	.....	LAKE SHORE.....		f 8.58	s 5.43			8.46	9.17			7.48	s 8.00		
14.3	.....	M. & D. JUNCTION.....			f 5.41			8.42	9.13			7.45	s 7.56		
19.0	.....	GN...GLOSTER...DN		s 8.44	s 5.31	s 12.14		8.22	L 8.55 PM			Ls 7.30 AM	L 7.45 AM		
		To Mississippi Street Yard.3.6													
BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.															
22.6	.....	MY. MISSISSIPPI ST...DN													
19.0	.....	GN...GLOSTER...DN		s 8.44	s 5.31	s 12.14		8.22	L 8.40 PM			L 7.15 AM	L 7.30 AM		
21.1	.....	CLAYMONT.....	P												
21.5	.....	EAST SEVENTH ST....		s 8.38	s 5.26	12.07									
23.5	.....	THIRD STREET JCT...P		8.32	5.22	12.01 AM		L 8.00 PM							
24.0	.....	SAINT PAUL.....DN		L 8.30 AM	L 5.20 PM	Ls 11.59 PM			Via Soo Line			Via Soo Line	Via Soo Line		
BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.															
		S.....MINNEAPOLIS.....DN				L 11.20 PM									
		(Passenger Station)													
				Ex. Sun.	Ex. Sun.	Daily		Daily	Daily			Ex. Sun.	Ex. Sun.		
		Time Over Sub-Division		.30	.25	.31		.50	.25			.20	1.00		
		Average Speed Per Hour		22.6	27.1	21.8		12.9	15.1			18.9	19.0		

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

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 Switchtender 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.

SPECIAL INSTRUCTIONS, PAGES 8, 9 AND 10.

## 6 WESTWARD

## THIRD SUB-DIVISION

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	GREAT NORTHERN			FIRST CLASS						GREAT NORTHERN		Time Table No. 217 October 1, 1933 Succeeding No. 216		Distance from Minneapolis.			
				323	3	315	13	1	319	65							
				Soo 3	N. P. 3	Soo 109	N. P. 13	N. P. 1	Soo 105	N. P. 65							
				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger							
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily							
						L 10.05 PM			L 9.30 AM	L 9.10 AM		L 6.45 AM	S.....	MINNEAPOLIS (Passenger Station) 0.5	DN	0.0	
BETWEEN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.																	
WOT				L 10.47 PM		L 5.52 PM			L 9.07 AM		.....GREAT NORTHERN CROSS'G.....				DOUBLE TRACK	0.5	
				10.49	10.09	5.54	9.34	9.14	9.09	A 6.50 AM	.....N. P. FREIGHT YARD.....P					0.8	
Y				A 10.50 PM	10.10	A 5.55 PM	9.35	9.15	A 9.10 AM		.....FIFTEENTH AVE. NORTH.....					1.1	
	WCOT				10.14		9.39	9.19			.....MULBERRY LINE JCT.....P					2.3	
					A 10.20 PM		A 9.45 AM	A 9.25 AM			NJ.....NORTHTOWN.....DN					3.8	
				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily							
				.03	.15	.03	.15	.15	.03	.05	Time Over Sub-Division						
				12.0	15.2	12.0	15.2	15.2	12.0	9.6	Average Speed Per Hour						

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

## WESTWARD

## FOURTH SUB-DIVISION

## EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.			Car Capacity of Sidings.			Station Numbers.						Distance from M. & D. Jct.	Time Table No. 217					
													October 1, 1933					
													Succeeding No. 216					
													STATIONS					
YX	Yard	L142										0.0	.....M. & D. JCT.....P					
	24	L144½										3.4	.....LITTLE CANADA.....					
	49	L149½										7.9	.....ROSE.....					
X		L152½										9.7	.....BELT LINE CROSSING.....					
WYOX	Yard	L154										12.2	.....EAST MINNEAPOLIS....P					
													Time Over Sub-Division					
													Average Speed Per Hour					

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

SPECIAL INSTRUCTIONS, PAGES 7, 8, 9, 10 AND 11.

## Time Table No. 217

October 1, 1933  
Succeeding No. 216

## FIRST CLASS

324	4	304	302	2	14	66				
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				
Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				

## STATIONS

3.8	S	MINNEAPOLIS (Passenger Station) 0.5	DN	A 7.10 AM				A 10.10 PM	A 10.35 PM	A 11.00 PM				
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BETWEEN PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

3.3	.....	GREAT NORTHERN CROSS'G...	A	6.42 AM		A 7.12 AM	A 4.46 PM							
3.0	.....	N. P. FREIGHT YARD..... P		6.40	7.05	7.10	4.44	10.05	10.30	L 10.55 PM				
2.7	.....	FIFTEENTH AVE. NORTH.....	L	6.39 AM	7.04	L 7.09 AM	L 4.43 PM	10.04	10.29					
1.5	.....	MULBERRY LINE JCT..... P			7.00			10.00	10.25					
0.0	NJ	NORTHTOWN..... DN	L	6.55 AM				L 9.55 PM	L 10.20 PM					
			Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily					
		Time Over Sub-Division		.03	.15	.03	.03	.15	.15	.05				
		Average Speed Per Hour		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.

SPECIAL INSTRUCTIONS, PAGES 7, 8, 9, 10 AND 11.

## SPECIAL INSTRUCTIONS.

## NOTE

Effective with Time Table No. 217, Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

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 Westward 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.







### SPEED RESTRICTIONS

Passenger trains one (1) mile per minute.  
 Class W, 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 passenger station.  
 At White Bear, five (5) miles per hour over State Highway No. One where it crosses Stillwater Branch.  
 At White Bear speed of trains between White Bear and Lake Shore station 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 employees competent and equipped to do so.

### STANDARD TIME CLOCKS

St. Paul, Assistant Superintendent's Office.  
 Mississippi Street, Round House and Yard Office.  
 Minneapolis, Dispatcher's Office.  
 Northtown, Telegraph Office.  
 White Bear, Telegraph Office.

### WATCH INSPECTORS

St. Paul—Christensen's, 144 East 5th 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 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.  
 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 Acome 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, Round House and Yard Office.  
 Northtown, Round House and Yard Office.  
 Minneapolis, Lower Yard Office.  
 East Minneapolis, Yard Office.  
 White Bear, Telegraph 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 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:**

<b>Peoples Coal and Ice Company Spur</b>	<b>0.8 Miles</b>
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**First Sub-Division**

Cross overs—Third Street, East Seventh Street, Claymont, Gloster (2), M. & D. Junction (2), White Bear (2).

**Second Sub-Division**

Cross overs—Third Street, Mississippi Street (2), Maryland Street, Soo Line Junction, Rice Street, Como Avenue, Chatsworth Street, Snelling Avenue, Union, St. Anthony Park Junction (2), Eustis Street, Twenty-seventh Avenue South East, Eighteenth Avenue South East, East end Mississippi River Bridge, Nineteenth Avenue South, Eighth Avenue South, Sixth Avenue South, Second Avenue North, Third Avenue North.

**Third Sub-Division**

Cross overs—N. P. Freight Yard (3), Fifteenth Avenue North, Broadway Street, Grand Street, Mulberry Line Junction, Lowry Avenue, Northtown.

**RAILROAD CROSSINGS AND INTERLOCKINGS.****First Sub-Division****EAST SEVENTH STREET.**

C. M. St. P. & P. Crossing—Interlocked.  
GLOSTER.  
Soo Line Crossing.

**Second Sub-Division****MISSISSIPPI STREET.**

Junction East and West Side Lines—Interlocked.  
G. N. CROSSING.  
G. N. Crossing—Automatic interlocking.  
ST. ANTHONY PARK JUNCTION.  
Junction Lines A and B—Interlocked.  
EIGHTEENTH AVENUE SOUTH EAST.  
C. M. St. P. & P. Crossing—Interlocked.

**Third Sub-Division****FIRST STREET NORTH.**

G. N. Crossing.  
FIFTEENTH AVENUE NORTH.  
Soo Line Junction—Interlocked.  
NORTHTOWN.  
G. N. Crossing.

**Fourth Sub-Division****BELT LINE CROSSING.**

Belt Line Crossing—Automatic interlocking.

**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 engineman will call for hand brake aid whenever there are indications of his losing control of the train. Except in cases of liability of losing control, no hand brakes will be used while descending the grade. Brakemen will ride on top of train from Claymont to Third Street.
- 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.  
**R. G. KNIGHT,**  
Trainmaster.

**H. FLANAGAN,**  
Trainmaster.  
**E. H. BRILEY,**  
Chief Dispatcher.

**C. C. CORSER,**  
Trainmaster.

**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.**