

GREAT NORTHERN RAILWAY



TWIN CITY TERMINALS
DIVISION



TIME TABLE No. 61

TO TWIN CITY AT 12:01 P. M.
E.

SUNDAY, JUNE 23, 1924

Superseding [illegible] and All Superseding hereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

R. E. LANDIS, Superintendent.

J. C. ROTH, General Superintendent of Transportation.
P. F. KEATING, General Superintendent.

F. BELL, General Manager.

WESTWARD—FIRST CLASS TRAINS.

FIRST SUBDIVISION.

TIME TABLE																																	Effective June 1, 1924.		STATIONS.						
																																	LEAVE.		ARRIVE.						
809	937	917	785	943	807	855	1	791	839	905	847	13	827	805	875	929	891	27	803	863	901	831	11	829	877	873	853	783	781	911	843	871	801	935	Station Numbers	Distance from St. Paul via Passenger Trunk					
Lake Minn. Pass. Daily	Mesaabi Div. Pass. No. 23 Daily	C.B. & Q. Pass. No. 53 Daily	C.G.W. Pass. No. 5 Daily	St. C. Div. Pass. No. 16 Ex. Sun.	Lake Minn. Pass. Daily	Omaha Pass. No. 8 Ex. Sun.	Oriental Limited Daily	C.G.W. Pass. No. 41 Daily	Omaha Pass. No. 3 Daily	N. Pac. Pass. No. 3 Daily	Omaha Pass. No. 2 Daily	Willmar Div. Pass. No. 13 Ex. Sun.	Omaha Pass. No. 19 Ex. Sun.	Lake Minn. Pass. Daily	N. Pac. Pass. No. 87 Ex. Sun.	Gopher State Exp. No. 20 Daily	N. Pac. Pass. No. 9 Daily	Fast Mail Daily	Lake Minn. Pass. Daily	Omaha Pass. No. 16 Daily	N. Pac. Pass. No. 13 Daily	Omaha Pass. No. 9 Daily	St. C. Div. Pass. No. 11 Ex. Sun.	Omaha Pass. No. 15 Daily	N. Pac. Pass. No. 121 Daily	N. Pac. Pass. No. 101 Daily	Omaha Pass. No. 10 Daily	C.G.W. Pass. No. 21 Daily	C.G.W. Pass. No. 1 Daily	C.B. & Q. Pass. No. 47 Daily	Omaha Pass. No. 5 Daily	N. Pac. Pass. No. 85 Daily	Lake Minn. Pass. Daily	Mesaabi Div. Pass. No. 17 Daily							
Am	Am	12:35	12:30	Am	11:30	11:25	11:00	10:00	9:35	9:30	9:25	Am	9:05	9:00	8:48	8:45	8:40	8:30	8:25	8:20	8:10	7:45	7:40	7:20	7:10	6:30	Am	0	0.0	SAINT PAUL											
		12:48	12:43		11:43	11:38	11:13	10:13	9:48	9:43	9:38		9:18	9:13	9:01	8:57	8:53	8:43	8:38	8:33	8:23	7:58	7:53	7:33	7:23	6:45		3	3.08	COMO											
		12:53	12:48		11:48	11:43	11:18	10:18	9:53	9:48	9:43		9:23	9:18	9:06	9:02	8:58	8:48	8:43	8:38	8:28	8:03	7:58	7:38	7:28	6:49		5	5.88	HAMLINE TRANSFER											
		12:57	12:52		11:52	11:47	11:22	10:22	9:57	9:52	9:47		9:27	9:22	9:10	9:06	9:02	8:52	8:47	8:42	8:32	8:07	8:02	7:42	7:32	6:52		7	7.08	ST. ANTHONY PARK											
2:00	1:05	1:00			12:00	11:55	11:30	10:30	10:05	10:00	9:55		9:35	9:30	9:18	9:14	9:10	9:00	8:50	8:40	8:30	8:05	8:00	7:40	7:30	6:50		11	10.55	MINNEAPOLIS											
	1:42			12:03																									6:45	GO	12.29	MINNEAPOLIS JCT.									
	1:51			12:11						10:12						9:37	9:27			9:07														5:53	G2	14.69	NORTH TOWN				
2:07	Am	Am	Am	Am	Am	Am	12:08	Am	Am	Am	Am	10:12	Am	9:42	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	12:16	1.34	CLEARWATER JCT.			
809	937	917	785	943	807	855	1	791	839	905	847	13	827	805	875	929	891	27	803	863	901	831	11	829	877	873	853	783	781	911	843	871	801	935							

WESTWARD—FIRST CLASS TRAINS.

903	931	893	861	3	897	841	29	885	915	837	895	859	779	819	789	9	881	887	899	883	817	835	857	7	21	813	833	787	815	5	811	933	15	879	No. 61. Effective June 1, 1924.				
N. Pac. PASS. No. 5	Mesaabi Div. PASS. No. 18	N. Pac. PASS. No. 1	Omaha PASS. No. 17	Glacier Park Limited	N. Pac. PASS. No. 7	Omaha PASS. No. 1	G. N. PASS.	N. Pac. PASS. No. 77	C.B. & Q. PASS. No. 51	Omaha PASS. No. 63	N. Pac. PASS. No. 16	Omaha PASS. No. 4	C.G.W. PASS. No. 17	Lake Minne- tonka PASS.	C.G.W. PASS. No. 43	Dakota EXP.	N. Pac. PASS. No. 79	N. Pac. PASS. No. 19	N. Pac. PASS. No. 11	N. Pac. PASS. No. 63	Lake Minne- tonka PASS.	Omaha PASS. No. 7	Omaha PASS. No. 6	Winn- ipeg Limited	Willmar Div. PASS.	Lake Minne- tonka PASS.	Omaha PASS. No. 61	C.G.W. PASS. No. 7	Hutch. PASS.	St. C. Div. PASS.	Lake Minne- tonka PASS.	Mesaabi Div. PASS. No. 24	St. C. Div. PASS. No. 15	N. Pac. PASS. No. 61	Station Numbers	Distance from St. Paul via Passenger Trunk	STATIONS LEAVE		
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sun. Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Station Numbers	Distance from St. Paul via Passenger Trunk	STATIONS LEAVE
^{Am} 11:20	^{Am} 10:55	^{Am} 10:50	^{Am} 10:45	^{Am} 10:35	^{Am} 10:26	^{Am} 10:23				^{Am} 10:05		^{Am} 7:55	^{Am} 7:40	^{Am} 7:04	^{Am} 7:00				^{Am} 6:10	^{Am} 6:00	^{Am} 5:20	^{Am} 6:20	^{Am} 6:10	^{Am} 6:05	^{Am} 5:00	^{Am} 4:55	^{Am} 4:45	^{Am} 4:10	^{Am} 4:00	^{Am} 3:30	^{Am} 3:00	0	0.0	SAINT PAUL					
11:33	11:08	11:03	10:58	10:48	10:39	10:36				10:18		8:08	7:53	7:17	7:13				6:23	6:13	5:33	6:23	6:18	6:13	5:13	5:08	4:58	4:23	4:18	4:13	3:43	3:15	8	3.03	COMO				
11:38	11:13	11:08	11:03	10:53	10:44	10:41				10:23		8:13	7:58	7:22	7:18				6:28	6:18	5:38	6:28	6:23	6:18	5:18	5:13	5:03	4:28	4:23	4:18	3:48	3:19	5	5.83	HAMLINE TRANSFER				
11:42	11:17	11:12	11:07	10:57	10:48	10:45				10:27		8:17	8:02	7:26	7:22				6:32	6:22	5:42	6:32	6:27	6:22	5:22	5:17	5:07	4:32	4:27	4:22	3:52	3:22	7	7.08	ST. ANTHONY PARK				
^{Am} 11:50	^{Am} 11:25	^{Am} 11:20	^{Am} 11:15	^{Am} 11:05	^{Am} 10:56	^{Am} 10:53				^{Am} 10:35		^{Am} 8:25	^{Am} 8:10	^{Am} 7:34	^{Am} 7:30				^{Am} 6:40	^{Am} 6:30	^{Am} 5:50	^{Am} 6:40	^{Am} 6:35	^{Am} 6:30	^{Am} 5:35	^{Am} 5:25	^{Am} 5:15	^{Am} 4:40	^{Am} 4:35	^{Am} 4:30	^{Am} 4:00	^{Am} 3:30	11	10.55	MINNEAPOLIS				
12:11																																			GO	12.29	MINNEAPOLIS JCT.		
12:25																																				G2	14.69	NORTH TOWN	
																																				10.82	0.27	FIRST STREET	
																																				12.16	1.34	CLEARWATER JCT.	
^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Sun. Only	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Ex. Sun.	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Ex. Sun.	^{Am} Daily	^{Am} Ex. Sun.	^{Am} Ex. Sun.			ARRIVE
903	931	893	861	3	897	841	29	885	915	837	895	859	779	819	789	9	881	887	899	883	817	835	857	7	21	813	833	787	815	5	811	933	15	879					

WESTWARD—SECOND CLASS TRAINS.

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For special rules see page 6.

TIME TABLE No. 61. Effective June 1, 1924.			Distances from Clearwater Jct.	Capacity or Side Tracks		FIRST CLASS TRAINS																		SECOND CLASS TRAINS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																			
STATIONS LEAVE		Packing Tracks		Other Tracks	801	27	803	805	13	807	809	811	815	813	21	817	9	819	3																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																								

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.
No. 9 will perform local service on Sundays.

For additional special rules see page 6.

SECOND SUBDIVISION—EASTWARD.

[illegible]

No. 27 is superior to all other trains. Opposing first class trains will clear No. 27 five (5) minutes. Other opposing trains will clear No. 27 ten (10) minutes. All westward trains must be clear at the time No. 27 is due to leave the next station in the rear where time is shown but not less than five (5) minutes.

No. 10 will perform local service on Sundays, but will stop at Long Lake on Sunday only on flag or to discharge passengers.

St. Cloud Division, and Willmar Division trains passing from the first subdivision to the second subdivision and vice versa will not get a clearance card. form 219. at Clearwater Junction.

For additional special rules see page 6.

SECOND CLASS	FIRST CLASS TRAINS.													Car Capacity of Siding.	Station Numbers.	Distance from Sta. Point.	TIME TABLE No. 61. Effective June 1, 1924	Telegraph Calls.	Distance from Hutchinson.	SIGNS.	FIRST CLASS TRAINS.												SECOND CLASS
849	825	823	821	819	817	813	815	811	809	807	805	803	801				802				804	806	816	808	810	812	814	818	820	822	850		
Mixed	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Mixed							
Ex. Sun.				Sun. Only	Ex. Sun.	Daily	Ex. Sun.		Daily		Daily			Daily	Ex. Sun.		Ex. Sun.	Sun. Only	Daily		Ex. Sun.	Sun. Only			Ex. Sun.								
Am 7:35				Pm 8:30	Pm 6:50	Pm 6:05	Pm 5:19		Pm 2:30		Am 10:05				Am 7:15	Am 7:55		Am 8:59	Am 9:20	Pm 1:30		Pm 4:55	Pm 6:55			Pm 4:20							
				8:33	6:53	6:08	5:21		2:33		10:08			B 2	26.02	.....	ORONO.....		42.21		7:12	7:52		8:56	9:17	1:27		4:52	6:52				
				8:37	6:57	6:12	5:25		2:37		10:12			35 B 3	27.30		CRYSTAL BAY.....	VI	40.93	D	7:10	7:50		8:53	9:15	1:24		4:49	6:49	4:08			
804 7:50				8:39	6:59	6:14	5:27		2:39		10:14			B 4	28.31		ARCOLA.....		40.02		7:08	7:48		8:49	9:13	1:20		4:45	6:45				
				8:43	7:03	6:18	5:31		2:43		10:18			10 B 5	28.86		MINNETONKA B'CH.....	MB	39.37	D	7:06	7:46		8:47	9:11	1:18		4:43	6:43	3:58			
8:00				8:45	7:05	6:20	5:33		2:45		10:20			B 5 1/2	29.67		NAVARRE.....		38.56		7:03	7:43		8:43	9:08	1:14		4:39	6:39				
				8:48	7:08	6:23	5:36		2:48		10:23			78 D 6	30.46		SPRING PARK.....	PK	37.77	D	7:01	7:41		8:41	9:06	1:12		4:37	6:37	3:50			
				8:51	7:11	6:26	5:39		2:51		10:26			B 7	31.45		SETON.....		36.78		6:58	7:38		8:37	9:03	1:08		4:33	6:33				
816 8:34				8:55	7:15	6:30	5:43		2:55		10:30			87 B 8	32.36		MOUND.....	ND	35.87	R D T	6:55	7:35		8:34	9:00	1:05		4:30	6:30	3:40			
							5:54							40 B13	36.95	.....	ST. BONIFACIUS.....	BA	31.28	DW				8:20				3:15					
8:49							6:01							14 B17	41.13	.....	MAPLE.....		27.11					8:05				2:57					
9:10							6:11							37 B21	44.74	.....	MAYER.....	KY	28.49	D				7:58				2:45					
9:28							6:21							31 B24	48.43	.....	NEW GERMANY.....	NG	19.70	D				7:46				2:29					
9:56							6:30							32 B28	52.19	.....	LESTER PRAIRIE.....	RA	16.04	DW				7:34				2:13					
10:33							6:45							54 B36	60.02	.....	SILVER LAKE.....	SI	8.21	D				7:19				1:35					
11:12														54 B44	68.23	.....	HUTCHINSON.....	HO	0.00	REDWCT								1:00					
11:50 Am				Pm	Pm	Pm	7:00 Pm		Pm		Am									Am	Am		Pm	Pm				1:00 Pm					
Ex. Sun.				Sun. Only	Ex. Sun.	Daily	Ex. Sun.		Daily		Daily									Daily	Ex. Sun.		Ex. Sun.	Sun. Only	Daily		Ex. Sun.	Ex. Sun.					
849	825	823	821	819	817	813	815	811	809	807	805	803	801							802	804	806	816	808	810	812	814	818	820	822	850		
4.15				.25	.25	.25	1.41	.25	.25	.25	.25	.25	.25							.20	.20	.20	1.54	23.1	24.20	19.25	19.25	19.25	19.25	19.25	3.20		
10.2				19.	19.	19.	25.9	19.	19.	19.	19.	19.	19.																		13.1		

Westward trains are superior to eastward trains of the same class.

G-4 engines heaviest permitted on this subdivision.

Train Order Signals are located at Hutchinson Junction, Crystal Bay, Minnetonka Beach, Spring Park, Mound, St. Bonifacius, Mayer, New Germany, Lester Prairie, and Silver Lake.

Bulletin Board located at Mound and Hutchinson. No Siding at Orono, Arcola, Navarre and Seton. First class trains will register at Hutchinson Jct. by time ticket. All first class trains must not exceed thirty-five miles per hour and all other trains twenty-five miles per hour between Mound and Hutchinson.

CAPACITY OF ENGINES IN TONS IN ADDITION TO WEIGHT OF ENGINE, TENDER AND CABOOSE.

CLASS AND NUMBERS OF ENGINES	FRIDLEY TO SANDSTONE				CLEARWATER JCT TO WILLMAR				CLEARWATER JCT. TO ST. CLOUD Via Osseo Line				FRIDLEY TO ST. CLOUD				HUTCHINSON BRANCH OUT OF CLEARWATER JCT.			
	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4	1	2	3	4
M 1—1950 to 1984.....	4800	4320	3840	3600	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
O 1—3000 to 3069.....	3600	3240	2880	2700	3200	2880	2560	2240	2100	1800	1680	1570	2800	2520	2240	2100	.....	.....	.....	.....
F 4 to F 9, G 5—1095 to 1324.....	3125	2800	2500	2350	2400	2160	1920	1800	1550	1400	1240	1160	2100	1890	1760	1650	.....	.....	.....	.....
Superheated.....	3425	3100	2800	2650	2900	2660	2420	2300	1800	1620	1440	1350	2300	2070	1840	1720	.....	.....	.....	.....
J 1-2-3—1500 to 1649.....	2600	2340	2080	1950	2000	1800	1600	1500	1450	1300	1160	1090	2000	1800	1600	1500	.....	.....	.....	.....
Superheated.....	3125	2800	2500	2350	2500	2300	2100	2000	1550	1400	1240	1160	2100	1890	1760	1650	.....	.....	.....	.....
F 3, G-2-3-4—700 to 779.....	2500	2250	2000	1875	1800	1620	1440	1350	1300	1170	1040	980	1800	1620	1440	1350	.....	.....	.....	.....
Superheated.....	2800	2550	2300	2175	2300	2120	1940	1850	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
F 1-2—500 to 599.....	1725	1550	1375	1300	1530	1375	1225	1150	800	720	640	600	1400	1260	1120	1050	.....	.....	.....	.....
D 5—450 to 476.....	1700	1525	1350	1275	1530	1375	1225	1150	700	630	570	530	1300	1170	1040	970	1000	885	770	715
G 1—600-615.....	.....	.....	.....	.....	.....	.....	.....	.....	900	810	730	690	1500	1350	1200	1120	.....	.....	.....	.....

Superheated engines are indicated by letter "S" following Class Number on engine cab.

Where rating is not shown for Superheated engines, add 500 tons to first rating and deduct 10 per cent for each weather rating.

Weather Rating

- 1—When temperature is 25 degrees above zero or over.
- 2—Very frosty or wet, 5 to 25 above zero.
- 3—Five degrees above to 10 below zero.
- 4—Ten below zero and colder.

Chief Train Dispatcher may increase or decrease above ratings as it may be found necessary.

SPECIAL RULES.

1. On Single Track Westward Trains are Superior to Eastward Trains of Same Class.

2. The Double Passenger Tracks are the two (2) left hand tracks when facing west between St. Paul Union Depot and Third Street, and the extension of same to Westminster Street; the two (2) north tracks from Westminster Street to St. Anthony Park, and the two (2) south tracks from St. Anthony Park to point of diversion opposite Union Elevator, extending to First Street, Minneapolis, via Minneapolis Passenger Station.

3. The Double Freight Tracks are the two (2) south tracks next to the passenger tracks from Third Street, St. Paul to St. Anthony Park, and the two (2) north tracks from St. Anthony Park to point of diversion opposite Union Elevator. Double Track Main Line System from opposite Union Elevator to Northtown, known as Tracks 1 and 2, commencing with No. 1, the northerly track. Track one (1) is the Westward and Track two (2) is the Eastward Track. Great Northern switches east of Northern Pacific main track at Northtown leading from No. one (1) Westward track to No. two (2) Eastward track and from No. two (2) Eastward track to Northern Pacific lead track will have to be thrown by trains using them. Approach these switches with train under full control, expecting to find them lined up for wrong track. Northern Pacific switches at Northtown are handled by switch-tenders night and day. Northern Pacific lead track from their Eastward main track to connection with Great Northern track No. two (2) is used by both Eastward and Westward Great Northern trains. Trains must run under full control over this lead.

4. The switch at Northtown (end of double track) will be kept set for Eastward track.

5. Double Track extends from Minneapolis Junction to First Street. From First Street to Western Avenue, Minneapolis, Track two (2) is the Westward Passenger Track, and Track three (3) is the Eastward Passenger Track. Track four (4), Westward Freight Track. Track five (5), Eastward Freight Track. These tracks are numbered, commencing with No. one (1), on the north side, and are handled by switch tender night and day.

6. Double Track extends from Western Avenue, Minneapolis, to Delano. The normal position of main line switch at end of double track 300 feet west of depot at Delano is for westward main track. Freight tracks between Holden Street and Western Avenue are handled by switch tenders.

7. G. N. Track No. 1 Minnesota Transfer for use of Westward Freight Trains. G. N. Track No. 2 Minnesota Transfer for use of Eastward Freight Trains. All Freight Trains having cars to set out or pick up at Minnesota Transfer will clear the Main Track.

8. Minneapolis Yard limits on Freight Tracks extend east to East Switch, Hamline Transfer, and west to Fridley Yard via Minneapolis Junction, Northtown and Fridley lead and from Minneapolis Junction west to 2640 ft. west of West Switch at Hopkins Junction including the Hopkins branch. St. Paul Yard extends to East Switch, Hamline Transfer. Yard engines will not use passenger main tracks between Minneapolis passenger depot and Como Avenue tower except on special instructions.

9. Mikado engines, class O, moving between First Street North and Western Ave., Minneapolis, either in service or towed in train, when moving

West must be handled over main line 2, the Westward passenger track, and when moving East must be handled over main line 3, the Eastward passenger track, between these points as they will not take the sharp turn-outs onto the main freight tracks, all other second class and either freight trains will use freight tracks, and all first class and either passenger trains will use passenger tracks exclusively.

10. Extra Trains will use double track, double passenger and double freight tracks in direction of current of traffic without running orders but must obtain a clearance to run over such tracks which must be "O. K'd", numbered and timed by the Dispatcher and signed with the Superintendent's initials before being acted upon.

11. Extra Trains on passenger tracks will run ahead of delayed first class trains, and extra trains on freight tracks will run ahead of delayed second class trains without orders. Extra trains on double track will run ahead of second class trains without orders.

Westward trains approaching First Street North, Minneapolis on freight tracks and Eastward trains approaching Clearwater Junction will run ahead of delayed first class trains without orders when signaled to proceed by switch-tender.

12. Trains on Passenger Tracks between St. Paul and Minneapolis may leave terminals three minutes apart, but no closer. Trains on Freight Tracks and Double Tracks may leave terminals five minutes apart.

13. Nos. 15 and 931, 16, 932 and 934 will be handled by Switch Eng. between First Street and Minneapolis Junction.

14. All trains coming into or leaving Minneapolis Passenger Station will not proceed unless signaled by Switch Tender.

15. Minneapolis & St. Louis Passenger trains use Great Northern tracks between First Street, Minneapolis and Minneapolis Passenger Station. Trains from St. Paul will back in from First Street and head out and trains arriving from the west will head in and back out. These trains will be handled by switch tenders at First Street.

16. Enginemen of trains using westward passenger track will see that Engine bell is kept ringing passing over this track from opposite water tank union yard until they have passed University Tower.

17. Trains using Passenger Tracks, excepting Great Northern Westward Trains, via Northern Pacific at First St. and Northern Pacific Westward Trains, must obtain clearance card from operator Minneapolis Passenger Station.

Westward trains going via Northern Pacific at First St. will secure orders from the Northern Pacific dispatcher at Minneapolis Passenger Station.

18. Trains or transfers passing over or occupying main line tracks after dark or in foggy weather must display a red light on rear car, in the absence of a caboose.

19. Supplementary to Rule 99, Second and Inferior Class trains or transfers within yard limits on the St. Cloud Division during foggy or stormy weather or other conditions obscuring the view must protect their rear end against following trains.

20. Flagmen must ride outside on rear platform between cities so as to be in position to drop off immediately their train stops to get back and protect it.

Conductors will see that Flagmen comply with this rule and shall be held strictly responsible for its observance.

21. The practice of using red fuses on passenger tracks between St. Paul and Clearwater Junction is not permissible.

22. Brakemen or switchmen accompanying trains or transfers from Como to Third Street must ride on top of cars from Jackson St. to Third St. Conductor or engine foreman must be on head end in a position to get the route over this district.

23. Eastward trains moving toward Minneapolis Passenger Station or Minneapolis Junction will come to a full stop at Stop Board West of First Street, Minneapolis. Westward trains via Minneapolis Junction will come to a full stop at Stop Board at West end of West Channel bridge. Westward trains via Minneapolis Passenger Station will come to a full stop at Stop Board East of First Street and will not proceed until signaled to do so by the switch tender at First Street.

24. Enginemen must not pass the dwarf signal located at Seventh Street interlocking plant, St. Paul, governing eastward movements on Omaha Ry. transfer track between Westminster Street and Third Street when set against them, as this indicates westward movements are being made from Third Street to Seventh Street.

25. A derail directly opposite Westminster Street Tower, St. Paul is connected up with the interlocking plant, its normal position is open, being governed by home signal just west of derail switch. Trains using Eastward freight track must come to a full stop West of the home signal as towerman will not close derail and clear route until such full stop is made.

26. Trains on Eastward freight track will approach cross-over from the lead to Eastward freight track located between Como Av. and Western Av. bridges, St. Paul, with train under full control and not proceed until way is seen to be clear. Trains on Double Freight Tracks will bring their trains under full control, prepared to stop, when approaching cross-over connecting Double Freight Tracks just east of Rice Street overhead bridge, St. Paul. Eastward trains on double freight tracks will bring their trains to full stop at stop board about 300 feet west of cross-over connecting double freight tracks opposite old store building just west of Jackson Street overhead bridge, St. Paul, and will not proceed until way is seen to be clear. Westward trains will approach this crossing under full control prepared to stop if cross-over is obstructed.

27. Trains on Double Freight Tracks will bring their trains under full control prepared to stop when approaching cross-overs located east and west of Hamline Transfer and will not proceed until way is seen to be clear. Trains on Eastward Freight Track will approach cross-over between freight tracks East End Minnesota Transfer under absolute control, and not proceed until way is seen to be clear. Trains coming out of St. Anthony Elevator Yard must come to a full stop 1500 feet west of the dwarf signal controlling cross-over, and will protect themselves when moving from point of stopping to this dwarf signal. Trains on Westward freight track must approach cross-over between freight tracks west of Tower and Crossings at St. Anthony Park, which is used by Eastward freight trains setting out grain in Union Yard, under full control, prepared to stop should way be obstructed.

28. Trains on double freight tracks will approach cross-over switches at West end of Union Yard and near Midway Elevator East of Minneapolis Junction under full control at a rate of speed that will enable them to come to a full stop before passing these cross-over switches unless the way is seen to be clear.

29. In passing Minneapolis Junction "Y", trains must be kept under complete control in order that they may be stopped before passing Junction switches, if connecting tracks are occupied or other trains are approaching upon them.

30. Trains must come to a full stop before crossing the Northern Pacific track east of Minneapolis Junction Station, crossing of Northern Pacific west of Monroe Street N. E., and Soo crossing at 25th Avenue N. E., east of Northtown, and know the way is clear before proceeding.

31. Trains using Double Freight Tracks will come to a full stop at M. & St. L. crossing near Holden Street and will not proceed until they receive a signal from switch tender.

32. Eastward Trains must come to a full stop at stop board 200 feet west of Clearwater Jct., cross-over.

33. Over bridge No. 1, east channel, Mississippi River, Minneapolis, G. N. engines class Q-1, P, N-1, O-3, O-4; C. B. & Q. engines class M-3; C. G. W. engines class M-1, are the heaviest permitted and must not exceed five (5) miles per hour using at least thirty seconds over bridge.

On account of insufficient clearance while Q-1 or P-2 engines are passing over stone arch bridge east of Minneapolis passenger station no other trains will be permitted on the bridge. This to be handled by the dispatchers, the Union station yardmasters and interlocking plant operators at 15th Avenue, S. E., as stipulated in Bulletin No. 4 of March 1st, 1924.

Over west channel bridge, Mississippi River, Minneapolis, G. N. class Q-1, N-1, O-3, O-4; C. B. & Q. class M-3, C. G. W. class M-1 engines are prohibited. O-1, P and C-1 engines are the heaviest permitted and these or similar engines must not exceed five (5) miles per hour using at least one minute fifteen seconds over bridge.

Over the Minneapolis Western bridges crossing the Mississippi River and at Tenth Avenue S., G. N. class A-6, A-7, A-8, A-11, D-3, and D-6 engines must not exceed ten (10) miles per hour using at least two minutes five seconds and 5 seconds, respectively, over these two bridges. Classes A-9 and 10 will not exceed 5 miles per hour using at least four minutes ten seconds and 10 seconds, respectively, over these bridges. Heavier engines not permitted.

G. N. class Q-1, N-1, O-3, O-4, P-2, C. B. & Q. class M-3 and C. G. W. class M-1 engines will be routed over Stone Arch Bridge.

34. Bulletin Boards are located at St. Paul, Minneapolis Junction, Delano and Jackson Street, and Minneapolis Junction Round Houses.

35. Standard clocks are located in Telegraph Offices at Dispatcher's Office, Minneapolis, St. Paul, Como, Minneapolis Passenger Station, Minneapolis Junction and Delano.

36. Registering Stations: St. Paul, Como, Minneapolis Junction, Minneapolis Passenger Station, Northtown and Delano. Nos. 16, 932 and 934 will register at Northtown by card. Nos. 15, 16, 931, 932, 934, 935, 937, 942, 943 and 948 will not register at Minneapolis Junction. First Class trains will

register at Minneapolis Junction and Como only when using freight tracks on special orders. Trains going to and from Minnesota Transfer will register at St. Anthony Park Interlocking Tower.

37. Trains coming from the Osseo Line will not get a clearance at Clearwater Junction. Extra trains east coming from this line will proceed without a clearance to Minneapolis Junction or Minneapolis passenger depot.

38. Train Order Signals are located at St. Paul, Minneapolis Junction, Northtown, Hutchison Junction, Long Lake, Maple Plain and Delano.

39. Nos. 501, 502, 503, 504, 571, 572, 995 and 996 will carry adult male passengers when provided with proper transportation.

40. All Westward freight trains taking water at Wayzata will use the stand pipe near water tank on Westward track.

41. Freight trains standing or doing work on the Westward track at Wayzata within fifteen minutes of the time an Eastward passenger train is due will keep the road crossing just West of the depot and the crossing for foot passengers in front of the depot open until after the passenger train has gone to permit passage of people to or from the train.

42. Trains using Eastward Passenger Track Como Tower to St. Paul will not exceed twenty (20) miles an hour.

43. Trains will reduce speed approaching high-way crossing at Sixth Ave. S. E., Minneapolis, near east end of Stone Arch Bridge, running over same at rate of speed that will insure safety to both persons and teams using crossing, and will consume at least one and one-quarter (1 1/4) minutes in crossing Stone Arch Bridge. Trains will not exceed 10 miles per hour over switches in Minneapolis Passenger Station Yard.

44. First Class Trains must not exceed schedule running time between Minneapolis Passenger Station and Clearwater Junction. Westward Trains will approach Cross-overs at Western Avenue under full control and know the way is clear before proceeding.

45. Trains on double freight tracks must not exceed ten (10) miles per hour while passing over cross-over switches at west end of Union Yard and near Midway elevator east of Minneapolis Jct.

Freight and Transfer trains and switch engines must not exceed ten (10) miles per hour over cross-over at First Street North, Minneapolis. Brakemen and Switchmen must be on top of trains and properly distributed, keeping sharp lookout.

Trains must not exceed ten (10) miles per hour over East and West Island Avenues, Minneapolis.

Trains between Northern Pacific and M. & St. L. railroads at First Street North, Minneapolis must not exceed ten (10) miles per hour, account sharp turn-outs.

Trains will reduce speed to ten (10) miles per hour passing through Wayzata station.

Trains must not exceed forty (40) miles per hour over 4° curves. Thirty-five (35) miles per hour over 5° curves, thirty (30) miles per hour over 6° and 7° curves, and twenty-five (25) miles per hour over 8° curves and over.

Class O engines must not exceed thirty (30) miles per hour.

Class J engines must not exceed forty (40) miles per hour.

MAXIMUM CLEARANCE TABLE TO BE OBSERVED IN THE LOADING OF MATERIAL ON OPEN CARS.

For Points Between	LIMIT OF LOAD—MEASUREMENT																		Maximum Height	Maximum Width
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																			
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	WIDTH												
								7'6"	8'0"	8'6"	9'0"	9'6"	10'0"	10'2"	10'6"	11'0"	11'6"			
								HEIGHT												
*Lines East of Cut Bank except Pacific Junction to Butte..	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'0"	16'0"	18'0"	11'6"	
Cut Bank to Spokane.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'0"	15'9"	15'6"	15'3"	15'0"	14'8"	14'4"	14'3"	14'0"	13'0"	12'0"	17'0"	11'6"	
Spokane to Seattle.....	17'0"	17'0"	17'0"	17'0"	16'8"	16'3"	15'9"	15'6"	15'3"	15'0"	14'9"	14'6"	14'0"	13'10"	13'6"	13'0"	12'0"	17'0"	11'6"	
Seattle to Vancouver, B. C.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'10"	16'6"	16'0"	15'3"	18'0"	11'6"	
Seattle to Portland.....	19'0"	19'0"	19'0"	19'0"	19'0"	18'7"	18'1"	17'10"	17'4"	17'1"	16'9"	16'4"	15'11"	15'10"	15'5"	15'0"	14'6"	19'0"	11'6"	
Pacific Jct. to Great Falls.....	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'9"	16'6"	16'5"	16'3"	16'0"	15'6"	18'0"	11'6"	
Great Falls to Helena.....	16'0"	16'0"	16'0"	16'0"	16'0"	15'8"	15'4"	15'2"	15'0"	14'8"	14'4"	14'0"	13'0"	12'8"	12'0"	11'0"	10'0"	16'0"	11'6"	
Helena to Butte.....	17'0"	17'0"	17'0"	17'0"	17'0"	16'8"	16'4"	16'2"	16'0"	15'9"	15'6"	15'3"	15'0"	14'11"	14'9"	14'6"	13'6"	17'0"	11'6"	
Spokane to Vancouver, B. C., via Marcus and Brookmere.	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	18'0"	17'9"	17'6"	17'3"	17'0"	16'6"	16'4"	16'0"	15'0"	14'0"	18'0"	11'6"	
Spokane to Portland via S. P. & S. Ry.....	21'0"	21'0"	21'0"	20'9"	20'6"	20'2"	19'9"	19'7"	19'4"	19'2"	19'0"	18'8"	18'3"	18'2"	18'0"	17'9"	..	21'0"	11'0"	

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch which limit heights to 10'6" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch, limit width of freight equipment to 11'0" and passenger equipment to 10'6".

Average Weight of Empty Cars
(No allowance to be made for wheel friction.)

Box.....	18 Tons
Refrigerators.....	25 Tons
Stock.....	16 Tons
Flat.....	12 Tons
Coal (Wooden).....	16 Tons
Coal (Steel).....	20 Tons
Ore 50 Ton.....	15 Tons
Ore 75 Ton.....	20 Tons
Oil Tanks (System).....	23 Tons
Oil Tanks (Other).....	20 Tons
Sand.....	15 Tons
Hart.....	23 Tons
Caboose.....	17 Tons

Average Total Weight of Dead Engines and Tanks

Class E-1 to E-7.....	223 Tons
Class E-8 to E-15.....	272 Tons
Class F.....	153 Tons
Class G.....	139 Tons
Class H.....	192 Tons
Class J.....	178 Tons
Class K.....	184 Tons
Class L.....	239 Tons
Class M.....	261 Tons
Class N.....	312 Tons
Class O.....	232 Tons
Class P-1.....	246 Tons
Class P-2.....	300 Tons
Class Q-1.....	351 Tons
Engine Tanks (Empty).....	30 Tons

COMPANY SURGEONS.

DR. H. B. ZIMMERMAN, Chief Surgeon. Miller Clinic, Hamm Building.....	St. Paul, Minn.
DR. JOHN T. ROGERS, Consulting Chief Surgeon. Fourth Floor, Hamm Building.....	St. Paul, Minn.
DR. WALLACE H. COLE, Consulting Chief Surgeon. Fourth Floor, Hamm Building.....	St. Paul, Minn.
DR. EGIL BOECKMAN, Ophthalmic Surgeon. 641 Lowry Building.....	St. Paul, Minn.
DR. EDWARD BOECKMAN, Ophthalmic Surgeon. 648 Lowry Building.....	St. Paul, Minn.

DR. C. N. SPRATT, Ophthalmic Surgeon. Office, 702 Physicians & Surgeons Building, 9th St. and Nicollet Ave. Office Telephone, Atlantic 1817.....	Minneapolis, Minn.
DR. ROSCOE C. WEBB, Office, 300 LaSalle Building Residence, 3700 Colfax Ave. South Office Telephone, Main 8308 Residence Telephone, Colfax 0499.....	Minneapolis, Minn.
DR. H. M. N. WYNNE, Office, 300 LaSalle Building Residence, 4013 Sheridan Ave. South Office Telephone, Main 8308 Residence Telephone, Walnut 2446.....	Minneapolis, Minn.

TIME INSPECTORS.

A. L. HAMAN & CO., 352 Robert Street.....	St. Paul, Minn.	MUNNS & POMERLEAU, 221 East Hennepin Ave.....	Minneapolis, Minn.
J. F. LA POINTE, Dispatcher.		J. F. MICHELS, Night Chief Dispatcher.	
A. H. MARTICKE, " "		H. E. WAKEMAN, Asst. Chief Dispatcher.	
I. E. WEST, " "		A. M. DEVERELL, Chief Dispatcher.	
H. H. CASSADY, Relief Dispatcher		J. McNAUGHT, Train Master.	
		H. E. JONES, Asst. Supt.	

The following requirements will be enforced for all cars handled in passenger trains of this Railway:

Maximum length must not exceed 83 feet.

Maximum width and height:

A maximum width of 10 feet 6 inches can be maintained up to a height of 11 feet 6 inches above top of rail.

Wheels:

Solid steel or steel tired, all types. Condemning limit of tread wear at flange to be not less than $\frac{1}{4}$ inch above measuring line or $1\frac{1}{8}$ inch above critical line for steel tire and $1\frac{3}{8}$ inch for rolled steel wheel. For description see figure 1, 2, 3 and 4 shown under Rule No. 7—M. C. B. passenger car rules for 1924.

Air Brakes:

New York or Westinghouse quick acting, automatic, harmonious, with retaining valves.

Air Signal:

New York or Westinghouse automatic.

Safety Chains:

Couplers:

M. C. B. vertical plane, or coupler that will couple with M. C. B. vertical plane couplers without the use of link and pin.

