

GREAT NORTHERN RAILWAY



**TWIN CITY TERMINALS
ST. CLOUD DIVISION**



TIME **68** TABLE

TO TAKE EFFECT AT TWELVE (12:01) O'CLOCK A. M.
CENTRAL

SUNDAY, MAY 24, 1925.

Superseding Time Table No. 67 and All Supplements Thereto.

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY.

R. E. LANDIS, Superintendent.

J. C. ROTH, General Superintendent, Transportation.
F. J. GAVIN, General Agent.

F. BELL, General Manager.

504 976

see page 6.

WESTWARD—FIRST CLASS TRAINS.

FIRST SUBDIVISION.

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Effective May 24, 1925.																															
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WESTWARD—FIRST CLASS TRAINS.

WESTWARD PASSENGER TRAINS																												STATIONS		TIME TABLE	
																												No. 68.		Effective May 24, 1925.	
																												STATIONS		LEAVE	

WESTWARD—SECOND CLASS TRAINS.

975	973	409	981	997	957	971	969	955	967	987	501	503	995	983	849	571	953	401	985	965	951	405	STATIONS	TIME			
C.G.W. Trfr. No. 9	Willmar Div. TIME Trfr. No. 81	Omaha TIME Trfr. No. 81	Minneapolis TIME Trfr. No. 408	C.B. & Q. TIME Trfr. No. 7	C.G.W. Trfr. No. 7	C.G.W. Trfr. No. 7	Omaha TIME Trfr. No. 3	C.B. & Q. TIME Trfr. No. 3	C.G.W. TIME Trfr. No. 3	Omaha TIME Trfr. No. 3	St. C. Div. Local Trfr. No. 3	Princeton Line Local Trfr. No. 3	Minneapolis TIME Trfr. No. 508	Omaha TIME Trfr. No. 78	Willmar Div. LOCAL Trfr. No. 78	Willmar Div. LOCAL Trfr. No. 78	C.B. & Q. TIME Trfr. No. 78	Seattle and Tacoma TIME Trfr. No. 78	Omaha TIME Trfr. No. 88	C.G.W. Trfr. No. 1	C.B. & Q. TIME Trfr. No. 1	Can. TIME Trfr. No. 1	STATIONS	TIME			
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Mo. We. Fr. Sa. Su.	Mo. We. Fr. Sa. Su.	Ex. Su.	Daily	Ex. Su.	Ex. Su.	Daily	Daily	Daily	Daily	Daily	Daily	STATIONS	TIME			
10:10						3:10	3:00																0 0 0	SAINT PAUL			
10:26			7:10			3:25	3:15			1:00			9:25	9:00			5:55			4:10	3:25		3 3 17	COMO			
																							5 5 51	HAMLINE TRANSFER			
10:40			7:30			6:35	3:40	3:30	10	2:25	12:50	9:40	9:25			6:15		5:15		4:30	3:40	1:15	6 7 1	MINN. TRANSFER			
11:00													9:55										7 0 8	ST. ANTHONY PARK			
																6:30							11 34	MINNEAPOLIS			
			10:40	7:50	8:05	7:05	4:10		35	2:45	1:0		9:50	9:00	7:15	7:00	6:35		5:45	5:40	5:35	4:50	4:10	1:45	1:15	0 3 1	MINNEAPOLIS JCT.
					8:25								7:35	7:20									12 33	NORTHTOWN			
																							14 55	FRIDLEY YARD			
			8:00		7:15			5	2:55	1:40		10:00			6:45		5:50		5:00		1:55		11 10	FIRST STREET			
																							10 47	CLEARWATER JCT.			
																							1 3 17	CLEARWATER JCT.			
975	973	409	981	997	957	971	969	955	967	987	501	503	995	983	849	571	953	401	985	965	951	405	ARRIVE				

FIRST CLASS TRAINS—EASTWARD. 3

TIME TABLE No. 68. Effective May 24, 1925.												SECOND CLASS TRAINS—EASTWARD.																			
STATIONS. ARRIVE		Telegraph Calls.	Distance from Clearwater Jct via Fruit Tract	968	416	966	952	998	982	954	970	984	502	956	572	996	986	988	850	504	976	972	974	402	990	418	958	994	992		
				C.G.W. Trsf. No. 2 Daily	Willmar Dev. TIME FRT. Daily	C.G.W. Trsf. No. 4 Daily	C.B.&Q. FRT. Trsf. Daily	Willmar Dev. TIME FRT. No. 407 Daily	Omaha FRT. Trsf. Daily	C.B.&Q. FRT. Trsf. Daily	C.G.W. Trsf. No. 6 Daily	Omaha FRT. Trsf. Daily	S.C. Div. Local FRT. Trsf. To Th. Sa.	C.B.&Q. FRT. Trsf. Daily	Willmar Dev. LOCAL FRT. No. 507 Ex. Sun.	Willmar Dev. LOCAL FRT. No. 507 Ex. Sun.	Omaha FRT. Trsf. Daily	Omaha FRT. Trsf. Daily	Hutch. Mixed Ex. Sun.	Princeton Liaison Local		C.G.W. Trsf. No. 8 Daily	C.G.W. Trsf. No. 10 Daily	Two City FRT. Daily	Omaha TIME FRT. No. 74 Daily	Willmar Dev. TIME FRT. Daily	C.B.&Q. FRT. Trsf. Daily	Omaha FRT. No. 86 Daily	Omaha TIME FRT. No. 78 Daily		
SAINT PAUL.....	A	12:47		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
3:17 COMO.....	Q	9:05		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
2:35 HAMLINE TRANSFER	CP	6:54																													
1:15 MINN. TRANSFER	MT	5:26		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
6:37 ST. ANTHONY PARK		5:29																													
6:35 MINNEAPOLIS	S	1:41																													
2:35 MINNEAPOLIS JCT	SJ	2:36		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
9:24 NORTHTOWN	NJ	8:21																													
2:00 PRIDLEY YARD	PY	7:51																													
FIRST STREET		1:37		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
1:37 CLEARWATER JCT.		0:00		Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am	Am		Am	Am	Am	Am	Am	Am	Am	Am	Am	
LEAVE				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	To Th. Sa. Daily	To Th. Sa. Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
				968	416	966	952	998	982	954	970	984	502	956	572	996	986	988	850	504	976	972	974	402	990	418	958	994	992		

TWIN CITY TERMINALS

SECOND SUBDIVISION—WESTWARD.

TIME TABLE No. 68.

Effective
May 24, 1925

STATIONS LEAVE

Distance from
Clearwater Jct.

Capacity of
Side Tracks
Footing
Tracks
Other
Tracks

FIRST CLASS TRAINS

SECOND CLASS TRAINS

95	801	27	803	13	805	93	807	815	809	21	811	9	3	401	571	849	409
Willmar Div. PASS. Sun. Only	Lake Minne- tonka PASS.	Fast Mail	Lake Minne- tonka PASS.	Willmar Div. PASS. No. 13	Lake Minne- tonka PASS.	Willmar Div. PASS.	Lake Minne- tonka PASS.	Hatch PASS.	Lake Minne- tonka PASS.	Willmar Div. PASS.	Lake Minne- tonka PASS.	Dakota EXP.	Glander Park Limited	Beetle and Portland TIME FRT.	Willmar Div. Local FRT.	Hatch. Mixed.	Willmar Div. TIME FRT.
Daily	Ex. Sun.	Daily	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily
8:07	8:27	9:22	9:42	10:12	11:10	1:07	2:07	5:07	5:42	6:47	6:27	7:47	11:37	6:45	6:00	6:45	11:50
8:17	8:35	9:29	9:51	10:22	11:18	1:17	2:16	5:15	5:51	6:56	6:36	7:56	11:46		6:17	6:57	
8:28	8:42	9:36	10:00	10:33	11:25	1:28	2:25	5:24	6:00	6:05	6:45	8:05	11:55		6:35	7:10	
8:32	8:45	9:38	10:03	10:37	11:28	1:32	2:28	5:27	6:03	6:08	6:48	8:08	11:59	6:35	6:45	7:30	12:40
8:34	8:47	9:40	10:05	10:39	11:30	1:34	2:30	5:29	6:05	6:10	6:50	8:10	12:01	6:38	6:48	7:35	12:45
8:40		9:44		10:45		1:40				6:15		8:16	12:08	7:00	7:10		1:00
8:50		9:49		10:55		1:50				6:25		8:25	12:14	7:20	7:30		1:15
9:05		9:57		11:09		2:05				6:37		8:34	12:24	7:40	7:50		1:35
Sun. Only	Ex. Sun.	Daily	Sun. Only	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily
95	801	27	803	13	805	93	807	815	809	21	811	9	3	401	571	849	409

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, on other days will not stop at Wayzata for water or any purpose other than to pick up passengers for points west of Willmar.

For additional special rules see page 6.

SECOND SUBDIVISION—EASTWARD.

TIME TABLE No. 68.

Effective
May 24, 1925

STATIONS ARRIVE

Telegraph Office

Distance from
Delano

Station
Numbers

FIRST CLASS TRAINS

SECOND CLASS TRAINS

10	2	802	28	816	804	96	22	806	808	810	14	812	94	572	850	402	418	416
Dakota EXP.	Oceanic Limited	Lake Minne- tonka PASS.	FAST MAIL	Hatch PASS.	Lake Minne- tonka PASS.	Willmar Div. PASS.	Willmar Div. PASS.	Lake Minne- tonka PASS.	Lake Minne- tonka PASS.	Lake Minne- tonka PASS.	Willmar Div. PASS. No. 14	Lake Minne- tonka PASS.	Willmar Div. PASS.	Willmar Div. Local FRT.	Hatch. Mixed.	Twins City FRT.	Willmar Div. TIME FRT.	Willmar Div. TIME FRT.
Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily
6:33	6:53	7:33	7:53	8:18	8:28	8:50	10:08	10:13	1:58	5:13	5:38	9:13	9:23	3:25	4:53	6:30	6:35	1:00
6:24	6:43	7:24	7:43	8:09	8:19	8:40	9:57	10:04	1:49	5:04	5:28	9:04	9:12	3:09	4:43	6:05	6:10	12:35
6:15	6:33	7:15	7:33	8:00	8:10	8:30	9:47	9:55	1:40	4:55	5:19	8:55	9:02	2:54	4:28	5:43	5:48	
6:13	6:31	7:13	7:31	7:58	8:08	8:27	9:44	9:53	1:38	4:53	5:16	8:53	8:59	2:51	4:25	5:38	5:45	12:15
6:10	6:29	7:10	7:29	7:55	8:05	8:24	9:41	9:50	1:35	4:50	5:13	8:50	8:56	2:48	4:20	5:33	5:38	12:10
6:05	6:24		7:24			8:18	9:35				5:08		8:50	2:40		5:13	5:18	11:59
6:52	6:11		7:14			8:06	9:22				4:58		8:37	2:10				11:35
6:35	5:56		7:00			7:50	9:05				4:43		8:20	1:40		4:00	4:30	11:00
Sun. Only	Ex. Sun.	Daily	Ex. Sun.	Sun. Only	Sun. Only	Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily
10	2	802	28	816	804	96	22	806	808	810	14	812	94	572	850	402	418	416

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.

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.

- 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.

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) 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 26th St. 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 will be handled over main line 2, the Westward passenger track, and when moving East will be handled over main line 3, the Eastward passenger track, between these points, except that when first class trains are due over passenger tracks, or for any other reason, they may be run over freight tracks, but when so run, care must be used in passing over the sharp turnouts.

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

14. 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.

15. 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.

16. 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.

17. 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.

18. 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.

19. 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.

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

21. 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.

22. 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.

23. 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.

24. A derail 175 feet west of 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.

25. 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.

26. 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 the 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.

27. 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.

28. 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.

29. 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.

30. 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.

31. Over bridge No. 1, 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 limited clearance between engines and cars on the double track between Minneapolis passenger station and east end of stone arch bridge over the Mississippi River, enginemen and others must not permit any portion of their person to project from engine or any part of the train toward adjoining track.

Over west channel bridge No. 1, 3, 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 & 5, P and C-1 engines are the heaviest permitted and these and all other engines and trains must not exceed five (5) miles per hour using at least one minute fifteen seconds over bridge. No two trains will occupy the bridge on either track at the same time.

Over the Minneapolis Western bridges crossing the Mississippi River and at Tenth Avenue S., G. N. class A-8, 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.

32. 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.

33. 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.

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

35. 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.

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

37. Trains will not exceed ten (10) miles per hour in the Minneapolis passenger train shed.

38. 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.

39. 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.

On account of heavy traffic and view obscurity trains will not exceed five (5) miles per hour over the first crossing west of depot platform at Mound.

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																
	WIDTH OF LOAD AT HEIGHT ABOVE TOP OF RAIL																
	1'0"	2'0"	3'0"	4'0"	5'0"	6'0"	7'0"	8'0"	9'0"	10'0"	11'0"	12'0"	13'0"	14'0"	15'0"	16'0"	17'0"
	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"	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"	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"	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"	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"	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"	16'3"	16'0"	15'6"	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"	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"	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"	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"	11'0"

*Except Minneapolis Junction to Clearwater Junction and University Switch to Union Depot Junction via Stone Arch which limit heights to 16'6" and 17'3", respectively. Passenger tracks University Switch to Union Depot Junction via Stone Arch Bridge, limit width of loading to 10'9".

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 $\frac{1}{4}$ inch above critical line for steel tire and $\frac{1}{4}$ 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.

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.....	123 Tons
Class E-8 to E-15.....	172 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.....	354 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.
DR. J. P. WILKINS.....	Mound, Minn.
DR. O. W. SCHOLPP.....	Hutchinson, 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.		T. B. STINE, Dispatcher.	
A. H. MARTICKE, "		J. E. O'BRIEN, Night Chief Dispatcher.	
I. E. WEST, "		H. E. WAKEMAN, Asst. Chief Dispatcher.	
H. H. CASSADY, "		A. M. DEVERELL, Chief Dispatcher.	
		J. McNAUGHT, Train Master.	
		H. E. JONES, Asst. Supt.	



DOUBLE TRACK
SINGLE TRACK
PROPOSED LINES