

MINNESOTA & INTERNATIONAL RAILWAY COMPANY

BIG FORK & INTERNATIONAL FALLS RAILWAY COMPANY

JOINT

TIME 27 TABLE

IN EFFECT AT 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, JUNE 9, 1929.

For the Government of Employees only. The Railroad 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 Rules and always have for reference a copy of TRANSPORTATION RULES.

W. H. GEMMELL,
GENERAL MANAGER.

G. H. WARNER,
TRAINMASTER.

E. L. ORTH,
CHIEF DISPATCHER.

MAIN LINE

WAY FREIGHT 45		PASSENGER 33		PASSENGER 31		Water, Fuel, Switch, Tables, Weigh and Yard Limits.	Distance from Brainerd.	TIME TABLE No. 27 JUNE 9, 1929 Succeeding No. 26		Distance from Int. Falls	Capacity of Side Tracks.	PASSENGER 32		PASSENGER 34		WAY FREIGHT 44	
THIRD CLASS		FIRST CLASS		FIRST CLASS				STATIONS				FIRST CLASS		FIRST CLASS		THIRD CLASS	
Except Sunday		Daily		Except Sunday		Telegraph Offices and Calls		Except Sunday		Daily		Except Sunday					
L 7.15 Am		L 11.85 Pm		L 1.80 Pm		WOOTY	0.0	B.....BRAINERD.....DN	200.3	A 12.45 Pm		A 8.85 Am		A 4.15 Pm			
F 7.25		11.40		F 1.35		X	0.7	.....M. & I. JCT.....	199.6	F 12.40		8.27		F 4.10			
F 7.55		F 11.59		S 1.53			10.4	.....MERRIFIELD.....	189.9	S 12.22		F 8.07		F 3.40			
F 8.15		F 12.10 Am		S 2.08			15.2	.....HUBERT.....	185.1	S 12.11		F 2.57		F 3.25			
F 8.25		F 12.15		S 2.09			17.4	.....NISSWA.....	182.9	S 12.06 Pm		F 2.52		F 3.15			
S 9.00		S 12.30		S 2.21			23.5	Q.....PEQUOT.....D	176.8	S 11.53		S 2.40		S 2.45			
F 9.20		F 12.40		S 2.28 44		W	26.7	.....JENKINS.....	173.6	S 11.46		F 2.32		S 2.28 31			
S 9.50		S 12.55		S 2.40			32.7	RA.....PINE RIVER.....D	167.6	S 11.34		S 2.20		S 1.45			
F 10.15		1.05		S 2.49			36.5	.....MILDRED.....	163.8	S 11.24		2.10		F 1.15			
S 11.12 32		S 1.15		S 3.01		WC	41.9	US.....BACKUS.....D	158.4	S 11.12 45		S 1.55		S 12.55			
F 12.25 Pm 44		S 1.35 34		S 3.17		Y 1 m. No.	49.8	HK.....HACKENSACK.....D	150.5	S 10.57		S 1.35 33		F 12.25 45 Pm			
F 12.50		1.50		F 3.33			56.9	.....CYPHERS.....	143.4	F 10.41		1.17		F 11.55			
F 1.10		F 1.58		F 3.41			60.2	.....AH-QWAH-CHING.....	140.1	F 10.32		F 1.05		F 11.40			
S 1.30		S 2.06		S 3.50		WX	62.9	W.....WALKER.....DN	137.4	S 10.25		S 12.58		S 11.15			
							65.2	.....G. N. CROSSING.....	135.1								
F 2.00		2.21		F 4.06			70.0	.....BENEDICT.....	130.3	F 10.09		F 12.39		F 10.45			
S 2.25		S 2.33		S 4.18			75.0	G.....LAPORTE.....D	125.3	S 9.58		S 12.28		S 10.25			
F 2.45		2.47		S 4.31			81.3	.....GUTHRIE.....D	119.0	S 9.45		F 12.15		F 10.05			
F 3.05		2.57		F 4.40			86.2	.....NARY.....D	114.1	F 9.36		F 12.05 Am		F 9.50			
		S 3.20 3.45		S 5.05 5.20			94.7	BM.....BEMIDJI.....D	107.3	S 9.15 8.55		S 11.45 11.30					
A 3.30 Pm		A 3.50 Am		A 5.25 Pm		WCOTY X	94.4	DS.....NORTH BEMIDJI.....DN	105.9	L 8.50 Am		L 11.25 Pm		L 9.15 Am			
Except Sunday		Daily		Except Sunday						Except Sunday		Daily		Except Sunday			
8.15		3.55		3.40				Time Over Sub-Division.		3.35		3.55		7.			
11.4		24.4		25.9				Average Speed Per Hour.		26.5		24.4		13.4			

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

SPECIAL INSTRUCTIONS PAGE 4.

MAIN LINE.

WAY FREIGHT 47		PASSENGER 33		PASSENGER 31		Water, Fuel, Scales, Tables, Wyes and Yard Limits.	Distance from Brainerd.	TIME TABLE No. 27 JUNE 9, 1929. Succeeding No. 26			Distance from Int. Falls.	Capacity of Side Tracks.	PASSENGER 32		PASSENGER 34		WAY FREIGHT 46	
THIRD CLASS		FIRST CLASS		FIRST CLASS				STATIONS					FIRST CLASS		FIRST CLASS		THIRD CLASS	
Except Sunday		Daily		Except Sunday		W C O T Y		Telegraph Offices and Calls			Except Sunday		Daily		Except Sunday			
L 6.00 Am		L 8.55 Am		L 5.30 Pm		X	94.4	DS.....NORTH BEMIDJI.....DN	105.9	395	A 8.45 Am	A 11.20 Pm	A 2.15 Pm					
F 6.20		F 4.04		S 5.39			98.5	.....LAVINIA.....	101.8	51	S 8.36	F 11.10	F 2.05				
S 6.35		F 4.14		S 5.50			104.2	.....TURTLE RIVER.....	96.1	56	S 8.24	F 10.59	S 1.45				
F 6.40		F 4.18		F 5.55			105.6	.....FARLEY.....	94.7	18	F 8.19	F 10.55	F 1.40				
S 7.00		F 4.29		S 6.06		W 1 m. No.	110.5	SJ.....TENSTRIKE.....D	89.8	56	S 8.07	S 10.44	S 1.25					
F 7.10		F 4.35		S 6.12			113.4	RC.....HINES.....D	86.9	73	S 8.00	F 10.37	F 1.10					
S 7.48 32		S 4.46		S 6.24			118.5	DU.....BLACKDUCK.....DN	81.8	48	S 7.48 47	S 10.25	S 12.45					
S 8.25		S 5.08		A 6.40 Pm		W C Y	125.1	H.....FUNKLEY.....D	75.2	90	L 7.33 Am	S 10.10	S 12.10 Pm					
F 8.40		F 5.08					127.1	.....HOUP.....	73.2	8		F 10.02	F 11.59				
F 9.00		F 5.19					131.7	.....ORTH.....	68.6	24		F 9.51	F 11.40				
S 9.30		S 5.25					134.4	N.....NORTHOME.....D	65.9	58		S 9.45	S 11.30					
S 9.45		S 5.38					139.6	MD.....MIZPAH.....D	60.7	43		S 9.29	S 10.80					
S 10.10 46		S 5.49				W 3 1/2 m. No.	144.4	MN.....GEMMELL.....D	55.9	45		S 9.18	S 10.10 47					
S 10.45		S 6.18					156.7	MA.....MARGIE.....D	43.6	52		S 8.52	S 9.80					
S 11.30		S 6.36				YX W 1/2 m. No.	165.8	R.....BIG FALLS.....D	34.5	82		S 8.30	S 9.00					
F 12.10 Pm		F 6.41					166.7	.....GRAND FALLS.....	33.6	48		F 8.23	F 8.40				
F 12.35		F 6.51					171.7	.....WAUKANHA.....	28.6	35		F 8.10	F 8.20				
F 12.55		F 7.02					175.8	.....WISNER.....	24.5	38		F 8.00	F 8.00				
S 1.30		S 7.23 46				W 1 1/2 m. No.	184.1	F.....LITTLE FORK.....D	16.2	90		S 7.38	S 7.23 33					
F 2.00		F 7.44					193.4	.....NAKODA.....	6.9	85		F 7.18	F 6.30				
A 2.30 Pm		A 8.05 Am				W C O Y X	200.3	FN.....INTERNATIONAL FALLS.....D	0.0	180		L 7.00 Pm	L 6.00 Am					
Except Sunday		Daily		Except Sunday				Time Over Sub-Division.			Except Sunday		Daily		Except Sunday			
8.30		4.10		1.10				Average Speed Per Hour.			1.12		4.20		8.15			
12.4		25.4		23.3							25.5		24.4		12.7			

THIRD SUB-DIVISION
BULLHEAD LAKE BRANCH.

Southward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS PAGE 4.

Northward.		Distance from Brainerd.	TIME TABLE No. 27 JUNE 9, 1929. Succeeding No. 26		Capacity of Side Tracks.	Distance from Kelliher.	Southward.	
PASSENGER 31			STATIONS				PASSENGER 32	
FIRST CLASS		Telegraph Offices and Calls		FIRST CLASS				
Except Sunday				Except Sunday				
L 6.43 Pm		125.1	H.....FUNKLEY.....D	90	10.9	A 7.30 Am		
F 6.58		129.8	.....SIDING No. 1.....	46	6.2	F 7.14	
F 7.16		135.4	.....SIDING No. 2.....	74	0.6	F 6.52	
A 7.25 Pm		136.0	K.....KELLIHER.....D	30	0.0	L 6.50 Am		
0.42		Time Over Sub-Division		0.40				
15.5		Average Speed Per Hour		16.3				

Southward trains are superior to trains of the same class in the opposite direction.

SPECIAL INSTRUCTIONS

FIRST SUB-DIVISION

1. At Bemidji: No. 31, No. 33 and No. 34 will back into station.
2. At Ten Mile Lake: No. 31 and No. 32 will stop on flag.
3. Passing Sidings:

Pequot	Backus
Pine River	Walker

 Passing Sidings must not be blocked with cars except on authority of Chief Dispatcher.
4. Register Stations:

Brainerd	North Bemidji.
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5. Bulletin Stations:

Brainerd	North Bemidji.
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6. Standard Time Clocks:

Brainerd	North Bemidji.
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7. Watch Inspectors:

C. L. Burnett, Brainerd.	G. T. Baker, Bemidji.
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8. Speed Restrictions:

At Bemidji, trains will reduce speed to five (5) miles per hour over Mississippi River Bridge.
9. Special Stops and Connections, etc.:

Way Freight Trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes.
10. De-Rail Switches:

M. & I. Jct.	Pine River
Nisswa	Mildred.
11. M. & I. Trains will be governed by Northern Pacific rules and automatic block signals between Brainerd and M. & I. Jct.
12. All trains must come to a full stop 200 feet from G. N. R. R. crossing between Walker and Benedict.

SECOND SUB-DIVISION

1. Speed Restrictions:

At International Falls, five (5) miles per hour going around Wye. Freight engines fifteen (15) miles per hour over Big Fork and Littlefork Bridges.
2. Register Stations:

North Bemidji	Littlefork
Funkley	International Falls.
3. Bulletin Stations:

North Bemidji	International Falls.
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4. Standard Time Clocks:

North Bemidji	International Falls.
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5. Watch Inspectors:

Geo. T. Baker, Bemidji.	Sher Brothers, International Falls.
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6. De-Rail Switches:

Orth	Spur 147.7
Spur 143.2	Gemmell Gravel Pit
Spur 144.9	Margie.
7. Special Stops and Connections, etc.:

Way Freight Trains authorized to carry adult male passengers from and to points at which these trains stop for other purposes. Between Grand Falls and International Falls, all trains will be governed by M. & I. Ry. Rules.

Northbound trains must come to a full stop 200 feet from M. D. & W. Ry. Junction between International Falls and Nakoda and Littlefork and Wisner.

THIRD SUB-DIVISION

1. Register Stations:

Funkley	Kelliher.
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ALL SUB-DIVISIONS

1. Speed Restrictions:

All trains must reduce speed to fifteen (15) miles per hour passing telegraph offices where orders are received, and ten (10) miles per hour through cross-overs and turn-outs.
2. When conditions will permit, Enginemen on Freight Trains will receive proceed signal from rear of train before passing any station.
3. Before moving a work or wrecking train, whistle signal (14B) or (14H) must be sounded for the protection of men working about such trains.
4. Trains handling steam wrecking derrick, pile driver and locomotive crane will not exceed a speed of twenty-five (25) miles per hour.

Memo:

All trains will be governed by M. & I. Ry. Co's. rules while on tracks of the B. F. & I. F. Ry. between Grand Falls and International Falls.

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NOTE

The Operations of the Northern Pacific Beneficial Association also cover the lines of the Minnesota and International and Big Fork and International Falls Railway Companies.

AUTHORIZED SURGEONS.

Dr. A. W. Ide, Chief Surgeon.....	St. Paul.
Dr. M. A. Shillington, Assistant Surgeon.....	St. Paul.
Dr. B. I. Derauf, Assistant Surgeon.....	St. Paul.
Dr. H. G. Collie, Assistant Surgeon.....	St. Paul.
Dr. L. F. Corry, Assistant Surgeon.....	St. Paul.
Dr. W. J. Lund, Interne.....	St. Paul.
Dr. J. A. Thabes, Local Surgeon.....	Brainerd.
Dr. G. I. Badeaux, Local Surgeon.....	Brainerd.
Dr. M. P. Gerber, Local Surgeon.....	Brainerd.
Dr. L. F. Hawkinson, Local Surgeon.....	Brainerd.
Dr. R. A. Beise, Local Surgeon.....	Brainerd.
Dr. N. W. Stewart, Local Surgeon.....	Brainerd.
Dr. J. A. Thabes, Jr., Local Surgeon.....	Brainerd.
Dr. N. P. Nelson, Specialist.....	Brainerd.
Dr. A. B. Rosenfield, Local Surgeon.....	Pequot.
Dr. F. L. Wilcox, Local Surgeon.....	Walker.
Dr. E. W. Johnson, Local Surgeon.....	Bemidji.
Dr. R. E. Moyer, Local Surgeon.....	Bemidji.
Dr. A. V. Garlock, Specialist.....	Bemidji.
Dr. D. H. Garlock, Specialist.....	Bemidji.
Dr. D. J. Jacobson, Local Surgeon.....	Blackduck.
E. P. Christenson, Local Surgeon.....	Big Falls.
Dr. A. T. Agnew, Local Surgeon.....	International Falls.
Dr. M. E. Withrow, Local Surgeon.....	International Falls.

Stretchers are located at Walker, Bemidji, North Bemidji, Blackduck, Funkley, Big Falls and International Falls.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In case 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 services 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.

In case of accident, if injury is serious and the injured party is nearer Bemidji than Brainerd, take him to Bemidji. If nearer Brainerd, bring him to Brainerd. In case of minor injuries, it is preferable to send men to St. Paul, if they require hospital treatment.

Boarding and Nursing are furnished only at Association hospitals. The Association is not 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.

The office hours of the Northern Pacific Sanitarium at St. Paul are: 9 a. m. to 11 a. m.; 2 p. m. to 3 p. m.; 7 p. m. to 8 p. m. Sundays and Holidays, 9 a. m. to 11 a. m.

TONNAGE RATING OF ENGINES.

North Bound				South Bound		
From	To	Tons	Class of Engine	From	To	Tons
Brainerd	Bemidji	1650	T	Intl Falls	Funkley	1700
Brainerd	Bemidji	1000	D10	Intl Falls	Funkley	1200
Brainerd	Bemidji	1250	P3	Intl Falls	Funkley	1400
Brainerd	Bemidji	1350	R	Intl Falls	Funkley	1400
Bemidji	Northome	1900	T	Funkley	No. Bemidji	2700
Northome	Intl Falls	2700	T			
Bemidji	Northome	1200	D10	Funkley	No. Bemidji	2000
Northome	Intl Falls	1800	—			
Bemidji	Northome	1600	R	Funkley	No. Bemidji	2400
Bemidji	Northome	1500	P3	Funkley	No. Bemidji	2300
Northome	Intl Falls	2400	—	R		
			T	No. Bemidji	Brainerd	2700 Help 50
			T	No. Bemidji	Hackensack	1800
			D10	No. Bemidji	Brainerd	1900 Help 50
			D10	No. Bemidji	Hackensack	1100
			P3	No. Bemidji	Hackensack	1400
			R	No. Bemidji	Hackensack	1500
			P3	No. Bemidji	Brainerd	2300 Help 50
			R	No. Bemidji	Brainerd	2400 Help 50
No. Bemidji	Kelliher	1900	T	Kelliher	Funkley	2300
No. Bemidji	Kelliher	1200	D10	Kelliher	Funkley	1300
No. Bemidji	Kelliher	1600	P3	Kelliher	Funkley	1900
No. Bemidji	Kelliher	1600	R	Kelliher	Funkley	2000

Southbound trains from Kelliher will fill out at Funkley to the Funkley to Bemidji rating. Train Dispatcher will determine rate to be handled when reduction is necessary account of weather conditions, except that for temperature alone, the following rule will be applied by all concerned:

Reduce rating 5% between 30 above and 20 above, 10% between 20 above and 10 above zero, 15% between 10 above and 10 below zero, 25% when temperature is below 10 below zero. When engines are unable to haul rating, enginemen will designate to conductor the number of tons to be reduced and will wire the General Manager why the reduction is necessary. It must be distinctly understood that the responsibility for reducing train below rating of engine must be assumed by the Engineman and not the conductor. Maximum tonnage for way freight trains will be 200 tons less than tonnage for through freights.