

MINNEAPOLIS, RED LAKE AND MANITOBA RAILWAY

TIME TABLE NO. 8

TO TAKE EFFECT AT TWELVE-ONE (12.01) O'CLOCK A.M.
CENTRAL TIME

TUESDAY, OCTOBER 5, 1926

SUPERSEDING TIME TABLE NO. 7 AND ALL
SUPPLEMENTS THERETO

THIS TIME TABLE IS FOR THE USE OF EMPLOYEES ONLY

A. L. MOLANDER
GENERAL MANAGER

MINNEAPOLIS, RED LAKE AND MANITOBA RAILWAY

TIME TABLE NO. 8, EFFECTIVE OCTOBER 5, 1926

NORTHWARD							SOUTHWARD	
11	Station Numbers	Miles from Bemidji	STATIONS			Miles from Redby	Miles to Next Station Above	12
Mixed—Second Class								Mixed—Second Class
Daily Except Sunday								Daily Except Sunday
L. 1:35 P. M.	00	0.0	s Bemidji (Great Northern Station)	32.7			A. 9:35 A. M.	
		0.6	G. N. Ry. Junction	32.1	0.6			
1:50	5	4.5	f Anderson Siding	28.2	3.9		9:15	
	5A	5.4	f Spur No. 6	27.3	0.9			
	7	6.7	f Spur No. 7	26.0	1.3			
1:57	8	8.0	f Marsh Siding	24.7	1.3		9:07	
	9	9.4	f Spur No. 10	23.3	1.4			
2:05	12	11.8	f Werner	20.9	2.4		8:58	
	13	13.1	f Walker Spur	19.6	1.3			
	15	14.5	f Spur No. 15	18.2	1.4			
2:25	16	16.2	s Puposky	16.5	1.7		8:47	
	18	17.9	f Lemloh Spur	14.8	1.7			
2:32	20	19.6	f Neeley Siding	13.1	1.7		8:35	
2:45	24	23.5	s Nebish	9.2	3.9		8:27	
	25	24.5	f Spur No. 25	8.2	1.0			
	26	25.7	Railway Gravel Pit	7.0	1.2			
	26A	26.1	Spur No. 27	6.6	0.4			
2:55	27	27.3	f Spur No. 28	5.4	1.2		8:15	
A. 3:15 P. M.	33	32.7	s Redby	0.0	5.4		L. 8:00 A. M.	

s—Regular Stop

f—Stop on Signal

SPECIAL RULES

1. Trains may use Great Northern tracks within Bemidji yard limits, being governed by Rules and Current Time Table of the Great Northern Railway.
2. A train must not use Great Northern main track until it has been ascertained whether all first class trains due at Bemidji have arrived or left.
3. A train must clear the time of a Great Northern first class train when such train is due to leave the first station outside of Bemidji yard limits.

GENERAL RULES

- (A) All employes in train service must provide themselves with copies of Rules and Current Time Table of the Great Northern Railway and be governed thereby when using Great Northern tracks.
- (B) Great Northern Rules up to and including Rule 112 on page 41 will govern this railroad, except the following:
 Rule 3- Cancel. Substitute the following:
- (C) Watches of conductors and enginemen must be compared with standard time each day. Record of comparison of watches, with other conductors and enginemen, will be placed on time sheet stating with whom, and at what time comparison was made.
 Rules 71, 72 and 73. Cancel. Substitute the following:
- (D) Regular trains are superior to extra trains.
- (E) Southward trains are superior to northward trains of the same class.
- (F) At meeting or passing points the train having the least number of cars will take siding regardless of class.
 Rule 83 (a). Cancel. Substitute the following:
- (G) Regular trains and extra trains making regular trips may leave initial station without clearance card.
 Rule 83 (b). Cancel. Substitute the following:
- (H) Train registers are provided at Bemidji (G. N. station) and at Redby (enginehouse).
 Rule 83 (c). Cancel.
- (I) Omitted.
 Rules 85 to 90 (a) both inclusive. Cancel. Substitute the following:
- (J) Extra trains must protect themselves against regular trains, as prescribed by Rule 99. Only one extra train will be on the main track at the same time, unless all other trains are notified.
- (K) An extra train must be at meeting point with a regular train not less than five minutes before regular train is due (Example—an extra southward meeting regular train 11 at Walker Spur, must be at Walker Spur not less than five minutes before train 11 is due at Werner).
- (L) Extra train must flag regular train at meeting point, except at stations where regular stops are made.
- (M) The following form properly filled in and signed by conductors of regular and extra train and copies thereof furnished enginemen will have the same effect as a regular train order:
- Date Time.....
 No. Eng..... Run
 Minutes late to
- This makes the schedule time of the train named between stations mentioned as much later as stated in the order.
- Rule 91 (b). Add the following:
- (N) There are no operators on duty between Redby and Bemidji, therefore, conductors and enginemen are held responsible for spacing their train the required twenty minutes.
- Rule 97. Cancel. Substitute the following:
- (O) Extra trains will run as directed. Train orders will be issued by the General Manager.
- (P) Speed limits for trains must not be exceeded in order to make up lost time.

SPEED LIMIT FOR TRAINS

Between—	Miles per hour	
	Steam Engines	Motor
Redby and Bemidji	30	35
Curves, main track, 3 degrees or under	25	25
Curves, main track, 4 degrees or over	20	20
Spur No. 28 and ¼ mile north of Int. Lbr. Co. Jct.—Under control.....	15	15
Southward over over-head bridge	20	20
Redby shop and Redby depot.....	15	15

LOCATION OF CURVES OVER 3 DEGREES

Great Northern connection	4	Degrees
Spur No. 25—25x7 to 25x17	7	"
25x21 to 25x25	5	"
25x32 to 25x37	5	"
Gravel Pit—26x9 to 26x17	6	"
27x2 to 27x12	4	"
Spur No. 28—27x30 to 27x38	6	"
28x4 to 28x15	6	"
29x2 to 29x11	4	"
29x13 to 29x19	6	"
30x27 to 30x31	8	"
30x35 to 30x39	4	"
31x16 to 31x22	4	"
Redby and Bemidji Wye's	13	Degrees. Limit 10 miles per hour.
Redby Lake Spur and Redby Mill Spur	12	Degrees. Limit 10 miles per hour.

All main track curves between Nebish and Bemidji are 3 degrees or under.

