

4 **SPECIAL INSTRUCTIONS—Continued.**

**REGISTER STATIONS.**

10. St. Paul ..... Passenger trains.  
Como Tower ..... Freight trains.  
Minneapolis Jct. .... Freight trains.  
Minneapolis Passenger Station. .... Passenger trains.  
Northtown ..... All trains, passenger trains  
may register by card.

**Automatic Interlocking**

11. Minneapolis ..... Mulberry Street with N. P. Ry.

**Semi-Automatic Interlocking**

12. St. Paul ..... Fair Grounds Spur with N. P. Ry.  
Great Northern train movements over the crossing will be governed by manually operated gates together with standard interlocking dwarf signal indications.  
Great Northern routes over the crossing will be set manually after obtaining release of electric lock holding gates in "STOP" position.

13.

**STANDARD INTERLOCKING RULE 672, SUPPLEMENTED BY THE FOLLOWING SHALL GOVERN IN THE USE OF AUTOMATIC INTERLOCKING PLANTS. ADDITIONAL INSTRUCTIONS AS REQUIRED WILL BE POSTED IN "RELEASE BOXES".**

If smashboards or semaphore type signals are not in use, trainmen, before giving hand signals in accordance with rule 672 shall place a burning red fusee at each home signal on conflicting routes.

If smashboards or semaphore type signals are in use and may be plainly seen to be in their "normal" position (set against train movements on conflicting routes), the placing of fusees will not be required.

When necessary to operate smashboard mechanism by hand, crank for this purpose is located in "Release" box. Crank must be inserted in shaft on back of smashboard mechanism, after opening small cover locked with standard switch lock. Crank should be turned slowly and uniformly until movement has completed its entire stroke and smashboard has been moved to its "reverse" position. When operation is completed small cover must be locked and crank returned to the "Release" box.

14. Supplement to Rule 509 (b). When a train is proceeding through a block on a STOP AND PROCEED indication, all facing point switches shall be examined before passing over them. When stopped by a STOP AND PROCEED indication at the leaving end of a siding, enginemen and trainmen should understand that such signal indication may be due to an opposing train proceeding into the same block at the opposite end under an approach signal indication Rule 501 (b), and before proceeding into block every precaution consistent with running orders and the nature of the track ahead, should be taken to insure safe movement through the Block.

**O. J. LORINSER,** Chief Dispatcher.    **J. E. GORMAN,** Trainmaster.    **E. S. PINKERTON,** Trainmaster.



**TWIN CITY  
TERMINALS  
WILLMAR DIVISION**

**TIME  
TABLE  
237**

Effective 12:01 A. M. Central Time.

**Monday, January 1, 1945**

**F. C. SPENCER,** Superintendent Terminals.  
**M. J. WELSH,** Superintendent.    **C. McDONOUGH,** General Manager.  
**J. B. SMITH,** General Superintendent Transportation.

**2 WESTWARD.**

**FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.**

**Time Table  
No. 237**

Effective  
January 1, 1945.

**STATIONS**

AUTOMATIC SIGNALS

...SAINT PAUL...  
8.17  
.....COMO.....  
7.40  
..MINNEAPOLIS..  
0.24  
..FIRST STREET..  
1.87  
..LYNDALE JCT..

		FIRST CLASS															
		871	829	923	833	781	55	835	783	11	875	873	27	1	831	925	57
		N. Pac. No. 65	Omaha No. 210	C. B. & Q. No. 47	Omaha No. 515	C. G. W. No. 21	G. N. No. 24	Omaha No. 405	C. G. W. No. 23	G. N.	N. Pac. No. 1	N. Pac. No. 7	G. N.	G. N.	Omaha No. 202	C. B. & Q. No. 21	G. N. No. 20
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DOUBLE TRACK	Distance from St. Paul via Passenger Tracks.	L 6.10 AM	L 7.05 AM	L 7.30 AM	L 7.45 AM	L 7.55 AM	L 8.00 AM	L 8.05 AM	L 8.07 AM	L 8.30 AM	L 8.35 AM	L 8.40 AM	L 8.45 AM	L 8.50 AM	L 9.10 AM	L 3.15 PM	L 4.30 PM
	8.17	6.25	7.18	7.42	7.58	8.05	8.08	8.18	8.20	8.38	8.45	8.50	8.55	9.00	9.20	3.22	4.38
	10.57	A 6.40 AM	A 7.35 AM	A 8.00 AM	A 8.15 AM	A 8.20 AM	A 8.22 AM	A 8.35 AM	A 8.37 AM	8.53 8.58	9.00 9.10	9.05 9.15	9.10 9.18	9.15 9.25	A 9.35 AM	A 3.45 PM	A 4.52 PM
	10.81										A 9.12 AM	A 9.17 AM					
	12.18									A 9.03 AM			A 9.22 AM	A 9.30 AM			

**EASTWARD.**

**FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL**

**Time Table  
No. 237**

Effective  
January 1, 1945.

**STATIONS**

AUTOMATIC SIGNALS

...SAINT PAUL...  
8.17  
.....COMO.....  
7.40  
..MINNEAPOLIS..  
0.24  
..FIRST STREET..  
1.87  
..LYNDALE JCT..

		FIRST CLASS															
		28	870	4	872	834	924	782	926	836	8	56	838	784	928	840	58
		G. N.	N. Pac. No. 12	G. N.	N. Pac. No. 4	Omaha No. 508	C. B. & Q. No. 22	C. G. W. No. 22	C. B. & Q. No. 52	Omaha No. 208	G. N.	G. N. No. 28	Omaha No. 400	C. G. W. No. 24	C. B. & Q. No. 24	Omaha No. 514	G. N. No. 19
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
DOUBLE TRACK	Distance from Lyndale Jct. via Passenger Tracks.	A 6.30 AM	A 7.30 AM	A 7.40 AM	A 7.45 AM	A 7.55 AM	A 8.20 AM	A 8.25 AM	A 8.40 AM	A 9.05 AM	A 10.30 AM	A 11.59 AM	A 2.38 PM	A 2.55 PM	A 4.25 PM	A 7.45 PM	A 8.00 PM
	9.01	6.20	7.20	7.30	7.33	7.45	8.10	8.15	8.30	8.55	10.15	11.50	2.28	2.45	4.10	7.35	7.50
	1.61	6.05 5.55	7.05 6.55	7.15 7.05	7.20 7.10	L 7.30 AM	L 8.00 AM	L 8.02 AM	L 8.15 AM	L 8.40 AM	10.00 9.50	L 11.35 AM	L 2.15 PM	L 2.30 PM	L 4.00 PM	L 7.20 PM	L 7.35 PM
	1.87		L 6.53 AM		L 7.08 AM												
		L 5.43 AM		L 6.57 AM								L 9.43					

**WESTWARD.**

**SECOND SUBDIVISION  
NORTHTOWN AND MINNEAPOLIS**

**EASTWARD.**

SECOND CLASS	FIRST CLASS		DOUBLE TRACK	FIRST CLASS		SECOND CLASS
63	19	23		24	20	62
G. N. No. 306	G. N.	G. N.		G. N.	G. N.	G. N. No. 306
Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.
L 2.45 PM	L 7.21 PM	L 11.21 AM		A 8.36 AM	A 5.09 PM	A 7.30 AM
	7.26	11.27	2.22	8.30	5.04	7.25
	7.29	11.29	3.06	8.28	5.01	7.17
A 3.00 PM	A 7.30 PM	A 11.30 AM	3.87	L 8.27 AM	L 5.00 PM	L 7.15 AM

**Time Table No. 237**

Effective  
January 1, 1945.

**STATIONS**

.....NORTHTOWN.....  
2.22  
.....MPLS. JCT. WYE.....  
1.44  
.....BRIDGE SWITCH.....  
0.21  
.....MINNEAPOLIS.....

**SPECIAL INSTRUCTIONS  
PAGES**

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

785	841	787	7	843	849	927	3	877	879	929									SECOND CLASS
C. G. W. No. 25	Omaha No. 204	C. G. W. No. 27	G. N.	Omaha No. 501	Omaha No. 401	C. B. & Q. No. 45	G. N.	N. Pac. No. 11	N. Pac. No. 3	C. B. & Q. No. 23									61
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									G. N.
L 6.35 PM	L 7.25 PM	L 7.40 PM	L 8.00 PM	L 9.00 PM	L 9.20 PM	L 9.30 PM	L 9.35 PM	L 9.40 PM	L 10.15 PM	L 10.30 PM									Daily Ex. Sun.
6.45	7.35	7.53	8.10	9.13	9.30	9.40	9.45	9.53	10.28	10.39									
A 7.00 PM	A 7.50 PM	A 8.10 PM	8.25 8.35	A 9.30 PM	A 9.45 PM	A 9.55 PM	10.05 10.15	10.10 10.20	10.45 11.05	A 11.00 PM									L 7.45 AM
								A 10.22 PM	A 11.07 PM										7.47
			A 8.40 PM				A 10.20 PM												A 7.55 AM

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

786	788	12	842	930	874	2	844	876	850	878									SECOND CLASS
C. G. W. No. 26	C. G. W. No. 28	G. N.	Omaha No. 201	C. B. & Q. No. 48	N. Pac. No. 8	G. N.	Omaha No. 200	N. Pac. No. 2	Omaha No. 406	N. Pac. No. 66									60
Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily									G. N.
A 8.10 PM	A 8.25 PM	A 8.28 PM	A 9.10 PM	A 10.10 PM	A 10.15 PM	A 10.30 PM	A 10.40 PM	A 10.45 PM	A 11.10 PM	A 11.45 PM									Daily Ex. Sun.
8.00	8.15	8.19	9.00	9.58	10.05	10.20	10.30	10.35	11.00	11.35									
L 7.45 PM	L 8.00 PM	8.03 7.55	L 8.45 PM	L 9.45 PM	9.50 9.42	10.05 10.00	L 10.15 PM	10.20 10.12	L 10.45 PM	L 11.20 PM									A 4.45 PM
					L 9.40 PM			L 10.10 PM											4.43
		L 7.50 PM				L 9.50 PM													L 4.35 PM

MAXIMUM SPEED

	Passenger	Freight
St. Paul and Minneapolis . . . . .	55 miles per hour.	30 miles per hour.
Trains and engines on track between easterly end of freight tracks, St. Paul, and connection with Depot tracks, commonly known as Thumbs-Up, limited to . . . . .	5 miles per hour.	5 miles per hour.
Eastward passenger track; Jackson Street overhead bridge, located 1000 ft. east of signal 2.2 to St. Paul . . . . .	30 miles per hour.	20 miles per hour.
East End Stone Arch Bridge and Minneapolis . . . . .	30 miles per hour.	20 miles per hour.
Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, C. St. P. M. & O. Ry. crossing, and C. B. & Q. R. R. crossing, restricted speed as conditions may require and maximum of . . . . .	15 miles per hour.	8 miles per hour.
Minneapolis Passenger Station, wye track . . . . .	8 miles per hour.	8 miles per hour.
Superior Avenue and First St. North, Minneapolis . . . . .	45 miles per hour.	30 miles per hour.
Minneapolis Jct. and First St. North, Minneapolis . . . . .	30 miles per hour.	20 miles per hour.
Between home signals of interlocking plant at Boom Island, Minneapolis . . . . .	20 miles per hour.	20 miles per hour.
Minneapolis Jct. and Northtown . . . . .	45 miles per hour.	30 miles per hour.
Mulberry Street, automatic interlocking plant with N. P. Ry. . . . .	15 miles per hour.	15 miles per hour.
The speed of trains or engines making diverging movements through switches or crossovers or moving against the current of traffic on double track shall not exceed . . . . .	15 miles per hour.	15 miles per hour.
Engines backing up . . . . .	20 miles per hour.	20 miles per hour.

COMPANY SURGEONS.

- Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Bldg. . . . . Minneapolis, Minn.
- Dr. H. M. N. Wynne, Asst. Chief Surgeon, Office phone Main 7508, House Walnut 2446, 1849 Medical Arts Bldg. . . . . Minneapolis, Minn.
- Dr. Ernest R. Anderson, Assistant Chief Surgeon, House Locust 9836 . . . . . Minneapolis, Minn.
- Dr. F. J. Savage, Division Surgeon, Office phone Garfield 3633, House Elkhurst 5001, 393 Lowry Bldg. . . . . St. Paul, Minn.
- Dr. G. D. Brand, Local Surgeon, 202 Lowry Bldg. . . . . St. Paul, Minn.
- Dr. Egil Boeckmann, Chief Ophthalmic Surgeon . . . . . St. Paul, Minn.
- Dr. C. N. Spratt, Ophthalmic Surgeon . . . . . Minneapolis, Minn.

ST AND SECOND SUBDIVISIONS ON THREE AND FOUR.

## SPECIAL INSTRUCTIONS

## PASSENGER TRACKS.

1. The two right hand tracks Third Street, St. Paul, to St. Anthony Park.

The two left hand tracks St. Anthony Park to Minneapolis Passenger Station.

Passenger tracks, Como to Minneapolis Passenger Station, will be used by passenger trains only.

Omaha Railway westward passenger trains arriving at Westminster Street Tower via East St. Paul may proceed to Third Street, St. Paul, over eastward passenger track without Great Northern clearance card, Form A.

Trains and engines heading in and out of St. Paul Union Depot property restricted to 15 m.p.h. When backing in and out, 10 m.p.h.

Switchtenders route trains at Minneapolis Passenger Station, First Street North, and Lyndale Junction.

Between St. Paul and Minneapolis on all moving passenger trains, the conductor or brakeman must ride outside on the rear platform of the rear car with flagging equipment available so he can get off immediately to comply with Rule 99 if the train stops. On trains having enclosed platform on rear car, the conductor or brakeman will ride the rear end of the car ahead of the rear car and have flagging equipment available so as to comply with Rule 99 when train stops.

Engineers on engines moving on westward passenger track will be required to keep engine bell ringing while passing Great Northern Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue tower.

The use of fuseses on passenger tracks between St. Paul and Minneapolis Passenger Station will not be permitted, except in cases of emergency.

Between Minneapolis Passenger Station and Third St., St. Paul, employes will not permit any part of body to project beyond the sides of engines or cars.

On trains, engines or cars having windshields, windows, doors or ventilators that open outward, same should be kept closed between Minneapolis and St. Paul.

Minneapolis Passenger Station—Rule 99 must be complied with, except when crew of such train consists of only one brakeman or less, flagman will not be required to appear on ground to rear of such train with complete flagging equipment, etc., unless specifically instructed otherwise.

Trains, engines or cars must not be moved over railroad crossings of the C. St. P. M. & O. Ry. or the C. B. & Q. R. over freight tracks west of Minneapolis Passenger Station without either regular flagman or member of crew in charge of movement first stationing themselves at crossing to prevent opposing movements. This rule not to apply to movements on freight tracks, which are covered by other rules.

Minneapolis Passenger Station—Movement of Great Northern Railway Company's Class "P-2" engines, series 2500 to 2527 inclusive, and Class "S-2" engines, series 2575 to 2588 inclusive; and Northern Pacific Railway Company's Class "A" engines, series 2600 to 2611 inclusive; Class "A-3" engines, series 2660 to 2667, inclusive; and Class "A-4" engines, series 2670 to 2677 inclusive, restricted to use of tracks Nos. 6, 7, 8, 9, 10 and 11 only. Account restricted clearance of elevator shaft west end of track No. 7, above mentioned type engines not to be backed in on that track from west end.

Before starting trains departing from west end of Minneapolis Passenger Station, engineers will know way is clear at crossing beyond the stop board before proceeding over crossing, and the stop your train makes in the west end of passenger station before departing will be considered the stop for stop board at west end of station.

## FREIGHT TRACKS.

2. The two left hand tracks Third Street, St. Paul, to St. Anthony Park.

The two right hand tracks St. Anthony Park to Northtown.

Switchtenders route trains at Union Yard Puzzles, Minneapolis Jct. East Wye, Minneapolis Jct. West Wye, Northtown, First Street, Second Street, Holden Street and Lyndale Jct.

St. Paul—Between Como and 3rd Street on all freight trains and switch transfer movements brakemen and switchmen will be required to ride on top of cars and to see that sufficient number of hand brakes or retainers are set up when necessary to properly control the movement of such trains or transfers and be-

tween Jackson Street and 3rd Street the conductor or switchforeman will be required to be on the head end of the train.

Derail on eastward freight track is located 175 feet west of Westminster Street tower and is connected with interlocking plant, normal position is set for ground. Trains should be governed by the home signal located west of the derail switch.

Trains using eastward freight track will stop west of the home signal and towerman will not line up derail until after approaching train has come to full stop.

Minneapolis Junction—Trains must stop before passing over the crossing over the N. P. Ry. industry track 460 feet east of Minneapolis Junction, unless signal is received from switchtender to proceed over that crossing.

Over the Minneapolis Western Bridge at 10th Avenue South, Class A-7, A-8, A-9, A-10, A-11 engines, and 600 H.P. 5100 class Diesel engines, whose weight is slightly less than 200,000 lbs., must not exceed five (5) miles per hour. Heavier engines not permitted.

## PASSENGER AND FREIGHT TRACKS.

8. On the Second Sub-Division, Twin City Terminals timetable, between crossover west of the Soo Line overhead bridge to the G. N. main line crossover, located three hundred ten (310') feet east of the overhead bridge at 33rd Avenue NE, Minneapolis, all train and engine movements will be controlled by switchtenders employed there.

Minneapolis Jct. to First Street, Minneapolis.

First Street, Minneapolis, to Lyndale Jct. there are 5 main tracks: Track No. 1 is a switching lead from First Street to Lyndale Jct. and is the north track.

Track No. 2 is westward track for G. N. passenger and freight trains.

Track No. 3 is eastward track for G. N. passenger and freight trains.

Track No. 4 is westward track for freight trains and M. & St. L. R. R. passenger trains.

Track No. 5 is eastward track for freight trains and M. & St. L. R. R. passenger trains.

Switchtenders route trains at Minneapolis Junction East Wye, Van Buren Street Northeast, and Northtown.

M. & St. L. R. R. crossing near Holden St., Minneapolis—Trains using freight tracks will stop before passing over this crossing and will not proceed until proper signal is received from switchtender.

4. Lyndale Junction and Northtown—Clearance card will not be required by trains.

5. Extra trains may use double track in the direction of current of traffic without running orders provided they secure proper clearance card Form A from Superintendent.

6. Minneapolis Passenger Station—Trains arriving or departing will proceed only on signal from switchtender. Trains using passenger tracks will obtain clearance card from operator at this station.

7. Eastward passenger trains may run ahead of delayed first class trains.

Eastward freight trains arriving Lyndale Jct., and westward freight trains arriving First Street North, Minneapolis, may run ahead of delayed first class trains when given proceed signal by switchtender located at these points.

8. The laws of the City of Minneapolis prohibit unnecessary use of engine whistles in city limits, except where there is imminent danger of life and property.

## YARD LIMITS.

9. St. Paul—Minneapolis.

St. Paul to yard limit board west of the west Fridley yard switch; Minneapolis Jct. to yard limit board 2640 feet west of the new spur head block about 3 miles west of Hopkins Jct., including Hopkins Branch.

Rule 93 and Rule 99. In supplement to those rules all freight trains or switch transfers moving on freight tracks within yard limits in Twin City Terminals must have a flagman on rear car in train or transfer, and if stop is made flagman must be on ground at rear end prepared to provide flagging protection against following train or transfer movements. Conductor or switchforeman should not permit cars or trains to stand on main freight tracks at any point without affording the protection as herein outlined.