



**TWIN CITY TERMINALS
ST. CLOUD DIVISION**

TIME TABLE No. 108

**EFFECTIVE 12:01 A. M.
CENTRAL TIME.**

SUNDAY, OCTOBER 20, 1929.

Superseding Time Table No. 107.

FOR EMPLOYES ONLY.

H. E. JONES, Superintendent.

J. B. SMITH, Superintendent Transportation.

F. J. GAVIN, General Manager.

[illegible]

See Special Rules Page 4.

WESTWARD.

SECOND SUBDIVISION—BETWEEN MPLS. JCT. WYE AND NORTHTOWN.

EASTWARD.

FIRST CLASS			TIME TABLE No. 108. Effective October 20, 1929			FIRST CLASS		
931	15	929	STATIONS.			16	932	934
Mesaabi Div. PASS. No. 24	St. C. Div. PASS.	Gopher State EXP. No. 20	Distance from Mpls. Jct. Freight Trk.	Leave	Arrive	St. C. Div. PASS. No. 23	Mesaabi Div. PASS. No. 23	Mesaabi Div. PASS. No. 19
Daily	Ex. Sun.	Daily				Ex. Sun.	Daily	Daily
Pm 4:36	Pm 3:47	Am 9:42		MPLS. JCT. WYE	0.55	Noon 12:00	Pm 1:05	Pm 7:53
4:45	3:57	9:52		NORTHTOWN	2.77	11:50	12:55	7:45
Am	Pm	Am		Arrive		Am	Pm	Pm

WESTWARD.

THIRD SUBDIVISION—BETWEEN MPLS. JCT. WYE AND FIRST STREET.

EASTWARD.

FIRST CLASS			TIME TABLE No. 108. Effective October 20, 1929			FIRST CLASS		
19	23	935	STATIONS.			20	936	24
Gopher State EXP. No. 11	Mesaabi Div. PASS. No. 23	St. C. Div. PASS. No. 16	Distance from Mpls. Jct.	Leave	Arrive	Gopher State EXP. No. 20	St. C. Div. PASS. No. 15	Mesaabi Div. PASS. No. 24
Daily	Daily	Ex. Sun.				Daily	Ex. Sun.	Daily
Pm 7:53	Pm 1:05	Noon 12:00	0.00	MPLS. JCT. WYE		Am 9:42	Pm 3:47	Pm 4:36
7:58	1:10	12:05	1.44	BRIDGE SWITCH		9:37	3:42	4:31
8:00	1:12	12:07	1.65	MINNEAPOLIS		9:35	3:40	4:30
Pm	Pm	Pm	1.65	FIRST STREET		Am	Pm	Pm
				Arrive				

WESTWARD.

FOURTH SUBDIVISION—BETWEEN CLEARWATER JCT. AND DELANO.

EASTWARD.

SECOND CLASS		FIRST CLASS					TIME TABLE No. 108. Effective October 20, 1929		FIRST CLASS					SECOND CLASS	
849		27	13	815	9	3	STATIONS.		10	28	4	816	14		850
Hutch. Mixed Ex. Sun.		Willmar Div. PASS. No. 13	Hutch. MOTOR	Dakota EXP.	Orienta Limited		Capacity of		Dakota EXP.	FAST MAIL	Orienta Limited	Hutch. MOTOR	Willmar Div. PASS. No. 14		Hutch. Mixed
Daily	Ex. Sun.	Daily	Ex. Sun.	Daily	Daily		Sidings		Daily	Daily	Daily	Ex. Sun.	Ex. Sun.		Ex. Sun.
Am 6:55		Am 9:21	Am 9:50	Pm 5:35	Pm 8:50	11:20	DOUBLE TRACK		Am 6:23	Am 7:07	Am 7:18	Am 7:38	Am 4:13		Pm 4:45
							Yard	1394							
7:07		9:27	10:02	5:43	8:58	11:28			6:14	7:00	7:10	7:28	4:03		4:32
7:20		9:36	10:15	5:55	9:10	11:40			6:04	6:51	7:01	7:19	3:53		4:22
7:40		9:37	10:17	5:58	9:12	11:42			6:03	6:50	7:00	7:17	3:52		4:20
7:45		9:38	10:18	6:00	9:13	11:43			6:02	6:49	6:59	7:15	3:50		4:15
		9:41	10:25		9:18	11:48			6:58	6:45	6:55		3:46		
		9:47	10:35		9:26	11:56			6:50	6:38	6:48		3:37		
		9:57	10:50		9:39	12:09			6:35	6:28	6:38	Am 3:25		Pm	
		Am	Am	Pm	Pm	Am			Am	Am	Am	Am			

FIFTH SUBDIVISION
BETWEEN HUTCHINSON AND 4TH
SUBDIVISION JCT.

SECOND CLASS		FIRST CLASS		TIME TABLE No. 108. Effective October 20, 1929		STATIONS.		FIRST CLASS		SECOND CLASS	
849		815		STATIONS.		STATIONS.		816		850	
Mixed		Motor		Capacity of		Distance from		Motor		Mixed	
Ex. Sun.		Ex. Sun.		Tracks		Hutchinson		Ex. Sun.		Ex. Sun.	
Am 7:45		Pm 6:00				4TH SUBDIV. JCT.	43.74	Am 7:15		Pm 4:15	
7:55		6:06	12 B 3			CRYSTAL BAY	40.99	7:09		4:08	
8:05		6:10	8 B 5			MINNETONKA B'CH	39.46	7:04		3:58	
		6:12	B 5 1/4			NAVARRE	38.58	7:01			
8:25		6:14	27 B 6			SPRING PARK	37.82	6:59		3:50	
		6:17	B 7			SETON	36.83	6:56			
8:40		6:20	21 B 8			MOUND	35.92	6:54		3:40	
8:54		6:31	35 B13			ST. BONIFACIUS	31.35	6:43		3:15	
9:14		6:41	13 B17			MAPLE	27.17	6:33		2:57	
9:29		6:50	32 B21			MAYER	23.54	6:24		2:45	
9:56		6:59	26 B24			NEW GERMANY	19.73	6:15		2:29	
10:33		7:08	28 B28			LESTER PRAIRIE	16.08	6:06		2:13	
11:12		7:27	46 B36			SILVER LAKE	8.23	5:48		1:35	
11:50		7:45	49 B44			HUTCHINSON	0.00	5:30		1:00	
Am 4:05		Am 10:7				Time Over District		Am 1:45		Am 3:15	
						Average Speed Per Hour					

Special Rules Fifth Subdivision.

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

Special Rules Fourth Subdivision.

No. 27 is superior to all 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.

See Special Rules page 4.

DOUBLE 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.

DOUBLE FREIGHT TRACKS.

The two left hand tracks Third Street, St. Paul, to St. Anthony Park.
The two right hand tracks St. Anthony Park to Northtown.
Switch-tenders route trains at Minneapolis Jct. East Wye, Minneapolis Jct. West Wye, Northtown, First Street and Clearwater Jct.

DOUBLE PASSENGER AND FREIGHT TRACKS.

Minneapolis Jct. to First Street, Minneapolis.
First Street, Minneapolis, to Clearwater Jct. there are 5 main tracks;
Track No. 1 is a switching lead from First Street to Clearwater 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. Ry. Passenger trains.
Track No. 5 is eastward track for freight trains, and M. & St. L. Ry. Passenger trains.
Clearwater Jct. to Delano.
Normal position of switch at end of double track at Delano is for westward trains.

2. **Automatic Block Signals Between St. Paul and Clearwater Jct.**
On double passenger tracks between Third Street, St. Paul, and east end of Minneapolis passenger station.
On tracks No. 2 and No. 3 between First Street, Minneapolis, and Clearwater Jct. Clearwater Jct. to Delano.

YARD LIMITS.

3. **St. Paul-Minneapolis.**
St. Paul to yard limit board west of the west Fridley yard switch; Minneapolis Jct. to yard limit board west of Hopkins Jct., including Hopkins Branch.
4. Passenger tracks between Como and Minneapolis Passenger Station will be used by Passenger trains only.
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. Eastward passenger trains will run ahead of delayed first class trains. Eastward freight trains approaching Clearwater Jct. and westward freight trains approaching First Street North, Minneapolis, may run ahead of delayed first class trains without orders when given proceed signal by switch tender.
7. Trains on Passenger tracks may leave Terminals 3 minutes apart. Freight trains on Freight tracks may run 5 minutes apart.
8. Trains arriving or leaving Minneapolis Passenger Station will proceed only on signal from switch-tender.
9. Trains using Passenger tracks get clearance card from operator Minneapolis Passenger Station.
10. Passenger train flagmen must ride on rear between St. Paul and Minneapolis, prepared to protect immediately.
11. Engineers on westward passenger tracks running between St. Paul and Minneapolis must keep engine bell ringing while passing Great Northern union yard puzzles, just west of St. Anthony Elevator to 15th avenue tower.

SPECIAL RULES

12. The use of Red Fuses on Passenger tracks between St. Paul and Clearwater Jct. prohibited.
13. Between Minneapolis Passenger Station and east end Stone Arch Bridge, employees will not permit any part of their body to project from engine or train toward adjoining track.
14. Supplementary to Rule 99, all freight trains or transfers moving on freight tracks within yard limits in the Twin City Terminals must have a flagman on rear of train or transfer and if stopped, the flagman must be on the ground at rear of train ready to protect against following trains or transfers.
15. Brakemen or switchmen on Freight trains, Como to Third Street, ride on top of cars, Jackson Street to Third Street, Conductor or Switch-Foreman be on head end.
16. Deraill on eastward Freight track 175 feet west of Westminster Street Tower, St. Paul, connected with Interlocking Plant, normal position, open, governed by home signal west of deraill switch. Trains using eastward Freight track, stop west of home signal; towerman will not close deraill or clear route until stop made.
17. O Engines not permitted to use the two puzzle switches at First Street.
18. Trains on Freight tracks in both directions will approach the following Wye and Cross-over tracks, which are not interlocked, prepared to stop unless way is clear:

St. Paul.

Just west of 3rd Street,
Between Westminster and Mississippi Streets,
Between Rice and Jackson Streets,
Western Avenue, at Como yard,
Lexington Avenue,
Hamline,
East End Minnesota Transfer.

Minneapolis.

Union Yard,
14th Avenue,
Minneapolis Jct.,
22nd Avenue N. E.
Omaha cross-over, east of First Street,
First Street,
Second Street,
Western Avenue,
Lyndale Avenue,
Clearwater Jct.,
Superior Avenue,
Cedar Lake Yard.

19. Trains stop before crossing N. P. Ry. industry track 460 feet east of Minneapolis Jct., unless get signal to proceed from switch-tender.
20. Trains using double Freight track, stop M. & St. L. Ry. crossing near Holden Street and not proceed until receive signal from switch-tender.
21. The Minneapolis Western Bridges, crossing the Mississippi River and at 10th Avenue South, Class A-6, A-7, A-8, A-11, D-3 and D-6 must not exceed ten miles per hour. Class A-9 and A-10 five miles per hour. Heavier engines not permitted. All engines prohibited over Minneapolis Western Mill trestle.
22. Trains will not get clearance Clearwater Jct.

REGISTER STATIONS.

23. St. Paul..... Passenger trains.
Como Tower..... Freight trains.
Minneapolis Jct..... Freight trains.
Minneapolis Passenger Station..... Passenger trains.
Delano..... All trains.
Northtown..... All trains, Passenger trains may register by card.
Waysata..... For trains 815, 816, 849 and 850

24. MAXIMUM SPEED FOR PASSENGER AND FREIGHT TRAINS.

Eastward Passenger track, Como Tower to St. Paul. 20 miles per hour.
In Minneapolis Passenger Shed and Bridge Switch. 10 miles per hour.
Between Mound and Hutchinson, Passenger trains. 35 miles per hour.
Between Mound and Hutchinson, Freight trains. 25 miles per hour.
O Engines..... 30 miles per hour.
J Engines..... 40 miles per hour.
Engines backing up..... 20 miles per hour.

**TWIN CITY TERMINALS
ST. CLOUD DIVISION****COMPANY SURGEONS.**

- Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508,
House Colfax 0499, 1349 Medical Arts Bldg. Minneapolis, Minn.
Dr. H. M. N. Wynne, Assistant Chief Surgeon, Office phone Main 7508,
House Walnut 2446, 849 Medical Arts Bldg. Minneapolis, Minn.
Dr. Ernest R. Anderson, Assistant to Chief Surgeon..... Minneapolis, Minn.
Dr. F. J. Savage, Division Surgeon, Office phone Garfield 3633,
House Elkhurst 5001, 355 Lowry Bldg. St. Paul, Minn.
Dr. R. H. Wald, Assistant Division Surgeon, 355 Lowry Bldg. St. Paul, Minn.
Dr. Egil Boeckmann, Chief Ophthalmic Surgeon..... St. Paul, Minn.
Dr. C. N. Spratt, Ophthalmic Surgeon..... Minneapolis, Minn.

LOCAL SURGEONS.

- Dr. T. J. Devereaux..... Wayzata, Minn.
Dr. J. P. Wilkins..... Mound, Minn.
Dr. O. W. Scholpp..... Hutchinson, Minn.

A. M. Deverell, Chief Dispatcher,
W. J. Shanahan, Trainmaster,
F. C. Spencer, Trainmaster,
M. J. Welsh, Assistant Superintendent.