



**TWIN CITY TERMINALS
WILLMAR DIVISION**

TIME TABLE No. 160

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

SUNDAY, JUNE 17, 1934.

J. L. CLOSE, Superintendent.

J. B. SMITH, General Superintendent Transportation.

F. J. GAVIN, General Manager.

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WESTWARD.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

TIME TABLE No. 160. Effective June 17, 1934.		FIRST CLASS.																										
		871	923	833	831	781	836	783	837	873	11	27	1	876	845	925	57	13	7	877	789	847	791	849	853	851		
STATIONS		N. Pac. No. 85	C. B. & Q. No. 47	Omaha No. 210	Omaha No. 405	C. G. W. No. 1	Omaha No. 203	C. G. W. No. 9	Omaha No. 518	N. Pac. No. 1	G. N.	G. N.	G. N.	N. Pac. No. 13	Omaha No. 809	C. B. & Q. No. 87	G. N. No. 20	G. N.	G. N.	N. Pac. No. 7	C. G. W. No. 7	Omaha No. 304	C. G. W. No. 17	Omaha No. 501	Omaha No. 517	Omaha No. 68		
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		
AUTOMATIC BLOCK SIGNALS	..... SAINT PAUL	L 6.10m	L 7.15m	L 7.25m	L 7.30m	L 7.40m	L 7.55m	L 8.15m	L 8.25m	L 8.35m	L 8.40m	L 8.45m	L 8.50m	L 8.55m	L 10.05m	L 11.45m	L 4.30p		L 5.05p	L 5.15p	L 6.45p	L 7.05p	L 7.30p	L 8.30p	L 9.05p	L 9.15p	
	..... COMO	3.17	6.25	7.28	7.38	7.43	7.53	8.08	8.28	8.38	8.48	8.53	8.57	9.03	9.08	10.18	11.58	4.39		5.18	5.28	6.58	7.18	7.43	8.43	9.18	9.28
	..... ST. ANTHONY PARK	7.10	6.32	7.37	7.47	7.52	8.02	8.17	8.37	8.47	8.57	9.02	9.06	9.12	9.17	10.27	12.07	4.45		5.27	5.37	7.07	7.27	7.52	8.52	9.27	9.37
 MINNEAPOLIS	10.57	A 6.40m	A 7.45m	A 7.55m	A 8.00m	A 8.10m	A 8.25m	A 8.45m	A 8.55m	9.05	9.10	9.14	9.20	9.25	A 10.35m	A 12.15p	A 4.55p	L 5.40p		5.35	5.45	A 7.15p	A 7.35p	A 8.00p	A 9.00p	A 9.35p	A 9.45p
	..... FIRST STREET	10.81										A 9.12m						A 9.32m			A 5.52p						
	..... LYNDALE JCT.	12.18										A 9.40m	A 9.22m	A 9.30m						A 5.45p	A 5.45p						

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL.

TIME TABLE No. 160. Effective June 17, 1934.		FIRST CLASS.																									
		28	870	832	834	8	4	836	924	780	838	840	876	14	782	12	926	844	58	846	786	848	852	928	30		
STATIONS		G. N.	N. Pac. No. 4	Omaha No. 516	Omaha No. 62	G. N.	G. N.	Omaha No. 602	C. B. & Q. No. 82	C. G. W. No. 14	Omaha No. 203	Omaha No. 64	N. Pac. No. 8	G. N.	C. G. W. No. 8	G. N.	C. B. & Q. No. 88	Omaha No. 514	G. N. No. 19	Omaha No. 201	C. G. W. No. 2	Omaha No. 1406	Omaha No. 406	C. B. & Q. No. 48	G. N.		
		Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Only	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Fri. & Sat	Daily	Daily	Daily		
AUTOMATIC BLOCK SIGNALS	..... SAINT PAUL	12.18	A 7.00m	A 7.45m	A 7.55m	A 7.57m	A 8.00m	A 8.30m	A 8.35m	A 8.40m	A 8.45m	A 9.05m	A 2.25p	A 2.45p		A 3.25p	A 5.15p	A 7.25p	A 7.45p	A 8.00p	A 8.30p	A 8.45p	A 9.10p	A 9.25p	A 9.30p	A 10.25p	
	..... COMO	9.01	6.49	7.35	7.45	7.47	7.50	8.20	8.25	8.30	8.35	8.55	2.15	2.35		3.15	5.05	7.15	7.35	7.50	8.20	8.35	9.00	9.15	9.18	10.15	
	..... ST. ANTHONY PARK	5.08	6.42	7.28	7.38	7.40	7.43	8.13	8.18	8.23	8.28	8.48	2.28	2.28		3.08	4.58	7.08	7.28	7.43	8.13	8.28	8.53	9.08	9.11	10.08	
	..... MINNEAPOLIS	1.61	6.35	7.20	L 7.30m	L 7.32m	7.35	8.05	L 8.10m	L 8.15m	L 8.20m	L 8.40m	L 2.00p	2.20	2.15	A 2.50p	L 3.00p	4.45	L 7.00p	L 7.20p	L 7.35p	L 8.05p	L 8.20p	L 8.45p	L 9.00p	L 9.03p	10.00
	..... FIRST STREET	1.37		L 7.08m											L 2.13p												9.55
	..... LYNDALE JCT.		L 6.25m				L 7.23m	L 7.44m								L 2.43p		L 4.40p									L 9.48p

SPECIAL RULES FIRST AND

WESTWARD.									
FIRST CLASS.									SECOND CLASS
927	885	29	3						61
C. B. & Q. No. 45	N. Pac. No. 2	G. N.	G. N.						G. N.
Daily	Daily	Daily	Daily						Daily Ex. Sun.
L 9.20m	L 9.30m	L 9.50m	L 10.05m						
9.33	9.43	10.03	10.18						
9.42	9.52	10.12	10.27						
A 9.50m	10.00 10.15	10.20 10.30	10.35 10.50						L 6.45m
	A 10.17m								6.47
		A 10.35m	A 10.55m						A 6.55m

EASTWARD.									
FIRST CLASS.									SECOND CLASS
2	854	886	884	856	792	888			60
G. N.	Omaha No. 209	N. Pac. No. 2	N. Pac. No. 14	Omaha No. 410	C. G. W. No. 10	N. Pac. No. 66			G. N.
Daily	Daily	Daily	Daily	Daily	Daily	Daily			Daily Ex. Sun.
A 10.30m	A 10.40m	A 10.45m	A 11.05m	A 11.10m	A 11.15m	A 11.45m			
10.20	10.30	10.35	10.55	11.00	11.05	11.35			
10.13	10.23	10.28	10.48	10.53	10.58	11.28			
10.05 10.00	L 10.15m	10.20 10.10	10.40 10.35	L 10.45m	L 10.50m	L 11.20m			A 4.00m
		L 10.08m	L 10.33m						3.58
L 9.53m									L 3.50m

WESTWARD.		SECOND SUBDIVISION NORTHTOWN AND MINNEAPOLIS				EASTWARD. 2	
SECOND CLASS	FIRST CLASS		Distances from Northtown.	TIME TABLE No. 160. Effective June 17, 1934.	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. 308	
Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.	
L 2.45m	L 7.18m	L 12.28m		.....NORTHTOWN.....	A 9.47m	A 5.12m	A 7.30m
2.50	7.25	12.35	2.22	.....MPLS. JCT. WYE.....	9.40	5.05	7.25
2.58	7.29	12.39	3.66	.....BRIDGE SWITCH.....	9.36	5.01	7.17
A 3.00m	A 7.30m	A 12.40m	3.87	.....MINNEAPOLIS.....	L 9.35m	L 5.00m	L 7.15m

MAXIMUM SPEED.

Between	Passenger	Freight
St. Paul and Minneapolis.....	50 miles per hour.	30 miles per hour.
Eastward Passenger Track Como Tower to St. Paul.....	30 miles per hour.	30 miles per hour.
Superior Ave. and First St., Minneapolis.....	45 miles per hour.	30 miles per hour.
Minneapolis Passenger Shed and Bridge Switch.....	10 miles per hour.	10 miles per hour.
Minneapolis Jet and First St. North, Minneapolis.....	30 miles per hour.	20 miles per hour.
University Switch and Minneapolis.....	30 miles per hour.	20 miles per hour.
Minneapolis Jet and Northtown.....	45 miles per hour.	30 miles per hour.
Engines backing up.....	20 miles per hour.	20 miles per hour.
Mulberry Street, automatic interlocking plant with N. P. Ry.....	8 miles per hour.	8 miles per hour.

AND SECOND SUBDIVISIONS ON PAGE THREE.

SPECIAL RULES

PASSENGER TRACKS.

- 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. 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 fuses on passenger tracks between St. Paul and Minneapolis Passenger Station will not be permitted, except in cases of emergency. Between Minneapolis Passenger Station and the east end of Stone Arch Bridge employees will not permit any part of body to project beyond the sides of engines or cars.

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. Switchtenders route trains at Minneapolis Jct. East Wye, Minneapolis Jct. West Wye, Northtown, First 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 between Jackson Street and 2nd Street the conductor or switchforeman will be required to be on the head end of the train. Derrail 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 deraill switch. Trains using eastward freight track will stop west of the home signal and towman will not line up deraill 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.

PASSENGER AND FREIGHT TRACKS.

- 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. The speed of trains or engines making diverging movements through switches or crossovers shall not exceed 15 miles per hour.

COMPANY SURGEONS.

Dr. Roseco C. Webb, Chief Surgeon, Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Bldg. Minneapolis, Minn.
 Dr. H. M. N. Wynns, Assistant Chief Surgeon, Office phone Main 7508, House Walnut 2445, 1849 Medical Arts Bldg. Minneapolis, Minn.
 Dr. Ernest E. Anderson, Assistant to Chief Surgeon. Minneapolis, Minn.
 Dr. F. J. Savage, Division Surgeon, Office phone Garfield 3833, House Elkhurst 5001, 355 Lowry Bldg. St. Paul, Minn.
 Dr. E. H. Wald, Assistant Division Surgeon, 355 Lowry Bldg. St. Paul, Minn.
 Dr. Earl Boeckmann, Chief Ophthalmic Surgeon. St. Paul, Minn.
 Dr. C. N. Spratt, Ophthalmic Surgeon. Minneapolis, Minn.

E. R. JOYCE,
Chief Dispatcher.

- Lyndale Junction and Northtown—Clearance card will not be required by trains.
- 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.
- 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.
- 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. Eastward and westward trains between Northtown and Minneapolis Jct. may run ahead of delayed first class trains when given proceed signal by switchtender located at these points.
- Over the Minneapolis Western Bridges, crossing the Mississippi River and at 10th Avenue South, Class A-7, A-8 and A-11 engines 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.
- Supplementing Rule 609 (b), when stopped by a STOP and PROCEED signal, engineers 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.

YARD LIMITS.

- St. Paul—Minneapolis. St. Paul to yard limit board west of the west Friday 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 98 and Rule 99. In supplement to those rules all freight trains on 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 and 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. 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 St.,
 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,
 Lyndale Jct.,
 Superior Avenue,
 Cedar Lake Yard.

REGISTER STATIONS.

- 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.
- Rules 671 to 671 (f), inclusive, amended as follows:
 The speed of trains through the Approach and Home signal zones of an interlocking plant shall not exceed thirty miles per hour. Trains moving against the current of traffic on double track through interlocking plants, or where governed by dwarf signals shall not exceed eight miles per hour. Conditions may require a further speed restriction for all trains, per special rules, and at drawbridges the speed of trains shall not exceed eight miles per hour.

Automatic Interlocking at

- Minneapolis. Mulberry Street with N. P. Ry. Trains must approach the interlocking plant for the N. P. Mulberry Street crossing, Minneapolis under control. The signals are the standard Colored Light Type, of dwarf height. Trains operating through this automatic interlocking plant are governed by rules 501-A to 517-B; also by rules 601-A to 685, inclusive. Trains moving over this crossing with the current of traffic, must not exceed a speed of eight (8) miles per hour. If a train is stopped at a home signal and no immediate conflicting train movement is evident trainman may flag train over the crossing after making certain that conflicting home signals are in "STOP" position.

Semi-Automatic Interlocking at

- 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. To unlock gates trainman shall open lock box secured by a standard switch lock, and if small light indicator is burning, push operating button, which will cause smash boards on the Northern Pacific to assume the "NORMAL" position. If the small Semaphore indicator in the lock box indicates "CLEAR" at the close of this operation gates may be unlocked by raising the handle under the indicator to the vertical position. Handle must be left in this position until gates are closed after train movement is completed, when it must again be placed in the normal position before door of box can be locked. If pushing the operating button does not bring about the above operation and no conflicting train movement on the Northern Pacific is evident, then trainman shall operate time release provided in release box by turning dial to the right until it stops and then releasing it. It will return to the zero position after the time limit has expired, which should release the electric lock as indicated by the Semaphore indicator. Great Northern trainmen shall use special care to determine that no immediate Northern Pacific train movements are under way before operating the clock work release in case operating push button fails to release electric lock. When train movement over crossing is completed, gates shall be restored to the normal position across G. N. track and locked. Care shall be exercised in returning gates to normal position to make certain that train is clear of gate zone.

F. C. SPENCER,
Train Master.

M. J. WELSH,
Superintendent Terminals.