

YARD LIMITS.

10. 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.

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 Sts.,
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 St.,
First Street,
Second Street,
Western Avenue,
Lyndale Avenue,
Lyndale Jct.,
Superior Avenue,
Cedar Lake Yard.

REGISTER STATIONS.

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|-------------------------------------|---|
| 11. 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 at

12. 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 fifteen (15) 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

13. 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.

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 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. 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. |

E. R. JOYCE,
Chief Dispatcher.

C. T. KENNEY,
Train Master.

F. C. SPENCER,
Train Master



TWIN CITY TERMINALS WILLMAR DIVISION

TIME TABLE 188

Effective 12:01 A. M. Central Time.

Sunday, August 15, 1937.

M. J. WELSH,
Superintendent Terminals.

J. E. BRAWLEY,
Superintendent.

C. McDONOUGH,
General Manager.

J. B. SMITH,
General Superintendent Transportation.

SPECIAL RULES

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.

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.

Minneapolis Passenger Station—Rule 99 must be complied with, except during time passenger trains are making regular station stop. When crew of such train consists of only one brakeman or less, flagman will not be required to appear on ground 60 feet 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 Northern Pacific Railway Company's Class "A" engines, series 2600 to 2611, inclusive, restricted to use of station tracks Nos. 6, 7, 8, 9, 10 and 11 only.

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

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 Minneapolis Jct. East Wye, Minneapolis Jct. West Wye, Northtown, First 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 between 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.

PASSENGER AND FREIGHT TRACKS.

3. 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.

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

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.

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.

8. 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.
9. Supplementing Rule 509 (b), when stopped by a STOP and PROCEED signal, 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.