SPECIAL RULES-Continued.

YARD LIMITS.

10. St. Paul-Minneapolis.

.

.

×.

.

.

.....

.

4

.

2

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.

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 flagging protection 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 fol-lowing 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.

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

Minneapolis

REGISTER STATIONS.

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

Automatic Interlocking at

position.

Semi-Automatic Interlocking at

13.

er obtaining release of electric lock holding gates in "STOP" position. To unlock gates trainman shall open lock box secured by a stand-ard switch lock, and if small light indicator is burning, push op-erating button, which will cause smash boards on the Northern Pacific to assume the "NORMAL" position. If the small Sem-aphore 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 pro-vided 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.

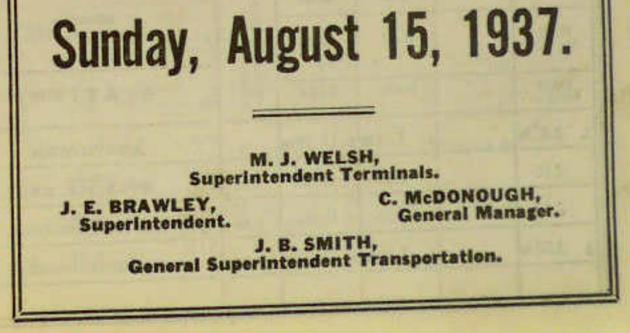


restored to the normal position across G. N. track and locked. Care shall be exercised in returning gates to normal position to make certain that train is clear of gate zone.

COMPANY SURGEONS.

Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7508, House Colfax 4101, 1849 Medical Arts Bidg.....Minneapolis, Minn. Dr. H. M. N. Wynne, Asst. Chief Surgeon, Office phone Main 7508, House Walnut 2446, 1849 Medical Arts Bidg.....Minneapolis, Minn. Dr. Ernest R. Anderson, Assistant to Chief Minneapolis, Minn.

F. C. SPENCER, C. T. KENNEY, E. R. JOYCE, Train Master Train Master. Chief Dispatcher.



-		_	_	-	_	-	_	1		1-	_	-			T			- 0.980	-	-	-						-	-	-		1	_	-						
2														+	FIRST SUBDIVISION-ST. PAUL TO LYNDALE JCT. WESTWARD. 2																								
-		and the	10	0		1					IRST C	1 - 2	T T	1	Tarel				1		-	1			FIRST CLASS												SECO		
	ne Ta to, 18		1.3	871	78	1 923	83	1 833	8 83	5 837	839	783	873		27		875	and the second second	841	-	92	5 57	78	35 84	5 7	843	9	787	847	829	877	927	849	29	929	879	3	6	
-	Ethantilten part 15, 3	-	ALL DE	N. TR.	C. C.	W C. R. A.	Canal No. 11	n Onahi No, 40	o Omah	m Gmah	Dinaha	No. 23	No. 1	G. N.	G, N.			G. N. No. 24			C. H. A No. 1	1 Q. G. N. 21 No. 20	C. G. Na.	W. Omal 25 No. 5	01 G. 2	N. Omahu No. 20	G.N.	C. G. W No. 27	Omalia No. 62	Omaha No. 503	N. Par. No. 7	D. 4 Q. No. 45	Ganta No.491	G. S.	C. B. A.Q. No. 23	M. Yat.	G. M.	9.	я.
ST		NS	and a	Date	040	Daily	Dalla	Dally	Daily	Daily	Daily	Daily	Daily	Daily Ex Sun.	Daily	Daily	Daily	Daily	Daily		Dail	ly Duily	Dai	ily Dail	y Dhi	ly Daily	Daily Es. Sun	Daily	Daily	Daily	Dally	Dully	Daily	Daily	Dally	Deila	Theiry).		No
1. 20	INT PAU	2 5	T	0.6.10.	E 2.10	M 1/7.234	a 7.25	M 1. 7.30	a 2.7.37	W L 8 02	1, 8.201	a 1, 8,23A	1. 8.35 M	E.8.40.AM	L 8,45 AN	L 8.50 AN	t. 8.55 M	L 9,00 M	1, 9.20 #		1.2.3	57 L. 4.30	W L 6.2	25 1 1. 7.2	5 PM L. 7.3	5 FM L 8.00	L 8.02#	L 8.10m	t. 8.45 W	L 9.05 W	t. 9.15m	1.9.25M	0 9.30m	6 9.40 M	L 10.34	L. 40 mm	10.45	2.4	San.
Deal	111 como		2.11	\$.25	7.23	7.30	7.38	7,43	7.50	8.15	8.33	8,36	8.48	8.53	8.57	9.03	9.08	1	9.33	-	2.4	4 4.39	6.3	38 7.3	3 7.4	8 8.13	8,14	8.23	8.58	9.18	9,28	9.38	9.43	9.53	10.43	10.53	10,56		
N ST. A	THENT	PR	2.20	4.32	7.52	7.45	2.47	7.52	7.59	8.24	8.42	8.43	8.57	9.02	9.06	9.12 9.20 9.25	9.17	9.22	- Charles	-	2.5	the state of the s		Service Street	-	and the second second		8.32		9.27	9.37	9,47	9.52	10.02	10.51	11.02	11.03		
	NEAPOL	-	10 52	A 5.40 A	A:7,40	MA 7.534	A 7.55	A 5.004	A 8.07	# A 8.324	A 8.50 x	ABSON	9.10	9.35	9.14		in	A 9.30 M	A 9.50 m	-	A 3.0	OW A 4.52	MA 6.5	55 M A 7.5	5AN 8,1	10 4 8.30	8.45	A 8,40 M	A 9.150	A 9.35m	4.33	A 9.55 M	A 10.00m	10.10	A 10.59 A	1118	11:12	5	7.45.
	1.24 17 1 1 1 1 1 1	TT.	10.81	-	1	-	-	-	-	-			A 9.12M		. 0. 22	A 9.30 AN	A 9.32 M			-			-		-	-	-	-			<u>9.57</u> m			-	-	A11,17.00			7.47
2 Lem	BALR SO	a.J.	12.38		in the	185	1000	1	4		1		<u> </u>	A 9.40 M	X 9.22 W	A 9.50 M	<u>.</u>				h	1	1	and in	A.8.1	1574	A 8.50	*		1				A 10.25	71	1-3	11,201	A	7.55 #
EAS	TWAL	RD.			FI	RST S	UBDI	VISIC)N-L	YNDA	LE JO	CT. T	O ST.	PAUL	<u>.</u>	_	-			1		-			1	FIRST	SUBD	IVISIO	ON-I	YNDA	ALE J	CT. T	O ST.	PAUL		3	EASTV	VARD.	
		a al		0.20				-		FI	RST CL	ASS			-										-				FIR	ST CLA	ISS			-				5	CLASS
	e Tab		and the second	28	828	870	4	8	924	830	832	926	780	834	56	836	12	838	928		78	2 10	84	40 5	8 87	72 84	2 784	844	1 930	30	2	846	786	874	848	876	850	878	60
	faction of 15, 135	1.	inter and	G. N.	Cimaha Nu. 62	N. Pas. No. 8	G. N.	G. N.	C.B.44 No. 22	Corsha No. 504	Omaha No. 502	C. B. & Q No. 52	C. G. W. No. 22	Omaha No. 203	G. N. No. 23	Omaha No. 64	G. N.	Omalia No. 400	C. B. & Q No. 24		C. G. No.	W. G. N	Om No.	naha G. 514 No.	N. N. 19 N.	Pac. Oma o. 4 No. 3	ta C. G. 1 01 No. 2	W. Omah 5 No. 41	a C.B.&	Q. G. N.	0. N.	Omaha No. 20	C. G. W. No. 28	N. Pas. No. 2	Omaha No. 505	N. Pas. No. 14	Omaha No. 405	N Fat. No. 60	G. N.
STA	-	15		Daily	Daily Ex. Sur	Daily.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Sat. Only	Daily Er. Sun.	Daily	Daily		Dai	dy Daily Ex. Su	n. Di	ally Da	ly Di	aily Dai	y Daily	Daily	/ Daily	Daily	Daily	Daily	Daily	Duily	Daily	Daily	Daily	Daily	Daily Ex Sun
AT SAU	T PAUL	3	12 18			_		1	1	the second second	the second second		A 8.37 M	Contraction of the local division of the loc	A 12.45m	A 2.25 M	A 2.40 P	A 2.53 m	A 4.20 H		A 4.2		-	45 H A 8.0	DPH A B.	.05 m A 8.3	DM A 8.45	PR A 9.25	N A 9.30	A 9.30	N 10.30	PM A10.40	N 10.42.	10.45P	A 11.02m	A 11.05m	A 11.35M	31.45m	
CIMINO	amo.		3.02	6.20	7.30	7.35	7.35	7.50	8.10	8.17	8.20	8.25	8.27	9.25	12.35	2.15	2.30	2.43	4.10		4.1	5 7.05	7.	35 7.5	io 7.	.55 8.2	0 8.35	9,15	9.18	9.20	10.20	10.30	10.32	10.35	10.52	10.55	11.25	11.35	
ST. AN	THONY	Thuc	5.08	613	7.23	7,28	7.28	7.43	8.05	8.10	8.13	8.18	8.20	9.18	12.28	2.08	2.23	2.37	4.05	•	4.1	the second se	100	.28 7.4		.48 8.1				- Indeptorter			10.25	and the second s		110000	11.18	Contraction of the local division of the loc	
MINN	EAPOLIS	aner.	1.83	\$35	L 7.15x	祝	3.88	738	L 8.00	w 1.802/	1.8.05	L 8.10 A	T. 8.12 AM	L 9.10 M	12.20 PM	L 2.00 PM	2.15	L 2.30 P	L 4.00P		1. 4.0	6.50 6.40	1 17	.20m L 7.3	35m 7	40 .35 L 8.0	5 PM L. 8.20	1.9.00) PN 11 9.03	9.05 8.55	10.05	10.15	Pa 10,171	10.12	10.37m	10.40	L 11.10a	11.201	A 435m
FIRST	ATREET	00	1.37			L 7.08 M			1																L, 7	.33 PM	_					_		10.10		10.33			4.43
2 LYND	ALE JCT	-1	1	5.48.4			L 7.05 M	L 7.23 x	4								L 2.05#			•	ł.	L 6.3	786						1	L 8,50	1 9.53	S.PM					1	1	1 435R
WES	TWAI	RD.				CONI			and the second se			EAS	TWAR	D.						1											Be	tween	MAXI	MUM S		enger		Freigh	nt
NORTHTOWN AND MINNEAPOLIS																			St. Paul and Minneapolis													miles per	r hour.						
C LISS	ASS FIRST CLASS				-	Tin	te Tel	ble No	189	-	FIRST	CLASS		ECOND							Ť.					bridge, located 1000 ft. east of signal 2.2 to St.													
63	1	11	9	23		1 III		Effective ugust 15, 1937.		24	2	20		62				K		Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, C. St. P. M. &																			
G. N. No. 808		0. N. 0. N.		tanes 1	_11	August 13		, 1937.		G , 1	N.	3	G. N. Io, 305						4		O. Ry. crossing, C. B. & Q. R. R. crossing and Bridge Switch, restricted speed as conditions Is miles per hour. 8 miles per hour.												r bour.						
Daily En Sus	a Daily Dully		- AZ	STATION			5	Daily	Dal	Daily		Daily a. San.						1								Superior Avenue and First St. North, Minneapolis 45 miles per hour. Minneapolis Jct. and First St. North, Minneapolis 30 miles per hour. Minneapolis Jct. and Northtown Mulberry Street, automatic interlocking plant with Mulberry Street, automatic interlocking plant with									r hour.				
L 245m		2 72	21 19 1	11,59			NORT	HTOWN		× 9.4	7 M A 5.	09 P		7.30 M														Mu	N P H	Street, a	automat	lic inter	locking	Dimne wi	. 15 mile			miles pe	er hour
2.50		73	25	12.06	2.22	Salina.	MPLS.	JET. WY	E	9.4	0 5,	04		7.25							•							Th	noveme	of tra	ough sy	engines ritches	maxing	avers sh	all 15 mils	s per bo	ir. 15	miles pe	or hour
2.50	He for	- 2.1	29	12.09	3,06		_	SWITCH		9.3	6 5.	01		7.17						1								Er	not exagines t	acking	up				20 mile	se pur ho	ar. 20	miles be	er hour
A 3.00m	and the second	A 7.3	3Gim a	12104	2.57		MINN	RAPOLIS		L 9.3	5 AN 1. 5.	00	L	7.15 AN	· market				and the		CT.	COND	em	PDW	STON	s on	DAGE	S TH	REE	ND F	OUR.								
						11.00								-	SP	ECIA	L RU	LES I	IRST	"AND) SE	COND	201	BDIAL	21014	5 01	PAOL	J IIII	and the second second		and a second			1-100			-	_	

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 fusees 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 employes 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. 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 cast of Minneapolis Junction, unloss 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.

- 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.
- 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 AP-PROACH 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.

3