

SPECIAL RULES—Continued.**YARD LIMITS.****11. 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 93. 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.

12. 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

13. 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 601-A to 519; also by Rules 601-A to 672, inclusive. Trains moving over this crossing 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

14. 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.

(These special instructions are also posted in printed form in the push-button box at each of the above mentioned automatic interlocking plants.)

COMPANY SURGEONS.

- Dr. Roscoe C. Webb, Chief Surgeon, Office phone Main 7503,
House Colfax 4101, 1849 Medical Arts Bldg....Minneapolis, Minn.
Dr. H. M. N. Wynne, Asst. Chief Surgeon, Office phone Main 7503,
House Walnut 2446, 1849 Medical Arts Bldg....Minneapolis, Minn.
Dr. Ernest R. Anderson, Assistant to Chief
Surgeon, House Locust 9338 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.

O. J. LORINSER,
Chief Dispatcher.

W. R. MINTON,
Train Master.



TWIN CITY TERMINALS WILLMAR DIVISION

TIME TABLE 216

Effective 12:01 A. M. Central Time.

Sunday, September 29, 1940

F. C. SPENCER,
Superintendent Terminals.

C. T. KENNEY,
Superintendent.

C. McDONOUGH,
General Manager.

J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

Time Table No. 216 Effective September 29, 1940.		FIRST CLASS																
		871	781	923	829	831	833	11	835	783	873	27	1	55	839	925	57	
STATIONS		N. Pac. No. 65	C. G. W. No. 21	C. B. & Q. No. 47	Omaha No. 210	Omaha No. 202	Omaha No. 515	G. N.	Omaha No. 405	C. G. W. No. 23	N. Pac. No. 1	G. N.	G. N.	G. N. No. 24	Omaha No. 509	C. B. & Q. No. 21	G. N. No. 20	
AUTOMATIC SIGNALS		Distance from St. Paul via Passenger Tracks.																
...SAINT PAUL...																		
8.17 ...COMO.....		3.17	6.25	7.23	7.33	7.43	7.53	8.08	8.10	8.18	8.28	8.45	8.55	9.00	9.10	9.28	3.09	4.39
7.40 ...MINNEAPOLIS..		10.57	A 6.40 AM	A 7.40 AM	A 7.53 AM	A 8.00 AM	A 8.10 AM	A 8.25 AM	8.25 8.30	A 8.35 AM	A 8.45 AM	9.00 9.10	9.10 9.18	9.15 9.25	A 9.25 AM	A 9.45 AM	A 3.30 PM	A 4.52 PM
0.24 ...FIRST STREET..		10.81										A 9.12 AM						
1.37 ...LYNDALE JCT..		12.18							A 8.35 AM				A 9.22 AM	A 9.30 AM				

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

Time Table No. 216 Effective September 29, 1940.		FIRST CLASS																
		28	870	872	4	830	8	780	924	834	782	926	836	56	12	838	784	
STATIONS		G. N.	N. Pac. No. 12	N. Pac. No. 4	G. N.	Omaha No. 62	G. N.	C. G. W. No. 44	C. B. & Q. No. 22	Omaha No. 502	C. G. W. No. 22	C. B. & Q. No. 52	Omaha No. 203	G. N. No. 23	G. N.	Omaha No. 400	C. G. W. No. 24	
AUTOMATIC SIGNALS		Distance from Lyndale Jct. via Passenger Tracks.																
...SAINT PAUL...		12.18	A 6.30 AM	A 7.30 AM	A 7.45 AM	A 7.45 AM	A 7.55 AM	A 8.00 AM	A 8.10 AM	A 8.20 AM	A 8.30 AM	A 8.35 AM	A 8.40 AM	A 10.05 AM	A 12.40 PM	A 2.40 PM	A 2.53 PM	A 3.25 PM
8.17 ...COMO.....		9.01	6.20	7.20	7.33	7.35	7.45	7.50	8.00	8.10	8.20	8.25	8.30	9.55	12.30	2.30	2.43	3.15
7.40 ...MINNEAPOLIS..		1.61	6.05 5.55	7.05 6.55	7.20 7.10	7.22 7.10	L 7.30 AM	7.35 7.30	L 7.45 AM	L 8.00 AM	L 8.05 AM	L 8.10 AM	L 8.15 AM	L 9.40 AM	L 12.15 PM	2.15 2.10	L 2.30 PM	L 3.00 PM
0.24 ...FIRST STREET..		1.87		L 6.53 AM	L 7.08 AM													
1.37 ...LYNDALE JCT..			L 5.48 AM			L 7.05 AM		L 7.23 AM								L 2.05 PM		

WESTWARD.

SECOND SUBDIVISION
NORTHTOWN AND MINNEAPOLIS

EASTWARD.

SECOND CLASS	FIRST CLASS		Distance from Northtown.	Time Table No. 216 Effective September 29, 1940.			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. 303			
Daily Ex. Sun.	Daily	Daily		Daily	Daily	Daily Ex. Sun.			
L 2.45 PM	L 7.21 PM	L 11.59 AM		A 9.47 AM	A 5.09 PM	A 7.30 AM			
2.50	7.26	12.06	2.22	9.40	5.04	7.25			
2.58	7.29	12.09	3.66	9.36	5.01	7.17			
A 3.00 PM	A 7.30 PM	A 12.10 PM	3.87	L 9.35 AM	L 5.00 PM	L 7.15 AM			

SPECIAL RULES FIRST A

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS													SECOND CLASS
785	841	843	787	7	845	927	849	3	877	929	879	29	61
C. G. W. No. 43	Omaha No. 204	Omaha No. 501	C. G. W. No. 26	G. N.	Omaha No. 63	C. B. & Q. No. 45	Omaha No. 401	G. N.	N. Pac. No. 11	C. B. & Q. No. 23	N. Pac. No. 3	G. N.	G. N.
Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
L 6.35 PM	L 7.20 PM	L 7.25 PM	L 7.40 PM	L 7.45 PM	L 8.40 PM	L 9.15 PM	L 9.20 PM	L 9.35 PM	L 9.40 PM	L 9.50 PM	L 10.15 PM	L 10.30 PM	
6.45	7.33	7.38	7.53	7.58	8.50	9.25	9.30	9.45	9.53	9.59	10.28	10.40	
A 7.00 PM	A 7.50 PM	A 7.55 PM	A 8.10 PM	8.15 8.20	A 9.05 PM	A 9.40 PM	A 9.45 PM	10.05 10.15	10.10 10.20	A 10.15 PM	10.45 11.05	10.55 11.10	L 7.45 AM
									A 10.22 PM		A 11.07 PM		7.47
				A 8.25 PM				A 10.20 PM				A 11.15 PM	A 7.55 AM

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS													SECOND CLASS
928	840	58	842	786	30	930	2	844	874	846	850	878	60
C. B. & Q. No. 24	Omaha No. 514	G. N. No. 19	Omaha No. 201	C. G. W. No. 26	G. N.	C. B. & Q. No. 48	G. N.	Omaha No. 209	N. Pac. No. 2	Omaha No. 506	Omaha No. 406	N. Pac. No. 66	G. N.
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.
A 4.20 PM	A 7.45 PM	A 8.00 PM	A 8.30 PM	A 8.35 PM	A 9.05 PM	A 10.10 PM	A 10.30 PM	A 10.40 PM	A 10.45 PM	A 11.02 PM	A 11.10 PM	A 11.45 PM	
4.10	7.35	7.50	8.20	8.25	8.55	9.58	10.20	10.30	10.35	10.52	11.00	11.35	
L 4.00 PM	L 7.20 PM	L 7.35 PM	L 8.05 PM	L 8.10 PM	8.40 8.30	L 9.45 PM	10.05 10.00	L 10.15 PM	10.20 10.12	L 10.37 PM	L 10.45 PM	L 11.20 PM	A 4.45 PM
									L 10.10 PM				4.43
					L 8.23 PM		L 9.53 PM						L 4.35 PM

MAXIMUM SPEED

Between	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.
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 shall not exceed	15 miles per hour.	15 miles per hour.
Engines backing up	20 miles per hour.	20 miles per hour.

SECOND SUBDIVISIONS ON PAGES THREE AND FOUR.

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.
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. 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 and Class "A-3" engines, series 2660 to 2667, inclusive, restricted to use of station tracks Nos. 6, 7, 8, 9, 10 and 11 only.

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.
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.

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.
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. 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.
9. Trains or engines must not exceed fifteen (15) miles per hour—Moving against the current of traffic on double track through interlocking plants—Where governed by dwarf signals—When making diverging movements through switches or crossovers.
10. Supplementing Rule 672. If smashboards or semaphore type signals are not in use, trainman, 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.