

COMPANY SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon,
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Dr. Ernest R. Anderson, Assistant Chief Surgeon,
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Dr. G. D. Brand, Local Surgeon,
202 Lowry Bldg.St. Paul, Minn.

Dr. Walter D. Brodie, Alternate Surgeon,
821 Lowry Bldg.St. Paul, Minn.

Dr. Egil Boeckmann, Chief Ophthalmic Surgeon
(Eye Doctor)St. Paul, Minn.

Dr. C. N. Spratt, Ophthalmic Surgeon
(Eye Doctor)Minneapolis, Minn.

WATCH INSPECTORS

Christensen, Herbert B., Inc.
144 East Fifth Street
Saint Paul, Minnesota

Pomerleau and Son
227 East Hennepin Avenue
Minneapolis, Minnesota

Olson Jewelry Company
221 East Hennepin Avenue
Minneapolis, Minnesota

Gustafson, Oscar P., Co.
410 Nicollet Avenue
Minneapolis, Minnesota

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS WILLMAR DIVISION

TIME TABLE 257

Effective 12:01 A. M. Central Time.

Sunday, September 28, 1947

F. C. SPENCER,
Superintendent Terminals.

J. P. CAMERON,
Superintendent.

M. J. WELSH,
General Manager.

J. B. SMITH,
General Superintendent Transportation.

Time Table
No. 257Effective
September 28, 1947

STATIONS

AUTOMATIC SIGNALS

...SAINT PAUL...
3.17
.....COMO.....
7.40
...MINNEAPOLIS..
0.24
...FIRST STREET..
1.37
...LYNDALE JCT..

Distance from
St. Paul via
Passenger Tracks.

FIRST CLASS																
871	829	831	781	923	833	55	835	783	11	875	873	27	3	925	57	
N. Pac. No. 65	Omaha No. 210	Omaha No. 202	C. G. W. No. 21	C. B. & Q. No. 47	Omaha No. 515	G. N. No. 24	Omaha No. 405	C. G. W. No. 23	G. N.	N. Pac. No. 1	N. Pac. No. 7	G. N.	G. N.	C. B. & Q. No. 21	G. N. No. 20	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
L 6.10 AM	L 7.05 AM	L 7.10 AM	L 7.25 AM	L 7.35 AM	L 7.45 AM	L 8.00 AM	L 8.02 AM	L 8.10 AM	L 8.30 AM	L 8.40 AM	L 8.42 AM	L 8.45 AM	L 8.50 AM	L 3.15 PM	L 4.30 PM	
3.17	6.25	7.18	7.20	7.35	7.45	7.58	8.08	8.11	8.20	8.38	8.50	8.52	8.55	9.00	3.22	4.38
10.87	A 6.40 AM	A 7.35 AM	A 7.40 AM	A 7.50 AM	A 8.00 AM	A 8.15 AM	A 8.22 AM	A 8.25 AM	A 8.37 AM	8.53 8.58	9.05 9.15	9.07 9.17	9.10 9.18	9.15 9.25	A 3.45 PM	A 4.52 PM
10.81											A 9.17 AM	A 9.19 AM				
12.18									A 9.03 AM			A 9.22 AM	A 9.30 AM			

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

Time Table
No. 257Effective
September 28, 1947

STATIONS

AUTOMATIC SIGNALS

...SAINT PAUL...
3.17
.....COMO.....
7.40
...MINNEAPOLIS..
0.24
...FIRST STREET..
1.37
...LYNDALE JCT..

Distance from
Lyndale Jct. via
Passenger Tracks.

FIRST CLASS																
28	2	870	10	872	834	8	924	782	926	836	56	838	784	12	928	
G. N.	G. N.	N. Pac. No. 12	G. N.	N. Pac. No. 4	Omaha No. 508	G. N.	C. B. & Q. No. 22	C. G. W. No. 22	C. B. & Q. No. 52	Omaha No. 203	G. N. No. 23	Omaha No. 400	C. G. W. No. 24	G. N.	C. B. & Q. No. 24	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
12.18	A 6.30 AM	A 7.00 AM	A 7.30 AM	A 7.40 AM	A 7.45 AM	A 7.55 AM	A 8.00 AM	A 8.20 AM	A 8.25 AM	A 8.40 AM	A 9.30 AM	A 11.59 AM	A 2.38 PM	A 2.55 PM	A 4.15 PM	A 4.40 PM
9.01	6.20	6.45	7.20	7.30	7.33	7.45	7.50	8.10	8.15	8.25	9.15	11.50	2.28	2.45	4.05	4.25
1.61	6.05 5.55	6.35 6.30	7.05 6.55	7.15 7.05	7.20 7.10	L 7.30 AM	7.35 7.30	L 8.00 AM	L 8.02 AM	L 8.15 AM	L 9.00 AM	L 11.35 AM	L 2.15 PM	L 2.30 PM	3.50 3.45	L 4.15 PM
1.37			L 6.53 AM		L 7.08 AM											
	L 5.40 AM	L 6.21 AM			L 6.55 AM		L 7.25 AM								L 3.40 PM	

WESTWARD.

SECOND SUBDIVISION
NORTHTOWN AND MINNEAPOLIS

EASTWARD.

SECOND CLASS	FIRST CLASS		Distance from Northtown.	Time Table No. 257			SECOND CLASS
63	19	23		Effective September 28, 1947			62
G. N. No. 806	G. N.	G. N.		STATIONS			G. N. No. 305
Daily Ex. Sun.	Daily	Daily		AUTOMATIC SIGNALS			Daily Ex. Sun.
L 2.45 PM	L 7.21 PM	L 11.21 AM	DOUBLE TRACKNORTHTOWN.....			A 7.30 AM
2.50	7.26	11.27		2.22 ...MPLS. JCT. WYE....			7.25
2.58	7.29	11.29		1.44 ...BRIDGE SWITCH....			7.17
A 3.00 PM	A 7.30 PM	A 11.30 AM		0.21 ...MINNEAPOLIS.....			L 7.15 AM

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS

MAX

Between

St. Paul and Minneapolis
First St. North, Minneapolis, and Lyndale
Northtown and Minneapolis Junction
Minneapolis Jct. and First St. North, Minneapolis

SPEED

Between

Trains and engines on track between
freight tracks, St. Paul, and connect-
ing Depot tracks, commonly known as Th-
on eastward passenger track, Jackson St.
bridge located 1000 feet east of sign
St. Paul

East End Stone Arch Bridge and Minneapolis

SPECIAL INSTRUCTIONS FIRST
PAGES

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

SECOND CLASS

	785	841	787	877	1	7	927	9	849	879	843	29	929						61
	C. G. W. No. 25	Omaha No. 204	C. G. W. No. 27	N. Pac. No. 11	G. N.	G. N.	C.B.&Q. No. 48	G. N.	Omaha No. 401	N. Pac. No. 3	Omaha No. 501	G. N.	C. B. & Q. No. 23						G. N.
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily Ex. Sun.
	L 6.45 PM	L 7.00 PM	L 7.40 PM	L 7.45 PM	L 8.00 PM	L 8.02 PM	L 8.55 PM	L 9.00 PM	L 9.05 PM	L 9.10 PM	L 9.20 PM	L 9.50 PM	L 10.15 PM						
	6.55	7.10	7.53	7.55	8.10	8.12	9.05	9.10	9.15	9.20	9.30	10.00	10.24						
	A 7.10 PM	A 7.30 PM	A 8.10 PM	8.12 8.25	8.25 8.30	8.27 8.32	A 9.20 PM	9.25 9.55	A 9.30 PM	9.35 9.55	A 9.45 PM	10.15 10.25	A 10.45 PM						L 7.45 AM
				A 8.27 PM						A 9.57 PM									7.47
					A 8.34 PM	A 8.37 PM		A 10.00 PM				A 10.30 PM							A 7.55 AM

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

SECOND CLASS

840	58	786	788	30	842	876	874	844	930	4	850	878						60
Omaha No. 514	G. N. No. 19	C. G. W. No. 26	C. G. W. No. 28	G. N.	Omaha No. 201	N. Pac. No. 2	N. Pac. No. 8	Omaha No. 209	C. B. & Q. No. 48	G. N.	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 7.45 PM	A 8.00 PM	A 8.10 PM	A 8.40 PM	A 9.05 PM	A 9.45 PM	A 10.00 PM	A 10.25 PM	A 10.40 PM	A 10.45 PM	A 11.20 PM	A 11.25 PM	A 11.45 PM						
7.35	7.50	8.00	8.25	8.55	9.30	9.50	10.15	10.30	10.33	11.10	11.15	11.35						
L 7.20 PM	L 7.35 PM	L 7.45 PM	L 8.15 PM	8.40 8.30	L 9.15 PM	9.35 9.27	10.00 9.52	L 10.15 PM	L 10.20 PM	10.55 10.50	L 11.00 PM	L 11.20 PM						A 4.45 PM
						L 9.25 PM	L 9.50 PM											4.43
				L 8.25 PM						L 10.42 PM								L 4.35 PM

TO EASTWARD TRAINS OF THE SAME CLASS.

MAXIMUM SPEED		SPEED RESTRICTIONS—Continued		Freight
Passenger	Freight	Between Passenger		
55 miles per hour	30 miles per hour	Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, CStPM&O Ry. crossing, and CB&Q RR. crossing, restricted speed and not over	15 miles per hour	8 miles per hour
45 miles per hour	30 miles per hour	Minneapolis Passenger Station wye track	8 miles per hour	8 miles per hour
30 miles per hour	20 miles per hour	Mulberry Street automatic interlocking plant with N. P. Ry.	15 miles per hour	15 miles per hour
5 miles per hour	5 miles per hour	Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and cross-overs	15 miles per hour	15 miles per hour
30 miles per hour	20 miles per hour	GN Class "P" and "S" or heavier engines and N. P. Class "A" or heavier engines, moving eastward light or handling train, entering Minneapolis Passenger Station tracks through turnouts at puzzle switches, First St. North, Minneapolis	5 miles per hour	5 miles per hour
30 miles per hour	20 miles per hour	Steam engines backing up	20 miles per hour	20 miles per hour

FIRST AND SECOND SUBDIVISIONS ON
S THREE AND FOUR.

1. PASSENGER TRACKS:

Two right hand main tracks between Third Street, St. Paul, and St. Anthony Park.

Two left hand main tracks between St. Anthony Park and Minneapolis Passenger Station.

FREIGHT TRACKS:

Two left hand main tracks between Third Street, St. Paul, and St. Anthony Park.

Two right hand main tracks between St. Anthony Park and Union Yard puzzles.

PASSENGER AND FREIGHT TRACKS:

Both main tracks between First Street North, Minneapolis, and Northtown, via Minneapolis Junction.

Five main tracks designated below between First Street North, Minneapolis, and Lyndale Junction:

No. 1, Switching lead—north track.

No. 2, Westward track for G. N. passenger and freight trains.

No. 3, Eastward track for G. N. passenger and freight trains.

No. 4, Westward track for freight trains and M. & St. L. Ry. passenger trains.

No. 5, Eastward track for freight trains and M. & St. L. Ry. passenger trains.

Trains using freight tracks Nos. 4 and 5 shall stop before passing over the Holden Street crossing and will not proceed until proper signal is received from switchtender.

2. Rule D-97 is in effect on this Division.

3. 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.

4. The speed of trains or engines heading into or out of St. Paul Union Depot property must not exceed 15 m.p.h., and when making back-up movements shall not exceed 10 m.p.h.

5. Switchtenders will route trains at Minneapolis Passenger Station, First Street North, Second Street North, Holden Street, Lyndale Junction, Union Yard puzzles, Minneapolis Junction East Wye, West Wye, Van Buren Street, and Northtown.

6. On all moving passenger trains between St. Paul and Minneapolis, the rear trainmen, or conductors on trains without trainmen, must ride outside on the rear platform of the rear car with flagging equipment prepared to afford rear end protection; if train stops, get off immediately and protect as prescribed by Rule 99. When rear car in train is not equipped with rear platform, he will ride in the car next ahead, getting on and off at the opening of such car.

7. On westward passenger track, engineers on moving engines will keep engine bell ringing passing Great Northern Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue Tower.

8. Between St. Paul and Minneapolis Passenger Station, employees will not permit any part of their person 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 St. Paul and Minneapolis.

9. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuses must not be used, except in cases of emergency, and then only when held in hand and must be extinguished before leaving. The use of torpedoes is prohibited.

10. MINNEAPOLIS PASSENGER STATION.

Before starting westward train from Minneapolis Passenger Station, engineers will know way is clear at crossing beyond stop board before proceeding over the crossing, and the stop made by train in the west end of passenger station will be regarded as a stop for stop board at the west end of station.

Trains, engines or cars must not be moved over Railroad Crossing of the C. St. P. M. & O. Ry. or the C. B. & Q. R. R. west of Minneapolis Passenger Station without 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.

Movement of Great Northern Railway Company's Class "P-2" engines, series 2500 to 2527 inclusive, and Class "S-2" engines, series 2575 to 2588 inclusive; and Northern Pacific Railway Company's Class "A" engines, series 2600 to 2611 inclusive; Class "A-3" engines, series 2660 to 2667 inclusive; and Class "A-4"

engines, series 2670 to 2677 inclusive, restricted to use of tracks Nos. 5, 6, 7, 8, 9, 10 and 11 only. Account restricted clearance of elevator shaft west end of track No. 7, above mentioned type engines not to be backed past that elevator shaft near the west end of that track.

11. On the freight tracks between Como and 3rd Street, St. Paul, on all freight trains and switch transfer movements, brakemen and yardmen will be required to ride on top of cars and to see that sufficient number of hand brakes or retainers are set up 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 or transfer.

12. To insure safe movement on descending grade, trains and engines using Eastward freight track at Westminster Street Interlocking must stop at Eastward Home Signal located about 200 feet West of Tower. This signal governs movement over safety derail and cannot be changed to indicate Proceed until stop is made.

13. Minneapolis Junction—Trains must stop before passing over the crossing of the N. P. Ry. Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.

14. Engines heavier than classes specified will not be permitted on the Minneapolis Western Bridge at 10th Avenue South, Minneapolis, and no engine shall exceed a speed of 5 m.p.h. on that bridge; Class A-9, and 600 H.P. Diesel engines in series 75 to 79.

15. Northtown—Lyndale Junction—Trains originating at these points will not require clearance when train order signal indicates proceed.

16. Minneapolis Passenger Station—Trains arriving or departing will proceed only on signal from switchtender, and trains using passenger tracks will obtain clearance from operator at that station.

17. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis. Eastward passenger extra trains may run ahead of first class trains between Lyndale Junction and Minneapolis, and westward passenger extra trains may run ahead of first class trains between Northtown and Minneapolis.

18. Eastward freight trains at Lyndale Junction, and westward freight trains at First Street North, Minneapolis, may run ahead of first class trains between those points after receiving proceed signal from switchtender.

19. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.

20. Operation of Spring Switches. Spring switches of two different types are in use on this division.

Without facing point lock:

(a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.

(b) Four spring switches located at east end Minneapolis Junction Roundhouse.

(1) leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.

(2) leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.

(3) leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.

(4) East end Roundhouse lead opposite yard office. Normal position is for east lead #2.

With facing point lock:

(a) East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.

21. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a lunar white light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.

22. The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.

23. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
24. Under Rule 2 of the Consolidated Code of Operating Rules, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
25. Snow or ice should not be allowed to accumulate on footboards.
26. When operating snow dozer, flanger will be operated by competent employees, and conductor in charge will ride in the dozer.
27. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
28. Kicking or dropping cars into tracks on which there are occupied outfit cars is prohibited.
29. Conditions make it necessary to handle in trains and in switching movements certain equipment of extreme height and width and all employees are warned to keep off top of these cars when moving, except in case of emergency as height of cars is such that man standing on top of cars will not have proper overhead clearance at many tunnels and structures. Train, engine and yard men are cautioned to be on the lookout for such equipment and in absence of previous advice wire proper officer for instructions.
30. Delivery of gasoline or other inflammable oils must not be made after dark.
31. The use of open flame lights, burning oil lanterns, and smoking is prohibited when handling gasoline or other inflammable oils, also, in and around the operating cab of gas-electric engines.
32. Employees who are authorized to move engines at shops and roundhouses, either on inside or outside tracks, must, by inspection, know before moving engine that it is in condition to be moved, and be positive that no one is working underneath or around it that is liable to be injured. When necessary to work under engine on outside tracks, another employee will stand watch to prevent engine being moved.
33. Air hose on diesel and electric engines must be hooked up in hose fastener when not in use.
34. **MARS LIGHT.**
The following will govern its use:
The Mars Light on engines are of a type that will display either a white, or emergency red, oscillating light. The Mars Light on engines will be used in addition to the headlight and will be displayed in the same manner as the headlight as prescribed by Rules 17 and 17(b) of the Consolidated Code of Operating Rules, except that the Mars Oscillating White headlight will not be displayed on the forward end of moving engines between St. Paul, Minneapolis, Northtown, and the west end of Cedar Lake Yard, Minneapolis.
When necessary, the Mars Light can be used as an emergency headlight in case of failure of regular headlight, but when so used it must be focused instead of oscillating.
When necessary to use the Mars Light as a protection light on engine, engineer must immediately place operating lever in red position and it must be used in that position by day or night when protection is required in double or single track territory such as: when a train is disabled or stopped suddenly by an emergency application of the air brakes; over-running the fouling point; or other emergencies when in the judgment of the conductor or engineer protection is necessary at front end of train or engine. Engineer of an approaching train finding a Mars Light displayed in red position must immediately stop and if running on an adjacent track will not proceed until it has been ascertained that track is clear and will then proceed at restricted speed until train has been passed.
The use of the emergency red oscillating light at either the head end or rear end of trains does not in any way relieve enginemen and trainmen from complying with the requirements of Rules 99 and 102 of the Consolidated Code of Operating Rules or the observance of other rules.

Conductors and trainmen on trains equipped with Mars Light at rear of train must familiarize themselves with the type of light and location of switches which control the light.
On cars equipped with automatic control light, immediately as the train departs from its initial station the flagman must at once turn on the master switch which will set the automatic control and emergency red light into operation; it will continue to operate automatically when train speed is below 18 MPH and off when above that speed. Light will remain burning during stops.

If the automatic control feature fails, the Mars Light will remain burning continuously regardless of train speed. Under such condition flagman must promptly cut out master switch and operate light manually with emergency switches.
Automatic control or Portable Mars red light must be displayed by day or night each time train stops; also, when moving under circumstances in which it might be overtaken by another train or engine, and, also during foggy and stormy weather. When necessary to protect train at speeds above 18 MPH the flagman may operate light manually with the emergency switch complying at all times with requirements of Rule 99.
Flagman must make frequent inspection to determine that Mars Light is functioning properly, particularly when going out to flag. The Mars Light must be extinguished under the following conditions:

- (a) When train is standing at the initial and terminal stations.
- (b) When switching is to be performed from rear end of trains.
- (c) When train is on siding to be passed by another train.
- (d) When operating in double track or in territory where another train is approaching from the rear on an adjacent track, but not until the flagman has definitely ascertained that the approaching train is running on the adjacent track.

The terms "Initial" and "Terminal" stations as used herein refer to the starting and ending points of the train run, such as St. Paul, Duluth, Seattle, etc.
On trains equipped with Mars Oscillating red light, the oscillating red light must be turned off when making a back-up movement.

YARD LIMITS

35. **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.

REGISTER STATIONS

- | | |
|-------------------------------------|----------------------------------------------------|
| 36. 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

37. Minneapolis
 Mulberry Street with N. P. Ry. |
- If a train is stopped at a home signal and no immediate conflicting train movement is evident, trainman may signal train to proceed over crossing, after making certain that conflicting home signals indicate Stop.

Semi-Automatic Interlocking

38. 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.

O. J. LORINER,
Chief Dispatcher.

F. W. LANE,
Trainmaster.

P. D. FRASER,
Trainmaster.

J. G. TOOMEY,
Trainmaster.

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