

COMPANY SURGEONS

Dr. Roscoe C. Webb, Chief Surgeon,
Office phone Main 7508, House Colfax 4101,
1849 Medical Arts Bldg. Minneapolis, Minn.

Dr. Ernest R. Anderson, Assistant Chief Surgeon,
House Locust 9886 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. Walter D. Brodie, Alternate Surgeon,
821 Lowry Bldg. St. Paul, Minn.

Dr. Edw. W. Sickels, Alternate Surgeon,
931 Lowry Bldg. St. Paul, Minn.

OPHTHALMIC SURGEONS*(Eye Doctors)*

Dr. Egil Boeckmann,
442 Lowry Bldg. St. Paul, Minn.

Dr. Frank E. Burch,
424 Hamm Bldg. St. Paul, Minn.

Dr. Edward P. Burch,
424 Hamm Bldg. St. Paul, Minn.

Dr. C. N. Spratt,
1231 Medical Arts Bldg. Minneapolis, Minn.

WATCH INSPECTORS

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

H. W. Anderson,
1573 University Avenue
Saint Paul, Minnesota

A. T. Veilleux
894 Rice 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

O. J. LORINSER,
Chief Dispatcher,

P. D. FRASER,
Trainmaster.

J. G. TOOMEY,
Trainmaster.

E. S. PINKERTON,
Trainmaster.

W. E. CRUM,
Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS WILLMAR DIVISION

TIME TABLE 277

Effective 12:01 A. M. Central Time.

Saturday, June 25, 1949

F. C. SPENCER,
Superintendent Terminals.

J. P. CAMERON,
Superintendent.

M. J. WELSH,
General Manager.

J. B. SMITH,
General Superintendent Transportation.

2 WESTWARD. FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

Time Table No. 277

Effective June 25, 1949.

STATIONS

AUTOMATIC SIGNALS

...SAINT PAUL...
8.17
.....COMO.....
7.40
...MINNEAPOLIS...
0.24
...FIRST STREET...
1.87
...LYNDALE JCT..

Distance from St. Paul via Passenger Tracks.
DOUBLE TRACK

| FIRST CLASS | | | | | | | | | | | | | | | | |
|----------------|---------------|-----------------|---------------|---------------|---------------|--------------|-------------------|-----------|---------------|--------------|--------------|-----------------|-------------------|-------------------|--------------|-----------|
| 871 | 829 | 781 | 833 | 835 | 831 | 55 | 923 | 11 | 875 | 3 | 27 | 783 | 927 | 925 | 57 | |
| N. Pac. No. 65 | Omaha No. 210 | C. G. W. No. 21 | Omaha No. 515 | Omaha No. 405 | Omaha No. 202 | G. N. No. 24 | C. B. & Q. No. 47 | G. N. | N. Pac. No. 1 | G. N. | G. N. | C. G. W. No. 23 | C. B. & Q. No. 45 | 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 7.45 AM | L 7.50 AM | L 7.55 AM | L 8.00 AM | L 8.25 AM | L 8.30 AM | L 9.00 AM | L 9.10 AM | L 9.30 AM | L 9.50 AM | L 9.55 AM | L 2.30 PM | L 4.30 PM | |
| 8.17 | 6.25 | 7.18 | 7.20 | 7.55 | 8.00 | 8.05 | 8.08 | 8.35 | 8.38 | 9.10 | 9.20 | 9.40 | 10.00 | 10.05 | 2.40 | 4.38 |
| 10.57 | A 6.40 AM | A 7.35 AM | A 7.37 AM | A 8.10 AM | A 8.15 AM | A 8.20 AM | A 8.22 AM | A 8.50 AM | 8.53 8.58 | 9.25 9.35 | 9.35 9.40 | 9.55 10.03 | A 10.15 AM | A 10.20 AM | A 3.00 PM | A 4.52 PM |
| 10.81 | | | | | | | | | | A 9.37 AM | | | | | | |
| 12.18 | | | | | | | | | | A 9.03 AM | | A 9.45 AM | A 10.07 AM | | | |

EASTWARD. FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

Time Table No. 277

Effective June 25, 1949.

STATIONS

AUTOMATIC SIGNALS

...SAINT PAUL...
8.17
.....COMO.....
7.40
...MINNEAPOLIS...
0.24
...FIRST STREET...
1.87
...LYNDALE JCT..

Distance from Lyndale Jct. via Passenger Tracks.
DOUBLE TRACK

| FIRST CLASS | | | | | | | | | | | | | | | | |
|-------------|---------------|-----------|----------------|--------------|---------------|---------------|-----------|-------------------|---------------|--------------|-----------------|---------------|-----------|-------------------|-------------------|-----------|
| 28 | 832 | 2 | 870 | 10 | 872 | 834 | 8 | 924 | 836 | 56 | 784 | 838 | 12 | 928 | 926 | |
| G. N. | Omaha No. 404 | G. N. | N. Pac. No. 12 | G. N. | N. Pac. No. 4 | Omaha No. 508 | G. N. | C. B. & Q. No. 22 | Omaha No. 208 | G. N. No. 23 | C. G. W. No. 24 | Omaha No. 400 | G. N. | C. B. & Q. No. 24 | C. B. & Q. No. 52 | |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | |
| 12.18 | A 2.25 AM | A 6.50 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 9.55 AM | A 11.59 AM | A 2.25 PM | A 2.53 PM | A 3.15 PM | A 3.55 PM | A 6.55 PM |
| 9.01 | 2.15 | 6.35 | 6.45 | 7.20 | 7.30 | 7.33 | 7.45 | 7.50 | 8.10 | 9.45 | 11.50 | 2.15 | 2.43 | 3.05 | 3.40 | 6.40 |
| 1.61 | 2.00 1.50 | L 6.25 AM | 6.35 6.30 | 7.05 6.55 | 7.15 7.05 | 7.20 7.10 | L 7.30 AM | 7.35 7.25 | L 8.00 AM | L 9.30 AM | L 11.35 AM | L 2.00 PM | L 2.30 PM | 2.50 2.45 | L 3.30 PM | L 6.30 PM |
| 1.87 | | | | L 6.53 AM | | L 7.08 AM | | | | | | | | | | |
| L 1.40 AM | | | L 6.21 AM | | L 6.55 AM | | L 7.20 AM | | | | | | | | L 2.40 PM | |

WESTWARD. SECOND SUBDIVISION NORTHTOWN AND MINNEAPOLIS

EASTWARD.

| SECOND CLASS | FIRST CLASS | | Distance from Northtown. | Time Table No. 277 | | | FIRST CLASS | | SECOND CLASS |
|----------------|-------------|------------|--------------------------|---|-----------|-----------|-------------|-------|----------------|
| 63 | 19 | 23 | | Effective June 25, 1949. | | | 24 | 20 | 62 |
| G. N. No. 806 | G. N. | G. N. | | STATIONS | | | G. N. | G. N. | G. N. No. 805 |
| Daily Ex. Sun. | Daily | Daily | |NORTHTOWN..... 2.22 ...MPLS. JCT. WYE... 1.44 ...BRIDGE SWITCH... 0.21 ...MINNEAPOLIS..... | | | Daily | Daily | Daily Ex. Sun. |
| L 2.45 PM | L 7.21 PM | L 11.21 AM | | A 8.36 AM | A 5.09 PM | A 7.30 AM | | | |
| 2.50 | 7.26 | 11.27 | 3.22 | 8.30 | 5.04 | 7.25 | | | |
| 2.58 | 7.29 | 11.29 | 3.66 | 8.28 | 5.01 | 7.17 | | | |
| A 3.00 PM | A 7.30 PM | A 11.30 AM | 3.87 | L 8.27 AM | L 5.00 PM | L 7.15 AM | | | |

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

MAXIMUM SPEED
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 eastward freight tracks, St. Paul, and connecting Depot tracks, commonly known as The Depot.
On eastward passenger track, Jackson Street bridge located 1000 feet east of sign at St. Paul
East End Stone Arch Bridge and Minneapolis

SPECIAL INSTRUCTIONS FIRST PAGES

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

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

SECOND CLASS

| | | | | | | | | | | | | | | | | | | |
|----------------|---------------|--------------|--------------|---------------|--------------|---------------|---------------|---------------|----------------|-------------------|--|--|--|--|--|--|--|----------------|
| 877 | 841 | 7 | 1 | 845 | 9 | 843 | 879 | 849 | 29 | 929 | | | | | | | | 61 |
| N. Pac. No. 11 | Omaha No. 204 | G. N. | G. N. | Omaha No. 403 | G. N. | Omaha No. 301 | N. Pac. No. 3 | Omaha No. 401 | G. N. | C. B. & Q. No. 23 | | | | | | | | G. N. |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | Daily Ex. Sun. |
| L 7.45 PM | L 7.50 PM | L 8.00 PM | L 8.15 PM | L 8.50 PM | L 9.00 PM | L 9.05 PM | L 9.10 PM | L 9.20 PM | L 10.00 PM | L 10.15 PM | | | | | | | | |
| 7.55 | 8.00 | 8.10 | 8.25 | 9.00 | 9.10 | 9.15 | 9.20 | 9.30 | 10.10 | 10.25 | | | | | | | | |
| 8.12 8.25 | A 8.15 PM | 8.25 8.30 | 8.40 8.45 | A 9.15 PM | 9.25 9.55 | A 9.30 PM | 9.35 9.55 | A 9.45 PM | 10.25 10.50 | A 10.45 PM | | | | | | | | L 7.45 AM |
| A 8.27 PM | | | | | | | A 9.57 PM | | | | | | | | | | | 7.47 |
| | | A 8.35 PM | A 8.49 PM | | A 10.00 PM | | | | A 10.55 PM | | | | | | | | | A 7.55 AM |

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

SECOND CLASS

| | | | | | | | | | | | | | | | | | | |
|---------------|--------------|-----------------|--------------|---------------|---------------|----------------|---------------|-------------------|---------------|----------------|--|--|--|--|--|--|--|----------------|
| 840 | 58 | 788 | 30 | 842 | 876 | 4 | 844 | 930 | 850 | 878 | | | | | | | | 60 |
| Omaha No. 514 | G. N. No. 19 | C. G. W. No. 28 | G. N. | Omaha No. 201 | N. Pac. No. 2 | G. N. | Omaha No. 209 | C. B. & Q. No. 48 | Omaha No. 406 | N. Pac. No. 66 | | | | | | | | G. N. |
| Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | | | | | Daily Ex. Sun. |
| A 7.30 PM | A 8.00 PM | A 8.35 PM | A 9.05 PM | A 9.45 PM | A 10.00 PM | A 10.30 PM | A 10.40 PM | A 10.55 PM | A 11.25 PM | A 11.45 PM | | | | | | | | |
| 7.20 | 7.50 | 8.20 | 8.55 | 9.30 | 9.50 | 10.20 | 10.30 | 10.40 | 11.15 | 11.35 | | | | | | | | |
| L 7.05 PM | L 7.35 PM | L 8.10 PM | 8.40 8.30 | L 9.15 PM | 9.35 9.27 | 10.05 10.00 | L 10.15 PM | L 10.30 PM | L 11.00 PM | L 11.20 PM | | | | | | | | A 4.45 PM |
| | | | | | L 9.25 PM | | | | | | | | | | | | | 4.43 |
| | | | L 8.25 PM | | | L 9.43 PM | | | | | | | | | | | | L 4.35 PM |

WESTWARD TRAINS OF THE SAME CLASS.

MAXIMUM SPEED

| | |
|-----------------------|-------------------|
| Passenger | 55 miles per hour |
| Freight | 30 miles per hour |
| Lyndale Junction | 45 miles per hour |
| St. Paul | 45 miles per hour |
| St. Paul, Minneapolis | 30 miles per hour |

| | |
|-----------------------|-------------------|
| Passenger | 55 miles per hour |
| Freight | 30 miles per hour |
| Lyndale Junction | 45 miles per hour |
| St. Paul | 45 miles per hour |
| St. Paul, Minneapolis | 30 miles per hour |

SPEED RESTRICTIONS—Continued

| | | |
|--|------------------|------------------|
| Between | Passenger | Freight |
| Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, CStPM&O Ry. crossing, and CB&Q RR. crossing | Restricted Speed | Restricted Speed |

Minneapolis Passenger Station wye track 8 miles per hour 8 miles per hour

Mulberry Street automatic interlocking plant with N. P. Ry. 15 miles per hour 15 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

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

Steam engines backing up 20 miles per hour 20 miles per hour

FIRST AND SECOND SUBDIVISIONS ON TRACKS THREE AND FOUR.

SPECIAL INSTRUCTIONS

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 10 m.p.h., and when making back-up movements shall not exceed 8 m.p.h.

5. Switchtenders will route trains and engines 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. Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory.

6. Lyndale Junction—Eastward freight trains having cars to set out will stop in advance of Block Signal 12.2 and make their set-out from that point.

7. On all moving passenger trains between St. Paul and Minneapolis, the rear brakeman or flagman should be on the last car of the train, or in the car next ahead, when practicable, and should get on and off at the openings between those cars. He must not, except when necessary, disturb the occupants, nor ride in the observation end of observation or special cars, except at times when that part of the car is not occupied. When a passenger train stops, the flagman properly clothed and with necessary flagging equipment, must appear on the ground at the rear of the rear car prepared to provide protection as prescribed by the rules.

8. 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.

9. Between St. Paul and Minneapolis Passenger Station, employes 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.

10. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuseses 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.

11. 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 cross-

ing 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", "S-1" and "S-2" engines, series 2500 to 2588 inclusive; and Northern Pacific Railway Company's Class "A" to "A-5" inclusive, series 2600 to 2689 inclusive, are 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.

12. Within switchtenders' limits at Minneapolis Passenger Station, extending from the west end of the Mill Pond Bridge east of the depot to the eastward main line at the west end of the depot property, trainmen will not be required to comply with the provisions of Rule 99 of the Consolidated Code of Operating Rules and General Instructions.

13. 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.

14. 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.

15. 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.

16. 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.

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

18. 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.

19. 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.

20. 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.

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

22. 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.

23. 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.
24. 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.
25. 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.
26. 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.
27. Snow or ice should not be allowed to accumulate on footboards.
28. When operating snow dozer, flanger will be operated by competent employes, and conductor in charge will ride in the dozer.
29. 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.
30. Kicking or dropping cars into tracks on which there are occupied outfit cars is prohibited.
31. Conditions make it necessary to handle in trains and in switching movements certain equipment of extreme height and width and all employes 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.
32. Delivery of gasoline or other inflammable oils must not be made after dark.
33. 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.
34. Employes 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 employe will stand watch to prevent engine being moved.
35. Air hose on diesel and electric engines must be hooked up in hose fastener when not in use.
36. **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

37. **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

- | | |
|-------------------------------------|--|
| 38. 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

39. MinneapolisMulberry 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

40. St. PaulFair 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.

Page 6 (outside rear cover) is blank.