

No. 130.

SAINT PAUL, MINNEAPOLIS & MANITOBA RAILWAY.
SAINT CLOUD AND FERGUS FALLS DIVISION.

Short Line Time Table, for Employees Only. - - - - Takes Effect at 12:00 Noon, Sunday, July 15th, 1888.

TRAINS GOING WEST.

[illegible]

TRAINS GOING EAST.

[illegible]

RULES GOVERNING THE USE OF DOUBLE TRACKS.

[illegible]

‡ TRAINS DO NOT STOP

[illegible]

* Stop on Signal or to Leave Passengers

[illegible]

SPECIAL RULES.

Two thousand feet East of and the same distance West of Cross-over Track, on Minneapolis Union Pacific Yard, about one mile East of East Side Station, the following rules apply:

- 1- Signal men in charge of Connection Track and Main Track Switches and Railway Crossings which are covered by Semaphore Signals must invariably set the Signals before throwing the Switches and Track and Railway Crossings.
- 2- Semaphore Signals must be placed at the S. P. & C. crossing of the S. P. P. M. & R. at the Minneapolis Junction, by which the use of the crossing will at all times be governed. Within the arms of the semaphore are crosswise of the main tracks of either road it denotes crossing ahead, and no trains or road cars will be permitted to pass the signal arms. The arms of the semaphore are parallel with or edgewise to the main track or tracks of either road, it denotes crossing clear for trains of that line. At night, White and Red Signal Light will also be shown to denote crossing clear for trains of that line.
- 3- When a signal is lighted to show crossing blocked, Trains will, however, come to a full stop for the crossing, as required by the Rules, regulations and orders of the Railroad.
- 4- Minneapolis Yard will be considered to extend East to St. Anthony Park, on Freight Tracks, via Minneapolis Junction and St. Paul Yard, Westward to Connection Track, about 1,500 feet West of Connection Track, and to the end of the tracks between the Minneapolis Union Pacific Park and Minneapolis Passenger Station, via Minneapolis Union Railway, will not be considered as Minneapolis Park, yard and other wild engines, also wild trains, must procure orders before using them.

Telegraph Train Order Signal Stations are St. Paul, Como Avenue, Hamline, St. Anthony Park Switch Station and Minneapolis. If from any cause target or light of Signal is not visible, stop and ascertain position of same before proceeding. No excuse can be received for passing a Green Signal without procuring Order or Clearance Card.

[illegible]

A. MANVEL, General Manager.

H. C. IVES, Asst. Gen'l Manager.

A. L. MOHLER, Genl. Superintendent.

E. B. WAKEMAN, Asst. Gen'l Superintendent

J. B. RICE, Div. Superintendent.

R. W. BRYAN, Asst. Superintendent.

