



AUTHORIZED SURGEONS.

Dr. A. McEwan, Chief Surgeon	St. Paul
Dr. H. S. Proud,	} Associate Surgeons, N. P. B. A. Hospital, St. Paul
Dr. C. J. Hedlund,	
Dr. R. M. Ahrens,	
Dr. J. E. Brown,	
Dr. C. C. Merchant	
Dr. A. C. Kelly	
Dr. A. W. Ide, Jr.	2001 Blaisdell Ave., Minneapolis
Dr. D. M. Thysell	2915 N. E. Johnson, Minneapolis
Dr. R. L. Peterson.....	White Bear Lake
Dr. F. M. McCarten.....	Stillwater

SPECIALISTS.

Dr. E. J. Larson, Jr.,	
Oculist.....	528 Southdale Medical Bldg. 66th and France Ave., Minneapolis
Dr. L. T. Simons, Eye, Ear, Nose & Throat	1039 Lowry Bldg., St. Paul
Dr. L. G. Edwards, Eye, Ear, Nose & Throat	1089 Lowry Bldg., St. Paul
Dr. Eugene L. Bauer, Ear, Nose & Throat	621 Lowry Bldg., St. Paul
Dr. Robert H. Monahan, Oculist (Eye Specialist)	1573 University Ave., St. Paul
Dr. Charlotte Hill, Oculist (Eye Specialist)	1573 University Ave., St. Paul

NOTE.

N. P. B. A. physicians and surgeons, when called upon, will attend to all cases of sickness and accident to employees, passengers and others. In a case of illness, or of injury unrelated to railway operation to other than N. P. B. A. members, surgeon should endeavor to collect a reasonable fee for service from person attended. If unable to collect, Chief Surgeon should be notified.

Where injuries, to other than N. P. B. A. members, are directly related to railway operation, charge for service should be sent to the General Claim Agent of the railway company.

In case of emergency, proper aid should be procured until arrival of local surgeon, when case must be placed in his hands.

NORTHERN PACIFIC RAILWAY COMPANY

AND CHICAGO & NORTHWESTERN RAILWAY

JOINT TERMINAL TIME TABLE 357

In Effect at 12:01 A. M.
Central Standard Time.

Sunday, October 30, 1966

For the Government of Employees only. The Company reserves the right to vary therefrom at pleasure. Be positive that you have the Current Time Table and destroy all previous numbers. Read carefully the Special Instructions and always carry for reference a copy of OPERATING RULES.

R. K. MOSSMAN,
Superintendent.

E. S. ULYATT,
General Superintendent of
Transportation.

D. H. KING,
General Manager.

V. B. HUSSEY,
Superintendent,
C&NW. Ry.

2 WESTWARD

FIRST SUB-DIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS		FIRST CLASS		Distance from Stillwater.	Time Table No. 357		Distance from St. Paul.	FIRST CLASS		THIRD CLASS		
				7 15		65		October 30, 1966			66		7 16		
				Way Freight		Passenger		STATIONS			Passenger		Way Freight		
				Daily Ex. Sun.		Daily					Daily		Daily Ex. Sun.		
XR	LG12	Yard		L 12.45 AM			0.0	..... STILLWATER..... P	24.0				A 4.45 AM	
	LG9	18		1.00			3.9	..... SUMMIT.....	20.1				4.10	
	LG7			1.07			6.2	..... DULUTH JCT.....	17.8				4.05	
	LG4	15		1.15			9.1	..... MAHTOMEDI.....	14.9				3.55	
XR K	L141	111		s 1.25 1.45		L 11.40 PM	12.7	Automatic Block	WB..... WHITE BEAR..... DN	11.8	As 11.56 PM		s 3.45 3.15		
								 LAKE.....						
								 M. & D. JCT.....	10.3				3.10	
XY	L142	Yard		1.50			13.7								
XR	L147	69		A 2.00 AM		Af 11.48 PM	18.9		GN..... GLOSTER..... DN	5.1	Lf 11.48 PM		L 3.00 AM		

BETWEEN GLOSTER AND TROUT BROOK JCT. TRAINS AND ENGINES USING SOO LINE TRACK
WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.

								..... TROUT BROOK JCT.....						
								0.1						

BETWEEN TROUT BROOK JCT. AND MISSISSIPPI ST. YARD, TRAINS AND ENGINES WILL BE
GOVERNED BY SECOND SUBDIVISION TIME TABLE.

QTY RBK	S142	Yard					22.2	..... MISSISSIPPI ST. YARD..... P						
XR	L147	69				Lf 11.48 PM	18.9	GN..... GLOSTER..... DN	5.1	Af 11.48 PM				
	L149	36					21.1	..... CLAYMONT..... P	2.9					
	L151	Yard				12.08 AM	23.5	..... 3rd STREET..... P	0.5	L 11.32 PM				

BETWEEN THIRD STREET AND ST. PAUL UNION DEPOT, TRAINS AND ENGINES
WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.

TWY BRK Z	S142					s 12.15 AM 12.25 AM	24.0	U..... ST. PAUL..... DN (Union Depot) 10.6	0.0	11.30 PM s 11.20 PM				
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BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS AND ENGINES USING GREAT NORTHERN
TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

RKB Z						A 12.50 AM		S..... MINNEAPOLIS..... DN (Passenger Station)		L 10.50 PM				
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EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SPECIAL INSTRUCTIONS, PAGES 5 thru 11.

WESTWARD

SECOND SUB-DIVISION

EASTWARD 3

Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Station Numbers.	FIRST CLASS				Distance from St. Paul.	Time Table No. 357 October 30, 1966 STATIONS		Distance from First Street No.	FIRST CLASS			
					313					314			
					800 9					800 10			
					Passenger					Passenger			
TWY BRK	S-142				Daily	0.0	U.....ST. PAUL.....DN (Union Depot)		12.3				

(EAST SIDE LINE) BETWEEN ST. PAUL UNION DEPOT AND THIRD STREET, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS

	L-151					0.6	.....3RD STREET (East Side Line)..... 1.2 To Miss. St. Tower		11.7				
OT						1.8	.....7TH STREET (West Side Line).....						
RBK	S-142					2.4	MX.....MISSISSIPPI ST. TOWER...DN		10.5				
						2.5	MY.....MISSISSIPPI ST. YARD.....		9.9				
						2.9	.....TROUT BROOK JCT.....		9.3				
	S-137					5.8	.....SOO LINE JCT.....		9.4				
						6.7	.....COMO SHOPS.....P		6.5				
	S-136 1/4					7.3	.....G. N. CROSSING.....		5.6				
Y	L-156 1/4					7.8	.....UNION.....P		5.0				
						8.8	.....ST. ANTHONY PARK JCT...P To Park Jct. 1.0 To Eustis St. .06		4.5				
HXZB	L-154					10.4	.....PARK JUNCTION.....P						
KBR XOTWZ	S-128					18.1	.....EAST MINNEAPOLIS.....P						
	S-134					8.4	NJ.....NORTHTOWN.....DN						
						9.9	.....EUSTIS STREET.....P		3.9				
						10.7	.....15TH AVE. SOUTH EAST...P		2.4				
							.....20TH AVE. SOUTH.....		1.6				

BETWEEN TWENTIETH AVENUE SOUTH AND THIRD AVENUE NORTH, MINNEAPOLIS. TRAINS AND ENGINES WILL BE GOVERNED BY C&NW RY. SPECIAL RULES AS SHOWN ON PAGE 9.

R					L 8.50 PM	11.5	.....6TH AVE. SOUTH.....	0.8	A 6.19 AM				
					8.51	12.2	.....3RD AVE. NORTH.....	0.1	6.18				
					A 8.52 PM	12.8	.....FIRST STREET NORTH...P	0.0	L 6.17 AM				

EXCEPT ON DOUBLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. SPECIAL INSTRUCTIONS, PAGES 5 thru 11.

WESTWARD

FOURTH SUB-DIVISION

EASTWARD

Water, Fuel, Seals, Turn Tables, Wyes and Yard Limits.	Car Capacity Sidings.	Station Numbers.	Distance from M. & D. Jct.	Time Table No. 357 October 30, 1966 STATIONS		Distance from East Minneapolis
RXY	Yard	L142	0.0	.....M. & D. JCT.....P		12.6
	S6	L149 1/4	8.1	.....ROSEVILLE.....		4.8
X		L152 1/4	10.0	.....BELT LINE CROSSING.....		2.6
XYZR	Yard	L154	12.6	.....EAST MINNEAPOLIS...P		0.0

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. SPECIAL INSTRUCTIONS, PAGES 5 thru 11.

4 WESTWARD

THIRD SUB-DIVISION

Water, Fuel, Seals Turn Tables, Wyes and Yard Limits	FIRST CLASS										Time Table No. 357		Distance from Minneapolis
								3	25	313	1	October 30, 1966	
										Soo 9			
								Passenger	Passenger	Passenger	Passenger		
								Daily Ex. Sat.	Daily	Daily	Daily		
KR								L 10.55 PM	L 9.00 PM		L 9.15 AM	S.....MINNEAPOLIS.....DN (Passenger Station) 0.3	0.0

BETWEEN MINNEAPOLIS PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS,
TRAINS AND ENGINES WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

							L 10.56 PM	L 9.01 PM	L 8.52 PM	L 9.17 AM	.....FIRST STREET NORTH....P 0.4	0.3
BZ							10.57	9.02	8.53	9.18	.....N. P. FREIGHT YARD....P	0.7
							10.58	9.03	A 8.54 PM	9.19	.....14th AVE. NORTH..... 1.2	0.9
Y							11.01	9.06		9.22	.....MULBERRY JCT.....P 2.9	2.1
OTWZ BRK							A 11.06 PM	A 9.11 PM		A 9.27 AM	NJ.....NORTHTOWN.....DN	5.0

EXCEPT ON DOUBLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

THIRD SUB-DIVISION

EASTWARD

Distance from Northtown.	Time Table No. 357 October 30, 1966		FIRST CLASS								
			4	26	314	2					
					Soo 10						
			Passenger	Passenger	Passenger	Passenger					
			Daily Ex. Mon.	Daily	Daily	Daily					
5.0MINNEAPOLIS.....DN (Passenger Station) 0.3		As 2.20 AM	As 6.10 AM		As 9.47 PM					

BETWEEN FIRST STREET NORTH, MINNEAPOLIS, AND MINNEAPOLIS PASSENGER STATION,
TRAINS AND ENGINES WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

4.7	AUTO. BLOCK	.....FIRST STREET NORTH....P 0.4	A 2.17 AM	A 6.07 AM	A 6.17 AM	A 9.44 PM						
4.3		.....N. P. FREIGHT YARD....P 0.2	2.15	6.06	6.16	9.43						
4.1		.....14th AVE. NORTH..... 1.2	2.14	6.05	L 6.15 AM	9.42						
2.9		.....MULBERRY JCT.....P 2.9	2.10	6.02		9.39						
0.0		NJ.....NORTHTOWN.....DN	L 2.05 AM	L 5.58 AM		L 9.35 PM						

EXCEPT ON DOUBLE TRACK, EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

SPECIAL INSTRUCTIONS, PAGES 5 thru 11.

SPECIAL INSTRUCTIONS

5

ALL SUBDIVISIONS.

- Speed Restrictions—** **Maximum Speeds Permitted:**
 Passenger trains 60 MPH.
 Freight and mixed trains 50 MPH.
 The above speeds are subject to the restrictions of maximum speeds in miles per hour as shown by zones under each subdivision.

All trains and engines, except as otherwise specified:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....	15 MPH.
Handling pile drivers 26-33 inclusive.....	40 MPH.
Handling other pile drivers, wrecking cranes, locomotive cranes and similar equipment.....	30 MPH.
Handling 4-wheel scale test cars { Main Line 35 MPH.	
and scale test car 254 { Branch Lines 25 MPH.	
Handling air dump cars 89000 to 89059 series.....	35 MPH.
Picking up train orders from operators.....	30 MPH.
Handling dead diesel-electric engines other than N.P. and tenant lines.....	35 MPH.
Handling loaded ore cars.....	40 MPH.

Diesel-electric engines—	Handling trains or Running light
No. 99	50 MPH.
No. 100	40 MPH.
100 series except No. 100.....	60 MPH.
200 and 300 series	60 MPH.
400, 600 and 700 series.....	45 MPH.
500 and 800 series.....	60 MPH.
900, 2500, 2800, 3600, 6000 and 7000 series.....	60 MPH.
5400 series	55 MPH.
6500, 6600, 6700 series.....	60 MPH.

Diesel Electric Engines in 2500, 2800 and 3600 series through all turn outs, except where signaling permits higher speed 12 MPH.

Diesel-electric motor cars in service or being towed—
 Cars B-30, B-31, B-32, B-40, B-41, B-42..... 60 MPH.

Diesel-Electric Engines Handled Dead in Train—Diesel-Electric engines or units may be handled dead in trains. The speed of such trains must not exceed the authorized operating speed specified for such engines or units.

When handling diesel-electric single units, road-switcher engines and switch engines dead in a freight train, they shall be separated from the engine handling the train and each other by at least one freight car. This does not apply to diesel-electric road engines of two or more units coupled in multiple.

All diesel-electric engines or units handled dead in freight trains must be placed on head end of train within ten cars of road engine handling train, this to insure that brakes will release properly.

When handling diesel-electric units dead in train, bridge, speed and other restrictions must be observed, same as when in operating condition.

When road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

If the units of a consist are of different gear ratio, the engine must not be operated at speeds exceeding that of the unit having the lowest maximum permissible speed. Also, the overload short time rate of any unit in the consist must not be exceeded.

When two, Four-Unit diesel-electric engines are used to double-head freight trains, the leading engine only will apply power to start train, or to make backup movement with cars.

- Heavy Cars—**Cars heavier than the following not permitted without authority of Superintendent:

Cars under 35 ft. long.....	220,000 lbs.
Cars over 35 ft. long.....	263,000 lbs.

- When blowing snow or other conditions restrict visibility to the point that proper running inspection cannot be made, freight trains will reduce speed to the extent required, stopping if necessary, to make such train inspection. Train crews will avail themselves of service stops to make train inspections to avoid making such stops to comply with the foregoing. Conductor will determine frequency of such inspections, dependent on visibility conditions, avoiding unnecessary delay to trains.

- Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by Time Service Rules must not wear wrist watches while on duty unless such watches are of an approved type.

- Rule 7(A), 4th Paragraph of the Consolidated Code of Operating Rules is modified as follows:

When backing or pushing a train, engine or cars, in response to hand or light signals from a trainman, the disappearance from view of the trainman giving such signals, or of his light by which such signals are given, must be regarded as a stop signal except when movement is under control of a trainman on the leading car that is equipped with back-up air brake hose or pipe.

- Rule 10(H)—When it is known in advance there will not be a flagman at yellow signal, per Rule 10(H), the following form of train order is authorized and will be issued when requested by foreman in charge:

ACCOUNT MEN AND EQUIPMENT ON (EASTWARD, WESTWARD OR MAIN) TRACK BETWEEN (MILEPOST LOCATIONS) BETWEEN (STATION) AND (STATION) FROM (TIME) UNTIL (TIME) ALL TRAINS ON (EASTWARD, WESTWARD OR MAIN) TRACK MUST APPROACH AND PROCEED THROUGH THIS TERRITORY AT RESTRICTED SPEED PREPARED TO STOP MAINTAINING A CAREFUL LOOKOUT FOR HAND SIGNALS. RESTRICTED SPEED MUST NOT BE EXCEEDED UNLESS FOREMAN IN CHARGE VERBALLY AUTHORIZES A DIFFERENT SPEED.

Foreman in charge of work must notify Chief Dispatcher in writing furnishing location, time, and date such protection is desired.

When train order is issued, foreman will be given copy of such order if practicable. If not practicable, he will be verbally advised when train order is in effect.

Yellow flags must be placed one and one-half (1½) miles from outer work limits.

When this train order is in effect, trains must approach and proceed through this territory at restricted speed maintaining a careful lookout for signals and be prepared to stop at red signal.

Restricted speed must not be exceeded unless foreman in charge of work verbally authorizes a different speed.

A green signal will be displayed to the right of each track at limit of restriction, but train may resume speed in advance of green signal when verbally authorized by foreman.

The above wording is a modification of Rule 10(H). The foreman may display a red signal anytime he requires its use account impassable track and trains will be governed by Rule 10(G).

(Note) The last sentence in the order would allow use of radio if desired to increase speed through limits.

- Rule 519 of the 1959 edition of the Consolidated Code of Operating Rules will not apply on the Northern Pacific Railway. The following rule governs: "Unless otherwise provided, in automatic block signal territory, when a train or engine has been stopped by a signal governing movement through or over

a spring switch, and signal continues to display the Stop-indication, after complying with Rule 104(B), movement may be made as provided by Rules 501(A)2 and S-509(B)."

8. Rule 607—Emergency signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
9. The second paragraph, Page 145 of the Consolidated Code of Operating Rules, which concerns the location of advance warning signs, is cancelled, and the following applies: Except on branch lines and as otherwise provided in the Special Instructions, advance warning signs, as far as feasible, are located 5280 feet in advance of the reduce speed signs. On branch lines, except as otherwise provided in the Special Instructions, advance warning signs are, as far as feasible, located approximately 3000 feet in advance of the reduce speed signs. The numerals on both signs indicate in miles per hour the maximum speed permitted from the reduce speed sign to another reduce speed limit, or to a sign indicating a higher speed or to a resume speed sign.
10. Cars will not be handled behind light-weight observation cars except in emergency or when so authorized by the Superintendent. In such cases passengers shall not be permitted to pass between such cars while train is in motion due to the unprotected opening.
Diesel-electric motor cars, when handled dead in freight trains, must be behind caboose.
Four-wheel scale test cars must be handled only in local freight trains. Exception:—if there is no local service available, these cars may be handled in dead freights which must be governed by speed restrictions for the handling of four-wheel scale test cars shown under Item 1. All scale test cars must be placed immediately ahead of caboose.
Air dump cars, series 89000-89059, will be handled only in work trains and local trains when available. If local trains not available, cars may be handled on the rear of other trains at a speed not to exceed 85 MPH.

INSTRUCTIONS FOR HANDLING PILE DRIVERS, CRANES, DERRICKS, SHOVELS, OR SIMILAR EQUIPMENT OF THE SWINGING OR PIVOTING TYPE, ARE AS FOLLOWS:

- (a) When such equipment is moved on its own wheels, it shall be prepared and carded in accordance with current A.A.R. Loading Rules unless some condition exists which prevents those requirements being complied with.
 - (b) Such equipment that is geared for self-propulsion shall have the driving gears disconnected or removed.
 - (c) Such equipment that is Company-owned that requires speed to be restricted shall be covered by a message to the train crew stating the maximum speed permitted.
 - (d) The above named equipment with the exception of pile drivers 26 through 33 inclusive when properly prepared and carded may be moved at normal freight train speeds unless there is some condition that prevents it, and in that event the maximum permitted speed shall be noted on the waybill. When not prepared and carded shall be handled at speeds not to exceed 80 MPH.
11. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or engines. Trains handling logs must stop when being met or passed by passenger trains.
 12. Roller bearing failures on cars or engines equipped with roller bearing boxes may be due to lack of oil or grease. If the box is not blazing, the oil plug in the cover should be removed and heavy oil added and plug replaced. Oil must never be added to a box that is blazing. Grease lubricated roller bearing boxes have grease plugs locked with a metal strap which must be cut off with chisel before plug can be removed. In cases of a hot box, oil should be added and the plug replaced, train should proceed at reduced speed and care exercised until it is apparent the box is running cool.
 13. Spring Switches—
Instructions for operation of spring switches are posted at or near the spring switch and must be complied with.
Unless otherwise specified, the normal position of spring switches is for main track.
When the target of a spring switch shows "red" to an approach-

ing train or engine, a trailing point movement actuating the spring switch points must not be made.

Normal indication of siding signal is STOP. If siding signal does not clear on approach of train, movement must be governed by instructions posted at the switch.

14. BULLETIN STATIONS—
St. Paul, Telegraph Office at Union Depot.
3rd St. Switchtender's Shanty.
4th Street, Yard Office.
Mississippi Street, Round House and Yard Office.
C.M.St.P.&P. New Yard, Round House & Yard Office.
Northtown, Round House, Yard Office D Yard and 43rd Ave.
N. P. Freight Yard, Yard Office.
East Minneapolis, Yard Office.
S. E. Minneapolis, 25th Ave. Yard Office.
15. STANDARD TIME CLOCKS—
St. Paul, Telegraph Office at Union Depot.
Mississippi Street, Round House and Yard Office.
Minneapolis, Dispatcher's Office.
Northtown, Telegraph Office.
White Bear Lake, Telegraph Office.
16. WATCH INSPECTORS—
St. Paul, A. Lindahl, 910 Payne Ave.
" " C. J. & H. W. Anderson, 1578 University Ave.
Northern Time Service, Endicott Arcade, 142 E. 5th St.
Minneapolis, Buchkosky, 1106 West Broadway St.
" Gustafsons Jewelers Inc., 505 Marquette Ave.
" Kavchar Jewellery, 2218 Central Ave.
Stillwater, Peder Gaalaas.
17. Within yard limits all second class and inferior trains and transfer runs occupying main tracks, must display a red flag by day and in addition a red light by night on the rear end of the rear car, except when caboose is used marker lamps displaying red lights to the rear must be used by day and night. The presence or absence of a red flag or a red light will not relieve the approaching train of responsibility for collision where limited to restricted speed, either by speed restrictions or Rule 93. In case of collision, the responsibility will ordinarily rest with the approaching train.
18. Passenger extras, transfers and light engine movements may run ahead of delayed first class trains without train order authority; conductors and switch foremen and engineers of light engines will inform themselves through Yard Master, or Train Dispatcher Minneapolis, as to how late first class trains will be and avoid delaying them.
19. The City ordinances of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle.

FIRST SUBDIVISION.

BETWEEN 3RD STREET, ST. PAUL AND STILLWATER.

1. Speed Restrictions—

Zone—Between	Freight and mixed Trains	Passenger Trains
White Bear Lake and St. Paul	50 MPH	60 MPH
Between White Bear Lake and Stillwater	20 MPH	30 MPH
At St. Paul, between East 7th Street and 3rd Street.....	15 minutes use	15 MPH
At St. Paul Union Depot, through crossovers, turnouts and puzzle switches		10 MPH.
		All back up movements.... 8 MPH.
At Gloster, westward trains over end of siding hand-throw switch		15 MPH.
At White Bear Lake, all movements over State Highway No. 61		5 MPH.
Approach and move over 4th St. crossing at Restricted Speed.		
2. Bridge and Engine Restrictions—
Trains handling wrecking cranes 45 to 48 incl. or other wrecking cranes 250 ton or heavier over timber trestles.... 15 MPH.

3. **Between White Bear Lake and 3rd Street St. Paul, Train and engine crews operating between these points will accept and be governed by train orders, clearances and instructions issued over the signature of the Lake Superior Division Superintendent.**
White Bear Lake will not be considered an initial station for through trains moving to or from Lake Superior Division Third Sub-Division to or from Joint Terminal First Sub-Division. Train order signal governs only these trains.

4. **At 3rd Street, St. Paul, crossing with C. B. & Q. R. R. is single track.**

The N. P. Ry. and C. B. & Q. R. R. joint tracks between 3rd Street and Division Street are operated under yard rules. All train and engine movements, including first class trains over these tracks are controlled by switchtenders at 3rd Street and Operator at Division Street and no train or engine may move over these tracks except as controlled by switchtenders at 3rd Street and Operator at Division Street. Eastward movements will only be made on proceed signal from switchtenders at 3rd Street and westward movements will be governed by interlocking signals operated from Division Street.

Switch indication lights have been installed to indicate position of switch points for the crossover between the East Side Line and No. 4 Depot lead. These switch indicator lights are located at each end of the crossover and display indications in both directions.

When crossover is lined for parallel moves, an indication of red over green is displayed.

When crossover is lined for crossover moves, an indication of red over yellow is displayed.

The red indication is displayed when switch points are open or not properly locked. Movements over these switches must then be made only after switchtender has inspected the switches.

All train and engine movements, including first class trains over these tracks, are controlled by switchtenders at Third Street. Movements will only be made on proceed signal from switchtenders.

5. **East of 4th St. Bridge, all westward trains using crossover to eastward main track will stop and proceed upon signal from 3rd Street Switchtender.** Trains moving against the current of traffic on eastward main track will approach crossover expecting to find it in use.

6. **Between 3rd Street and Claymont—**

Westward freight trains will be governed by the following instructions on the grade between Claymont and 3rd Street, St. Paul:

Engineer controlling train must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following the stop for grade crossing at Gloster. Train to be stopped at Claymont for turning up retaining valves and making a brake pipe test. Engineer to sound one blast of whistle to advise trainmen that brakes are fully applied for test.

Retaining valve handles must be turned up to the low pressure position (horizontal) as follows:

Trains of 1000 tons or less, no retainers.

Trains of over 1000 tons and up to 4000 tons, use 15 retainers and as many more as engineer requests.

Trains of over 4000 tons, use 15 retainers and 1 additional retainer for each 100 tons in excess of 4000 tons and as many more as engineer requests.

Retainers to be turned up on head portion of train beginning at the engine and not turned down until stop has been made at 3rd Street.

7. **At Claymont, switch foreman and engineers of light engines must call operator Gloster or switchtender 3rd Street and inform themselves as to first class trains before entering main track.** Movement may then be made ahead of delayed first class trains without train orders. Care must be used not to delay them.

8. **At Gloster—**

Siding is east of Depot.

Run around track west of Depot has capacity for 12 cars.

Eastward trains waiting for a meet will stay west of signal 44 at Gloster and west of Larpenteur Avenue.

A "STOP" sign for westward trains via Soo Line is placed on the Northern Pacific-Soo Line connection 500 feet east of Soo Line main track switch. If train orders or clearance received when stop is made authorizes movement onto Soo Line main track, train may proceed.

Westward trains enroute to Mississippi Street required to wait at the stop board in excess of 2 minutes for clearance prior to entering Soo Line main track and whose trains are clear of the main track, will extinguish head light.

To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.

9. **At M&D Jct.—Normal position of east switch of wye will be lined for through movement on siding.**

10. **At White Bear Lake—**

Eastward trains making stop at the passenger station must stop with engines or cars west of "Crossing Signal Restart" sign located on south side of track 100 feet west of Fourth Street crossing.

Cars must not be left on siding within 300 feet of Fourth Street crossing.

Normal position of east switch of crossover at Ramaley Avenue will be lined for through movement on siding.

Eastward extra trains picking up in New Yard will cut off far enough west of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.

When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.

11. **From Summit to Stillwater, retaining valves must be used.** Engineer will determine minimum, and Conductor will use any additional number that he considers necessary.

12. **Yard Limits—**

3rd Street Yard St. Paul to yard limit sign east of Gloster.

13. **Close Clearances—**

St. Paul Yard, overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet east of Third Street, will not clear a man on side of car. Minnehaha and Reaney Street bridges, opposite Hamm's Brewery, will not clear a man on top of car.

14. **Register Stations—**

St. Paul—Telegraph Office at Union Depot.

Gloster.

White Bear Lake—For trains to or from the Stillwater Line.

Stillwater.

Miss. Street Yard Office—For trains originating or terminating.

Milwaukee Pig's Eye Yard.

15. **Register Exceptions—**

At Gloster, trains will register by Form 608. Operators will deliver orders and clearances to trains passing through the wye at English Street Highway Crossing.

At Stillwater, conductors of trains and enginemen of light engines will fill out register Form 608, covering their arrival and departure and will deliver to the operator at White Bear Lake.

16. **Clearance Exceptions—**

At 3rd Street, C.M.St.P.&P. trains starting will be governed by clearance furnished at C.M.St.P.&P. Yard. N.P. trains will be governed by clearance furnished at Union Depot.

At Miss. Street Yard, N.P. trains via Soo Line to Gloster will secure clearance at Miss. Street Tower.

At Gloster, C.M.St.P.&P. helper engines must secure clearance. At White Bear Lake, No. 715 must secure Lake Superior Division clearance. No. 716 must secure St. Paul Division Clearance before leaving White Bear Lake.

At Stillwater, clearance not required.

17. **Cross-overs—**

3rd Street, 4th Street.

SECOND SUBDIVISION.

BETWEEN 3RD AND 4TH STREETS, ST. PAUL AND
20TH AVENUE SOUTH, MINNEAPOLIS, LINE B,
BETWEEN ST. ANTHONY PARK JUNCTION AND NORTHTOWN

1. Speed Restrictions—	Freight and mixed Trains	Passenger Trains
Zone—Between		
Mississippi St. Tower and 7th St. (West Side line) and 3rd St. (East Side line)	15 MPH.	20 MPH.
Mississippi St. Tower and First St. North	35 MPH.	35 MPH.
Except Lafayette Ave. and 7th St. Bridge (West Side line)		All Trains 8 MPH.
23rd Ave. S. E. & 20th Ave. So. (Minneapolis)		25 MPH.
29th Ave. S.E. and 1st Ave. S.E. over crossings		20 MPH.
At Mississippi Street Interlocking		12 MPH.

2. Bridge and Engine Restrictions—
Trains handling wrecking cranes 45 to 48 or other wrecking
cranes 250 ton or heavier over timber trestles and over the fol-
lowing bridges:
Bridge 7, Raymond Ave. and Bridge 7-1, Bayless Ave.
Line A15 MPH.

3. At 3rd Street, St. Paul, crossing with C. B. & Q. R. R. is
single track. Westward second class and inferior trains may
run ahead of delayed first class trains, when given the route
by switchtenders. Double track switch on East Side Line is
protected by a derail and color light signal on eastward main
track. All eastward trains picking up or setting out cars must
leave their train west of the derail.

The N. P. Ry. and C. B. & Q. R. R. joint tracks between 3rd
Street and Division Street are operated under yard rules. All
trains and engine movements, including first class trains over
these tracks are controlled by switchtenders at 3rd Street and
Operator at Division Street and no train or engine may move
over these tracks except as controlled by switchtenders at 3rd
Street and Operator at Division Street. Eastward movements
will only be made on proceed signal from switchtenders at 3rd
Street and westward movements will be governed by interlocking
signals operated from Division Street.

4. At Mississippi Street Interlocking—(Connection East and West
Side Lines).

The train order signal at Mississippi St. tower is to govern Soo
Line, Eastern Division outgoing trains exclusively.

All movements approaching on main track will be governed by
the interlocking color light signal located 100 feet west of the
Interlocking tower. This signal governs movements on eastward
main track to 3rd Street, movements over turnout to 4th Street
Yard, via west side line, and movements over crossover between
the eastward and westward main tracks of east side line.

Use whistle for routes as follows:

West Side Line	Two long.
East Side Line	Three long.
Round House	Four long.
Diesel House	Five long.

All movements approaching on east side line will be governed by
the interlocking color light signal located 500 feet east of
Mississippi Street bridge. This signal governs movements on
westward main track and movements to back lead of Mississippi
Street Yard.

Use whistle signals for routes as follows:

Main Lines	One long.
Back Lead	Two long.

All movements approaching on west side line will be governed by
the interlocking color light signal located 500 feet east of
Mississippi Street bridge. This signal governs movements for
westward main track and movements to back lead of Mississippi
Street Yard.

Use whistle signals for routes as follows:

Main Lines	One long.
Back Lead	Two long.

All eastward movements out of east end of Mississippi Street
yard will be governed by color light signal located 50 feet west of
Mississippi Street Bridge.

Use whistle signals for routes as follows:

West Side Line	Two long.
East Side Line	Three long.

5. At Soo Line Jct., Soo Line crews desiring to make reverse
movements between Soo Line Jct. and switch of west leg of
wye at Trout Brook Jct. before entering the main track will
call operator at Mississippi Street Tower and ascertain if all
first class trains due have passed, or if any transfers are mov-
ing over westward track, between Mississippi Street Tower and
Soo Line Jct. Movement must then be protected as per Rule 99.

6. At Como Ave., Como Place and Snelling Ave. crossings, where
automatic electric signals are installed, engine whistles must
not be sounded except to prevent accidents.

7. At Snelling Ave., St. Paul Line "A".

When westbound trains are to pick up cars at Como or Koppers
Coke, trains must stop and cut off engine at Automatic Signal 55,
located 1400 feet west of Como Shops.

Conductors and switch foremen will be held responsible for
the above instructions being complied with.

8. At Union, all eastward and westward trains going to or com-
ing from Great Northern Yard, must call operator St. An-
thony Park Jct. on phone and obtain permission to cross over.

9. At St. Anthony Park Junction Interlocking—

Enginemen will call for routes as follows:

Straight Main Line East or West (Line A)	One long.
Line A to Line B Westward track	Two long.
Line A to Eastward track Line B	Three long.
Line B to Line A Eastward track	One long.
Line A is 2nd and 3rd Subdivision.	

10. At Eustis Street Yard, all trains must call St. Anthony Park Jct.
operator on phone located on pole at old yard office location and
obtain permission to cross over before fouling either the east-
ward or westward main track. In order to prevent cars running
out over the derails at the west end of Eustis Street Yard, the
hand brakes must in all cases be set with a club on the first six
(6) cars from the west end of each track. Yard foremen will be
held responsible for knowing this is done.

11. Between Eustis Street and 25th Avenue S. E. engine bell will
be kept ringing while engine is in motion.

12. Line B, double track line (no automatic block signals), is a
switching and alternate route between St. Anthony Park Jct.
and Northtown, via East Minneapolis. All movements on these
tracks are governed by the provisions of Rule 93. Transfer runs
occupying main tracks must display a red flag by day and in
addition a red light by night on the rear end of the rear car,
except when cabooses is used, marker lamps displaying red lights
to the rear must be used by day and night. The presence or ab-
sence of a red flag or a red light will not relieve the approach-
ing train of responsibility for collision where limited to re-
stricted speed, either by speed restrictions, or Rule 93. In case
of collision, the responsibility will ordinarily rest with the ap-
proaching train.

13. At Park Jct., when cars are set out in the Eastbound Yard,
sufficient hand brakes must be set to prevent cars running out
at west end. Also when trains or portions of trains are left
standing on the main track while cars are being set out or
picked up, air must first be set before cutting off engine or cars.

14. Yard Limits—

3rd Street, St. Paul to 20th Avenue South, Minneapolis, in-
cluding 3rd and 4th Street Yard, St. Paul.

15. Close Clearances—

Account no clearance 89 foot bulkhead flat cars cannot be
handled thru Westminster Street Tunnel on West Side line
between 7th Street & Mississippi Street Tower.

Loaded tri- and bi-level cars must not be handled on Eastward
track between Third Street and Mississippi Street, St. Paul.

At St. Paul, short clearances for man on side of car:

Lafayette Ave. bridge on East and West Side Lines, stone wall

west of Lafayette Ave. bridge on East Side Line and stone wall along diagonal track, 4th Street Yard.

At St. Paul, tunnels on East and West Side Lines will not clear a man on side or top of car.

At Southeast Minneapolis, three overhead cranes are located on spur to Lewis Bolt and Nut Co. galvanizing plant. Employees must not ride on top of cars approaching or moving under the overhead trolley beams. Beams will not clear a man on top of box car or high load.

16. Register Stations—

St. Paul, Telegraph Office at Union Depot.
St. Paul, 4th Street Yard Office, for M. & St. L. freight trains.
Mississippi Street Yard Office, for trains originating or terminating.

17. Clearance Exceptions—

At 7th Street, Mississippi Street Yard, Soo Line Jct., 6th Ave. South, 3rd Ave. North and First Street North, clearance not required.

18. Crossovers—

3rd Street, Mississippi Street, Maryland Street, Soo Line Jct., Chatsworth Street, Como, Union, St. Anthony Park Jct., Eustis Street, 27th Ave. South East, 18th Ave. South East, East end Mississippi River bridge, 19th Ave. South, 10th Ave. South, 8th Ave. South, 7th Ave. South, 6th Ave. South, 2nd Ave. North, 3rd Ave. North

19. Derail Switches—

St. Paul, East Side line, eastward track near 4th Street Bridge.

20TH AVE. SOUTH TO 3RD AVE. NORTH IS YARD LIMIT TERRITORY AND THE FOLLOWING C&NW SPECIAL RULES GOVERN MAIN TRACK MOVEMENTS, SUPERSEDING ALL OTHER RULES AND INSTRUCTIONS INCONSISTENT THEREWITH.

All trains and engines must move at restricted speed between 3rd Avenue North and 20th Avenue South.

All trains, transfers and engines will register by register ticket at 3rd Avenue North.

At crossings with tracks of Minneapolis Eastern Railway Company between 1st and 2nd Streets South, Minneapolis, all trains and engines on Minneapolis Eastern tracks must stop and then proceed over these crossings under flag protection. All other trains and engines must approach these crossings expecting to find them occupied.

Trains and engines may use the main tracks between these points without protection when not on the time of first class trains, and may use main tracks on the time of first class trains after such trains are five (5) minutes late, protecting as prescribed by Rule 99. Switch engines must be prepared to clear main track without delay to regular trains and transfers.

Movements between 3rd Avenue North and 1st Street South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by sign post reading, "END BLOCK". Signals are of the color light type, one light only should appear at any one time. A green light indicates track clear, proceed. A yellow light indicates Caution, approach next signal or end of block at restricted speed. A red light indicates STOP, train must be brought to a full stop before any part of the train or engine passes the signal and may then proceed.

Switches at Third Avenue North will be handled by switch tenders. All trains and engines must approach these switches at restricted speed and must not proceed until proceed signal has been received from the switch tender.

Between 3rd Avenue North and 20th Avenue South Passenger Train flagmen must ride outside on rear platform to be in position to get off and afford immediate flag protection. Conductors will see that flagmen comply with this rule.

THIRD SUBDIVISION.

BETWEEN FIRST STREET NORTH AND NORTHTOWN, INCLUDING MULBERRY LINE.

- | | | |
|-------------------------------|---------------------------------------|-----------------------------|
| 1. Speed Restrictions— | Freight mixed and other trains | Passenger |
| Zone—Between | | |
| First St. and Northtown..... | Use not less than 12 minutes | Use not less than 9 minutes |
- 2. Bridge and Engine Restrictions—**
At Northern States Power Co., Riverside Plant. Engines are not permitted on trestle bridges.
- 3. At First Street North, after stop is made, all eastward trains and light engines must receive proceed signal from G. N. switch-tender before proceeding.**
- 4. At 14th Avenue Interlocking:**
The Soo Line junction switch and the main to main crossover at 14th Avenue are equipped with dual control switch machines controlled by the Soo Line train dispatcher at Shoreham. A direct telephone to the Soo Line dispatcher is provided in the west entrance of the steel bungalow at the junction.
If communication with the Soo Line dispatcher fails, emergency release push buttons are provided in a steel cabinet mounted on the exterior west wall of the steel bungalow. Instructions for operation under emergency conditions when communication has failed are posted on the inside of the door of the steel instrument cabinet.
Diamond Iron Works Spur:
Switch for the Diamond Iron Works Spur is located 352 feet west of the westerly limits of the 14th Avenue North interlocking in the eastward track. This switch and the derail in the spur track south of the Soo Line tracks are equipped with electric switch locks under the control of the Soo Line dispatcher.
- 5. At Mulberry Jct., a telephone is located on pole adjacent to wye track. Conductors and switch foremen and engineers of light engines before entering Line A must call train dispatcher, Minneapolis, on telephone, and ascertain if all first-class trains due have passed.**
- 6. At Northtown, switchtenders' territory extends from Soo Line overhead bridge to three hundred and ten (310) feet east of 33rd Ave. N. E. overhead bridge.**
Eastward trains from eastward main line to Line A will not be governed by Stop Sign located east of Soo Line overhead bridge. Time applies at switchtender's territory.
- 7. Yard Limits—**
First Street North, Minneapolis, to Yard Limit Sign west of Northtown.
- 8. Close Clearances—**
At Minneapolis Passenger Station.
Clearance between track and elevator shafts, tracks 3, 5, 7 and 11 at both ends is not sufficient to permit men riding on side or steps of engines. Enginemen must use care when passing.
Steps on lightweight passenger equipment will not be lowered to down position until train reaches train shed tracks account insufficient clearance in puzzle switches. Train conductor will advise brakemen, coach attendants, Pullman Conductors and Porters.
Dome cars will not be placed or operated on Track 1 account close clearance existing on east end of that track.
At Minneapolis, between Plymouth Ave. North and Broadway Street North, the side clearance along the Omaha delivery track adjoining the main track and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.
Northtown, east end D yard, short side clearance between tracks 2 and 3 for distance of two hundred (200) feet from lead. Cars must not be left standing on track 2 within the above distance

from lead and all employes should avoid standing between tracks 2 and 3 at that point when cars are moving on both tracks.

9. **Register Stations—**
Minneapolis passenger station.
Northtown.
10. **Register Exceptions—**
At Northtown, first class trains and passenger extras will register by Form 608.
11. **Clearance Exceptions—**
Eastward trains will not require clearance at Northtown if train order signal is in proceed position.
Trains whose runs terminate at N. P. Freight Yard, Minneapolis, may leave Minneapolis passenger station without clearance.
Passenger extras originating, must secure clearance at Minneapolis passenger station.
At First Street North, N. P. Freight Yard, and 14th Ave. North, clearance not required.
12. **Crossovers—**
N. P. Freight Yard, 14th Ave. North, Broadway Street North, Grand Street, Mulberry Jct., Lowry Ave., Northtown.

FOURTH SUBDIVISION.

BETWEEN EAST MINNEAPOLIS AND M. & D. JCT.

1. **Speed Restrictions—**
Between
East Minneapolis and M. & D. Jct. 30 MPH.
2. **Bridge Restrictions—**
Trains handling wrecking cranes 45 to 48 inc. or other wrecking cranes 250 ton or heavier over timber trestles..... 15 MPH.
3. **At East Minneapolis, normal position of east wye switch, east of Broadway crossing, will be for the Minneapolis Branch main track.**
4. **At Broadway Street N. E., a "CROSSING SIGNAL START" sign has been placed at the beginning of the westbound crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.**
5. **At White Bear Lake, New Yard, Conductors on transfers moving via Minneapolis Branch will call train dispatcher Minneapolis, on telephone, immediately before departure.**
6. **Register Stations—**
East Minneapolis.
7. **Clearance Exceptions—**
At M. & D. Jct. and East Minneapolis clearance not required.

SPECIAL INSTRUCTIONS FOR 18TH AVE. N. E. MINNEAPOLIS AUTOMATIC INTERLOCKING.

The signals for the G. N. tracks are color light type and for the N. P. track are semaphore type equipped with smashboards.

N. P. trains must Stop within one hundred (100) feet of the home signals and wait for two (2) minutes for time relay to operate before smashboards and signal will indicate Proceed.

If the smashboards do not clear and signal does not indicate proceed after two minutes have elapsed, and no train is approaching on an opposing line, trainman shall go to the crossing and operate the hand release. After operating release, wait two (2) minutes and if the automatic home signal does not indicate Proceed and no immediate crossing train movement is evident, the trainmen at the crossing, after placing themselves in position to flag any train movement on the conflicting line, may hand signal their train to proceed over the crossing.

A special track circuit in operation on the Mulberry Line within interlocking limits requires all train movements to be completed.

SPEED TABLE

Time Per Mile			Miles	Time Per Mile			Miles
Minutes	Seconds	Per Hour		Minutes	Seconds	Per Hour	
0	45	80		1	12	50	
0	46	78.3		1	15	48	
0	47	76.6		1	20	45	
0	48	75		1	25	42.3	
0	49	73.5		1	30	40	
0	50	72		1	40	36	
0	51	70.6		1	45	34.3	
0	52	69.2		1	50	32.7	
0	53	67.9		2	..	30	
0	54	66.6		2	10	27.6	
0	55	65.4		2	15	26.6	
0	56	64.2		2	20	25.7	
0	57	63.1		2	30	24	
0	58	62.0		2	40	22.5	
0	59	61.0		2	45	21.8	
1	..	60		2	50	21.2	
1	1	59		3	..	20	
1	2	58		3	9	19	
1	3	57.1		3	20	18	
1	4	56.2		3	31	17	
1	5	55.3		3	45	16	
1	6	54.5		4	..	15	
1	7	53.7		5	..	12	
1	8	52.9		6	..	10	
1	9	52.1		7	30	8	
1	10	51.4		10	..	6	

SPECIAL INSTRUCTIONS FOR GREAT NORTHERN FAIR GROUNDS AUTOMATIC INTERLOCKING

Signals for train movements in either direction on either track will not indicate Proceed unless gates are set and properly locked against G. N. trains and the smash board on the route desired is in the Proceed position.

The derail on NP Industry Track is connected to and thrown by the switchstand.

When a train is stopped by a Home or Dwarf signal trainman will go to the crossing, unlock the release box and operate the release after making certain gates are set against G. N. trains.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Sub-Division

C&NW Crossing—Interlocking. Operated by trainmen.
GLOSTER. Soo Line Crossing (Gate).
DULUTH JCT. Soo Line Crossing.

2nd Sub-Division

MISSISSIPPI STREET.

Junction East and West Side Lines—Interlocked.
G. N. CROSSING. Fair Grounds—Automatic interlocking.
ST. ANTHONY PARK JUNCTION.

Junction Lines A and B—Interlocked.

LINE B—PARK JCT.

Minn. Transfer Ry. Crossing—Interlocked.

18TH AVE. SOUTH EAST.

C. M. St. P. & P. Crossing—Interlocked.

3rd Sub-Division

FIRST STREET NORTH. G. N. Crossing.

14TH AVE. NORTH. Soo Line Jct.—Interlocked. (Remotely controlled from Shoreham.)

18TH AVE. NORTH EAST.

G. N. Crossing with Mulberry Line—Automatic Interlocking.
NORTHTOWN. G. N. Crossing.

4th Sub-Division

BELT LINE CROSSING.

Belt Line Crossing—Automatic interlocking.

ST. PAUL UNION DEPOT & MINNESOTA TRANSFER

The Consolidated Code of Operating Rules, Edition of 1959, in addition to the following instructions will govern employees while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:—

(a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at restricted speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions.

The limits of The Saint Paul Union Depot Company property extend from connection with the Northern Pacific Ry. and Great Northern Ry. tracks at Third Street and connection with the CMStP&P-CB&Q R.R. tracks opposite depot round-house, on the east, to connection with the CGW Ry. and CMStP&P R.R. tracks at Robert Street on the west.

(b) The time-table of The Saint Paul Union Depot Company is for information only. Employees of railroads using the tracks of this Company will be governed by current time-table of their respective Companies only as to arriving and departing time of trains.

(c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.

(d) Under Rule 11, burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

(e) Under Rule 15, the use of torpedoes is prohibited.

SUPERIORITY OF TRAINS

(f) There is no superiority of trains within the limits of The Saint Paul Union Depot Company property.

MOVEMENT OF TRAINS

(g) Within the limits of The Saint Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches.

The entrance to and all movements on this property will be made only on authority of hand signals from switchtenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switchtenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director.

(h) Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

(i) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.

(j) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by a competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used, in case of any emergency.

When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up air brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.

(k) Headlights must be dimmed while on shed tracks.

(l) Vestibule doors are to remain closed when trains are pulling or backing into the Saint Paul Union Depot Company until the train comes to a complete stop.

(m) Track 21, St. Paul Union Depot Company, will be governed by red light located under train shed and above Track 21 so as to safeguard all employees working in and about cars being unloaded on this track.

When inbound cars are to be placed on this track or empty cars pulled off this track, Switch Foreman will get a hold of the St. Paul Union Depot Mail Foreman located in the vicinity of Track 21 to have red light extinguished and arrange to have all employees notified that the cars may be moved or coupled into and the movement will not be made until the red light is extinguished.

J. G. HEIMSJO,
Asst. Supt.

H. J. WALTERS,
Asst. Supt.

L. M. BARHAN,
Trainmaster

E. L. NOLAN,
Trainmaster

T. C. HOFF,
Trainmaster

M. C. McELROY,
Trainmaster

J. A. BLACK,
Trainmaster

W. W. HARPER,
Trainmaster

S. O. ERICKSON,
Chief Dispatcher

MAXIMUM CLEARANCES

Note—Limit of load measurements based on 52 ft. car with 42 ft. truck centers.
Heights and widths in table allow 6 inch clearance.

Height of center of gravity above top of rail not to exceed 84 inches.

SUBDIVISION	Height Above Top of Rail										Governing Structure	
	21'- 0''	20'- 6''	20'- 0''	19'- 6''	19'- 0''	18'- 6''	18'- 0''	17'- 6''	17'- 0''	16'- 6''		
	Maximum Load Width When Centered On Car											
1st Sub.—White Bear Lake to 3rd Street Jct., St. Paul.	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	12'- 0''	12'- 0''	Minnehaha Ave. Over Crossing, St. Paul	
1st Sub.—Stillwater to White Bear Lake.	8'- 4''	8'- 7''	8'-10''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	Highway Over Crossing M.P. 10 & 1514	
2nd Sub.—3rd Street, St. Paul to 19th Ave. South, Minneapolis.	{ W.B. E.B.	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	6'- 9'' 3'- 7''	8'- 0'' 5'- 7''	8'- 9'' 7'- 8''	9'- 3'' 9'- 2''	9'- 9'' 10'- 4''	10'- 5'' 10'-10''	Lafayette Ave. Bridge, Mississippi St. Over Crossing, Tunnels 1 & 2, & Raymond Ave. Br.	
2nd Sub.—West Side Line, St. Paul.	{ W.B. E.B.	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	0'- 0'' 0'- 0''	1'- 0'' 1'- 2''	3'- 7'' 3'-11''	5'-10'' 6'- 2''	7'-10'' 7'- 7''	Westminster Street Tunnel	
2nd Sub.—East Minneapolis to White Bear Lake via Trout Brook and Gloster.		0'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	Trout Brook Jct. "Soo Line" Over Crossing and Raymond Ave. Bridge	
2nd Sub.—19th Ave. South to 1st Street North, Minneapolis.		0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	First Street So. & Hennepin Ave. Over Cros'gs	
3rd Sub.—1st St. North, Minneapolis to Northtown.		0'- 0''	0'- 0''	0'- 0''	‡	‡	‡	‡	12'- 0''	12'- 0''	12'- 0''	Northtown "Soo Line" Over Crossing and Plymouth Ave. Bridge
4th Sub.—M. & D. Jct., Roseville to East Minneapolis Jct.		0'- 0''	0'- 0''	0'- 0''	0'- 0''	0'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	Near M.P. 8 "Soo Line" Over Crossing

SUBDIVISION	Height Above Top of Rail										Governing Structure
	16'- 0"	15'- 6"	15'- 0"	14'- 6"	14'- 0"	13'- 6"	13'- 0"	12'- 6"	12'- 0"	11'- 6"	
	Maximum Load Width When Centered On Car										
1st Sub.—White Bear Lake to 3rd Street Jct., St. Paul.	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	Minnehaha Ave. Over Crossing, St. Paul
1st Sub.—Stillwater to White Bear Lake.	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	Highway Over Crossing M.P. 10 & 1514
2nd Sub.—3rd Street, St. Paul to 19th Ave. South, Minneapolis.	{ W.B. E.B.	10'- 11" 11'- 3"	11'- 3" 11'- 6"	11'- 7" 11'- 6"	11'- 10" 11'- 6"	12'- 0" 11'- 6"	12'- 0" 11'- 6"	12'- 0" 11'- 6"	12'- 0" 11'- 6"	12'- 0" 11'- 6"	Lafayette Ave. Bridge, Mississippi St. Over Crossing, Tunnels 1 & 2, & Raymond Ave. Br.
2nd Sub.—West Side Line, St. Paul.	{ W.B. E.B.	9'- 0" 8'- 4"	9'- 10" 8'- 11"	10'- 4" 9'- 6"	10'- 10" 10'- 0"	11'- 3" 10'- 5"	11'- 8" 10'- 11"	12'- 0" 11'- 4"	12'- 0" 11'- 7"	12'- 0" 11'- 11"	Westminster Street Tunnel
2nd Sub.—East Minneapolis to White Bear Lake via Trout Brook and Gloster.		12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	Trout Brook Jct. "Soo Line" Over Crossing and Raymond Ave. Bridge
2nd Sub.—19th Ave. South to 1st Street North, Minneapolis.		10'- 2"	11'- 3"	11'- 3"	11'- 3"	11'- 3"	11'- 3"	11'- 3"	11'- 3"	11'- 3"	First Street So. & Hennepin Ave. Over Cros'gs
3rd Sub.—1st St. North, Minneapolis to Northtown.		12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	Northtown "Soo Line" Over Crossing and Plymouth Ave. Bridge
4th Sub.—M. & D. Jct., Roseville to East Minneapolis Jct.		12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	12'- 0"	Near M.P. 8 "Soo Line" Over Crossing

SUBDIVISION	Height Above Top of Rail										Governing Structure
	4'- 6''	4'- 0''	3'- 6''	3'- 0''	2'- 6''	2'- 0''	1'- 6''	1'- 0''	0'- 6''		
	Maximum Load Width When Centered On Car										
1st Sub.—White Bear Lake to 3rd Street Jct., St. Paul.	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''		Minnehaha Ave. Over Crossing, St. Paul
1st Sub.—Stillwater to White Bear Lake.	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''		Highway Over Crossing M.P. 10 & 1514
2nd Sub.—3rd Street, St. Paul to 19th Ave. South, Minneapolis.	{ W.B. E.B.	12'- 0'' 11'- 6''	12'- 0'' 11'- 6''	12'- 0'' 11'- 6''	12'- 0'' 11'- 6''	10'- 9'' 10'-10''	10'- 7'' 10'- 8''	10'- 5'' 10'- 5''	10'- 2'' 10'- 3''	10'- 0'' 10'- 0''	Lafayette Ave. Bridge, Mississippi St. Over Crossing, Tunnels 1 & 2, & Raymond Ave. Br.
2nd Sub.—West Side Line, St. Paul.	{ W.B. E.B.	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	12'- 0'' 12'- 0''	Westminster Street Tunnel
2nd Sub.—East Minneapolis to White Bear Lake via Trout Brook and Gloster.		12'- 0''	12'- 0''	12'- 0''	12'- 0''	10'- 9''	10'- 7''	10'- 5''	10'- 2''	10'- 0''	Trout Brook Jct. "Soo Line" Over Crossing and Raymond Ave. Bridge
2nd Sub.—19th Ave. South to 1st Street North, Minneapolis.		11'- 3''	11'- 2''	11'- 2''	11'- 1''	11'- 1''	11'- 0''	10'-11''	10'-11''	10'-10''	First Street So. & Hennepin Ave. Over Cros'gs
3rd Sub.—1st St. North, Minneapolis to Northtown.		12'- 0''	12'- 0''	12'- 0''	12'- 0''	11'- 6''	11'- 3''	11'- 1''	10'- 8''	10'- 3''	Northtown "Soo Line" Over Crossing and Plymouth Ave. Bridge
4th Sub.—M. & D. Jct., Roseville to East Minneapolis Jct.		12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	12'- 0''	Near M.P. 8 "Soo Line" Over Crossing

‡Load 12'-0" wide can be handled via westward yard lead at east end of "B" yard under Soo Line O.H. Br. at Northtown to a height of 19'-5" with 3" clearance.

Loads up to 12'-0" wide between 19'-5" and 0'-6" above top of rail may be handled via "B" Line, St. Anthony Park Jct. to Northtown as noted above.

Loads in excess of measurements given above may be handled only upon message authority obtained from Division Superintendent, copy of which must accompany the movement.