

NORTHERN PACIFIC RAILWAY COMPANY.

AND
MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TIME 17 ~~TERMINAL~~ TABLE

In Effect at 12:01 A. M. Central or 90th Meridian Time.

SUNDAY, SEPTEMBER 26, 1926.

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 have for reference a copy of the TRANSPORTATION RULES.

C. L. NICHOLS,
General Manager.

W. H. STRACHAN,
General Superintendent.

P. H. McCAULEY,
General Superintendent of Transportation.

T. F. LOWRY,
Superintendent.

E. E. NASH,
Chief Operating Officer, M. & St. L. R. R.

R. E. RYAN,
Superintendent, M. & St. L. R. R.

301

SECOND SUB-DIVISION
(JOINT TERMINAL)

WESTWARD

FIRST CLASS													Distance from St. Paul.	TIME TABLE No. 177. September 26, 1926. Succeeding No. 176.	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS.				SECOND CLASS				
201	203	303	305	307	309	315	207	317	321	319	211	209							165	167				
M. & St. L. 2	M. & St. L. 13	Soo Chgo. Div. 2	Soo 84	Soo 107	Soo 62	Soo 109	M. & St. L. 6	Soo 8	Soo Chgo. Div. 4	Soo 105	M. & St. L. 15	M. & St. L. 4							M. & St. L. 98	M. & St. L. 92				
Passenger Ex. Sunday	Passenger Ex. Sunday	Passenger Daily	Passenger Ex. Sunday	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				Passenger Daily				Freight Daily	Freight Daily			
L 7.30AM	L 8.15AM	L 8.25AM	L 10.45AM		L 1.50PM		L 6.05PM	L 6.50PM	L 7.45PM		0.0	U. SAINT PAUL.....DN	0.6	C. B. & Q. R. R. CROSSING	Y.	L 8.40PM	L 9.00PM							
7.32	8.17	8.27	10.47		1.52		6.07	6.52	7.48		0.6	.....THIRD STREET..... To Minn. St. 1.2				8.42	9.02						
												... SEVENTH STREET..... 0.9								L 7.30PM	L 9.30PM			
7.35	8.20	A 8.32AM	10.51		1.56		6.10	6.56	A 7.54PM		1.8	MX. MISSISSIPPI ST. Y'D.DN Interlocked, east end. Soo Line Connection. 1.1	W.C.T.			8.45	9.05			7.33	9.33			
7.38	8.23		A 10.55AM		A 2.00PM		6.13	A 7.00PM			2.9	.....SOO LINE JCT..... Soo Line Connection. 3.0				8.48	9.08			7.37	9.37		
7.44	8.29						6.19				5.9	.....COMO SHOPS. ....P 0.8	W.			8.54	9.14			7.47	9.47		
											6.7	.....G. N. CROSSING 0.6											
7.47	8.32						6.22				7.3	.....UNION.....P G. N. Connection 0.5				8.57	9.17			7.52	9.52		
7.48	8.33						6.23				7.8	..ST. ANTHONY PARK JCT.P 0.6 Interlocked.	Y.			8.58	9.18			7.54	9.54			
7.50	8.35						6.25				8.4	.....EUSTIS STREET.....P 1.5				9.00	9.20			7.56	9.56 10.16		
7.54	8.39						6.29				9.9	..12TH. AVE. SOUTH EAST..P C. M. & St. P. } Track C. & G. W. } Connections G. N. } 0.9 Interlocked.				9.04	9.24			8.01	10.21			
7.56	8.41						6.31				10.8	NINETEENTH AVE. SOUTH. Railway Transfer Connection 0.7				9.06	9.26			8.04	10.24			
7.58	8.43			L 11.50AM		L 5.60PM	6.33			L 8.23PM	11.5	....SIXTH AVE. SOUTH.... C. M. & St. P. Connection. 0.8				9.08	9.28			8.07	10.27		
A 8.00AM	A 8.45AM			A 11.54AM		A 5.55PM	A 6.35PM			A 8.26PM	12.3	..FIRST STREET NORTH ..P MINNEAPOLIS M. & ST. L. Connection				A 9.10PM	A 9.30PM			A 8.10PM	A 10.30PM			
Except Sunday	Except Sunday	Daily	Except Sunday	Daily	Daily	Daily	Daily	Daily	Daily	Daily						Daily	Daily			Daily	Daily			
.80	.80	.07	.10	.04	.10	.05	.80	.10	.09	.03						.30	.30			.40	.40			
24.6	24.6	15.4	17.4	12.0	17.4	9.6	24.6	17.4	12.0	16.0						24.6	24.6			17.1	17.1			

EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN THIRD STREET, ST. PAUL, AND FIRST STREET NORTH, MINNEAPOLIS.

AUTOMATIC BLOCK FROM SEVENTH ST., ST. PAUL, TO TWELFTH AVE. SE., MINNEAPOLIS.

Enginemen will not be required to consult register except at initial or starting point.

Yard Limits.—First Street North to Twentieth Avenue South.

Between Third Street and Union Depot, trains and engines on double track will be governed by St. Paul Union Depot Rules and Regulations.

At Third Street, St. Paul, crossing with C. B. & Q. Railway is single track.

At Third Street double track switch on East Side line is protected by a derail and Semaphore on Eastward Main track. All trains in either direction will stop at end of double track and proceed only on Switchtender's signal.

At Fourth Street Yard, St. Paul, the supports under Seventh Street Bridge will not clear a man on the side of a car on tracks 6, 8, 9, 10 and 11.

Passenger extras and light road engines may run ahead of delayed first-class trains without orders.

At Mississippi Street tower the Train Order Signal is to govern Soo Line Chicago Division outgoing trains exclusively.

Approaching St. Anthony Park Junction Enginemen will, when necessary, call for route as follows:

Straight Main Line East or West (Line A) — — — — —
Line A to Line B Westward track — — — — —
Line A to Eastward track Line B — — — — —

Line B to Line A via West Wye — — — — —
Line A to Line B via West Wye — — — — —
Line B to Line A Eastward — — — — —

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.

At Eustis Street Yard, all trains must call St. Anthony Park Tower on Phone located in old Tower and obtain permission to Cross-over before fouling either the Eastward or Westward Main Line.

At Union all Eastward and Westward trains going to or coming from Great Northern Yard, must call Towerman St. Anthony Park on Phone and obtain permission to Cross-over.

EASTWARD

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN THIRD STREET, ST. PAUL, AND FIRST STREET NORTH, MINNEAPOLIS.**

YARD LIMITS: First Street North to Twentieth Avenue South.

Enginemen approaching Mississippi Street on Main line will call for route, or if Dwarf Signal route is desired will call for either as indicated below. The Two arm Semaphore located one hundred feet west of the Interlocking Tower, governs routes as follows: Top arm governs movements on Eastward Main Line to Third Street. The bottom arm governs movements over turn-out to Fourth Street yard, via West Side Line, and movements over Cross-over between the Eastward and Westward tracks of East Side Line.

Whistle Call

- — Freight Tracks to Seventh Street.
- — — Passenger Tracks to Union Depot.
- — — — Round House.
- — — — — Coal Dock.

At Mississippi Street and St. Anthony Park Junction diverging inferior class trains will not be required to procure orders on the time of delayed first-class trains moving in the same direction on double track, but when given the route by towerman will be governed accordingly and may proceed, but if detained and are overtaken by such delayed first-class trains, must let them by promptly.

At Park Junction, all Eastward trains filling out or picking up trains at that point, must call Towerman St. Anthony Park on phone and secure line-up of trains on Line A.

THIRD SUB-DIVISION.
(JOINT TERMINAL)

WESTWARD

FIRST CLASS														TIME TABLE No. 177.		FIRST CLASS																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																	

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN GREAT NORTHERN CROSSING AND NORTHTOWN.**

WESTWARD

FOURTH SUB-DIVISION.
(JOINT TERMINAL)

EASTWARD

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EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.

SPECIAL INSTRUCTIONS

At Minneapolis, between Plymouth Avenue and Twentieth Avenue North, the clearance along the Omaha delivery track adjoining the Main Line and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.

At Minneapolis, the overhead clearance of bridge over tracks at the east end of the "D" yard at 29th and University Avenues, northeast, does not afford sufficient clearance to men riding on top of automobile cars in a standing position.

Line "B" extends between Northtown and Switch Connecting with Line "A", at St. Anthony Park Junction, and includes the west wye at St. Anthony Park Junction. Train movements over this line are subject to all rules governing yard operation. The proper display of markers is required of crews furnished with cabooses while operating over the running tracks on Line "B". When movements are made without cabooses, a member of the crew will be required to ride the rear car. However, it should be understood that responsibility for collision will ordinarily rest with engineman of the approaching train.

EASTWARD

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

**EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.
DOUBLE TRACK BETWEEN NORTHTOWN AND GREAT NORTHERN CROSSING.**

EAST MINNEAPOLIS TO WHITE BEAR—Speed will be restricted over Bridge 8, as follows:
Single and double header engine classes G1, G2, W, W1, W2 and W4 will not exceed ten (10) miles per hour.
Engine classes T and lighter will not exceed fifteen (15) miles per hour.
Single or double header engine classes Q5, Q6, W3, W5, Z, Z1, Z2, Z3 and Z4 will not be permitted.

SPECIAL INSTRUCTIONS, PAGES 5, 6, 7 AND 8.

SPECIAL INSTRUCTIONS.

SPEED RESTRICTIONS.

Speed of any passenger train handling gas-electric unit being towed in a train must be restricted to forty-five (45) miles per hour.
Class W, W-1, W-2 and W-4 Engines will not exceed forty (40) miles per hour and Class W-3 and W-5 Engines will not exceed thirty-five (35) miles per hour at any time.
Through Cross-overs, turn-outs and gauntlets, fifteen (15) miles per hour.
Road Engines backing up will not exceed twenty (20) miles per hour; and Switch Engines moving over main track, running ahead, or backing up will not exceed fifteen (15) miles per hour.
At Stillwater, Eastward trains will reduce speed to fifteen (15) miles per hour between Yard Limit board and Stillwater Station.
Between White Bear and Mahtomedi regular trains backing up will use full schedule time. Irregular trains will use not less than fifteen (15) minutes.
Between White Bear and Peninsula Class T Engines must not exceed ten (10) miles per hour.
At White Bear speed of trains between White Bear and Lake Shore stations, must not exceed twelve (12) miles per hour.
Between Gloster and Trout Brook Jct., over Soo Line tracks, Class W-3 Engines must not exceed twenty-five (25) miles per hour.
From Claymont Yard to Third Street Junction, westward freight trains must use fifteen (15) minutes.
At St. Paul speed of passenger trains from East Seventh Street to Third Street Junction must not exceed that shown on time table.
At St. Paul through Seventh Street tunnel and between tunnel and Third Street Junction, freight trains must not exceed eight (8) miles per hour.
Through interlocking plants speed will be limited to thirty (30) miles per hour. This however does not effect any previous ruling at plants where speed is limited to less than thirty (30) miles.
At Mississippi Street Interlocking Plant, St. Paul. All trains will approach "Home Signal" under control, prepared to Stop and must not exceed Twelve (12) miles per hour through the Plant.
Passing La Fayette Avenue on west side line leading to and from Seventh Street, speed must not exceed eight (8) miles per hour.
Between Twenty-third (23d) Ave. S. E. and Twentieth (20th) Ave. South Minneapolis, speed of trains must not exceed Twenty-five (25) miles per hour. On Minneapolis Branch Class T Engines must not exceed twenty (20) miles and Class W fifteen (15) miles per hour at any point.

TRAIN RULES.

When conditions will permit, Enginemen on freight trains will receive proceed signal from rear of train before passing any station.
In case of accident or defective track on the Main Line between switches, when necessary to utilize the side track for main line, the following instructions will govern: In addition to setting and locking switches for the side track and covering the same by train order, to fully protect approaching trains as prescribed by Transportation Rules 99 and 1728, until movement over main line is resumed, conductors finding it necessary to leave switches set for siding, must fully protect approaching trains until relieved by track men, or other employes competent and equipped to do so.

STANDARD TIME CLOCKS

St. Paul, Assistant Superintendent's Office.
Mississippi Street, Foreman's Office, Round House, and Yard Office.
Northtown, Telegraph Office.
White Bear, Telegraph Office.
Minneapolis, Dispatcher's Office.

WATCH INSPECTORS

St. Paul—Haman & Company.
" " —A. Lindahl, 910 Payne Ave.
Minneapolis—Barker Jewelry Co., 1311 Washington Ave., North.
" —Samuel H. Lindquist, 4171 Washington Ave., North.
" —W. B. Dahl, Central and Lowry Avenues N. E.
" —Munns & Pomerleau, 221 East Hennepin Ave.
Stillwater—August Gfrerer.

PUSHER DISTRICTS.

East Minneapolis and a point 2 1/2 miles toward White Bear.
Stillwater and 2 miles west.

CLEARANCE EXCEPTIONS

Eastward trains will not require Clearance Card at Northtown if train order signal is in proceed position.
At Gloster, trains running through between Third Street Junction and White Bear in either direction will not require Clearance if train order signal is in proceed position, except that trains which leave St. Paul without Clearance Card must obtain Clearance Card at Gloster.
Trains may leave Stillwater, Mahtomedi, Seventh Street, Mississippi Street Yard, Soo Line Junction, Sixth Avenue South, First Street North, N. P. Freight Yard and Fifteenth Avenue North without Clearance Cards.
Trains whose runs terminate at N. P. Freight Yard, Minneapolis, may leave Minneapolis G. N. Passenger Station without Clearance Card.
Extra trains and Yard Engines moving with the current of traffic may run via Line "A" or Line "B" between Northtown and Third Street or Seventh Street, St. Paul, or between points intermediate and may leave Claymont and East Seventh Street without orders or Clearance Card.

DERAILING SWITCHES.

Stillwater, West End of Old Prison Track, inside of Gate.
Summit, East End of Siding.
Duluth Junction, North End of Spur.
White Bear, West End of White Bear Lumber Co.'s Spur.
Claymont, West End of Sidings 1, 2, 3 and 4.
East Seventh Street, West End of Team Track and West End of Omaha Transfer Track.
St. Paul, East Side line, Eastward track near Fourth Street Bridge.
Paper-Calmenson Spur, Sixth Street, East End.
Mississippi Street, St. Paul, Foot of out bound emergency track connecting with the Coal Storage Spur.
West End of Oil Transfer Track.
West End of Coal Dock Hopper Track.
West End of Bunker Hill Track.
Rice Street Spur, East End.
Lexington Ave. Spur, East End.
Como, West End of Siding.
Snelling Avenue, Minnesota Bi-Product Co.'s Yard, West End.
Snelling Avenue Team Track, West End.
Bayless Avenue Spur, West End.
Eustis Street Yard, Tracks 1, 2 and lead at West End, Track 1 and lead at East End.
Brown Sheet Metal track, north end.
Prospect Park, East End Peteler's Siding.
South East Minneapolis, West End of Gas Traction Foundry Co.'s Track.
Fifteenth Avenue, S. E., College of Mines Spur, East End.
Minneapolis Lower Yard, East End of Transfer Track.
North Minneapolis. West End of Omaha Transfer track. West End of Diamond Boiler works track, near 23d Avenue.
Minneapolis, East End of North East Yard.
Northtown, East End Ice House track.
Little Canada, West End of Siding.
Rose, East and West End of Siding.
East Minneapolis, North End of W. S. Nott Track.
Derailers must be kept in derailing position when not in use.

BULLETIN STATIONS.

St. Paul, Assistant Superintendent's Office.
Fourth Street, Yard Office.
Mississippi Street, Foreman's Office, Round House and Yard Office.
White Bear, Telegraph Office.
Northtown, Telegraph and Foreman's Office, Round House.
Minneapolis, Lower Yard Office.
East Minneapolis, Yard Office.

REGISTERING STATIONS.

St. Paul, Telegraph Office, Union Depot.
St. Paul, Fourth Street Yard Office, for M. & St. L. Freight trains.
Mississippi Street Yard Office, for trains originating or terminating there.
Gloster.
White Bear.
Mahtomedi, Register Box, attached to north side of station.
Stillwater.
Northtown.
Minneapolis, Great Northern Passenger Station.
Minneapolis, Freight Yard, for First Class trains and Passenger extras originating or terminating there.
East Minneapolis, for Fourth Sub-division trains.

REGISTER EXCEPTIONS.

At Northtown, First Class trains and Passenger extras will register by Card Form (608).
At White Bear, trains Nos. 59 and 60 will register by Card Form (608) and will be handed a Clearance by Operator. No. 60 will also be given a Check of the Register on Form (602) by Operator.
At White Bear, Westward Second Class trains and extras from the Lake Superior Division will register by Card Form (608) and will be given Check of Register on Form (602) and Clearance by Operator.
At Gloster, trains running through between Third Street Junction and White Bear in either direction will Register by Card Form (608).

COMMERCIAL SPURS.

First Sub-Division.

Distance from White Bear:

Peoples Coal and Ice Company Spur 0.8 Miles

AUTHORIZED SURGEONS.

Location of Stretchers (S)		Telephone Number	
		Office	Residence
Dr. A. W. Ide, Chief Surgeon	St. Paul	Nestor 2866	Dale 9018
Dr. M. A. Shillington,		Nestor 2866	Midway 2446
Dr. H. G. Collie,	Associate Surgeons, N. P. B. A. Hospital, St. Paul (S)	Nestor 2866	Nestor 2866
Dr. B. I. Derauf,			
Dr. H. Edstrom,			
Dr. F. R. Gratzek,			
Dr. J. W. Jesion	N. P. General Office Bldg., St. Paul	Cedar 2340	Dale 7019
Dr. R. R. Cranmer	Minneapolis	Geneva 5441	Cherry 3637
Dr. I. C. McDonald	Minneapolis	Geneva 5066	Dykewater 1262
Dr. W. R. Humphrey	Stillwater (S)	33	167
Dr. J. H. McClanahan	White Bear (S)	217J1	217J
Dr. T. S. McClanahan	White Bear	217J1	217J3

SPECIALISTS.

Dr. L. A. Nelson, Oculist...734 Lowry Bldg., St. Paul.... Cedar 2846
Dr. A. C. Heath,
Nose & Throat.....339 Lowry Bldg., St. Paul.... Cedar 4871
Dr. H. S. Clark, Oculist....607 La Salle Bldg., Minneapolis Geneva 6203
St. Paul, Fourth Street, Yard Office (S)
St. Paul, Mississippi Street, Round House (S)
St. Paul, Mississippi Street, Car Foreman's Office (S)
St. Paul, Mississippi Street, Yard Office (S)
St. Paul, Como Shops (S)
Northtown, Round House (S)
Northtown, Transfer Office (S)
Northtown, Tool Car No. 4 Steam Derrick (S)
East Minneapolis, Yard Office (S)
Minneapolis, Lower Yard, Car Foreman's Office (S)

NOTE.

Surgeons will attend, when called upon officially, to all cases of accident occurring to employes or passengers. In cases of sickness it is the intention to limit medical service to the locality or town where a surgeon resides, unless some urgent necessity exists, for which distinct official authority must be had in accordance with established regulations.

Railway Officials are required to call on the nearest authorized surgeons whenever practicable, when surgical or medical services are needed. When such are accessible, the Association will not be responsible for bills for medical services rendered by any other physician. In the event of a sudden emergency, arising from accident, if necessary, proper surgical aid should be procured until the arrival of a regularly appointed surgeon, when the case should be placed in his charge, and in no case should the service of any but an authorized company surgeon be continued at the expense of the Railway Company or of the Association after such surgeon is able to assume charge of the case.

Boarding and Nursing are furnished only at Northern Pacific hospitals. The Northern Pacific Beneficial Association will not be responsible for bills incurred elsewhere unless specially authorized or approved by the Chief Surgeon, and then only in critical cases of injury or illness occurring in the discharge of duty.

MOUNTAIN OPERATION BETWEEN CLAYMONT AND THIRD STREET JUNCTION, ST. PAUL

PER TRANSPORTATION RULE No. 1003 AND AIR BRAKE INSTRUCTION BOOK.

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l cases of
1. At Claymont, Westward Freight Trains will stop engine just East of Crossover so opposing trains may use the crossover.

2. Rear Brakeman will protect rear of train.

3. Engineman will apply brakes making a continuous service reduction of 20 pounds from brake pipe pressure. If application for stop is made from 70 pounds brake pipe pressure he will add sufficient as stop is being completed to make a total reduction of 20 pounds; on completion he will give one blast of the whistle as advice to trainmen that brakes are fully applied.

4. Conductor will then start from caboose and head brakeman from engine, inspect all brakes from the ground, noting number of brakes applied and holding, as indicated by cylinder piston rods. Correct piston travel should not be less than six inches and not over nine inches. On meeting the brakeman will advise conductor of number of good brakes in portion of train brakeman inspected, conductor will then determine tons per good brake by dividing total tonnage by number of good brakes in train. It must be understood that no train will be handled down this grade having less than eighty-five (85) per cent operative brakes.

5. On conductor and brakeman meeting, signal will be given to engineman to release, he will answer by two blasts of the whistle, place and leave handle of brake valve in release position and as quickly as possible, charge up train line to eighty-five (85) or ninety (90) pounds pressure before starting.
6. When brakes are released, conductor will go forward and brakeman continue to rear, each turning up all retaining valves on his portion of train. All must be used.

7. Brakeman will return to his regular position and conductor will notify engineman as to the total number of cars and the number of tons per good brake in train, and they will confer and agree as to precautions necessary to control train safely.

8. If tonnage per good brake is found by the test to exceed 50, it should be taken as an indication of possible need of hand brake assistance and trainmen must be on the alert to render such aid if its necessity becomes apparent. The engineer will call for hand brake aid whenever there are indications of his losing control of the train. Except in cases of liability of losing control, no hand brakes will be used while descending the grade. Brakemen will ride on top of train from Claymont to Third Street.

9. Engineman will pull out slow enough so conductor can catch caboose after seeing that brakes are released.

10. Conductor must observe caboose gauge constantly during the descent of hill and promptly render any assistance which pressure shown thereby may indicate as needed.

11. In case of accident, train breaking in two, or pulling out draw bar, hand brakes must be applied on train immediately to prevent train or cars getting away.

Freight trains and transfers will not handle to exceed sixty (60) cars down the grade from Claymont to Third Street Junction.

J. B. McLANE,
Assistant Superintendent.

L. J. BENNER,
Trainmaster.

HENRY FLANAGAN,
Trainmaster.

E. H. BRILEY,
Chief Dispatcher.

SPECIAL RULES.

GOVERNING M. & ST. L. TRAINS BETWEEN 1st STREET NORTH AND 20th AVENUE SOUTH, MINNEAPOLIS.

All trains, transfers and light engines will register by ticket at 1st Street North.
Maximum speed limit for passenger trains, 20 miles per hour; for all other trains and light engines, 15 miles per hour.
Between 1st Street North and 6th Avenue South, and between 18th and 20th Avenues South, maximum speed limit for passenger trains, 15 miles per hour; for all other trains and light engines, 10 miles per hour.
All trains and engines must move under control between 1st Street North and 20th Avenue South.
"Under Control" as used herein means being able to stop within the distance track is seen to be clear.
Unless otherwise ordered train orders are not required between 1st Street North and 20th Avenue South. Engines and trains must use right-hand track and move with the current of traffic. Switch engines may use the double track between these points on the time of all except first class trains, under protection, but be prepared to clear main track without delay to regular trains and transfers; and may use the track UNDER PROTECTION, on the time of first class trains after such trains are five minutes late.
Second and inferior class and extra trains and switch engines may run ahead of first class trains which are five minutes or more late, when this can be done without delay to first class trains, and may be run ahead of each other, without orders.
All trains, switch engines and light engines occupying main tracks at any point between 1st Street North and 20th Avenue South must be protected, but this rule will in no manner relieve enginemen of responsibility in case of collision, for failure to observe speed restrictions or for failure to move under control at any point, and in case of collision, responsibility will ordinarily rest with the approaching train.
Movements over crossovers must be protected in both directions.
Movements between 1st Street North and First St. South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by a sign post reading, "End Block." Lights will govern train movements by day as well as by night; one light only should appear at any one time. A green light indicates track clear, Proceed. A yellow light indicates Caution, that block in advance is occupied, approach next signal at end of block under control. A red light indicates Stop, block not clear,

broken rail, open switch or other obstruction, and train must be brought to a full stop at least 20 feet back of signal and may then proceed under control expecting to find the block obstructed and enginemen will be held responsible in case of accident caused by overtaking a preceding train. When signals are out of order, that is when two lights or more show at the same time, or when a white light is shown, or when no lights show, it will be considered a Stop Signal and trains will proceed accordingly; enginemen will report the signal that is out of order to Superintendent at first available telephone or telegraph office. It must be understood that automatic block signals in no way relieve men in charge of trains, switching transfers and light engines, of protecting whenever and wherever required by these special rules.
Switches at 1st Street North and at 6th Avenue South will be handled by switch tenders. All trains and engines must approach these switches under control, prepared to stop, and must not proceed until it is known that the track is clear, switches are right, and a proceed signal has been received from the switch tender.
Switch connecting lead of wheat yard with the eastward main track between 16th and 18th Avenues South, is connected with a semaphore indicating the position of the switch, and all eastward trains must approach this semaphore prepared to stop.
Engine bell must be kept ringing when engine is moving at all points between 1st Street North and 20th Avenue South.
"Proceed" hand signals given by watchman stationed at either side of Minneapolis Eastern crossovers only govern that particular location and connecting tracks, and must not be construed as indicating that main track beyond is clear. Cars must not be left on main track without an engine attached unless unavoidable in case of accident, in which event they must be protected by flagmen.
Between sunset and sunrise and at other times when day signals cannot be clearly seen, a red light must be displayed on the rear of all transfer trains; when such trains are provided with caboose, proper display of markers is required.
These special rules govern main tracks of the Minneapolis & St. Louis Railroad Company between 1st Street North and 20th Avenue South, Minneapolis, and they supersede all other rules and instructions inconsistent therewith.

R. E. RYAN, Superintendent, M. & St. L. R. R.

