

# **NORTHERN PACIFIC RAILWAY COMPANY.**

**— AND —  
MINNEAPOLIS & ST. LOUIS RAILROAD**

## **JOINT 1906 TERMINAL TIME TABLE**

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

**THURSDAY, JULY 3, 1930.**

**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.**

**W. C. SLOAN,**  
General Manager.

**W. H. STRACHAN,**  
General Superintendent.

**P. H. McCAULEY,**  
General Superintendent of Transportation.

**T. M. FLYNN,**  
Superintendent.

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

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

SECOND SUB-DIVISION  
(JOINT TERMINAL)

WESTWARD

FIRST CLASS													Time Table No. 196 July 3, 1930 Succeeding No. 195	STATIONS	Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS		SECOND CLASS	
201	325	303	319	203	305	309	207	315	307	317	321	209				211	327	165	167
M. & St. L. 2	Soo 14	Soo Chgo. Div. 2	Soo 105	M. & St. L. 13	Soo 64	Soo 62	M. & St. L. 6	Soo 109	Soo 107	Soo 8	Soo Chgo. Div. 4	M. & St. L. 4				M. & St. L. 15	Soo 13	M. & St. L. 98	M. & St. L. 82
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Freight	Freight
Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Distance from St. Paul.			Daily	Daily	Daily	Daily
L 7.30A	L 8.20A	L 8.50A		L 8.55A	L 10.45A	L 1.50P	L 3.30P			L 6.45P	L 7.05P	L 7.45P	0.0	U. SAINT PAUL DN	WTY	L 8.40P			
7.32	8.23	8.52 203		8.57 303	10.47	1.52	3.32			6.48	7.08	7.47	0.6	C. B. & Q. R. R. Crossing THIRD STREET To Mississippi Street		8.42			
7.35	A 8.29A	A 8.57A		9.00	10.51	1.56	3.35			6.52	A 7.14P	7.50	1.8	SEVENTH STREET 0.9 MX. MISSISSIPPI ST. Y'D DN	WCT	8.45		L 7.00P	L 9.30P
7.38				9.03	A 10.55A	A 2.00P 308	3.38			A 6.55P		7.53	2.9	Interlocked east end. Soo Line Connection 1.1 SOO LINE JCT. Soo Line Connection		8.48		7.03	9.33
7.44				9.09			3.44					7.59	5.9	3.0 COMO SHOPS P W		8.54		7.07	9.37
7.47				9.12			3.47					8.02	6.7	0.8 G. N. CROSSING Automatic Interlocking				7.17	9.47
7.48				9.13			3.48					8.03	7.3	0.6 UNION P		8.57		7.22	9.52
7.50				9.15			3.50					8.05	7.8	0.5 G. N. Connection		8.58		7.24	9.54
7.54				9.19			3.54					8.09	8.4	0.6 ST. ANTHONY PARK JCT. P Interlocked	Y	9.00		7.26	9.56
7.56				9.21			3.56					8.11	9.9	1.5 EUSTIS STREET P		9.04		7.31	10.01
7.58				9.23 219			3.58			L 5.48P	L 6.10P	8.13	10.8	0.9 18TH AVE. SOUTH EAST P C. M. St. P. & P. Track C. & G. W. Connections		9.06		7.34	10.04
A 8.00A				A 9.19A	A 9.25A		A 4.00P	A 5.51P	A 6.14P			8.15P	11.5	0.7 NINETEENTH AVE. SOUTH Railway Transfer Connection		9.08	L 11.28P	7.37	10.07
													12.3	0.8 SIXTH AVE. SOUTH C.M. & St. P.P. Track Connection		A 9.10P	A 11.32P	7.40P	10.10P
														0.8 FIRST STREET NORTH P MINNEAPOLIS M. & St. L. Connection					
Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily
.30	.09	.07	.04	.30	.10	.10	.30	.03	.04	.10	.09	.30				.30	.04	.40	.40
24.6	12.0	15.4	12.0	24.6	17.4	17.4	24.6	16.0	12.0	17.4	12.0	24.6				24.6	12.0	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. S. E., MINNEAPOLIS.

Enginemen will not be required to consult register except at initial or starting point.  
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, St. Paul, westward second class and inferior trains may run ahead of delayed first class trains, when given the route by switchtenders.  
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.  
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 derrails 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 yard office 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.  
At Union, Como and West End Mississippi Street Yard, Foreman or Enginemen with light engines must call St. Anthony Park Tower, or Mississippi Street Tower and inform themselves as to first class trains before entering upon main track. Movements may then be made ahead of delayed first class trains without train orders, but care must be used not to delay them.

# SECOND SUB-DIVISION (JOINT TERMINAL)

EASTWARD

FIRST CLASS									Distance from Minneapolis.	Time Table No. 196 July 3, 1930. Succeeding No. 195	Water, Fuel, Scales, Turn Tables, Weigh and Yard Limits.	FIRST CLASS						SECOND CLASS		
302	324	202	304	310	306	200	206	308				312	208	316	320	210	326	164	166	
Soo 106	Soo 14	M. & St. L. 3	Soo 110	Soo 7	Soo Chgo. Div. 3	M. & St. L. 16	M. & St. L. 5	Soo 85				Soo Chgo. Div. 1	M. & St. L. 14	Soo 108	Soo 63	M. & St. L. 1	Soo 13	M. & St. L. 97	M. & St. L. 95	
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	Freight	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	
		A 7.30A		A 7.45A	A 8.05A	A 8.10A	A 8.15A	A 2.10P	12.3	U	SAINT PAUL	DN	WTY	A 3.50P	A 4.15P		A 5.30P	A 7.45P	A 10.15P	
		7.28		7.42	8.03	8.08	8.13	2.07	11.7		C. B. & Q. R. R. Crossing THIRD STREET From Mississippi St.			3.47	4.13		5.27	7.43	10.11	
		7.25		7.38	L 7.59A 200	8.04 306	8.10	2.03	10.5	MX	MISSISSIPPI ST. Y'D	DN	WCT	L 3.40P	4.10		5.22	7.39	L 10.05P	A 4.00A A 7.00A
		7.22		L 7.35A		8.01	8.07	L 2.00P 309	9.4		SOO LINE JCT. Soo Line Connection				4.07		L 5.19P	7.36		3.48 6.48
		7.16				7.54	8.01		6.4		COMO SHOPS	P			4.01			7.30		3.33 6.33
		7.13				7.50	7.58		5.6		G. N. CROSSING Automatic Interlocking									
		7.12				7.48	7.57		5.0		UNION	P			3.58		7.27		3.26 6.26	
		7.10				7.46	7.55		4.5		ST. ANTHONY PARK JCT.	P	Y		3.57		7.26		3.23 6.23	
		7.06				7.42	7.51		3.9		EUSTIS STREET	P			3.55		7.24		3.20 6.20	
		7.04				7.39	7.49		2.4		18TH AVE. SOUTH EAST C. M. St. P. & P. C. & G. W. Track G. N. Connection				3.51		7.21		3.12 6.12	
A 6.15A	A 6.58A	7.02	A 7.18A			7.37	7.47		1.5		NINETEENTH AVE. SOUTH Railway Transfer Connection				3.49		7.19		3.08 6.08	
L 6.11A 166	L 6.55A 202	L 7.00A 324	L 7.14A			L 7.35A	L 7.45A		0.8		SIXTH AVE. SOUTH C. M. St. P. & P. Track Connection				3.47	A 5.15P	7.17		3.04 6.04	
									0.0		FIRST STREET NORTH MINNEAPOLIS M. & St. L. Connection			L 3.45P	L 5.11P		L 7.15P		L 3.00A L 6.00A 302	
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.						Daily	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily	Daily
.04	.03	.30	.04	.10	.06	.35	.30	.10			Time Over Sub-Division			.10	.30	.04	.11	.30	.10	1.00
12.0	16.0	24.6	12.0	17.4	18.0	21.0	24.6	17.4			Average Speed Per Hour			10.8	24.6	12.0	15.8	24.6	10.8	11.4

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 TWELFTH AVENUE SE., MINNEAPOLIS TO WEST END OF ST. PAUL TUNNEL.

### YARD LIMITS:

First Street North Minneapolis to St. Paul, including Third and Fourth Street Yards, St. Paul. Within yard limits, trains, transfers and Switch movements occupying main track, must have a flagman at rear end and if stopped, flagman must be on ground ready to protect against following movements. The responsibility for collision will ordinarily rest with engineer of approaching train.

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.

## EASTWARD

**BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.**

**BETWEEN ST. PAUL AND MINNEAPOLIS USING GREAT NORTHERN TRACKS 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 AND AUTOMATIC BLOCK BETWEEN THIRD STREET JCT. AND WHITE BEAR.**

n Operation of Westward Freight Trains. See Special Instructions page 7.

At Gloster, the operator will hand up orders and clearances to trains passing through the wye, at the wye switch. Conductors will hand register ticket, Form 608, to operator, who will register such train in train register.

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

Conductors of trains and Enginemen of light engines in and out of Stillwater will make out register ticket Form 608, covering their arrival and departure at Stillwater and will give them to the operator at White Bear.

At Stillwater Passenger Station, close clearance exists at roof of train shed.

Between Summit and Stillwater and other grades where in the judgment of Enginemen retainers are necessary in accordance with rules, they must be used.

At White Bear, normal position of double track switch is for westward trains.

At Claymont and East Seventh Street, yard foremen or enginemen with light engines must call Operator Gloster or Switch-tender Third 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.

**SEE SPECIAL INSTRUCTIONS, PAGES 6 AND 7.**

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

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

## SPECIAL INSTRUCTIONS

At Lewis Bolt and Nut Co. track, Southeast Minneapolis, Box and Stock cars, high loads or engines, are not permitted to be moved under or beyond overhead trolley beams near end of track by yard crews. When set in, high cars or high loads will be left not less than ten feet from easterly trolley beam, and will be placed at same distance by plant employees, when such cars are to be taken out, before coupled onto by engine. Employees must not ride on top of cars approaching or moving under the overhead trolley beams.

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 normal position of the double track switch at West End of the Mulberry Line, at Mulberry Line Junction will be for Eastward train movements.

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 engineer of the approaching train. Switches on "B" Line must be lined for the running tracks unless a member of crew is left in charge of the switch.





**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, . . . . .	Nestor 2866
Dr. B. I. Derauf, . . . . .	Nestor 2866 Nestor 3837
Dr. W. J. Lund, . . . . .	
Dr. J. W. Jesion . . . . . N. P. General Office Bldg., St. Paul . . . . .	Cedar 2340 Dale 7019
Dr. R. R. Cranmer . . . . . Minneapolis . . . . .	Geneva 5441 Cherry 4181
Dr. I. C. McDonald . . . . . Minneapolis . . . . .	Geneva 5066 Dykewater 1262
Dr. F. R. Gratzek . . . . . Minneapolis . . . . .	Dinsmore 7171 Dinsmore 0320
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...830 Lowry Bldg., St. Paul. . . . . Cedar 2846  
 Dr. A. C. Heath,  
 Nose and Throat . . . . . 339 Lowry Bldg., St. Paul. . . . . Cedar 4871  
 Dr. C. G. Nordin,  
 Eye, Ear, Nose and Throat . . . 942 Lowry Bldg., St. Paul. Garfield 2536  
 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, Yard Office (S)  
 St. Paul, Third Street, Car Foreman's Office (S)  
 St. Paul, Como Shops (S)  
 Northtown, Round House (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.**

- At Claymont, Westward Freight Trains will stop engine just East of Crossover so opposing trains may use the crossover.
- Rear Brakeman will protect rear of train.
- 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.
- 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.
- 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.
- 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.
- 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.
- 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.
- Engineman will pull out slow enough so conductor can catch caboose after seeing that brakes are released.
- Conductor must observe caboose gauge constantly during the descent of hill and promptly render any assistance which pressure shown thereby may indicate as needed.
- 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.

**J. B. McLANE,**  
Assistant Superintendent.

**L. J. BENNER,**  
Trainmaster.

**C. C. CORSER,**  
Trainmaster.

**F. C. DEFIELD,**  
Chief Dispatcher.

**M. & St. L.—SPECIAL RULES.****GOVERNING TRAINS AND ENGINES 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 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.

Between 6:15 A. M. and 2:15 P. M. and from 3:15 P. M. until 11:15 P. M., switches at Sixth 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 track is clear and switches are right.

Semaphore signal located at Eighteenth Avenue South is connected with main track switch to wheat yard, railway transfer. All eastward trains or engines will approach signal prepared to stop and will not pass the signal unless at proceed position. When signal is at stop position and when not on the time of first class trains and when weather conditions are favorable for vision, trains (except first class) and engines with or without cars may occupy the eastward main track between the signal and twentieth Avenue South without flag protection.

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.**

