AUTHORIZED SURGEONS.

Location of Stretchers—(S)

Dr. A. W. Ide, Chief Surgeon	St. Paul
Dr. B. I. Derauf, Dr. H. G. Collie, Dr. J. W. Jesion, Dr. Louis Rosenbladt, Dr. A. McEwan, Dr. W. P. Gjerde	Assistant Surgeons, N. P. B. A. Hospital, St. Paul (S)
Dr. E. R. Lowe	South St. Paul
Dr. R. R. Cranmer	Minneapolis
Dr. J. A. C. Leland	Minneapolis
Dr. D. M. Thysell	Minneapolis
Dr. W. R. Humphrey	Stillwater (S)
Dr. J. H. McClanahan	White Bear Lake (S)
Dr. T. S. McClanahan	White Bear Lake

SPECIALISTS.

Dr. L. A. Nelson, Oculist	830 Lowry Bldg., St. Paul
Dr. H. E. Binger and Dr. L. T. Simons, Eye, Ear, Nose & Throat	1039 Lowry Bldg., St. Paul
Dr. Kenneth A. Phelps, Eye, Ear, Nose & Throat	1137 Med. Arts Bldg., Minneapolis

St. Paul, General Office Bldg. (S)*
St. Paul, Third Street, Car Foreman's Office (S)
St. Paul, Fourth Street, Yard Office (S)*
St. Paul, Mississippi Street, Round House (S)
St. Paul, Mississippi Street, Yard Office (S)*
St. Paul, Como Shops (S)*
Northtown, Yard Office (S)*
Northtown, Round House (S)*
Northtown, Tool Car No. 4 Steam Derrick (S)
Minneapolis Lower Yard, Yard Office (S)

*Litter—No equipment

NOTE.

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

Where injuries 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

MINNEAPOLIS & ST. LOUIS RAILROAD

JOINT TERMINAL TIME TABLE 247

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

Sunday, November 23, 1941

For the Government of Employes 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 a copy for reference and a copy of TRANSPORTATION RULES.

NOV 26 1941

W. W. JUDSON,
General Manager.

P. H. McCAULEY,
General Superintendent of Transportation.

T. M. FLYNN,
Superintendent.

J. W. DEVINS,
General Manager,
M. & St. L. R. R.

R. E. RYAN,
Assistant General Manager,
M. & St. L. R. R.

E. L. CRIMMEN,
General Superintendent,
M. & St. L. R. R.

Time Table No. 247

November 23, 1941.

Superseding No. 246

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings.	THIRD CLASS 721 Way Freight Ex. Sun.	THIRD CLASS 715 Way Freight Ex. Sun.	SECOND CLASS 625 C. M. St. P. & P. Freight Daily	SECOND CLASS 627 Freight Daily	FIRST CLASS 61 Passenger Ex. Sun.	FIRST CLASS 65 Passenger Daily	STATIONS	Distance from St. Paul.
WTX	LG12	Yard		L 10.00 AM					.....STILLWATER.....P	24.0
	LG9	18		f 10.15					4 0 .....SUMMIT.....	20.0
	LG7			f 10.24					2 2 .....DULUTH JCT.....	17.8
	LG4	15		f 10.34					2 9 .....MAHTOMEDI.....	14.9
	LG2½			f 10.38					1.2 .....CLUB HOUSE.....	13.7
	LG2	84		f 10.39					0 4 .....DELLWOOD.....	13.3
WX	L141	Yard	L 2.30 PM	s 10.45	L 3.00 AM	L 2.30 AM	L 12.05 PM	L 5.25 AM	2.0 BLOCK WB WHITE BEAR LAKE DN DOUBLE	11.3
YX	L142	Yard	2.37	11.45 11.49	3.05	2.35			1 6 ....M. & D. JUNCTION....	9.7
X	L147	Yard	As 2.55 PM	A 11.55 AM	3.17	A 2.50 AM	s 12.17	s 5.40	4 7 GN.....GLOSTER.....DN To Mississippi Street Yard 3.6	5.0
BETWEEN MISSISSIPPI STREET AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.										
WCTY	S142	Yard	A 3.10 PM	A 12.10 PM		A 3.10 AM			MY. MISSISSIPPI ST...DN YARD	
X	L147	Yard			3.17		s 12.17	s 5.40	GN.....GLOSTER.....DN	5.0
	L149	Yard			3.23				2 1 .....CLAYMONT.....P	2.9
	L150	Yard			3.35		12.22	5.46	0.4 AUTOMATIC ...EAST SEVENTH ST..... TRACK	2.5
	L151	Yard			A 3.50 AM		12.27	5.52	2.0 .....THIRD STREET.....P	0.5
BETWEEN THIRD STREET AND ST. PAUL UNION DEPOT, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.									0.5	
WTY	S142						A 12.30 PM	As 5.55 AM	U. SAINT PAUL (Union Depot). DN	0.0
BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.									10.4	
								A 6.40 AM	S.....MINNEAPOLIS.....DN (Passenger Station)	
			Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily		
			.25	.55	.38	.20	.25	.30	Time Over Sub-Division	
			15.1	20.7	17.8	18.9	27.1	22.6	Average Speed Per Hour	

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

SPECIAL INSTRUCTIONS, PAGES 7, 8, 11 and 12.

Time Table No. 247
November 23, 1941.
Superseding No. 246

Distance from Stillwater.	STATIONS		FIRST CLASS 62 Passenger Ex. Sun.	FIRST CLASS 66 Passenger Daily	SECOND CLASS 626 C. M. St. P. & P. Freight Daily	SECOND CLASS 628 Freight Daily	THIRD CLASS 722 Way Freight Ex. Sun.	THIRD CLASS 716 Way Freight Ex. Sun.
0.0	.....STILLWATER.....P							A 9.00 AM
	4.0							
4.0	.....SUMMIT.....							f 8.44
	2.2							
6.2	.....DULUTH JCT.....							f 8.37
	2.9							
9.1	.....MAHTOMEDI.....							f 8.26
	1.2							
10.3	.....CLUB HOUSE.....							8.22
	0.4							
10.7	.....DELLWOOD.....							8.21
	2.0							
12.7	BLOCK WBWHITE BEAR LAKEDN DOUBLE		As 8.40 AM	As 12.30 AM	A 8.50 PM	A 9.20 PM	A 7.10 AM	8.15
	1.6							s 8.00
14.3	....M. & D. JUNCTION....				8.42	9.13	7.05	7.56
	4.7							
19.0	GN.....GLOSTER.....DN		s 8.28	s 12.14	8.22	L 8.55 PM	Ls 6.50 AM	L 7.45 AM
	To Mississippi Street Yard.3.6							

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

22.6	MY. MISSISSIPPI ST...DN YARD					L 8.40 PM	L 6.40 AM	L 7.30 AM
19.0	AUTOMATIC GN.....GLOSTER.....DN TRACK	s 8.28	s 12.14	8.22				
	2.1							
21.1	.....CLAYMONT.....P							
	0.4							
21.5	...EAST SEVENTH ST....	8.23	12.07					
	2.0							
23.5	.....THIRD STREET.....P	8.18	12.01 AM	L 8.00 PM				
	0.5							

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

24.0	U..ST. PAUL (Union Depot)..DN	L 8.15 AM	Ls 11.59 PM					
	10.4							

BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.

	S.....MINNEAPOLIS.....DN (Passenger Station)		L 11.20 PM					
		Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	
	Time Over Sub-Division	.25	.31	.50	.25	.20	1.00	
	Average Speed Per Hour	27.1	21.8	12.9	15.1	18.9	19.0	

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

SPECIAL INSTRUCTIONS, PAGES 7, 8, 11 AND 12.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	SECOND CLASS	FIRST CLASS							Time Table No. 247 November 23, 1941. Superseding No. 246	Distance from St. Paul
	167	323	317	315	325	309	319	303		
	M. & St. L. 96	Soo 3	Soo 8	Soo 109	Soo Chgo. Div. 6	Soo 62	Soo 105	Soo Chgo. Div. 2		
	Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	STATIONS	
	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily		
WTY			L 8.20 PM		L 5.50 PM	L 1.55 PM		L 8.20 AM	U.....ST. PAUL (Union Depot).....DN	0.0
BETWEEN ST. PAUL UNION DEPOT AND THIRD STREET, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.										
			8.22		5.53	1.58		8.23	0.6 .....THIRD STREET.....	0.6
	L 8.30 PM								To Mississippi Street 1.2 .....SEVENTH STREET.....	
WOT	8.35		8.27		A 6.00 PM	2.01		A 8.30 AM	0.9 MX...MISSISSIPPI ST. Y'D...DN	1.8
	8.39		A 8.30 PM			A 2.04 PM			1.1 .....SOO LINE JCT.....	2.9
W	8.47								3.0 .....COMO SHOPS.....P	5.9
									0.8 .....G. N. CROSSING.....	6.7
	8.52								0.6 .....UNION.....P	7.3
Y	8.54								0.5 .....ST. ANTHONY PARK JCT....P	7.8
	8.56								0.6 .....EUSTIS STREET.....P	8.4
									1.5	
	9.01								....EIGHTEENTH AVE. SOUTH EAST..P	9.9
	9.04								0.8 .....TWENTIETH AVE. SOUTH.....	10.7
	9.07	L 10.43 PM		L 8.23 PM			L 8.38 AM		0.8 .....SIXTH AVE. SOUTH.....	11.5
	A 9.10 PM	A 10.45 PM		A 8.25 PM			A 8.40 AM		0.8 .....FIRST STREET NORTH....P MINNEAPOLIS	12.3
	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily		
	.40	.02	.10	.02	.10	.09	.02	.10	Time Over Sub-Division	
	17.1	24.0	17.4	24.0	10.8	19.3	24.0	10.8	Average Speed Per Hour	

AUTOMATIC BLOCK — DOUBLE TRACK

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

SPECIAL INSTRUCTIONS, PAGES 8, 9, 10, 11 AND 12.

Time Table No. 247
November 23, 1941.
Superseding No. 246

Distance from Minneapolis	STATIONS	FIRST CLASS 324 Soo 4 Passenger Daily	304 Soo 110 Passenger Daily	326 Soo Chgo. Div. 5 Passenger Daily	310 Soo 7 Passenger Daily	312 Soo Chgo. Div. 1 Passenger Daily	302 Soo 106 Passenger Ex. Sun.	320 Soo 63 Passenger Daily	SECOND CLASS 164 M. & St. L. 97 Freight Daily	166 M. & St. L. 95 Freight Daily
12.8	U .....SAINT PAUL (Union Depot).....DN			A 7.20 AM	A 7.35 AM	A 4.00 PM		A 5.24 PM		
	BETWEEN ST. PAUL UNION DEPOT AND THIRD STREET, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.									
11.7	0.6 .....THIRD STREET..... From Mississippi Street 1.2			7.17	7.33	3.57		5.22	A 4.00 AM	A 6.45 AM
	.....SEVENTH STREET..... 0.9			L 7.10 AM	7.30	L 3.50 PM		5.19	3.54	6.36
10.5	MX...MISSISSIPPI ST. Y'D...DN 1.1				L 7.27 AM			L 5.16 PM	3.48	6.30
9.4	.....SOO LINE JCT..... 3.0								3.33	6.18
6.4	.....COMO SHOPS.....P 0.8								3.26	6.11
5.6	.....G. N. CROSSING..... 0.6								3.23	6.08
5.0	.....UNION.....P 0.5								3.20	6.05
4.5	.....ST. ANTHONY PARK JCT....P 0.6								3.12	5.57
3.9	.....EUSTIS STREET.....P 1.5								3.08	5.53
2.4	...EIGHTEENTH AVE. SOUTH EAST... 0.8								3.04	5.49
1.6	....TWENTIETH AVE. SOUTH.... 0.8								3.00 AM	5.45 AM
0.8	.....SIXTH AVE. SOUTH..... 0.8	A 6.28 AM	A 7.11 AM				A 4.37 PM			
0.0	.....FIRST STREET NORTH....P MINNEAPOLIS	L 6.26 AM	L 7.09 AM				L 4.35 PM			
		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily
	Time Over Sub-Division	.02	.02	.10	.08	.10	.02	.08	1.00	1.00
	Average Speed Per Hour	24.0	24.0	10.8	21.8	10.8	24.0	21.8	11.4	11.4

AUTOMATIC BLOCK — DOUBLE TRACK

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

SPECIAL INSTRUCTIONS, PAGES 8, 9, 10, 11 AND 12.

WESTWARD — FOURTH SUB-DIVISION — EASTWARD

Time Table No. 247
November 23, 1941.
Superseding No. 246

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits	Car Capacity of Sidings	Station Numbers	Distance from M. & D. Jct.	STATIONS
YX	Yard	L142	0.0	.....M. & D. JCT.....P
			3.4	
	24	L144½	3.4	.....LITTLE CANADA.....
			4.5	
	49	L149½	7.9	.....ROSE.....
			1.8	
X		L152½	9.7	.....BELT LINE CROSSING.....
			2.5	
WYZX	Yard	L154	12.2	.....EAST MINNEAPOLIS....P
				Time Over Sub-Division
				Average Speed Per Hour

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

SPECIAL INSTRUCTIONS, PAGES 10, 11 AND 12.

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS										Time Table No. 247 November 23, 1941. Superseding No. 246	Distance from Minneapolis.
					3	323	11	315	1	319		
					N. P. 3	Soo 3	N. P. 11	Soo 109	N. P. 1	Soo 105		
					Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
					Daily	Daily	Daily	Daily	Daily	Ex. Sun.	STATIONS	
					L 11.05 PM		L 10.20 PM		L 9.10 AM		S.....MINNEAPOLIS.....DN (Passenger Station) 0.5	0.0

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

						L 10.45 PM		L 8.25 PM		L 8.40 AM	.....FIRST STREET NORTH....P (0.3)	DOUBLE TRACK	0.5
WZ					11.09	10.46	10.24	8.26	9.13	8.41	.....N. P. FREIGHT YARD.....P (0.3)		0.8
					11.10	A 10.47 PM	10.25	A 8.27 PM	9.14	A 8.42 AM	.....FIFTEENTH AVE. NORTH..... (1.2)		1.1
Y					11.14		10.29		9.17		.....MULBERRY LINE JCT.....P (1.5)		2.3
WCZT					A 11.20 PM		A 10.35 PM		A 9.22 AM		NJ.....NORTHTOWN.....DN		3.8
					Daily	Daily	Daily	Daily	Daily	Ex. Sun.			
					.15	.02	.15	.02	.12	.02	Time Over Sub-Division		
					15.2	18.0	15.2	18.0	10.0	18.0	Average Speed Per Hour		

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

THIRD SUB-DIVISION EASTWARD

Distance from Northtown	Time Table No. 247 November 23, 1941. Superseding No. 246	FIRST CLASS													
		324	12	4	304	302	2								
		Soo 4	N. P. 12	N. P. 4	Soo 110	Soo 106	N. P. 2								
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
	STATIONS	Daily	Daily	Daily	Daily	Ex. Sun.	Daily								
3.8	S.....MINNEAPOLIS.....DN (Passenger Station) 0.5		A 6.55 AM	A 7.10 AM			A 10.12 PM								

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

3.3	.....FIRST STREET NORTH....P (0.3)	DOUBLE TRACK	A 6.26 AM			A 7.09 AM	A 4.35 PM						
3.0	.....N. P. FREIGHT YARD.....P (0.8)		6.25	6.50	7.06	7.08	4.34	10.07					
2.7	.....FIFTEENTH AVE. NORTH..... (1.2)		L 6.24 AM	6.49	7.05	L 7.07 AM	L 4.33 PM	10.06					
1.5	.....MULBERRY LINE JCT.....P (1.5)			6.45	7.02			10.02					
0.0	NJ.....NORTHTOWN.....DN			L 6.40 AM	L 6.58 AM			L 9.57 PM					
			Daily	Daily	Daily	Daily	Ex. Sun.	Daily					
	Time Over Sub-Division		.02	.15	.12	.02	.02	.15					
	Average Speed Per Hour		18.0	15.2	19.0	18.0	18.0	15.2					

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

SPECIAL INSTRUCTIONS, PAGES 10, 11 AND 12.

FIRST SUBDIVISION.

1. **At Third Street, St. Paul, crossing with C. B. & Q. Railway is** single track.
2. East of Fourth St. Bridge, all westward trains using crossover to eastward main track will stop and proceed upon signal from Third Street Switchtender. Trains moving against the current of traffic on eastward main track will approach crossover expecting to find it in use.
3. **Between Third Street and Claymont, trains running against the current of traffic, will approach Omaha Crossing at Forest Street prepared to stop and know that crossing is clear before proceeding.**
   Westward freight trains will be governed by the following instructions on the grade between Claymont and Third Street, St. Paul:
   Engineman 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. Engineman to sound one blast of steam 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 engineman 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 engineman 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 Third Street.
4. **At Claymont and East Seventh Street, yard foremen or enginemen with light engines must call operator Gloster or switchtender 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.**
5. At Gloster, automatic crossing protection signals at Frost Avenue do not operate for reverse current traffic movements. Trains or engines moving against the current of traffic must move over the crossing under protection of flagman.
6. **At White Bear Lake,** main line movements in either direction between White Bear Lake and the new yard must be made with the current of traffic. Flying switches over highway crossings are prohibited. All trains must approach and pull over Fourth Street crossing at restricted speed. All eastward second class and inferior trains must receive proceed signal from operator before entering single track.
7. **Between White Bear Lake and Stillwater,** Nos. 715 and 716 may carry passengers.
8. **From Summit to Stillwater,** retainers must be used.
9. **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.
10. **Yard Limits—**
    Third Street Yard St. Paul to yard limit board east of Gloster. **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 engineman of approaching train.**
11. **Bridge and Engine Restrictions—**
    At St. Paul Union Depot, Class A-3 and A-4 engines not permitted on tracks 1 to 5, inclusive, and tracks 6, 7 and 8 under concourse. The stack extension must not be used in terminals.
    Engines heavier than class G-1 or W-3 prohibited on bridge over Phalen Creek at Griffin Wheel Company's plant.
    Bridge 11, North Broadway Street, Stillwater:
    Engine classes T, Q1, Y to Y5 and heavier, not permitted.
    Engine classes F1, L9, Q, S4 and S10, eight (8) MPH.
    Diesel Electric Engines, ten (10) MPH.
12. **Speed Restrictions—**
    East Seventh Street to Third Street, St. Paul, passenger trains must not exceed average speed of schedule time.
    Through Seventh Street tunnel and between tunnel and Third Street, St. Paul, freight trains must not exceed fifteen (15) MPH.
    Claymont Yard to Third Street, St. Paul, westward freight trains must use fifteen (15) minutes.
    On Soo Line tracks between Gloster and Trout Brook Junction, Class W-3 engines twenty-five (25) MPH.
    At White Bear Lake, over State Highway No. 61 where it crosses the Stillwater Branch, five (5) MPH.
    At Stillwater, between yard limit sign and passenger station, eastward trains fifteen (15) MPH.
    See also Bridge and Engine restrictions.
13. **Short Clearances—**
    St. Paul Yard, overhead bridge at Omaha crossing, and tunnel at Seventh 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 Union Depot.
    Gloster. White Bear Lake. Stillwater.
    Mississippi Street Yard Office, for trains originating or terminating.
15. **Register Exceptions—**
    At Gloster, trains will register by Form 608. Operators will deliver orders and clearances to trains passing through the wye at wye switch. Eastward trains passing through the wye will be given check of register on Form 602.
    At White Bear Lake, westward second class trains and extras from the Lake Superior Division will register by Form 608 and will be given check of register on Form 602 and clearance by operator.
16. **Clearance Exceptions—**
    At Third 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 St. Paul Union Depot.
    At Gloster, C. M. St. P. & P. helper engines must secure clearance.
    No train order signal at White Bear Lake. All trains will secure clearance.
    At Stillwater, clearance not required.
17. **Cross-overs—**
    Third Street, Fourth Street, Claymont, Gloster, M. & D. Junction, White Bear Lake (2).
18. **Derail Switches—**
    Claymont, west end of siding.
    Summit, east end of siding.

SECOND SUBDIVISION.

BETWEEN THIRD STREET, ST. PAUL AND TWENTIETH AVENUE SOUTH, MINNEAPOLIS.

1. **Between Third Street and Soo Line Jct.,** inferior trains and engines may run ahead of delayed first class trains, but if overtaken must let them by promptly.
2. **At Third Street, St. Paul, crossing with C. B. & Q. Railway 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 semaphore on eastward main track. All trains in either direction will stop at end of double track and proceed only on switchtender's signal. All eastbound trains picking up or setting out on the "Rag House" track must stop back of the derail.

8. **At Mississippi Street Interlocking—**
The train order signal at Mississippi St. tower is to govern Soo Line, Chicago Division outgoing trains exclusively.
Enginemen approaching on main line will be governed by the color light signal located one hundred feet west of the interlocking tower, governing routes as follows: Top light governs movements on eastward main line to Third Street. The bottom light 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.
Enginemen will call for routes as follows:
— — West Side Line.
— — — — East Side Line.
— — — — — Round House.
— — — — — — Coal Dock.
Enginemen approaching on East Side Line will be governed by the color light signal located five hundred feet east of Mississippi Street bridge. Top light governs movements on westward main line and bottom light governs movements to back lead of Mississippi Street Yard. Enginemen will call for routes as follows:
— Main Lines.
— — Back Lead.
Enginemen approaching on West Side Line will be governed by the two-arm semaphore located five hundred feet east of Mississippi Street bridge. Top arm governs movements on westward main line and bottom arm governs movements to back lead of Mississippi Street Yard. Enginemen will call for routes as follows:
— Main Lines.
— — Back Lead.
Enginemen coming down back lead at east end Mississippi Street Yard, will be governed by the two-arm semaphore located fifty feet west of Mississippi Street bridge, the top arm governs East Side Line and lower arm West Side Line. Enginemen will call for routes as follows:
— — West Side Line.
— — — — East Side Line.

4. **At Como Avenue and Como Place** crossings, where automatic electric signals are installed, engine whistles must not be sounded except to prevent accidents.

5. **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.

6. **At St. Anthony Park Junction Interlocking—**
Enginemen will call for routes 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

7. **At Park Junction,** 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.

8. **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 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.

9. **Between St. Paul and 20th Avenue South, Minneapolis,** passenger train flagmen must ride outside on rear platform to be in position to drop off immediately their train stops and protect it. Conductors will see that flagmen comply with this rule.

10. **Yard Limits—**
Third Street, St. Paul to 20th Avenue South, Minneapolis, 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 engineman of approaching train.

11. **Bridge and Engine Restrictions—**
At St. Paul Union Depot, Class A-3 and A-4 engines not permitted on tracks 1 to 5, inclusive, and tracks 6, 7 and 8 under concourse. The stack extension must not be used in terminals.
At Fourth Street, on West Side Line, classes W and W-3 engines must not move on track six (6) beyond the west end of yard office account sharp curve.
At Lafayette Avenue, on East Side Line, engines classes Z-5, Z-6 and Z-7 will not pass under viaduct.
Bridge 6.1 between St. Anthony Park and Como Shops, engines classes A-2, A-3, A-4 and Z-5, ten (10) MPH.
Bridge 7.3, Manville Street, engines classes Z-5, Z-6 and Z-7 twenty (20) MPH.
Line A, St. Anthony Park to First Street North, Minneapolis, all A classes engines not permitted.
Como Yard. East end—Class W and G engines permitted only on passing, Scale and Store No. 1 tracks. West end, class W and G engines permitted only on west lead as far as No. 9 switch and on House and Wheel tracks.

12. **Speed Restrictions—**
Lafayette Avenue on West Side Line, leading to and from Seventh Street, St. Paul eight (8) MPH.
Home Signal at Mississippi Street Interlocking, approach at restricted speed and must not exceed twelve (12) MPH through the interlocking.
Como Avenue and Como Place, thirty-five (35) MPH over crossings.
Snelling Avenue, between Como Shops and G. N. Crossing, fifteen (15) MPH over crossing.
Between Twenty-third Ave. S. E. and Twentieth Ave. South Minneapolis, twenty-five (25) MPH.
See also Bridge and Engine restrictions.

13. **Short Clearances—**
At St. Paul, short clearances for man on side of car:
Lafayette Avenue bridge on East and West Side Lines, stone wall west of Lafayette Avenue bridge on East Side Line and stone wall along diagonal track, Fourth Street Yard.
At St. Paul, tunnels on East and West Side Lines and Sixth Street bridge in Fourth Street Yard will not clear a man on top of car.
At St. Paul, doorway of Superior Metal Products Company's building near Robbins and Eustis Streets, will not clear a man on top or side of car and the picking up or setting out of cars must be done outside of building.
At Southeast Minneapolis, Lewis Bolt and Nut Co. track, 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 employes, when such cars are to be taken out, before coupled onto by engine. Employes must not ride on top of cars approaching or moving under the overhead trolley beams. On spur track to galvanizing plant, trolley beam will not clear a man on top of box car or high load.
Following overhead bridges and structures will not clear a man on top of pile of coal on tenders of Class A-2, A-3 and A-4 engines: St. Paul—Sixth St. O. H. bridge, East and West Side Lines. Seventh St. O. H. bridge, East and West Side Lines. Lafayette Ave. O. H. bridge, West Side Line. Mississippi St. tunnels, East and West Side Lines. Mississippi St. O. H. bridge. Jessamine St. O. H. bridge. Courtland St. O. H. bridge, Soo Line O. H. bridge. Rice St. O. H bridge. Northtown—St. Anthony Blvd. O. H. bridge. Soo Line O. H. bridge.

14. **Register 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.

15. **Clearance Exceptions—**
At Seventh Street, Mississippi Street Yard, Soo Line Junction, Sixth Avenue South and First Street North, clearance not required.

16. **Crossovers—**
Third Street, Mississippi Street (2), Maryland Street, Soo Line Junction, Chatsworth Street, Snelling Avenue, Union, St. Anthony Park Junction (2), Eustis Street, Twenty-seventh Avenue South East, Eighteenth Avenue South East, East end Mississippi River bridge, Nineteenth Avenue South, Tenth Avenue South, Eighth Avenue South, Seventh Avenue South, Sixth Avenue South, Second Avenue North, Third Avenue North.

17. **Derail Switches—**
St. Paul, East Side line, eastward track near Fourth Street Bridge.
Sculley Gravel Spur, Lafayette Ave., east end.
Northwestern Fuel Company Yard 1, east end.
Northern States Power Co. Delivery track 1, east end.
Northern States Power Co. Alley track, east end.
Mississippi Street, St. Paul, foot of Outbound Emergency track.
West End of Oil Transfer track.
West End of Coal Dock Hopper track.
West End of Bunker Hill track.
Grant Construction Co. spur, east end.
Como, east and west end of siding.
Snelling Avenue, Minnesota Bi-Product Co's Yard, west end.
Snelling Avenue team track, west end.
Snelling Avenue, Shieley's Gravel spur, 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.
South East Minneapolis, west end Harris Machinery Co. track.
Fifteenth Avenue, S. E., College of Mines spur, east end.
Ready Mixed Concrete Corporation near 20th Avenue So.
West and East ends of CMSTP&P pocket near 4th and 7th Avenues So.

SECOND SUBDIVISION.

BETWEEN 20TH AVENUE SOUTH AND 1ST STREET NORTH, MINNEAPOLIS. GOVERNED BY FOLLOWING M. & ST. L. SPECIAL RULES:

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.
Between First and Second Streets South, Minneapolis; 9:00 AM to 5:00 PM daily except Sundays and holidays, all trains and engines approaching the crossover will come to a stop unless proceed signal is received from the flagman on the ground at or near this crossover. Trains and engines on Minneapolis and St. Louis tracks be signaled with a green flag by day and a green light by night. Trains and engines on Minneapolis Eastern be signaled with a yellow flag by day and a yellow light by night.
5:00 PM to 9:00 AM daily and 9:00 AM to 5:00 PM on Sundays and holidays, trains and engines using the Minneapolis Eastern tracks will proceed over crossover under flag protection. Other trains and engines must at all times approach this crossover under full control, expecting to find the crossover occupied.
Proceed signals given by flagman on the ground at or near the crossover between First and Second Streets South, Minneapolis, only govern the crossover and must not be construed as indicating that main track beyond is 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.

Dwarf signal located 626 feet west of Cedar Avenue Bridge 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.

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.
Between 1st Street North and 20th Avenue South, passenger train flagmen must ride outside on rear platform to be in position to drop off immediately their train stops and protect it. Conductors will see that flagmen comply with this rule.

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.

THIRD SUBDIVISION.

1. **At Minneapolis G. N. Passenger Station, when passenger trains are pushed, helper engine will be cut off at the stop board.**

2. **Between First Street North and Northtown, all trains will run at restricted speed expecting to find yard engines using main tracks. Transfer and light engine movement may be made ahead of delayed first class trains without train orders, but conductors, foremen and enginemen will inform themselves through the yardmaster or train dispatcher as to how late first class trains will be and avoid delaying them. Passenger train flagmen must ride outside on rear platform to be in position to drop off immediately their train stops and protect it. Conductors will see that flagmen comply with this rule.**

3. 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. All trains moving through this territory must receive signal from switchtender before proceeding. Eastward trains from eastward main line to Line A will not be governed by "Stop Board" located above tracks east of Soo Line overhead bridge.

4. Yard Limits—
First Street North, Minneapolis, to Yard Limit board west of Northtown. 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 engineman of approaching train.

5. Bridge and Engine Restrictions—
At Minneapolis G. N. Passenger Station, Class A-3 and A-4 engines will use tracks Nos. 6, 7, 8, 9, 10 and 11 only.
The stack extension must not be used in terminals.
Engines Classes G-1, G-2, T and heavier not permitted over the following tracks in Minneapolis:

Bousfield Wooden Ware Co. tracks,
Gluek Brewing Co. tracks.
Track 6, 24th Avenue North Yard.

Engines Classes W and heavier, except Class G, not permitted over Gould Elevator tracks.

At Minneapolis General Electric Co., engines Classes G-1, G-2 and T are permitted on track 5 only, and then as far as the clearance post. Engines are not permitted on trestle bridges.

6. Speed Restrictions—
Regular trains will not exceed average of schedule time and other trains must use not less than twelve (12) minutes, between First Street North and Northtown.

7. Short Clearances—
At Minneapolis, between Plymouth Avenue and Twentieth Avenue North, the 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 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.

8. Register Stations—
Minneapolis, G. N. passenger station.
Minneapolis, Freight Yard, for first class trains and passenger extras originating or terminating there.
Northtown.

9. Register Exceptions—
At Northtown, first class trains and passenger extras will register by Form 608.

10. 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 G. N. passenger station without clearance.
Passenger extras originating, must secure clearance at Minneapolis, G. N. passenger station.
At First Street North, N. P. Freight Yard, and Fifteenth Avenue North, clearance not required.

11. Crossovers—
N. P. Freight Yard (3), Fifteenth Avenue North, Broadway Street, Grand Street, Mulberry Line Junction, Lowry Avenue, Northtown.

12. Derail Switches—
Minneapolis Lower Yard, east end of transfer track, west end High Line team track 2nd Street. East end 2nd Street team track. Track leading to Carnegie Fuel Co. Yard.
North Minneapolis, west end of Omaha transfer track.
North East Minneapolis, east end of yard.
Ramsey Street Line, Pa-Wray Pickle Co. spur.
East end Fleishman Malting Co. Yard.
East end of track Long 1.
Northtown, east and west end Ice House track. Hill spur.

FOURTH SUBDIVISION.

1. **At East Minneapolis, normal position of crossover switches east of Broadway crossing, connecting wye with branch main line will be for crossover. 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. Switches on "B" Line must be lined for the running tracks unless a member of crew is left in charge of the switch.**

2. Bridge and Engine Restrictions—
Bridge 8, single and double header engine classes G-1, G-2, W, W-1, W-2 and W-4 ten (10) MPH, engine classes T and lighter fifteen (15) MPH.
Engines classes A, Q-5, Q-6, W-3, W-5, Z, Z-1, Z-2, Z-3, Z-4 and Z-5 not permitted.

3. Speed Restrictions—
Class T engines twenty-five (25) MPH and class W twenty (20) MPH at any point.
Eight (8) MPH approaching and passing through home signal limits of Automatic Interlocking at Belt Line Crossing.
Twenty (20) MPH through Automatic Interlocking at Mulberry Line crossing.
See also Bridge and Engine restrictions.

4. Register Stations—
East Minneapolis.

5. Clearance Exceptions—
At M. & D. Junction and East Minneapolis clearance not required.

6. Derail Switches—
East Minneapolis, Chevrolet Motor Co. track.
Rose, east and west end of siding.
Belt Line Crossing, Great Lakes Pipe Co. track.

7. At White Bear Lake, New Yard, Conductors on transfers moving via East Minneapolis Branch will call train dispatcher Minneapolis, on telephone, immediately before departure and advise time train will depart.

ALL SUBDIVISIONS.

1. Transportation Rule 11 is modified as follows: A train finding a fusee burning on or near its track may proceed at restricted speed without stopping.
2. Transportation Rule D-97 applies to all divisions.
3. Transportation Rule 101(A) is modified as follows:
On Branch line subdivisions of light traffic, where there can be no other trains following, protection may be provided in accordance with Transportation Rule 728 as modified in these special instructions, using fixed flags in place of the flagman. When protection is provided under Rule 101(A) or its modification, the first available section foreman must be notified, day or night, and full report must be made to the Superintendent by the first available means of communication. If any trains are met they must be stopped and notified of the conditions and location.
4. Transportation Rule 105 is modified as follows: When a siding of an assigned direction is blocked with cars, or taken out of service for any reason, the siding of the opposite direction will be used as a single siding. At lap sidings, unless otherwise provided, trains taking siding must head in at the lap.
5. IN AUTOMATIC BLOCK SIGNAL TERRITORY: When moving with the current of traffic, or on single track where the automatic block signals governing the track in use are of the semaphore type and can be plainly seen from the rear of a standing train to be at stop, such signal being not less than one-half mile from the rear of such train, it will not be necessary to protect the train by a flagman. Under all other circumstances Rule 99 must be observed.
Transportation Rule 501-B is modified as follows: INDICATION—Approach next signal prepared to stop. Block is clear; second block in advance is not clear.
Transportation Rule 509(B) is modified as follows: It must be understood that such signal indication may be due to an opposing train proceeding into the same block at the opposite end, under an approach signal indication Rule 501-B, and before proceeding into the block every precaution consistent with running orders and the nature of the track ahead should be taken to insure safe movement through the block.
6. Trnasportation Rule 606: Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
7. Transportation Rule 728 is modified as follows: The red flag by day, and in addition the red light at night, will be placed twenty (20) rail lengths distant from the point of obstruction instead of fifty (50) rail lengths. The flagman will be located with the yellow signals, one mile distant beyond the red signals. On the approach of a train the flagman will display the yellow signals which must be acknowledged by the enginemen in accordance with Rule 14(g). On the Minneapolis and Stillwater Branches and in special cases authorized by the Superintendent, and protected by train order, the yellow signals will be placed as prescribed and the flagman will not be required except during fog, storms or otherwise bad weather.
8. Transportation Rule 1062 requiring making of running brake test on passenger trains must also be observed on all passenger trains following departure from terminals, or from a station at which either train or engine crews, or both of them, have been changed or where switching has been done. Enginemen will acknowledge proceed signals of trainmen by two short blasts of the whistle.
9. When a siding is to be used temporarily as a main track, the switches will be set and locked for the siding and must be protected by flagman until train order covering the movement is issued to all trains, and the section foreman of that section notified, the flagman to remain until released by the train dispatcher.
10. In case of failure of communicating signal system on passenger trains, and on freight trains when conditions permit, enginemen will receive "proceed" signal before passing any station.
11. Speed Restrictions—Except as otherwise provided;
Passenger trains, sixty (60) MPH.
Freight trains, fifty (50) MPH, except when restricted to lower rate of speed by engine speed restriction.
Engines—All A, Q and P classes, and Classes S-4 and T, sixty (60) MPH, except when used on passenger trains where higher speed is authorized; Z-6, sixty (60) MPH, other Z classes, thirty-five (35) MPH. All other classes fifty (50) MPH. Switch engines under steam, moving between stations, fifteen (15) MPH. All Trains and Engines—Fifteen (15) MPH through cross-overs, turnouts and gauntlets; twenty-five (25) MPH passing telegraph offices where orders are delivered; thirty (30) MPH over interlocked crossings, and when handling steam wrecking derrick, pile driver or locomotive crane; twenty-five (25) MPH when handling logs.
To avoid damage to rail and bridges by moving locomotives having main or side rods down, over the road at too high a speed, the following speeds will be maximum permitted:

ON MAIN LINE—
With main and side rods removed:

All A and Q classes	30 MPH
All other classes	25 MPH

With main rods removed and side rods in place:

All A and Q classes	35 MPH
All other classes	30 MPH

ON BRANCH LINES—
With either or both main and side rods removed:

All A and Q classes	25 MPH
All other classes	20 MPH

OVER BRIDGES—
Engines with either or both main and side rods removed shall not be moved over any bridge at a speed in excess of twenty (20) MPH and the speed shall be further reduced over bridges which carry speed restrictions against the class of power being so moved. In the latter case, the speed of an engine with rods removed shall be reduced over the bridge to one half the restricted speed for that engine in working order, as shown under "Bridge and Engine Restrictions."
Dead engines with all rods up or in place, the piston rod being parted from the cross head and removed, and the valve motion disconnected and blocked, may be moved in trains at not to exceed the permissible speed of freight trains operating in the territory over which such engines are moved.
Bridge or other restrictions applicable to these engines when in operating condition to be observed.
For engines coming from the shop, to prevent running hot, authorized maximum speed is:

All A and Q classes	35 MPH.
All other classes	30 MPH.

12. Bridge Restrictions for Single and Double Header Engines—Where no mention is made of single or double heading, the instructions apply alike to single and double header engines of each class.
An engine of any class double-headed with an engine of lighter class will carry the same restrictions as if the heavier engine were double-headed with its own class, unless instructions to the contrary have been issued.
13. Before moving a work or wrecking train, the whistle signal (14-b) or (14-h) must be sounded for the protection of men working about such trains.
14. Gas-electric motor cars, when handled in freight trains, must be behind caboose.
Test of hand brakes of gas electric motor cars must be made once each trip. If crew has charge of moving car prior to leaving initial station, test will be made during such movement; otherwise as soon as possible after leaving initial station. On cars equipped with "Deadman's Control", conductor and engineman will cooperate in making test.
15. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives.

16. Passenger extras and light road engines may run ahead of delayed first class trains without orders.
Second sections of passenger trains will not run on yellow blocks except closing up at stations.
17. In the Twin City Terminals, overhead bridges, protected by tell tales, will not clear man riding on tank of all classes A engines.
18. BULLETIN STATIONS—
St. Paul, Telegraph Office, Union Depot.
Fourth Street, Yard Office.
Mississippi Street, Round House and Yard Office.
Northtown, Round House and Yard Office.
Minneapolis, Lower Yard Office.
East Minneapolis, Yard Office.
19. STANDARD TIME CLOCKS—
St. Paul, Telegraph Office, Union Depot.
Mississippi Street, Round House and Yard Office.
Minneapolis, Dispatcher's Office.
Northtown, Telegraph Office.
White Bear Lake, Telegraph Office.
20. WATCH INSPECTORS—
St. Paul, Christensen's, 144 East 5th Street.
" " A. Lindahl, 910 Payne Ave.
" " C. J. & H. W. Anderson, 1573 University Ave.
" " Northern Watch Co., 109 Endicott Bldg.
Minneapolis, Samuel H. Lindquist, 4171 Washington Ave. North.
" W. B. Dahl, Central and Lowry Avenues N. E.
" C. G. Lindquist, 612 West Broadway Street.
" Olson Jewelry Co., 211 East Hennepin Avenue.
" Oscar P. Gustafson, 404 Nicollet Ave.
" Allen & Berg, 3rd Street & Hennepin Ave.
Stillwater, Peder Gaalaas.

NOTE: Schedule meeting or passing stations are indicated by figures in full-faced type; numbers of the trains meeting, passing, or being passed will not be shown.

RAILROAD CROSSINGS AND INTERLOCKINGS.

First Sub-Division

EAST SEVENTH STREET.
C. St. P. M. & O. Crossing—Interlocking. Operated by trainmen.
GLOSTER.
Soo Line Crossing.
DULUTH JCT.
Soo Line Crossing.

Second Sub-Division

MISSISSIPPI STREET.
Junction East and West Side Lines—Interlocked.
G. N. CROSSING.
G. N. Crossing—Automatic interlocking.
ST. ANTHONY PARK JUNCTION.
Junction Lines A and B—Interlocked.
EIGHTEENTH AVENUE SOUTH EAST.
C. M. St. P. & P. Crossing—Interlocked.

Third Sub-Division

FIRST STREET NORTH.
G. N. Crossing.
FIFTEENTH AVENUE NORTH.
Soo Line Junction—Interlocked.
EIGHTEENTH AVENUE NORTH EAST.
G. N. Crossing with Mulberry Line—Automatic Interlocking.
NORTHTOWN.
G. N. Crossing.

Fourth Sub-Division

BELT LINE CROSSING.
Belt Line Crossing—Automatic interlocking.

INSTRUCTIONS TO TRAINMEN ON OPERATION OF AUTOMATIC INTERLOCKING.

Rule 672, supplemented by the following general and special instructions shall govern in the use of automatic interlocking.

GENERAL INSTRUCTIONS

Signals at automatic interlockings clear on the approach of trains, and a train on either line first receiving a proceed signal indication will move over the crossing regardless of class.

When a train is stopped by a home signal and no train on the opposing line is approaching the crossing, trainman will go to the crossing, unlock the Release Box and operate the hand release.

To Operate Hand Release. Turn knob to the right until it stops. Hold in this position 3 or 4 seconds, then release knob. The clockwork release will return to its normal position after the required time interval has expired, and signal for the desired route should indicate Proceed. If desired signal fails to indicate proceed, and no smashboards are in use, trainman may signal his train over the crossing after making certain that all signals for conflicting routes are in Stop position, and no conflicting train movement is evident.

Where smashboards are in use and are in the Proceed position and operation of the hand release does not clear the home signal for the route desired, trainman shall lock the release box, and signal his train to proceed over the crossing, after making certain that all signals and smashboards on conflicting routes are at Stop and no immediate conflicting train movement is evident.

If smashboards for the route desired are in the Stop position and operation of the hand release does not clear the desired signal, trainman must operate the smashboard by hand and then if the desired signal does not clear, may signal his train to proceed over the crossing, after making certain that signals and smashboards on all conflicting routes are in Stop position and no immediate train movement is evident.

To Operate Smashboard By Hand. Crank for hand operation of smashboard is located in the release box at crossing. After opening the small door at the back of the mechanism locked with a switch lock, place crank over the shaft, turn crank slowly and uniformly to the left until the smashboard has moved to the Proceed position, being sure the entire stroke has been completed. Restore crank and lock all apparatus before leaving.

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.

N. P. industry track is equipped with a facing point lock in addition to the standard switch stand. There is a derail on this track which is also connected to and thrown by this switch stand.

Facing Point Lock must be properly set after locking switch in normal position before main line signals will indicate Proceed.

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 in accordance with General Instructions, after making certain gates are set against G. N. trains.

SPECIAL INSTRUCTIONS FOR 18th AVENUE 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.

If after an elapse of two (2) minutes 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 in accordance with the General Instructions.

SPECIAL INSTRUCTIONS FOR BELT LINE AUTOMATIC INTERLOCKING

Trains will not exceed eight (8) MPH approaching and passing through the home signal limits.

		LIMIT OF LOAD—MEASUREMENT										
		HEIGHT ABOVE TOP OF RAIL										
		1′ 0″ Wide	2′ 0″ Wide	3′ 0″ Wide	4′ 0″ Wide	5′ 0″ Wide	6′ 0″ Wide	7′ 0″ Wide	7′ 6″ Wide	8′ 0″ Wide	Max. Height	Max. Width
1st Subdivision.	Stillwater to 3rd Street Jct., St. Paul	16′10″	16′10″	16′10″	16′10″	16′10″	16′10″	16′10″	16′10″	16′10″	16′10″	11′ 2″
2nd Subdivision	3rd St., St. Paul to 19th Ave. South, Minneapolis W.B.	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 7″	17′ 4″	17′ 2″	17′ 9″	11′ 6″
	3rd St., St. Paul to 19th Ave. South, Minneapolis E. B.	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 9″	17′ 7″	17′ 5″	17′ 3″	17′ 9″	10′10″
2nd Subdivision	West Side Line, St. Paul W.B.	17′ 5″	17′ 3″	17′ 1″	16′10″	16′ 8″	16′ 5″	16′ 2″	16′ 1″	15′ 9″	17′ 5″	11′ 6″
	West Side Line, St. Paul E. B.	17′ 3″	17′ 1″	16′11″	16′ 9″	16′ 6″	16′ 3″	16′ 0″	15′11″	15′ 7″	17′ 3″	11′ 6″
2nd Subdivision	East Minneapolis to White Bear Lake via Gloster	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″
2nd Subdivision	19th Ave. South to 1st Street North, Minneapolis.	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	11′ 0″
3rd Subdivision	1st Street North, Minneapolis to Northtown	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	11′ 6″
4th Subdivision	M. & D. Jct. to East Mpls. Jct.	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	11′ 6″

		LIMIT OF LOAD—MEASUREMENT									
		HEIGHT ABOVE TOP OF RAIL									
		8′ 6″ Wide	9′ 0″ Wide	9′ 6″ Wide	10′ 0″ Wide	10′ 2″ Wide	10′ 6″ Wide	11′ 0″ Wide	11′ 6″ Wide	Max. Height	Max. Width
1st Subdivision	Stillwater to 3rd Street Jct., St. Paul	16′10″	16′10″	16′ 6″	16′ 0″	15′ 9″	15′ 4″	14′ 6″	.....	16′10″	11′ 2″
2nd Subdivision	3rd St., St. Paul to 19th Ave. South, Minneapolis W.B.	17′ 0″	16′10″	16′ 8″	16′ 3″	16′ 2″	15′ 8″	15′ 2″	14′ 6″	17′ 9″	11′ 6″
	3rd St., St. Paul to 19th Ave. South, Minneapolis E. B.	17′ 1″	16′11″	16′ 9″	16′ 7″	16′ 6″	16′ 1″	.....	.....	17′ 9″	10′10″
2nd Subdivision	West Side Line, St. Paul W.B.	15′ 5″	15′ 1″	14′ 8″	14′ 3″	14′ 1″	13′ 9″	13′ 3″	12′ 8″	17′ 5″	11′ 6″
	West Side Line, St. Paul E. B.	15′ 2″	14′ 9″	14′ 3″	13′ 9″	13′ 7″	13′ 2″	12′ 6″	11′ 9″	17′ 3″	11′ 6″
2nd Subdivision	East Minneapolis to White Bear Lake via Gloster	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	20′ 3″	11′ 6″
2nd Subdivision	19th Ave. South to 1st Street North, Minneapolis	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	16′ 3″	.....	16′ 3″	11′ 0″
3rd Subdivision	1st Street North, Minneapolis to Northtown	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	17′ 8″	11′ 6″
4th Subdivision	M. & D. Jct. to East Mpls. Jct.	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	18′ 8″	11′ 6″

C. C. PRICE,
Assistant Superintendent.

M. FLAHERTY,
Trainmaster.

THEO. DAHLEN,
Trainmaster.

W. L. WOOD,
Trainmaster.

J. T. STOTLER,
Trainmaster-Roadmaster.

E. H. BRILEY,
Chief Dispatcher.