

**AUTHORIZED SURGEONS.**

**Location of Stretchers—(S)**

Dr. B. I. Derauf, Chief Surgeon....St. Paul  
Dr. J. W. Jesion, } Assistant Surgeons,  
Dr. A. McEwan, } N. P. B. A. Hospital,  
Dr. C. H. Decker, } St. Paul (S)  
Dr. J. A. Evert, }  
Dr. R. R. Cranmer.....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, Eye, Ear, Nose  
& Throat.....1039 Lowry Bldg., St. Paul  
Dr. L. T. Simmons.....  
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)  
N. P. Freight 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 RAILWAY

### JOINT TERMINAL

# TIME TABLE 268

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

## Sunday, September 7, 1947

**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 for reference a copy of OPERATING RULES.**

**W. D. PEARCE**  
Superintendent.

**C. C. PRICE**  
Superintendent of  
Terminals.

**R. E. MATTSON,**  
General Superintendent of  
Transportation.

**C. V. BERGLUND,**  
General Manager.

**E. L. CRIMMEN,**  
General Superintendent,  
M. & St. L. RY.

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

**J. W. DEVINS,**  
Vice President  
and General Manager,  
M. & St. L. RY.

Water Fuel, Scales, Ties, Poles, Wyes and Yard Limits.	Station Numbers.	Car Capacity of Sidings	THIRD CLASS		SECOND CLASS		FIRST CLASS		Time Table No. 268 September 7, 1947	Distances from Stillwater.	
			721	715	625	627	61	65			
			Way Freight	Way Freight	C. M. St. P. & P. Freight	Freight	Passenger	Passenger			
			Tues., Thur., Sat.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily			
TWX	LG12	Yard		L 10.00 AM						..... STILLWATER..... P	0.0
	LG9	18		f 10.15						..... SUMMIT.....	3.9
	LG7			f 10.24						..... DULUTH JCT.....	6.2
	LG4	15		f 10.34						..... MAHTOMEDI.....	9.1
	LG2	S4		f 10.39						..... DELLWOOD.....	10.6
WX	L141	Yard	L 2.30 PM	s 10.45 11.35	L 3.00 AM	L 2.30 AM	L 12.15 PM	L 5.25 AM		..... WB. WHITE BEAR..DN ..... LAKE.....	12.7
XY	L142	Yard		2.37	11.39	3.05	2.35			..... M. & D. JCT.....	13.7
X	L147	Yard	As 2.55 PM	A 11.50 AM	A 3.17 AM	A 2.50 AM	As 12.27 PM	As 5.40 AM		..... GN... GLOSTER... DN	18.9
<b>BETWEEN TROUT BROOK JCT. AND GLOSTER TRAINS USING SOO LINE TRACK WILL BE GOVERNED BY SOO LINE TIME TABLE AND RULES.</b>											
CTWY	S142	Yard	L 3.05 PM	12.05 PM		L 3.05 AM				..... TROUT BROOK JCT.....	
			A 3.10 PM	A 12.10 PM		A 3.10 AM				..... MY. MISSISSIPPI ST...DN ..... YARD.....	22.2
X	L147	Yard			L 3.17 AM		Ls 12.27 PM	Ls 5.40 AM		..... GN... GLOSTER... DN	18.9
	L149	Yard			3.23 3.35					..... CLAYMONT..... P	21.1
	L150	Yard					12.32	5.46		..... EAST 7th STREET....	21.5
	L151	Yard			A 3.50 AM		12.37 PM	5.52 AM		..... 3rd STREET..... P	23.5
<b>BETWEEN THIRD STREET AND ST. PAUL UNION DEPOT, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.</b>											
TWY	S142						A 12.40 PM	5.55 AM 6.10 AM	U.....	..... SAINT PAUL..... DN (Union Depot) 10.6	24.0
<b>BETWEEN ST. PAUL AND MINNEAPOLIS TRAINS USING GREAT NORTHERN TRACKS WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.</b>											
								A 6.40 AM	S.....	..... MINNEAPOLIS..... DN (Passenger Station)	
			Ex. Sun.	Ex. Sun.	Daily	Daily	Ex. Sun.	Daily			
			.40	1.20	.38	.40	.25	.30		Time Over Sub-Division	
			14.2	16.6	17.0	14.2	27.1	22.6		Average Speed Per Hour	
<b>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.</b>											

No. 715 may carry passengers between Stillwater and White Bear Lake.

**SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.**

FIRST SUB-DIVISION

EASTWARD

3

Distance from St. Paul.	Time Table No. 268 September 7, 1947	FIRST CLASS		SECOND CLASS		THIRD CLASS	
		62	66	626	628	722	716
		Passenger	Passenger	C. M. St. P. & P. Freight	Freight	Way Freight	Way Freight
		Ex. Sun.	Daily	Daily	Daily	Mon., Wed., Fri.	Ex. Sun.
24.0	..... STILLWATER ..... P						A 9.00 AM
	3.9						
20.1	..... SUMMIT .....						f 8.44
	2.5						
17.8	..... DULUTH JCT. ....						f 8.37
	2.9						
14.9	..... MAHTOMEDI .....						f 8.26
	1.5						
13.4	..... DELLWOOD .....						8.21
	2.1						
11.3	WB..WHITE BEAR..DN	As 9.00 AM	As 12.30 AM	A 8.50 PM	A 9.20 PM	A 5.45 AM	8.15
	1.0						s 8.00
10.3	..... M. & D. JCT. ....			8.42	9.13	5.40	7.56
	5.2						
5.1	GN...GLOSTER...DN	Ls 8.48 AM	Ls 12.14 AM	L 8.22 PM	L 8.55 PM	Ls 5.25 AM	L 7.45 AM
	3.2						

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

Automatic Block	..... TROUT BROOK JCT. ....						
	0.1			A 8.42 PM	A 5.17 AM	A 7.32 AM	
	MY..MISSISSIPPI ST...DN			L 8.40 PM	L 5.15 AM	L 7.30 AM	
	YARD.....						
5.1	GN...GLOSTER...DN	As 8.48 AM	As 12.14 AM	A 8.22 PM			
	2.2						
2.9	..... CLAYMONT ..... P						
	0.4						
2.5	..... EAST 7th STREET ....	8.43	12.07				
	2.0						
0.5	..... 3rd STREET ..... P	L 8.38 AM	L 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.

0.0	U..... SAINT PAUL..... DN (Union Depot) 10.6	L 8.35 AM	11.59 PM				
			11.45 PM				

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	.40	.30	1.15
Average Speed Per Hour	27.1	21.9	13.0	14.2	19.0	19.2

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

No. 716 may carry passengers between White Bear Lake and Stillwater.

SPECIAL INSTRUCTIONS, PAGES 7, 8 AND 9.

**4 WESTWARD**

**SECOND SUB-DIVISION**

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	<b>SECOND CLASS</b>		<b>FIRST CLASS</b>							<b>Time Table No. 268</b> September 7, 1947  <b>STATIONS</b>	Distance from St. Paul.	
		<b>167</b>		<b>323</b>	<b>315</b>	<b>317</b>	<b>325</b>	<b>309</b>	<b>319</b>			<b>303</b>
		M. & St. L. 96		Soo 3	Soo 109	Soo 8	Soo Chgo. Div. 6	Soo 62	Soo 105			Soo Chgo. Div. 2
		Freight		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger			Passenger
	Daily		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			
<b>TWY</b>					L 8.20 PM	L 6.35 PM	L 1.40 PM		L 8.30 AM	U.....ST. PAUL.....DN (Union Depot)	0.0	

**BETWEEN ST. PAUL UNION DEPOT AND THIRD STREET, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS. (East Side Line)**

					L 8.22 PM	L 6.38 PM	L 1.43 PM		L 8.33 AM	..... <sup>0.8</sup> 3RD STREET (East Side Line).... 1.2 To Miss. St. Tower	0.6
	L 7.00 PM									..... <sup>0.9</sup> 7TH STREET (West Side Line)...	
<b>CTW</b>	7.05				8.27	6.42	1.46		8.38	MX. MISSISSIPPI ST. TOWER..DN <sup>0.6</sup>	1.8
	7.07				8.29	A 6.44 PM	1.48		A 8.40 AM	MY.. MISSISSIPPI ST. YARD..DN <sup>0.1</sup>	2.4
	7.09				A 8.30 PM		A 1.49 PM			..... <sup>0.4</sup> TROUT BROOK JCT.....	2.5
<b>W</b>	7.17									..... <sup>0.4</sup> SOO LINE JCT.....	2.9
	7.22									..... <sup>2.9</sup> COMO SHOPS.....P	5.8
	7.24									..... <sup>0.9</sup> G. N. CROSSING.....	6.7
<b>Y</b>	7.26									..... <sup>0.6</sup> UNION.....P	7.3
	7.31									..... <sup>0.5</sup> ST. ANTHONY PARK JCT...P	7.8
	A 7.34 PM									..... <sup>0.6</sup> EUSTIS STREET.....P	8.4
										..... <sup>1.5</sup> 18TH AVE. SOUTH EAST...P	9.9
										..... <sup>0.8</sup> 20TH AVE. SOUTH.....	10.7

AUTOMATIC BLOCK

DOUBLE TRACK

**BETWEEN TWENTIETH AVENUE SOUTH AND THIRD AVENUE NORTH, MINNEAPOLIS, TRAINS AND ENGINES WILL BE GOVERNED BY M. & ST. L. RY. SPECIAL RULES AS SHOWN ON PAGE 11.**

	L 7.37 PM	L 10.28 PM	L 8.43 PM					L 8.38 AM	..... <sup>0.8</sup> 6TH AVE. SOUTH.....	11.5
	A 7.39 PM	10.29	8.44					8.39	..... <sup>0.7</sup> 3RD AVE. NORTH.....	12.3
		A 10.30 PM	A 8.45 PM					A 8.40 AM	..... <sup>0.1</sup> FIRST STREET NORTH...P	12.3
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	
	.39	.02	.02	.10	.09	.09	.02	.10		
	17.8	24.0	24.0	17.4	16.9	19.3	24.0	15.0		
									Time Over Sub-Division	
									Average Speed Per Hour	

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

**SPECIAL INSTRUCTIONS, PAGES 7, 9, 10 and 11.**

SECOND SUB-DIVISION

EASTWARD 5

Distance from First Street No.	Time Table No. 268 September 7, 1947	FIRST CLASS						SECOND CLASS		
		324	304	326	310	312	302	320	166	
		Soo 4	Soo 110	Soo Chgo. Div. 5	Soo 7	Soo Chgo. Div. 1	Soo 106	Soo 63	M. & St. L. 95	
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Freight	
	<b>STATIONS</b>	Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	
12.3	U.....ST. PAUL.....DN (Union Depot)			A 7.25 AM	A 7.35 AM	A 4.00 PM		A 5.19 PM		

(East Side Line) BETWEEN ST. PAUL UNION DEPOT AND THIRD STREET, TRAINS AND ENGINES WILL BE GOVERNED BY ST. PAUL UNION DEPOT RULES AND REGULATIONS.

11.7	.....3RD STREET (East Side Line)..... 1.2 (To Miss. St. Tower)			A 7.22 AM	A 7.33 AM	A 3.57 PM		A 5.17 PM		
AUTOMATIC BLOCK	DOUBLE TRACK	.....7TH STREET (West Side Line).....							A 5.00 AM	
		MX. MISSISSIPPI ST. TOWER...DN			7.16	7.30	3.51		5.14	4.55
		MY. MISSISSIPPI ST. YARD...DN								
		.....TROUT BROOK JCT.....			L 7.15 AM	7.28	L 3.50 PM		5.12	4.53
		.....SOO LINE JCT.....				L 7.27 AM			L 5.11 PM	4.51
		.....COMO SHOPS.....P								4.43
		.....G. N. CROSSING.....								
		.....UNION.....P								4.35
		.....ST. ANTHONY PARK JCT...P								4.33
		.....EUSTIS STREET.....P								4.31
2.4	.....18TH AVE. SOUTH EAST.....								4.21	
1.6	.....20TH AVE. SOUTH.....							L 4.17 AM		

BETWEEN TWENTIETH AVENUE SOUTH AND THIRD AVENUE NORTH, MINNEAPOLIS, TRAINS AND ENGINES WILL BE GOVERNED BY M. & ST. L. RY. SPECIAL RULES AS SHOWN ON PAGE 11.

0.8	.....6TH AVE. SOUTH.....	A 6.24 AM	A 7.16 AM				A 5.04 PM		A 4.13 AM
0.1	.....3RD AVE. NORTH.....	6.23	7.15				5.03		L 4.10 AM
0.0	.....FIRST STREET NORTH...P	L 6.22 AM	L 7.14 AM				L 5.02 PM		
		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
	Time Over Sub-Division	.02	.02	.10	.08	.10	.02	.08	.50
	Average Speed Per Hour	24.0	24.0	15.0	21.8	15.0	24.0	21.8	13.2

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

SPECIAL INSTRUCTIONS, PAGES 7, 9, 10 AND 11.

WESTWARD

FOURTH SUB-DIVISION

EASTWARD

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	Car Capacity Sidings.	Station Numbers.	Distance from M. & D. Jct.	Time Table No. 268 September 7, 1947	
				STATIONS	
XY	Yard	L142	0.0	.....M. & D. JCT.....P	EASTWARD— East Minneapolis to M. & D. Jct.
	49	L140½	8.1	.....ROSE.....	
X		L152½	10.0	.....BELT LINE CROSSING.....	
			2.8	.....EAST MINNEAPOLIS.....P	
WXYZ	Yard	L154	12.6		

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

SPECIAL INSTRUCTIONS, PAGES 7 AND 12.

6

WESTWARD

THIRD SUB-DIVISION

Water, Fuel, Scales, Turn Tables, Wyes and Yard Limits.	FIRST CLASS							Time Table No. 268 September 7, 1947	STATIONS	Distance from Minneapolis	
	323	3	315	11	7	1	319				
	Soo 3		Soo 109				Soo 105				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				
		L 9.55 PM		L 8.25 PM	L 9.17 AM	L 9.15 AM		S..... MINNEAPOLIS..... DN (Passenger Station) 0.3	0.0		
<b>BETWEEN MINNEAPOLIS PASSENGER STATION AND FIRST STREET NORTH, MINNEAPOLIS, TRAINS AND ENGINES WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.</b>											
		L 10.30 PM		L 8.45 PM			L 8.40 AM	..... FIRST STREET NORTH..... P 0.4	DOUBLE TRACK	0.3	
WZ		10.31	L 9.57 PM	8.46	L 8.29 PM	L 9.20 AM	L 9.18 AM	8.41		..... N. P. FREIGHT YARD..... P 0.2	0.7
	A 10.32 PM	9.58	A 8.47 PM	8.30	9.21	9.19	A 8.42 AM	..... 14th AVE. NORTH..... 1.2		0.9	
Y		10.02		8.33	9.24	9.22		..... MULBERRY JCT..... P 1.6		2.1	
CTWZ		A 10.07 PM		A 8.40 PM	A 9.32 AM	A 9.27 AM		NJ..... NORTHTOWN..... DN	3.7		
	Daily	Daily	Daily	Daily	Daily	Daily	Ex. Sun.				
	.02	.12	.02	.15	.15	.12	.02	Time Over Sub-Division			
	18.0	18.5	18.0	14.8	14.8	18.5	18.0	Average Speed Per Hour			
<b>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.</b>											

THIRD SUB-DIVISION							EASTWARD		
Distance from Northtown.	Time Table No. 268 September 7, 1947		FIRST CLASS						
	324	12	4	304	302	2	8		
	Soo 4			Soo 110	Soo 106				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily		
3.7	S..... MINNEAPOLIS..... DN (Passenger Station) 0.3			A 6.55 AM	A 7.10 AM		A 9.27 PM	A 9.52 PM	
<b>BETWEEN FIRST STREET NORTH, MINNEAPOLIS, AND MINNEAPOLIS PASSENGER STATION, TRAINS AND ENGINES WILL BE GOVERNED BY GREAT NORTHERN TIME TABLE AND RULES.</b>									
3.4	..... FIRST STREET NORTH..... P 0.4		A 6.22 AM		A 7.14 AM	A 5.02 PM			
3.0	..... N. P. FREIGHT YARD..... P 0.2		6.21	A 6.50 AM	A 7.06 AM	7.13	A 5.01	A 9.23 PM	A 9.48 PM
2.8	..... 14th AVE. NORTH..... 1.2		L 6.20 AM	6.49	7.05	L 7.12 AM	L 5.00 PM	9.22	9.47
1.6	..... MULBERRY JCT..... P 1.6			6.45	7.02			9.19	9.44
0.0	NJ..... NORTHTOWN..... DN			L 6.40 AM	L 6.58 AM			L 9.15 PM	L 9.40 PM
			Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily
	Time Over Sub-Division		.02	.15	.12	.02	.02	.12	.12
	Average Speed Per Hour		18.0	14.8	18.5	18.0	18.0	18.5	18.5
<b>EASTWARD TRAINS ARE SUPERIOR TO TRAINS OF THE SAME CLASS IN OPPOSITE DIRECTION.</b>									

SPECIAL INSTRUCTIONS, PAGES 7, 11 AND 12.

## ALL SUBDIVISIONS.

### 1. SPEED RESTRICTIONS—

#### Maximum Speeds Permitted—

The maximum speeds permitted are listed by zones for each Subdivision.

#### Speed Restrictions Account Curves, etc.—

Reductions of speeds, within the zones listed for each Subdivision, when necessitated by curves or for other reasons, are designated by Advance Warning, Reduce Speed and Resume Speed signs.

The maximum permissible speeds in miles per hour for trains are shown on the signs.

#### Speed Restrictions, Miscellaneous—

The locations where reduced speeds are required, for such reasons as city ordinances, bridges, etc., where not designated by Advance Warning, Reduce Speed and Resume Speed signs, are listed for each Subdivision and appear directly after the list of maximum speeds permitted.

#### All trains and engines:

Through crossovers, turnouts and gantlets, except where fixed signals provide otherwise.....15 MPH.

Handling steam wrecking cranes, pile drivers,

locomotive cranes and similar equipment .....30 MPH.

Handling scale test cars—Main Line .....35 MPH.

Branch Lines .....25 MPH.

Picking up train orders from operators.....30 MPH.

Engines—

Classes—

All A and Q (except on passenger

trains where higher speed is authorized).....60 MPH.

Z-6, Z-7 and Z-8 .....60 MPH. 50 MPH.

Z-5, Y, Y-1, Y-3 .....40 MPH. 35 MPH.

Z-3, Z-4 .....35 MPH. 30 MPH.

S-4, T, T-1, W to W-5 inc., Y-2.....50 MPH. 45 MPH.

S-10 .....45 MPH. 40 MPH.

Steam switch engines, without engine

trucks, under all conditions.....15 MPH. 15 MPH.

660 HP diesel-electric switch engines,

Nos. 125 to 130 inc.....45 MPH. 45 MPH.

5400 HP diesel-electric road engines,

Nos. 6000 to 6010 inc.....65 MPH. 65 MPH.

900 HP and 1000 HP diesel-electric

switch engines and combination

road-switch engines .....60 MPH. 60 MPH.

Coming from shops, under steam, to prevent running hot:

All A and Q and classes Z-6, Z-7 and Z-8.....50 MPH.

S-4, T, T-1, W to W-5 inc., Y-2.....35 MPH.

Z-5, S-10, Y, Y-1, Y-3 .....30 MPH.

Z-3, Z-4 .....25 MPH.

Main Line—With main and side rods removed:

All A and Q and classes Z-6, Z-7 and Z-8.....30 MPH.

Z-5, S-4, S-10, T, T-1, W to W-5 inc.,

Y to Y-3 inc.....25 MPH.

Z-3, Z-4 .....20 MPH.

With main rods removed and side rods in place:

All A and Q and classes Z-6, Z-7 and Z-8.....35 MPH.

Z-5, S-4, S-10, T, T-1, W to W-5 inc.,

Y to Y-3 inc.....30 MPH.

Z-3, Z-4 .....25 MPH.

Branch Lines—with either or both main and side rods removed:

All A and Q classes .....25 MPH.

All other classes .....20 MPH.

On bridges—With either or both main and side rods removed:

Steam switch engines, without engine trucks.....15 MPH.

Other engines .....20 MPH.

In the event the above speeds are in excess of 50% of the permissible speed for operating the engine in working order over any bridge carrying speed restrictions, speed on such bridges shall be 50% of the permissible speed for engine in working order.

Dead engines going to shops or being transferred from one district to another with all rods up or in place, the piston rod parted from the crosshead 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 the engines are to be moved, or the operating speed restriction for that class of engine, whichever is the lower.

Engines handled in this manner when coming from shops must not exceed the operating speeds specified above for engines coming from shops under steam.

Diesel-electric 660 HP Nos. 125 to 130 inc., when handled dead in train .....45 MPH.

Diesel-electric, other engines, when handled dead in train .....50 MPH.

Bridge or other restrictions must be observed for these engines the same as when in operating condition.

2. Single and Double Headers; operation—track and bridges—general. Except as otherwise provided, double header operation of engines of the same class carry the restrictions applicable to single headers of that class. Double headers of engines of different classes carry the restrictions applicable to double headers of the heavier class of the combination.

Double-Heading Restrictions—Engines, Classes A-2 to A-5 or Z-5 to Z-8 inclusive:

When necessary to use two such engines on freight trains, the second engine must be cut in at the middle or in the rear portion of the train. When such engines are used as helpers on passenger trains handled by engines of the same class, such helper engine must be placed on the rear of the train. When engines of these classes are used to double-head with engines of W or other A or Z classes, the A-2 to A-5 or Z-5 to Z-8 inclusive, must be the lead engines.

Diesel engines—Except as otherwise provided, diesel-electric engines of the 6000 and 6500 series and all diesel switch engines may be operated over bridges under the same restrictions shown for Class T engines.

3. Rule D-97 applies to all divisions.
4. Except in case of fog, storms, or otherwise bad weather, yellow signals may be used, without flagmen, when placed as prescribed by Rule 10(h) to indicate approach to a red signal on the Stillwater Branch and Fourth subdivision, and also in special cases authorized by the Superintendent and protected by train order.
5. Rule 606: Emergency Signals are not used at interlockings or drawbridges operated by the Northern Pacific Railway.
6. Precautions must be taken on double track to prevent accidents from swinging doors or other loose construction attached to cars or locomotives. Trains handling logs must stop when being met or passed by passenger trains.
7. 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 engineer will cooperate in making test.

8. Gas-electric motor cars, when handled dead in freight trains, must be behind caboose.

Scale test cars must be handled only in local freight trains and placed immediately ahead of the caboose.

Cranes or similar machines geared for self propulsion moving on commercial billing, must not be handled in time freight trains.

9. Pusher engines must not push on cabooses not equipped with steel sill.
10. Within yard limits Rule 93 is amended to require all second class and inferior trains and transfer runs moving on main tracks, must have a flagman with flagging equipment on rear car prepared to protect as prescribed by Rule 99 if stop is made. This does not relieve the approaching train of responsibility for collision where limited to restricted speed, either by speed restrictions or Rule 93. Protection will not be furnished for movements entering the main tracks at junctions and crossovers except against first class trains; all trains approaching such points must comply with Rule 93.
11. Passenger extras, transfers and light engine movements may run ahead of delayed first class trains without train order authority; conductors and switch foremen and engineers of light engines will inform themselves through Yard Master, or Train Dispatcher Minneapolis, as to how late first class trains will be and avoid delaying them.
12. In the Twin City Terminals, overhead bridges, protected by tell tales, will not clear man on tank of all A and Z classes engines.
13. The City ordinances of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle.
14. BULLETIN STATIONS—  
St. Paul, Telegraph Office, Union Depot.  
4th Street, Yard Office.  
Mississippi Street, Round House and Yard Office.  
C.M.St.P.&P. New Yard, Round House & Yard Office.  
Northtown, Round House and Yard Office.  
N. P. Freight Yard, Yard Office.  
East Minneapolis, Yard Office.
15. 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.
16. 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.  
" S. Kaplin Jewelry Co., 2417 Central Ave.  
" 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.

### FIRST SUBDIVISION.

#### BETWEEN 3RD STREET, ST. PAUL AND STILLWATER.

##### 1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger
White Bear Lake and St. Paul	50 MPH Westward	60 MPH
At St. Paul, between East 7th Street and 3rd Street .....	use 15 minutes	15 MPH.
At St. Paul Union Depot, through crossovers, turnouts and puzzle switches .....		10 MPH.
All back up movements ....		8 MPH.

#### At White Bear Lake, all movements over State

Highway No. 61 ..... 5 MPH  
Approach and move over 4th St. crossing at Restricted Speed.

Between	Engines Classes	T Diesel or lighter
White Bear Lake and Stillwater .....	W	30 MPH
		20 MPH

##### 2. Bridge and Engine Restrictions—

At St. Paul Union Depot, all Classes A engines not permitted on tracks 1 to 5, inclusive, and tracks 6, 7 and 8 under course. The stack extension must not be used in terminals. Between White Bear Lake and Stillwater engines heavier than class W not permitted.

##### Bridge 11, North Broadway Street, Stillwater:

Engine classes T, Q1, Y to Y3 and heavier and wrecking cranes 41 to 48 inc., not permitted.

Engine classes L9, Q, S4 and S10..... 8 MPH.  
Diesel engines ..... 10 MPH.

##### Heavy Car Restrictions—

Bridge 11—Cars with total weight exceeding 214,000 pounds not permitted except on authority of Superintendent.

Cars with total weight exceeding 169,000 pounds must be separated from each other and from engine or tender with a car 40 feet long with total weight not over 169,000 pounds; trains handling such cars ..... 8 MPH

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

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

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

##### 5. Between 3rd 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 3rd Street, St. Paul:

Engineer controlling train must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following the stop for grade crossing at Gloster. Train to be stopped at Claymont for turning up retaining valves and making a brake pipe test. Engineer to sound one blast of 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 engineer requests.  
Trains of over 4000 tons, use 15 retainers and 1 additional retainer for each 100 tons in excess of 4000 tons and as many more as engineer requests.

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

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



7. 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.
8. At White Bear Lake, normal position of switch at end of double track west of passenger station is for westward trains. Switch will be handled by Operator who will give Signal 12C to eastward Lake Superior Division trains when he has information required by Rule S-83 and authority of Lake Superior Division train dispatcher.  
At new yard, the normal position of west switch of crossover will be for the lead to the yard.
9. From Summit to Stillwater, retaining valves must be used. Engineer will determine minimum, and Conductor will use any additional number that he considers necessary.
10. Yard Limits—  
3rd Street Yard St. Paul to yard limit sign east of Gloster.
11. Short Clearances—  
St. Paul Yard, overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet east of Third Street, will not clear a man on side of car. Minnehaha and Reaney Street bridges, opposite Hamm's Brewery, will not clear a man on top of car.
12. Register Stations—  
St. Paul, Telegraph Office Union Depot.  
Gloster. White Bear Lake. Stillwater.  
Mississippi Street Yard Office, for trains originating or terminating.
13. 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.  
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.
14. Clearance Exceptions—  
At 3rd Street, C.M.St.P.&P. trains starting will be governed by clearance furnished at C.M.St.P.&P. yard.  
N. P. trains will be governed by clearance furnished at 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.
15. Cross-overs—  
3rd Street, 4th Street, Claymont, Gloster, M. & D. Jct.

## SECOND SUBDIVISION.

BETWEEN 3RD STREET, ST. PAUL AND 20TH AVE.  
SOUTH, MINNEAPOLIS AND

LINE B, BETWEEN ST. ANTHONY PK. JCT. AND NORTHTOWN

### 1. Speed Restrictions—

Zone—Between	Freight and mixed	Passenger
Mississippi St. Tower and 7th St. (West Side line) and 3rd St. (East Side line) .....	15 MPH	20 MPH.
Mississippi St. Tower and First St. North .....	40 MPH	50 MPH.
Except: Lafayette Ave. and 7th St. Bridge (West Side line).....		All Trains 8 MPH.
23rd Ave. S. E. & 20th Ave So. (Minneapolis) .....		25 MPH.
At Mississippi Street Interlocking .....		12 MPH.
At Como Avenue and Como Place, over crossings.....		35 MPH.
At Snelling Avenue, over crossing .....		15 MPH.

### 2. Bridge and Engine Restrictions—

At St. Paul Union Depot, all classes A 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 4th 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.

Lafayette Ave. Viaduct, on East Side Line, engines classes Z-5, Z-6, Z-7 and Z-8 will not pass under, on Eastward track.

Bridge 4, Chatsworth Street, Bridge 7, Raymond Avenue, Bridge 7-1, Bayless Avenue, Line A, engine classes A-2, A-3, A-4, A-5, Z-5, Z-6, Z-7, Z-8 and CB&Q classes M-1, M-2, M-2A and O-5A ..... 10 MPH.

Engine classes A, A-1, W-3, W-5 and CB&Q classes S-4 and S-4A ..... 20 MPH.  
Trains handling wrecking cranes 45, 46, 47 and 48.....15 MPH.

Bridge 7-3, Manville Street, Line A, engine classes A-4, A-5, Z-5, Z-7 and Z-8 and CB&Q classes M-1, M-2 and M-2A ..... 10 MPH  
Engine classes A-2, A-3, Z-4, Z-6 & CB&Q class O-5A.....20 MPH

Bridge 7, Bayless Avenue, Line B, engines classes A-2, A-3, A-4, A-5, Z-5, Z-6, Z-7, Z-8 and CB&Q class O-5A ..... 10 MPH.

Engines classes A, A-1, W-3, W-5 and CB&Q classes S-4 and S-4A ..... 20 MPH.

Trains handling wrecking cranes 45, 46, 47 and 48.....15 MPH.

At St. Anthony Park Jct., all engines classes A, CBQ M1, M2, M2A and O5A and heavier not permitted on west leg of wye.

Line A, St. Anthony Park Jct. to First Street North, Minneapolis, all A classes and Classes Z-5, Z-6, Z-7, Z-8 and CBQ M1, M2, M2A and O5A 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.

At Park Junction: Engines heavier than Class W not permitted on tracks 4 and 5, and on all tracks in C. B. & Q. Yard.

3. At 3rd Street, St. Paul, crossing with C. B. & Q. R. R. is single track. Westward second class and inferior trains may run ahead of delayed first class trains, when given the route by switchtenders. Double track switch on East Side Line is protected by a derail and semaphore on eastward main track. All eastward trains picking up or setting out on the "Rag House" track must stop back of the derail.

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

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

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

All movements approaching on main track will be governed by the interlocking color light signal located 100 feet west of the interlocking tower, governing routes as follows: Top light governs movements on eastward main track to 3rd Street. Bottom light governs movements over turn-out to 4th Street yard, via west side line, and movements over cross-over between the eastward and westward main tracks of east side line.

Use whistle signals for routes as follows:

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

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

Use whistle signals for routes as follows:

Main Lines .....One long.  
 Back Lead .....Two long.

All movements approaching on west side line will be governed by the two armed semaphore located 500 feet east of Mississippi Street Bridge. Top arm governs movements for westward main track and bottom arm governs movements to back lead of Mississippi Street yard.

Use whistle signals for routes as follows:

Main Lines .....One long.  
 Back Lead .....Two long.

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

Use whistle signals for routes as follows:

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

5. At Soo Line Jct., Soo Line crews desiring to make reverse movements between Soo Line Jct. and switch of west leg of wye at Trout Brook Jct. before entering the main track will call signalman at Mississippi Street Tower and ascertain if all first class trains due have passed, or if any transfers are moving over westward track, between Mississippi Street Tower and Soo Line Jct. Movement must then be protected as per Rule 99.
6. At Como Ave., Como Place and Snelling Ave. crossings, where automatic electric signals are installed, engine whistles must not be sounded except to prevent accidents.
7. At Snelling Ave., St. Paul, Line "A", automatic crossing signals can be manually controlled. To clear or place signals at Stop for highway traffic, the following instructions will govern:  
 Eastward track—with train or cars standing on track outside of crossing and sidewalks—push button #3 to clear highway signals. To put highway signals to stop, hold switch #1 up. To clear highway signals when train or engine is not occupying crossing, hold switch #2 up.  
 Westward track—with train or cars standing on track outside of crossing and sidewalks—push button #4 to clear highway signals. To put highway signals at stop, hold switch #5 up. To clear highway signals when train or engine is not occupying crossing, hold switch #6 up.  
 The insulated joints outside the sidewalk line are painted yellow in order that trainmen will know when train and engine are clear of insulated joints at the crossing.  
 During manual operation, if the crossing signals do not give the proper indication, the crossing must be protected as per Operating Rule No. 103.  
 Conductors and switch foremen will be held responsible for the above instructions being complied with.
8. At Union, all eastward and westward trains going to or coming from Great Northern Yard, must call signalman St. Anthony Park Jct. on phone and obtain permission to cross over.
9. At St. Anthony Park Junction Interlocking—  
 Enginemen will call for routes as follows:  
 Straight Main Line East or West (Line A) .....One long.  
 Line A to Line B Westward track .....Two long.  
 Line A to Eastward track Line B .....Three long.  
 Line B to Line A Eastward track .....One long.  
 Line A is 2nd and 3rd Subdivision.
10. At Eustis Street Yard, all trains must call St. Anthony Park Jct. signalman 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 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.

11. Line B, double track, is a switching and alternate route between St. Anthony Park and Northtown, via East Minneapolis. All movements on these tracks are governed by the provisions of Rule 93. When cabooses are used, the marker lamps must be lighted and display red to rear. When movements are made without caboose, a red flag by day and a red light by night must be displayed to the rear of the rear car. In case of collision, responsibility will ordinarily rest with the approaching train. Unnecessary movements against the current of traffic must not be made.
12. At Park Jct., when cars are set out in the Eastbound Yard, sufficient hand brakes must be set to prevent cars running out at west end. Also when trains or portions of trains are left standing on the main track while cars are being set out or picked up, air must first be set before cutting off engine or cars.
13. Yard Limits—  
 3rd Street, St. Paul to 20th Avenue South, Minneapolis, including 3rd and 4th Street Yard, St. Paul.
14. Short Clearances—  
 At St. Paul, short clearances for man on side of car:  
 Lafayette Ave. bridge on East and West Side Lines, stone wall west of Lafayette Ave. bridge on East Side Line and stone wall along diagonal track, 4th Street Yard.  
 At St. Paul, tunnels on East and West Side Lines and 6th Street bridge in 4th Street Yard will not clear a man on side or top of car.  
 At St. Paul, doorway of Atlas Mfg. 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, three overhead cranes are located on spur to Lewis Bolt and Nut Co. galvanizing plant. Employees must not ride on top of cars approaching or moving under the overhead trolley beams. Beams will not clear a man on top of box car or high load.  
 The following overhead bridges and structures will not clear a man standing on top of tender piled high with coal, of engines classes Z-5, Z-6, Z-7 and Z-8, and all A classes:  
 St. Paul:  
 St. Paul Union Depot;  
 6th Street O. H. bridge, East and West Side Line;  
 Lafayette Ave. O. H. bridge, West Side Line;  
 Mississippi Street Tunnels, East and West Side Lines;  
 Mississippi Street O. H. bridge;  
 Jessamine Street O. H. bridge;  
 Courtland Street O. H. bridge.  
 Minneapolis:  
 Minneapolis Passenger Station;  
 First Street No. O. H. bridge;  
 4th Ave. No. O. H. bridge.  
 Northtown:  
 St. Anthony Blvd. O. H. bridge;  
 Soo Line O. H. bridge;  
 University Ave. N. E. O. H. bridge (Line B).
15. Register Stations—  
 St. Paul, Telegraph Office Union Depot.  
 St. Paul, 4th Street Yard Office, for M. & St. L. freight trains.  
 Mississippi Street Yard Office, for trains originating or terminating.
16. Clearance Exceptions—  
 At 7th Street, Mississippi Street Yard, Soo Line Jct., 6th Ave. South, 3rd Ave. North and First Street North, clearance not required.
17. Crossovers—  
 3rd Street, Mississippi Street, Maryland Street, Soo Line Jct., Chatsworth Street, Snelling Ave., Union, St. Anthony Park Jct., Eustis Street, 27th Ave. South East, 18th Ave. South East, East end Mississippi River bridge, 19th Ave. South, 10th Ave. South, 8th Ave. South, 7th Ave. South, 6th Ave. South, 2nd Ave. North, 3rd Ave. North.
18. Deraill Switches—  
 St. Paul, East Side line, eastward track near 4th Street Bridge.

**FOLLOWING M.&ST.L.RY. SPECIAL RULES GOVERN MAIN TRACK MOVEMENTS BETWEEN 20TH AVE. SOUTH AND 3RD AVE. NORTH, MINNEAPOLIS.**

Maximum speed limit for passenger trains, 20 miles per hour; for all other trains and light engines, 15 miles per hour.

Between 3rd Avenue 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 3rd Avenue North and 20th Avenue South.

"Under Control" as used herein means being able to stop within the distance track is seen to be clear.

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

Between 1st and 2nd 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 1st and 2nd 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 3rd Avenue 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 3rd Avenue 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 3rd Ave. North and 1st Street South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by 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 3rd Avenue 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 20th Avenue South without flag protection.

Engine bell must be kept ringing when engine is moving at all points between 3rd Avenue 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 3rd Avenue 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 3rd Avenue North and 20th Avenue South, Minneapolis, and they supersede all other rules and instructions inconsistent therewith.

**THIRD SUBDIVISION.**

**BETWEEN FIRST STREET NORTH AND NORTHTOWN, INCLUDING MULBERRY LINE.**

**1. Speed Restrictions—**

Zone—Between	Freight mixed and other trains	Passenger
	Not exceed average of Schedule Speed	
First St. and Northtown .....	Use not less than 12 minutes	

**2. Bridge and Engine Restrictions—**

At Minneapolis Passenger Station, all classes A engines not permitted on tracks 1 to 4, inclusive, tracks 12, 13 and 14. Elevator shaft on West End of track 7 will not clear these engines backing.

The stack extension must not be used in terminals.

At NP Freight Yards: Engines heavier than Class W not permitted on tracks in this yard, except Class W-5 permitted on transfer tracks 1, 2 and 3 and yard tracks 16, 17 and 18.

Engines Classes G-1 and heavier not permitted over the following tracks:

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

At Northtown: Engines heavier than Class W-5 not permitted on the following tracks:

Tracks leading to and including Republic Elevator tracks 1, 2, 3 and 4.

Grove Yard: Tracks 1, 2, 3, 4 and 5.

D Yard: Repair track lead and rip pocket track. Tracks 16, 17, 18, 19 and House Lead.

West End D Yard: Engines heavier than Class W-5 permitted on tracks D-3 to D-12 inclusive, only as far as 33rd Avenue overhead bridge.

East End D Yard: Engines heavier than Class W-5 not permitted except on tracks D-1 and D-2.

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

At Northern States Power Co., Riverside Plant, engines Classes G-1, G-2 and T are permitted on track 5 only, and then only as far as the clearance post. Engines are not permitted on trestle bridges.

3. **At Minneapolis Passenger Station**, when passenger trains are pushed, helper engine will be cut off at the stop board.
4. **At Mulberry Jct.**, a telephone is located on pole adjacent to wye track. Conductors and switch foremen and engineers of light engines before entering Line A must call train dispatcher, Minneapolis, on telephone, and ascertain if all first-class trains due have passed.
5. **At Northtown**, switchtenders territory extends from Soo Line overhead bridge to three hundred and ten (310) feet east of 33rd Ave. N. E. overhead bridge. Eastward trains from eastward main line to Line A will not be governed by Stop Sign located east of Soo Line overhead bridge.
6. **Spring Switches—**  
**At Northtown—**One located at west end of running track connecting with westward main track. Not equipped with facing point lock.
7. **Yard Limits—**  
First Street North, Minneapolis, to Yard Limit Sign west of Northtown.
8. **Short Clearances—**  
**At Minneapolis Passenger Station**, clearance between track and elevator shafts, tracks 3, 5, 7 and 11 at both ends is not sufficient to permit men riding on side or steps of engines. Enginemen must use care when passing.  
**At Minneapolis**, between Plymouth Ave. North and Broadway Street North, the side clearance along the Omaha delivery track adjoining the main track and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.  
  
Northtown, east end D yard, short side clearance between tracks 2 and 3 for distance of two hundred (200) feet from lead. Cars must not be left standing on track 2 within the above distance from lead and all employes should avoid standing between tracks 2 and 3 at that point when cars are moving on both tracks.
9. **Register Stations—**  
Minneapolis passenger station.  
Northtown.
10. **Register Exceptions—**  
At Northtown, first class trains and passenger extras will register by Form 608.
11. **Clearance Exceptions—**  
Eastward trains will not require clearance at Northtown if train order signal is in proceed position.  
Trains whose runs terminate at N. P. Freight Yard, Minneapolis, may leave Minneapolis passenger station without clearance.  
Passenger extras originating, must secure clearance at Minneapolis passenger station.  
At First Street North, N. P. Freight Yard, and 15th Ave. North, clearance not required.
12. **Crossovers—**  
N. P. Freight Yard, 15th Ave. North, Broadway Street North, Grand Street, Mulberry Jct., Lowry Ave., Northtown.

## FOURTH SUBDIVISION.

### BETWEEN EAST MINNEAPOLIS AND M. & D. JCT.

- |                                   |                      |
|-----------------------------------|----------------------|
| 1. <b>Speed Restrictions—</b>     | Engines Classes      |
| Between                           | Heavier than Class T |
| East Minneapolis and M. & D. Jct. | 20 MPH<br>30 MPH     |
2. **Bridge and Engine Restrictions—**  
Engines heavier than Class W-5 not permitted.
  3. **At East Minneapolis**, normal position of east wye switch, east of Broadway crossing, will be for the Minneapolis Branch main track.
  4. **At White Bear Lake, New Yard**, Conductors on transfers moving via Minneapolis Branch will call train dispatcher Minneapolis, on telephone, immediately before departure and advise time train will depart.
  5. **Register Stations—**  
East Minneapolis.
  6. **Clearance Exceptions—**  
At M. & D. Jct. and East Minneapolis clearance not required.

### 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 switch 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.

**Switch Point Lock** must be properly secured 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 after making certain gates are set against G. N. trains.

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

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

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

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

## SPEED TABLE

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

## RAILROAD CROSSINGS AND INTERLOCKINGS.

## First Sub-Division

EAST 7TH STREET.

C. St. P. M. &amp; O. Crossing—Interlocking. Operated by trainmen.

GLOSTER. Soo Line Crossing (Gate).

DULUTH JCT. Soo Line Crossing.

## 2nd Sub-Division

MISSISSIPPI STREET.

Junction East and West Side Lines—Interlocked.

G. N. CROSSING. Fair Grounds—Automatic interlocking.

ST. ANTHONY PARK JUNCTION.

Junction Lines A and B—Interlocked.

LINE B—PARK JCT.

Minn. Transfer Ry. Crossing—Interlocked.

18TH AVE. SOUTH EAST.

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

## 3rd Sub-Division

FIRST STREET NORTH. G. N. Crossing.

15TH AVE. NORTH. Soo Line Jct.—Interlocked.

18TH AVE. NORTH EAST.

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

NORTHTOWN. G. N. Crossing.

## 4th Sub-Division

BELT LINE CROSSING.

Belt Line Crossing—Automatic interlocking.

Note—Length of load, 53 feet. Heights and widths in table allow 9 inches clearance. **MAXIMUM CLEARANCES.** Table is based on open car loading equally divided on either side of center line of car.

		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' 6"
2nd Subdivision	3rd St., St. Paul to 19th Ave. South, { W. B. Minneapolis. . . . . { E. B.	17' 9" 17' 9"	17' 9" 17' 9"	17' 9" 17' 9"	17' 9" 17' 9"	17' 9" 17' 9"	17' 9" 17' 9"	17' 7" 17' 7"	17' 4" 17' 5"	17' 2" 17' 3"	17' 9" 17' 9"	11' 6" 10' 10"
2nd Subdivision	West Side Line, St. Paul. . . . . { W. B. { E. B.	17' 5" 17' 3"	17' 3" 17' 1"	17' 1" 16' 11"	16' 10" 16' 9"	16' 8" 16' 6"	16' 5" 16' 3"	16' 2" 16' 0"	16' 1" 15' 11"	15' 9" 15' 7"	17' 5" 17' 3"	11' 6" 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' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	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"	15' 10"	15' 8"	15' 3"	14' 6"	13' 6"	16' 10"	11' 6"
2nd Subdivision	3rd St., St. Paul to 19th Ave. South Minneapolis { W. B. { E. B.	17' 0" 17' 1"	16' 10" 16' 11"	16' 8" 16' 9"	16' 3" 16' 7"	16' 2" 16' 6"	15' 8" 16' 1"	15' 2" .....	14' 6" .....	17' 9" 17' 9"	11' 6" 10' 10"
2nd Subdivision	West Side Line, St. Paul. . . . . { W. B. { E. B.	15' 5" 15' 2"	15' 1" 14' 9"	14' 8" 14' 3"	14' 3" 13' 9"	14' 1" 13' 7"	13' 9" 13' 2"	13' 3" 12' 6"	12' 8" 11' 9"	17' 5" 17' 3"	11' 6" 11' 6"
2nd Subdivision	East Minneapolis to White Bear Lake via Gloster. . . . .	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	20' 3"	17' 9"	17' 3"	20' 3"	11' 6"
2nd Subdivision	19th Ave. South to 1st Street North, Minneapolis. . . . .	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	16' 0"	.....	16' 0"	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"

**M. FLAHERTY,**  
Trainmaster

**E. A. LEE,**  
Trainmaster

**THEO. DAHLEN,**  
Trainmaster  
**O. A. HANSON,**  
Trainmaster

**T. A. GREGORY,**  
Trainmaster  
**E. H. BRILEY,**  
Chief Dispatcher