

COMPANY SURGEONS

- *Dr. Roscoe C. Webb, Chief Surgeon,
Office phone Main 7508, House Colfax 4101,
1849 Medical Arts Bldg. Minneapolis, Minn.
- *Dr. Ernest R. Anderson, Assistant Chief Surgeon,
House Locust 2671 Minneapolis, Minn.
- *Dr. F. J. Savage, Office phone Garfield 3633,
House Elkhurst 5001, 439 Lowry Bldg..... St. Paul, Minn.
- Dr. G. D. Brand, 202 Lowry Bldg..... St. Paul, Minn.
- *Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

- Dr. Frank E. Burch,
424 Hamm Bldg. St. Paul, Minn.
- Dr. Edward P. Burch,
424 Hamm Bldg. St. Paul, Minn.

WATCH INSPECTORS

- Christensen, Herbert B., Inc.
144 East Fifth Street
Saint Paul, Minnesota
- H. W. Anderson,
1573 University Avenue
Saint Paul, Minnesota
- A. T. Veilleux
894 Rice Street
Saint Paul, Minnesota
- Pomerleau and Son
227 East Hennepin Avenue
Minneapolis, Minnesota
- Olson Jewelry Company
221 East Hennepin Avenue
Minneapolis, Minnesota
- Gustafson, Oscar P., Co.
410 Nicollet Avenue
Minneapolis, Minnesota

P. D. FRASER,
Trainmaster.

O. J. LORINSER,
Chief Dispatcher,

J. G. TOOMEY,
Trainmaster.

E. S. PINKERTON,
Trainmaster.

C. T. DALZIEL,
Asst. Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS WILLMAR DIVISION

TIME TABLE 300

Effective 12:01 A. M. Central Time.

Monday, March 2, 1953

F. C. SPENCER,
Superintendent Terminals,

J. P. CAMERON,
Superintendent.

C. O. HOOKER,
General Manager.

A. W. CAMPBELL,
General Superintendent Transportation.

2 WESTWARD.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

**Time Table
No. 300**

Effective
March 2, 1953

FIRST CLASS

STATIONS	Distance from St. Paul via Passenger Tracks.	871	781	833	835	55	3	923	783	873	831	927	27	925	57	11	84	8
		N. Pac. No. 65	C. G. W. No. 14	Omaha No. 515	Omaha No. 405	G. N. No. 24	G. N.	C. B. & Q. No. 47	C. G. W. No. 6	N. Pac. No. 1	Omaha No. 202	C. B. & Q. No. 45	G. N.	C. B. & Q. No. 21	G. N. No. 20	G. N.	Omaha No. 20	N. Pac.
..... SAINT PAUL.....		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.17 COMO AVE. TOWER.....	3.17	L 6.10AM	L 7.10AM	L 7.45AM	L 7.50AM	L 8.00AM	L 8.02AM	L 8.04AM	L 8.06AM	L 8.40AM	L 8.50AM	L 9.25AM	L 9.30AM	L 3.00PM	L 4.30PM	L 5.30PM	L 6.25	L 6.25
7.40 MINNEAPOLIS.....	10.57	A 6.40AM	A 7.35AM	A 8.10AM	A 8.15AM	A 8.22AM	8.30	A 8.25AM	A 8.30AM	9.05 9.15	A 9.15AM	A 9.50AM	10.03	A 3.30PM	A 4.52PM	5.50 5.55	A 6.50PM	A 6.50PM
0.24 FIRST STREET.....	10.81									A 9.17AM								
1.37 LYNDALE JCT.....	12.18						A 8.35AM						A 10.07AM			A 5.58PM		

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

**Time Table
No. 300**

Effective
March 2, 1953

FIRST CLASS

STATIONS	Distance from Lyndale Jct. via Passenger Tracks.	870	2	872	874	8	10	832	924	56	836	838	784	12	928	840	920	8
		N. Pac. No. 26	G. N.	N. Pac. No. 12	N. Pac. No. 4	G. N.	G. N.	Omaha No. 508	C. B. & Q. No. 22	G. N. No. 23	Omaha No. 203	Omaha No. 400	C. G. W. No. 5	G. N.	C. B. & Q. No. 24	Omaha No. 514	C. B. & Q. No. 52	G. N.
..... SAINT PAUL.....		Daily	Daily	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily
3.17 COMO AVE. TOWER.....	12.18	A 6.40AM	A 7.00AM	A 7.15AM	A 7.25AM	A 7.30AM	A 7.40AM	A 7.55AM	A 8.20AM	A 11.59AM	A 12.05PM	A 12.23PM	A 1.25PM	A 2.00PM	A 4.25PM	A 6.40PM	A 6.55PM	A 6.55PM
7.40 MINNEAPOLIS.....	9.01	6.25	6.45	7.05	7.10	7.15	7.30	7.45	8.10	11.50	11.55	12.13	1.15	1.50	4.10	6.25	6.40	6.40
0.24 FIRST STREET.....	1.61	6.15	6.35	6.50	7.00	7.05	7.15	L 7.30AM	L 8.00AM	L 11.35AM	L 11.40AM	L 12.01PM	L 1.00PM	1.40	L 4.00PM	L 6.15PM	L 6.30PM	L 6.30PM
1.37 LYNDALE JCT.....	1.37	L 6.08AM		L 6.38AM	L 6.48AM													
			L 6.20AM			L 6.55AM	L 6.57AM							L 1.31PM				

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

WESTWARD.

**SECOND SUBDIVISION
NORTHTOWN AND MINNEAPOLIS**

EASTWARD.

MAXIMUM PERMISSIBLE SPEED

Between

St. Paul and Minneapolis
First St. North, Minneapolis, and Lyndale Junction
Northtown and Van Buren St. N. E.
Van Buren St. N. E. and Harrison St. N. E.
Minneapolis Jct. and First St. North, Minneapolis

SPEED RESTRICTIONS

Where Automatic Block and Interlocking Movement at RESTRICTED SPEED, such movement of a train, obstruction, or switch not properly lined up, or any other thing that may require the speed of a train to be reduced to a speed as much slower as necessary; and where conditions are such that a stop can be made in time to avoid accident.

ST. PAUL UNION DEPARTMENT

Trains or Engines heading in or out
Back up movement

**SPECIAL INSTRUCTIONS FIRST AND SECOND SUBDIVISIONS
PAGES THREE**

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

Time Table No. 300

Effective
March 2, 1953

STATIONS

STATIONS	FIRST CLASS		Distance from Northtown.	STATIONS	FIRST CLASS	
	19	23			24	20
..... NORTHTOWN.....	G. N.	G. N.		..... NORTHTOWN.....	G. N.	G. N.
2.22 MPLS. JCT. WYE.....	Daily	Daily		..... MPLS. JCT. WYE.....	Daily	Daily
1.44 BRIDGE SWITCH.....	L 7.06PM	L 11.21AM	2.22	..... BRIDGE SWITCH.....	A 8.36AM	A 5.09PM
0.21 MINNEAPOLIS.....	7.11	11.27	3.66	..... MINNEAPOLIS.....	8.30	5.04
	7.14	11.29	3.87		8.28	5.01
	A 7.15PM	A 11.30AM			L 8.27AM	L 5.00PM

SPECIAL INSTRUCTIONS

1. PASSENGER TRACKS:

Two right hand main tracks between Third Street, St. Paul, and St. Anthony Park.
Two left hand main tracks between St. Anthony Park and West end of Mill Pond Bridge.

FREIGHT TRACKS:

Two left hand main tracks between Third Street, St. Paul, and St. Anthony Park.
Two right hand main tracks between St. Anthony Park and Union Yard puzzles.

PASSENGER AND FREIGHT TRACKS:

Both main tracks between First Street North, Minneapolis, and Northtown, via Minneapolis Junction.

Five main tracks designated below between First Street North, Minneapolis, and Lyndale Junction:

No. 1, Switching lead—north track.

No. 2, Westward track for G. N. passenger and freight trains.

No. 3, Eastward track for G. N. passenger and freight trains.

No. 4, Westward track for freight trains and M. & St. L. Ry. passenger trains.

No. 5, Eastward track for freight trains and M. & St. L. Ry. passenger trains.

Trains using freight tracks Nos. 4 and 5 shall stop before passing over the Holden Street crossing and will not proceed until proper signal is received from switchtender.

ROUTING OF TRAINS AND ENGINES.

2. Switchtenders will route trains and engines at Minneapolis Passenger Station, First Street North, Second Street North, Holden Street, Lyndale Junction, Union Yard puzzles, Minneapolis Junction East Wye, West Wye, Van Buren Street, and Northtown. Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory.

TRAIN REGISTER AND CLEARANCE EXCEPTIONS.

3. Northtown—Lyndale Junction—Trains originating at these points will not require clearance when train order signal indicates proceed.
4. Minneapolis Passenger Station—All trains register and receive clearance.
5. Omaha Railway westward passenger trains arriving at Westminster Street Tower via East St. Paul may proceed to Third Street, St. Paul, over eastward passenger track without Great Northern clearance.

MINNEAPOLIS PASSENGER STATION.

6. Minneapolis—All trackage within switchtenders' limits from west end of Mill Pond Bridge east of depot extending through to eastward main track west of depot, and between First Street North and east leg of wye, will be considered depot station tracks of the Minneapolis Passenger Station, and while within these limits it will not be necessary to observe Rule 99 and last paragraph of Rule 854 of the Consolidated Code of Operating Rules and General Instructions.
7. There is no superiority of trains on depot station tracks. All trains and engines, with or without cars, entering and leaving depot station tracks will move only on hand signal from switchtenders and must approach and proceed within these limits at restricted speed expecting to find track occupied and be prepared to stop. A proceed signal from switchtender is no assurance that track ahead is clear.
8. Before starting westward train from Minneapolis Passenger Station, engineers will know way is clear at crossing beyond stop board before proceeding over the crossing, and the stop made by train in the west end of passenger station will be regarded as a stop for stop board at the west end of station.
9. Trains, engines or cars must not be moved over Railroad Crossing of the C. St. P. M. & O. Ry. or the C. B. & Q. R. R. west of Minneapolis Passenger Station without flagman or member of crew in charge of movement first stationing themselves at crossing to prevent opposing movements. This rule not to apply to movements on freight tracks, which are covered by other rules.

10. Movement of Great Northern Railway Company's Class "P-2", "S-1" and "S-2" engines, series 2500 to 2588 inclusive; and Northern Pacific Railway Company's Class "A" to "A-5" inclusive, series 2600 to 2689 inclusive, are restricted to use of tracks Nos. 5, 6, 7, 8, 9, 10 and 11 only. Account restricted clearance of elevator shaft west end of track No. 7, above mentioned type engines not to be backed past that elevator shaft near the west end of that track.

MISCELLANEOUS

11. Between St. Paul and Minneapolis Passenger Station, employees will not permit any part of their person to project beyond the sides of moving engines or cars.
On trains, engines or cars having windshields, windows, doors or ventilators that open outward, same should be kept closed between St. Paul and Minneapolis.
12. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuses must not be used, except in cases of emergency, and then only when held in hand and must be extinguished before leaving. The use of torpedoes is prohibited.
13. On westward passenger track, engineers on moving engines will keep engine bell ringing passing Great Northern Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue Tower.
14. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis. Eastward passenger extra trains may run ahead of first class trains between Lyndale Junction and Minneapolis, and westward passenger extra trains may run ahead of first class trains between Northtown and Minneapolis.

MINNEAPOLIS.

15. Eastward freight trains at Lyndale Junction, and westward freight trains at First Street North, may run ahead of first class trains between those points after receiving proceed signal from switchtender.
16. Rule D-97 is in effect on this Division.
17. Under Rule 2 of the Consolidated Code of Operating Rules, watches that have been examined and certified to by a designated inspector must be used by train dispatchers and yardmen.
18. On the freight tracks between Como and 3rd Street, St. Paul, on all freight trains and switch transfer movements, brakemen and yardmen will be required to ride on top of cars and to see that sufficient number of hand brakes or retainers are set up to properly control the movement of such trains or transfers; and between Jackson Street and 3rd Street, the conductor or switchforeman will be required to be on the head end of the train or transfer.
19. Lyndale Junction—Eastward freight trains on Willmar line, having cars to set out at this point, will stop before passing eastward Home Signal to make set-out.
20. Minneapolis Junction—Trains must stop before passing over the crossing of the N. P. Ry. Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.
21. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.
22. Operation of Spring Switches. Spring switches of two different types are in use on this division.
Without facing point lock:
 - (a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.
 - (b) Four spring switches located at east end Minneapolis Junction Roundhouse.
 - (1) leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.

- (2) leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.
- (3) leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.
- (4) East end Roundhouse lead opposite yard office. Normal position is for east lead #2.

With facing point lock:

- (a) East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.

- 23. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a lunar white light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
- 24. The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.
- 25. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
- 26. When operating snow dozer, conductor in charge will ride in the dozer.
- 27. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
- 28. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
- 29. Air hose on Diesel and Electric engines must be hooked up in hose fastener when not in use.
- 30. Effective July 1, 1949, The Minnesota Transfer Railway Company adopted the Consolidated Code of Operating Rules and General Instructions. These rules govern when operating on their property, except that the use of torpedoes is prohibited and burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving. All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at restricted speed.
- 31. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.

Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.

OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control—Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather, light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.

When making back-up movement, oscillating red light must be extinguished; if white light available, it will be displayed.

THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.

Emergency red rear end light must be extinguished; when standing at origin and terminus stations of train run; when switching being performed from rear; when on siding to be passed by another train; and, when another train operating on adjacent track is approaching from rear, but not until it is known such train is not on same track.

Portable light must be removed before coupling to rear of such car.

Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B), except between St. Paul, Minneapolis, Northtown, and the west end of Cedar Lake yard, Minneapolis.

In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired. Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights, must familiarize themselves with the operation of the lights.

YARD LIMITS

ST. PAUL-MINNEAPOLIS.

- 32. St. Paul to yard limit board west of the west Fridley yard switch; Minneapolis Jct. to yard limit board 2640 feet west of the new spur head block about 3 miles west of Hopkins Jct., including Hopkins Branch; and 5636 feet west of Junction Switch (Osseo Line).

REGISTER STATIONS

- 33. St. Paul..... Passenger trains.
- Como Tower Freight trains.
- Minneapolis Jct. Freight trains.
- Minneapolis Passenger Station Passenger trains.
- Northtown All trains, passenger trains may register by card.

Automatic Interlocking

- 34. Minneapolis Mulberry Street with N. P. Ry. If a train is stopped at a home signal and no immediate conflicting train movement is evident, trainman may signal train to proceed over crossing, after making certain that conflicting home signals indicate Stop.
- 35. To insure safe movement on descending grade, trains and engines using Eastward freight track at Westminster Street Interlocking must stop at Eastward Home Signal located about 200 feet West of Tower. This signal governs movement over safety derail and cannot be changed to indicate Proceed until stop is made.

Manual Interlocking

- 36. Seventh Street St. Paul
- Westminster Street St. Paul
- Mississippi Street St. Paul
- Como St. Paul
- St. Anthony Park St. Paul
- 15th Avenue SE Minneapolis
- Boom Island Minneapolis

Semi-Automatic Interlockings

- 37. St. Paul Fair Grounds Spur with N. P. Ry.
- Hopkins M. & St. L. Ry. Crossing.

St. Paul, Great Northern train movements over the crossing will be governed by manually operated gates together with standard interlocking dwarf signal indications. Great Northern routes over the crossing will be set manually after obtaining release of electric lock holding gates in "Stop" position. See instructions posted in box locked with a switch lock.

Hopkins, Great Northern train and engine movements over the crossing will be governed by "Stop" signs located each side of crossing, and by manually operated crossing gates, with red lights, normally set and electrically locked across G. N. track. See instructions posted in box locked with a switch lock.

Outside rear cover is blank.