

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer,
Office CA 4-7408—Home MI 8-2650,
1360 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Hugo F. Schroeckenstein, Asst. to Chief Medical Officer,
Office CA 4-7408—Home CA 6-6906,
1360 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Darrell E. Westover,
215 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. John F. Alden,
1151 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Ernest R. Anderson,
Office FE 2-7508—Home TA 4-2671,
1849 Medical Arts Bldg.Minneapolis, Minn.
- *Designates also Examining Surgeon.

**OPHTHALMIC SURGEONS
(Eye Doctors)**

- Dr. Edward P. Burch,
852 Lowry Medical Arts Bldg.St. Paul, Minn.
- Dr. Donald C. Sterner,
852 Lowry Medical Arts Bldg.St. Paul, Minn.
- Dr. Malcolm A. McCannel,
325 Doctors Bldg.Minneapolis, Minn.
- Dr. Richard C. Horns,
1633 Medical Arts Bldg.Minneapolis, Minn.

ROENTGENOLOGISTS

- Dr. David A. Burlingame,
435 Lowry Medical Arts Bldg.St. Paul, Minn.
- Dr. Malcolm B. Hanson,
853 Medical Arts Bldg.Minneapolis, Minn.

D. W. HARTUNG,
Chief Dispatcher.

M. M. DONAHUE,
Trainmaster.

A. R. McKEEN,
Trainmaster.

J. H. BOYD,
Trainmaster.

F. L. HENRY,
Trainmaster.

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS

WILLMAR DIVISION

TIME TABLE 352

Effective 12:01 A. M. Central Time.

Sunday April 29, 1962

J. G. TOOMEY, Asst. Superintendent.

H. J. SURLES, Superintendent.

R. N. WHITMAN, General Manager.

A. W. CAMPBELL,
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

| Time Table No. 352 Effective April 29, 1962 | | Distance from St. Paul via Passenger Tracks | FIRST CLASS | | | | | | | | | | | | |
|--|---------------------------------|---|-------------------|----------------------|--------------------|--------------|------------------|-----------------|----------|----------------------|-----------------|--|--|--|--|
| | | | 871 | 923 | 781 | 3 | 873 | 55 | 27 | 925 | 57 | | | | |
| STATIONS | | | N. Pac. No. 65 | C. B. & Q. No. 47 | C. G. W. No. 14 | G. N. | N. Pac. No. 1 | G. N. No. 24 | G. N. | C. B. & Q. No. 21 | G. N. No. 20 | | | | |
| | | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | | |
| AUTOMATIC SIGNALS | SAINT PAUL..... | | | | | | | | | | | | | | |
| | 1.39 WESTMINSTER ST. TOWER ★ | L 12.25Am | L 6.45Am | L 7.15Am | L 7.30Am | L 7.40Am | L 8.10Am | L 8.30Am | L 2.30Pm | L 4.30Pm | | | | | |
| | 9.18 MINNEAPOLIS.....★ | 1.39 12.28 | 6.48 | 7.18 | 7.33 | 7.43 | 8.13 | 8.33 | 2.33 | 4.33 | | | | | |
| | 0.25 FIRST STREET..... | 10.57 A 12.50Am | A 7.10Am | A 7.35Am | A 7.50Am | 8.05 8.15 | A 8.30Am | 8.55 9.05 | A 2.55Pm | A 4.52Pm | | | | | |
| | 1.35 LYNDALE JCT.....★ | 10.82 | | | | A 8.17Am | | | | | | | | | |
| | | 12.17 | | | | | | A 9.09Am | | | | | | | |

EASTWARD

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

| Time Table No. 352 Effective April 29, 1962 | | Distance from Lyndale Jct. via Passenger Tracks | FIRST CLASS | | | | | | | | | | | |
|--|---------------------------------|---|------------------|-------------------|--------------|----------|----------------------|-----------------------|-----------------|--------------|-------|--|--|--|
| | | | 874 | 870 | 32 | 8 | 924 | 838 | 56 | 12 | 28 | | | |
| STATIONS | | | N. Pac. No. 4 | N. Pac. No. 28 | G. N. | G. N. | C. B. & Q. No. 22 | C. & N. W. No. 400 | G. N. No. 23 | G. N. | G. N. | | | |
| | | Daily Ex. Mon. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | | | |
| AUTOMATIC SIGNALS | SAINT PAUL..... | | | | | | | | | | | | | |
| | 1.39 WESTMINSTER ST. TOWER ★ | 12.17 A 4.35Am | A 6.40Am | A 6.50Am | A 7.30Am | A 8.22Am | A 11.20Am | A 11.45Am | A 1.00Pm | A 3.40Pm | | | | |
| | 9.18 MINNEAPOLIS.....★ | 10.78 4.22 | 6.27 | 6.32 | 7.17 | 8.12 | 11.13 | 11.32 | 12.52 | 3.22 | | | | |
| | 0.25 FIRST STREET..... | 1.60 4.10 4.00 | 6.15 6.10 | 6.20 6.15 | 7.05 7.00 | L 8.00Am | L 11.01Am | L 11.20Am | L 12.40Pm | 3.10 3.00 | | | | |
| | 1.35 LYNDALE JCT.....★ | 1.35 L 3.58Am | L 6.08Am | | | | | | | | | | | |
| | | | | L 6.08Am | L 6.55Am | | | | | L 2.55Pm | | | | |

Westward trains are superior to eastward trains of t

WESTWARD

SECOND SUBDIVISION
MINNEAPOLIS AND NORTHTOWN

EASTWARD

| FIRST CLASS | | | | Distance from Minneapolis | Time Table No. 352 Effective April 29, 1962 | | | | FIRST CLASS | | | |
|-------------|-----------------|-----------------|----------|------------------------------|--|--|--|--|-----------------|-----------|-----------------|----------|
| 11 | 57 | 55 | 3 | | STATIONS | | | | 56 | 12 | 58 | 4 |
| G. N. | G. N. No. 20 | G. N. No. 24 | G. N. | | | | | | G. N. No. 23 | G. N. | G. N. No. 19 | G. N. |
| Daily | Daily | Daily | Daily | | | | | | Daily | Daily | Daily | Daily |
| L 5.55Pm | L 5.00Pm | L 8.35Am | L 7.55Am | | | | | | A 11.15Am | A 12.35Pm | A 7.35Pm | A 8.01Pm |
| 5.56 | 5.01 | 8.36 | 7.56 | 0.20 | MINNEAPOLIS.....★ | | | | 11.14 | 12.34 | 7.30 | 8.00 |
| 5.58 | 5.03 | 8.38 | 7.58 | 1.57 | BRIDGE SWITCH..... | | | | 11.12 | 12.32 | 7.27 | 7.58 |
| A 6.04Pm | A 5.09Pm | A 8.44Am | A 8.04Am | 3.86 | MPLS. JCT. WYE..... | | | | L 11.06Am | L 12.26Pm | L 7.21Pm | L 7.53Pm |
| | | | | | NORTHTOWN..... | | | | | | | |

Westward trains are superior to eastward trains of the same class.

MAXIMUM PER

Between

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

SPEED RESTRICTIONS
 ST. PAUL UNION DEPOT

Trains or Engines heading in or out
 Back up movement
 Trains and engines on track between east and west
 tracks, St. Paul and connection with D
 commonly known as Thumbs-Up

SPECIAL INSTRUCTIONS FIRST
 ON PAGES THREE,

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD 2

FIRST CLASS

| | | | | | | | | | | | | | | | | | |
|--|--|--|--|-----------|-----------------------|-------------------|--------------|-------------------|----------------------|----------------|-------------------|--|--|--|--|--|--|
| | | | | 11 | 849 | 875 | 7 | 9 | 929 | 31 | 879 | | | | | | |
| | | | | G. N. | C. & N. W. No. 401 | N. Pac. No. 25 | G. N. | G. N. | C. B. & Q. No. 23 | G. N. | N. Pac. No. 3 | | | | | | |
| | | | | Daily | Daily | Daily | Daily | Daily Ex. Sat. | Daily | Daily | Daily Ex. Sat. | | | | | | |
| | | | | L 5.30Pm | L 6.17Pm | L 7.15Pm | L 8.55Pm | L 9.05Pm | L 9.25Pm | L 9.50Pm | L 10.22Pm | | | | | | |
| | | | | 5.33 | 6.20 | 7.18 | 8.58 | 9.08 | 9.28 | 9.53 | 10.25 | | | | | | |
| | | | | A 5.50Pm | A 6.42Pm | 7.40 7.50 | 9.17 9.30 | 9.25 9.55 | A 9.50Pm | 10.15 10.20 | 10.52 11.15 | | | | | | |
| | | | | | | A 7.51Pm | | | | | A 11.17Pm | | | | | | |
| | | | | | | | A 9.33Pm | A 9.59Pm | | A 10.24Pm | | | | | | | |

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD

FIRST CLASS

| | | | | | | | | | | | | | | | | | |
|--|--|--|--|----------------------|-----------------|----------|--------------------|------------------|----------------------|-------------------|-------------------|--|--|--|--|--|--|
| | | | | 928 | 58 | 4 | 788 | 876 | 930 | 14 | 878 | | | | | | |
| | | | | C. B. & Q. No. 24 | G. N. No. 19 | G. N. | C. G. W. No. 13 | N. Pac. No. 2 | C. B. & Q. No. 48 | G. N. | N. Pac. No. 66 | | | | | | |
| | | | | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | | | | | | |
| | | | | A 4.00Pm | A 8.00Pm | A 8.30Pm | A 8.30Pm | A 9.20Pm | A 9.50Pm | A 10.50Pm | A 11.20Pm | | | | | | |
| | | | | 3.47 | 7.52 | 8.20 | 8.22 | 9.07 | 9.42 | 10.37 | 11.02 | | | | | | |
| | | | | L 3.35Pm | L 7.40Pm | L 8.08Pm | L 8.10Pm | 8.55 8.47 | L 9.30Pm | 10.25 10.15 | L 10.50Pm | | | | | | |
| | | | | | | | | L 8.45Pm | | | | | | | | | |
| | | | | | | | | | | L 10.10Pm | | | | | | | |

eastward trains of the same class.

MAXIMUM PERMISSIBLE SPEED.

| Between | Passenger | Freight |
|--|-----------|-----------|
| St. Paul to Lyndale Junction | 55 M.P.H. | 30 M.P.H. |
| Lyndale Junction to St. Paul | 30 M.P.H. | 30 M.P.H. |
| St. Paul to Harrison St. N. E. | 45 M.P.H. | 30 M.P.H. |
| Harrison St. N. E. to First St. North, Minneapolis | 20 M.P.H. | 20 M.P.H. |

SPEED RESTRICTIONS.

| ST. PAUL UNION DEPOT PROPERTY. | Passenger | Freight |
|---|-----------|-----------|
| Trains coming in or out | 10 M.P.H. | 10 M.P.H. |
| Trains leaving depot | 8 M.P.H. | 8 M.P.H. |
| Track between east end of freight connection with Depot tracks, Thumbs-Up | 5 M.P.H. | 5 M.P.H. |

SPEED RESTRICTIONS—Continued.

| | Passenger | Freight |
|---|------------------|------------------|
| Eastward train and engine movements, on eastward passenger track, with or without cars, between Jackson St. overhead bridge and Third Street, St. Paul | 30 M.P.H. | 20 M.P.H. |
| Between East End Stone Arch Bridge and Minneapolis | 30 M.P.H. | 20 M.P.H. |
| Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, C. & N. W. Ry. crossing, and CB&Q RR. crossing | Restricted Speed | Restricted Speed |
| Minneapolis Passenger Station wye track | 8 M.P.H. | 8 M.P.H. |
| For movements between Home Signals of Interlocking at Mulberry Street: | | |
| With the current of traffic on Main Tracks | 30 M.P.H. | 15 M.P.H. |
| Against the current of traffic on main tracks and on other than main tracks | 15 M.P.H. | 15 M.P.H. |
| Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossovers | 15 M.P.H. | 15 M.P.H. |

ST. PAUL UNION DEPOT PROPERTY. PAGES THREE, FOUR AND FIVE.

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.

No. 5, Eastward track for freight 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, West End Union "R" Yard, 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, except at Van Buren Street between hours of 11:00 PM and 7:00 AM daily, all trains and engines moving through or into that switchtender's territory will be required to line up their own routes.

TRAIN REGISTER AND CLEARANCE EXCEPTIONS.

3. Northtown—Lyndale Junction—Trains originating at these points will not require clearance when train order signal indicates proceed.
Minneapolis Passenger Station—All trains register and receive clearance.
C. & N. W. Ry. 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.

REGISTER STATIONS

| | |
|-------------------------------------|---|
| St. Paul | Passenger trains. |
| Westminster St. Tower | Freight trains. |
| Minneapolis Jct. | Freight trains. |
| Minneapolis Passenger Station | Passenger trains. |
| Northtown | All trains, passenger trains may register by ticket. |

MINNEAPOLIS PASSENGER STATION.

4. 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.
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.

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.

5. Train, engines or cars must not be moved over Railroad Crossing of the C. & N. W. 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.

MISCELLANEOUS

6. 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.
7. 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.
8. On westward passenger track, engineers on moving engines will keep engine bell ringing passing Great Northern Union Y puzzle switches, located just west of St. Anthony Elevator, 15th Avenue S.E.
9. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis; between Minneapolis and Lyndale Jct.; and between Minneapolis and Northtown.
10. Rule 2 of the Consolidated Code of Operating Rules is modified for Great Northern Railway Company employees to the extent that a watch certificate form is no longer required. Watches of employees will be inspected by Division Officers, Rules Examiners, and other designated officers.
Rule 3(C) of the Consolidated Code of Operating Rules is amended as follows: Employees governed by time service rules must not wear wrist watches while on duty unless such watches are of an approved type. Approved type wrist watches are: Elgin, B. W. Raymond model, 13/0 size, 23 jewels; or Ball Official Standard, 1604-B, stainless steel 13/0 ligne, 21 jewels.
11. Regarding Consolidated Code Rule 103. In addition to complying with the provisions of this rule, members of a crew will be governed by the following: "When an engine, with or without cars, is about to move over a public crossing not protected by a watchman, by gates or by crossing signals in operation, a member of the crew must be on the ground at the crossing to provide protection."

12. Great Northern trains using the CB&Q interlocker at St. Paul Depot to back in, will not start their back-up movement until the rear brakeman is in the rear end of the rear car with the conductor to assist the conductor in observing the position of switches and signal indications.
13. All trains entering St. Paul Depot Company Trackage will stop unless they receive a proceed signal from the Switchtender.
14. COMO AVENUE CROSSOVER MOVEMENTS.

Effective 12:01 PM CST, Tuesday, June 28, 1960, there is no superiority of trains on the two passenger main tracks between the following locations. Between signal 2.3 (on the westward passenger main track) located about 800 feet east of Rice Street overhead bridge and signal 4.4 (on eastward passenger main track) located on Lexington Ave. overhead bridge. The portion of Consolidated Code Rule 93 reading—"Within Yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown"—does not apply between signal 2.3 and signal 4.4.

Before making a crossover movement at this location, a member of the crew must contact the operator at Westminster Tower

and obtain his permission to make the movement. The switches then lined in their proper order following the instructions for the electric locked switches as posted at the electric lock.

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. 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.
17. 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.
18. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.
19. 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.
20. 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.

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.
22. 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.
23. 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.
24. 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, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
25. When any passenger car or cars are left on any track, the hand brakes must be adequately applied on each car. The brakes on one passenger car are not to be depended upon to hold other cars when coupled together.

YARD LIMITS

ST. PAUL-MINNEAPOLIS.

26. 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).

Automatic Interlocking

27. MinneapolisMulberry 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.
28. 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 will not be changed to indicate Proceed until stop is made.

Manual Interlocking

29. St. Anthony ParkSt. Paul

Manual Interlocking with Dual Control Switches

30. Westminster StreetSt. Paul
15th Avenue S.E.Minneapolis
Boom IslandMinneapolis
Westminster Street—Between the home signal limits of Westminster Street Interlocking, train or engine movements may be made in either direction, ON EITHER PASSENGER TRACK, by signal indication.

For movements on the Passenger or Freight Tracks, the home signal limits, Rule 605, of Westminster Street Interlocking, include all trackage between the eastward home signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward home signal located approximately 900 feet west of Third Street overhead bridge.

Telephones for communication are located at the home signals, in bungalows, and in Northern Pacific switchtender's shanty near Third Street.

15th Avenue S. E. is controlled from St. Anthony Park Interlocking. Telephones for communication are located in booths near the east and west interlocking limits.

Semi-Automatic Interlockings

31. St. PaulFair Grounds Spur with N. P. Ry.
HopkinsM. & St. L. Div. of C. & N. W. 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.

ST. PAUL UNION DEPOT & MINNESOTA TRANSFER

32. The Consolidated Code of Operating Rules, Edition of 1959, in addition to the following instructions will govern Great Northern employes while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:—

- (a) 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 and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions. The limits of the Saint Paul Union Depot Company property extend from connection with the Northern Pacific Ry. and Great Northern Ry. tracks at Third Street and connection with the CMStP&P-CB&Q R.R. tracks opposite depot roundhouse, on the east, to connection with the CGW Ry. and CMStP&P R.R. tracks at Robert Street on the west.
- (b) The timetable of the Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.
- (c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.
- (d) Under Rule 15, the use of torpedoes is prohibited.
- (e) Under Rule 11, burning fusees must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

THE FOLLOWING RULES APPLY ONLY ON THE ST. PAUL UNION DEPOT COMPANY PROPERTY:

- (f) There is no superiority of trains within the limits of Saint Paul Union Depot Company property.
- (g) Within the limits of the Saint Paul Union Depot Company property trains and engines must move at restricted speed and must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches. The entrance to and all movements on this property will be made only on authority of hand signals from switch tenders. No train or engine may foul any track or puzzle

switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.

- (h) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switch tender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switch tender will control the movement by hand or light signal; at the east end of station the switch tender will inform the train director, who will route the movement by instructions over the public address system. Switch tenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switch tender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.
- (i) When backing, the back-up air brake valve on passenger trains must be operated by the conductor, except in the movement of empty equipment, it may be operated by competent trainman or yardman. When practicable, conductors must see that trainmen are stationed so hand or light signals may be used, in case of any emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short of train, or obstruction, and short of bumping post on stub tracks.
- (j) Headlights must be dimmed while on shed tracks.