

CHICAGO, MILWAUKEE, ST. PAUL
AND PACIFIC RAILROAD CO.

TWIN CITY TERMINAL
DIVISION

**TIME
TABLE
No. 22**

Taking effect at 12:01 A.M.
Central Standard Time

Thursday, June 1, 1967

For the government and information
of employes only

This time-table confers no authority for any of the schedules shown thereon. Between Newport and Division Street, C. M. St. P. & P. and C. B. & Q. Joint time-table and rules govern. Between Division Street and St. Paul, C. M. St. P. & P. and C. B. & Q. Joint time-table and St. Paul Union Depot Company rules govern. Between St. Paul and Minneapolis, La Crosse Division time-table governs the schedules; between Rand and St. Louis Park, Aberdeen Division time-table governs the schedules.

F. A. DEUTSCH **C. D. ANDERSON**
Assistant Superintendent Assistant Superintendent

E. P. SNEE
Assistant Superintendent

N. H. McKEGNEY
Superintendent

Q. W. TORPIN
General Superintendent of Transportation

D. O. BURKE
Assistant General Manager

L. V. ANDERSON
General Manager

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

LA CROSSE SUBDIVISION—WESTWARD

TIME TABLE No. 22 June 1, 1967 STATIONS	Distance from Newport	SEE RULE 6-A	FIRST CLASS							
			57	161	1	417				
			La Crosse Passenger	Aberdeen Passenger No. 16	La Crosse Passenger	C. R. I. & P. Passenger No. 16				
			Daily	Daily	Daily	Daily				
NEWPORT 4.5										
OAKLAND 1.1	4.5									
ST. PAUL YARD 1.1	5.6	BFKOPQRTWYZ								
HOFFMAN AVE. 0.6	6.7	IOPY								
DIVISION ST. 0.8	7.3	IOVY								
ST. PAUL 0.9	8.1	JKPTWY	5.20 AM		7.25 AM	7.53 AM				
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	9.0	IJOPY	5.23		7.28	7.56				
FORDSON JCT. 3.2	9.9	JPY								
SNELLING AVE. 0.8	13.1	P								
MERRIAM PARK 1.4	13.9	PY								
SIGNAL TOWER 1.3	15.3	JPTY	5.31		7.40	8.09				
RAND 0.5	16.6	PY								
SOUTH MINNEAPOLIS 1.9	17.1	BFIJKOPQTWYZ	5.34	6.13 AM	7.44	8.13				
MINNEAPOLIS	19.0	BFKOPRWYZ	As 5.45 AM	As 6.35 AM	As 8.00 AM	As 8.25 AM				

LA CROSSE SUBDIVISION—EASTWARD

TIME TABLE No. 22 June 1, 1967 STATIONS	Distance from Minneapolis	FIRST CLASS							
		6	58	420	2				
		La Crosse Passenger	La Crosse Passenger	C. R. I. & P. Passenger No. 17	La Crosse Passenger				
		Daily	Daily	Daily	Daily				
NEWPORT 4.5	19.0								
OAKLAND 1.1	14.5								
ST. PAUL YARD 1.1	13.4								
HOFFMAN AVE. 0.6	12.3								
DIVISION ST. 0.8	11.7								
ST. PAUL 0.9	10.9	As 7.50 AM	As 9.45 AM	As 11.05 AM	As 12.35 PM				
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	10.0	7.46	9.38	11.01	12.31				
FORDSON JCT. 3.2	9.1								
SNELLING AVE. 0.8	5.9								
MERRIAM PARK 1.4	5.1								
SIGNAL TOWER 1.3	3.7	7.39	9.30	10.54	12.24				
RAND 0.5	2.4								
SOUTH MINNEAPOLIS 1.9	1.9	7.37	9.27	10.52	12.22				
MINNEAPOLIS		7.30 AM	9.20 AM	10.45 AM	12.15 PM				

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains and light engines 40 miles per hour.

Double track is in use between St. Paul and Chestnut Street and between South Minneapolis and Minneapolis.

Two main tracks are in use between Chestnut Street and South Minneapolis. Beginning at the north the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between a point 600 feet West of Robert Street, St. Paul and South Minneapolis.

CTC is in use between Chestnut St. and South Minneapolis.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Chestnut St. and a point 600 feet west of Robert Street, St. Paul, for movement with the current of traffic.

Rule 83 (B) does not apply to eastward trains starting at Chestnut St.

At Chestnut St., the train order signal does not apply to trains or engines moving to the C. & N. W. RR.

Rule 83 (B) does not apply at South Minneapolis and does not apply to westward trains at St. Paul Yard or St. Paul.

Rule 83 (B) does not apply to trains starting at Rand.

Aberdeen No. 16 will assume the schedule of No. 161 at South Minneapolis.

C. R. I. & P. and Soo Line trains and engines will use C. M. St. P. & P. tracks between St. Paul and Minneapolis. C. & N. W. trains and engines will use C. M. St. P. & P. tracks between Chestnut St. and St. Paul.

LA CROSSE SUBDIVISION—WESTWARD

3

TIME TABLE No. 22 June 1, 1967 STATIONS	FIRST CLASS							
	55	5	421	3				
	La Crosse Passenger	La Crosse Passenger	C. R. I. & P. Passenger No. 18	La Crosse Passenger				
	Daily	Daily	Daily	Daily				
NEWPORT 4.5								
OAKLAND 1.1								
ST. PAUL YARD 1.1								
HOFFMAN AVE. 0.6								
DIVISION ST. 0.8								
ST. PAUL 0.9	11.00 AM	6.40 PM	7.00 PM	7.25 PM				
CHESTNUT ST. 0.9	11.03	6.43	7.03	7.28				
FORDSON JCT. 3.2								
SNELLING AVE. 0.8								
MERRIAM PARK 1.4								
SIGNAL TOWER 1.3	11.13	6.50	7.12	7.36				
RAND 0.5								
SOUTH MINNEAPOLIS 1.9	11.16	6.53	7.15	7.39				
MINNEAPOLIS	As 11.30 AM	As 7.10 PM	As 7.30 PM	As 7.50 PM				

LA CROSSE SUBDIVISION—EASTWARD

TIME TABLE No. 22 June 1, 1967 STATIONS	FIRST CLASS							
	56	416	150	4				
	La Crosse Passenger	C. R. I. & P. Passenger No. 15	Aberdeen Passenger No. 15	La Crosse Passenger				
	Daily	Daily	Daily	Daily				
NEWPORT 4.5								
OAKLAND 1.1								
ST. PAUL YARD 1.1								
HOFFMAN AVE. 0.6								
DIVISION ST. 0.8								
ST. PAUL 0.9	As 7.47 PM	As 8.25 PM		As 11.02 PM				
CHESTNUT ST. 0.9	7.43	8.18		10.57				
FORDSON JCT. 3.2								
SNELLING AVE. 0.8								
MERRIAM PARK 1.4								
SIGNAL TOWER 1.3	7.35	8.10		10.50				
RAND 0.5								
SOUTH MINNEAPOLIS 1.9	7.32	8.07	A 8.26 PM	10.47				
MINNEAPOLIS	7.25 PM	8.00 PM	8.20 PM	10.40 PM				

Passenger trains must not exceed maximum speed of 60 miles per hour; other trains and light engines 40 miles per hour.

Between Cedar Avenue coach yard and Washington Avenue Viaduct at Minneapolis, the first track north of the incoming main track will be used by foreign line passenger trains entering and leaving passenger station and may be used as a switching track when properly protected against foreign passenger trains. Railway Transfer Interchange track between N. P.-C. & N. W. RR. connection at Sixth Avenue South and Washington Avenue Viaduct may be used as a switching track. Trains and engines must proceed only as the way is seen and known to be clear.

WESTWARD—ABERDEEN SUBDIVISION—EASTWARD

		FIRST CLASS		TIME TABLE No. 22 June 1, 1967 STATIONS	Distance from Rand	SEE RULE 6-A	FIRST CLASS	
		15					16	
		Passenger				Passenger		
		Daily				Daily		
				RAND	0.0	IPY		
				0.8		BFJKOPQRT		
			8.26 PM	SOUTH MINNEAPOLIS	0.0	WYZ	A 6.13 AM	
				0.8				
			8.28	CEDAR	0.8	IPY	6.10	
				4.2				
				BASS LAKE	5.0	PWY		
				1.5				
		A	8.34 PM	ST. LOUIS PARK	6.5	PY	6.04 AM	

Passenger trains must not exceed maximum speed of 60 miles per hour. Other trains 25 MPH.

ABS is in use between Rand and St. Louis Park.

Double track is in use between Cedar and St. Louis Park.

Two main tracks are in use between Rand and Cedar. Beginning at the north the main tracks are numbered No. 1 and No. 2 main tracks. See Special Instruction X-24.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Cedar and St. Louis Park for movement with the current of traffic. Account restricted overhead clearance on the westward track, all trains handling tri-level carloads of automobiles MUST BE OPERATED ON THE EASTWARD TRACK ONLY between Cedar Avenue and Humboldt Avenue located between Cedar and Bass Lake. Such trains must not exceed 15 MPH between these points. This also applies to trains handling any load in excess of 17 feet high.

No. 150 will assume the schedule of No. 15 from South Minneapolis on Aberdeen Division.

Aberdeen No. 16 will assume the schedule of No. 161 from South Minneapolis.

Rule 83 (B) does not apply to trains starting at Rand.

No. 15 will secure Clearance at Minneapolis.

Other trains starting at Rand will obtain Clearance at South Minneapolis.

All movements on the west leg of the wye between South Minneapolis and Cedar must be made in accordance with Rule 93 and at reduced speed.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 In reference to Rule 2 of the Consolidated Code of Operating Rules, the following watches conform to the requirements this railroad:

POCKET WATCHES

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size—19 jewel or better, Hamilton—16 size—992—21 jewel, or 16 size—950—23 jewel, Elgin—16 size—B. W. Raymond—21 jewel.

WRIST WATCHES

Elgin—13/0 size, 23 jewel B. W. Raymond.
Elgin 21 jewel, B. W. Raymond Chronometer.
Ball—13 ligne, 21 jewel, Official Railroad Standard.
Bulova Accutron—Railroad Approved.

G-2 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G-3 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U.S. Army Field Ranges when installed under the supervision of a U.S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G-4 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car-Department Inspector, may be hauled in any part of the train.

G-5 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-6 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-7 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized at stations when available.

G-8 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-9 In connection with Rule 920 of the Consolidated Code of Operating Rules, the engineer may permit other employes when competent, to handle the engine with the engineer being responsible.

G-10 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-11 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G-12 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-13 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type

engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G-14 Diesel engines moving dead in train will come under the provisions of Rule 809 and when the doors of the engine are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G-15 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G-16 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

Type of equipment	M.P.H.
Trains handling ore cars	Loaded 35
	Empty 40
Trains handling ore, except silicon ore, loaded in open top equipment other than ore cars	..... 40
Trains handling loaded air dumps (must stop when meeting trains on double track)	..... 25
Work trains with workmen or occupied outfit cars	..... 25
Scale test cars on Branch Lines	..... 20
on Main Line	..... 25

The following diesel engines either dead in train or operating under own power:

690 AB to 696 AB	..... 55
950 to 977	..... 45
993	..... 30

G-17 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-18 Diesel or Electric engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-19 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen—Miles City—Deer Lodge—Othello	..... All Trains
St. Paul	..... Freight trains only
Minneapolis	..... Passenger trains only

G-20 When making a back-up movement with more than three diesel units in multiple, there is a danger of jack-knifing the units which may result in rail overturning under the engine. Before making back-up movements with more than three units, the leading unit, or units, must be isolated and only the rear three units allowed to work power.

G-21 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty-three (23) MPH.

G-22 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-23 Before showing cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves, or steep grades, it must be known that any such extra length cars are coupled.

G-24 A train order or Clearance Form A timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

X1 Trains handling steam derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	On Tangent	On
	Track	Curves
Between Newport and		
St. Louis Park	35 M.P.H.	25 M.P.H.

Derrick X-18, or any similar 250 ton derrick, may be operated over the main line of the Aberdeen Division and La Crosse Division, and within the Twin City Terminals.

Speed of derrick over Bridge L-332 at Signal Tower, must not exceed 15 MPH.

All other speed restrictions and special instructions in the time table will be observed.

X2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent	On
	Track	Curves
Between Newport and		
St. Louis Park	35 M.P.H.	25 M.P.H.

X3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by Special instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
Newport	Junction switch between westward main track and CRI&P main track.
Oakland	All turnouts from westward main track to St. Paul Yard leads, and cross-overs between eastward and westward main tracks.
Chestnut Street	Turnout from CMSI&P eastward main track to CMSI&P-C&NW joint track. Turnout from CMSI&P-C&NW joint westward main track to CMSI&P westward main track.

X3(A) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Twin City Terminal Division None
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X4 Referring to Rule 922 of the Consolidated Code of Operating Rules, the following will apply:

At points where mechanical forces are employed, the Mechanical Department will be responsible for knowing, when an engine is sent out for service, that it is in good working order and is adequately supplied with fuel, water, sand and other supplies including flagging equipment and signal appliances. Engineers will not be required to make inspection of engine at such points, except, it must be known that adequate air pressure is being maintained and that air brake equipment is functioning properly. Hand brakes must be released on all units before engine is moved.

Rules 1, 2, 3, 11 and 14 of the Manual of Rules and Instructions on Air Brake and Train Air Signals for Enginemen and Trainmen are modified accordingly.

The above instructions will apply at the following points:
St. Paul
Minneapolis

X4(A) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

Twin City Terminal Division None
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X5 Speed restrictions (In addition to General speed restrictions).

Location	Maximum Speed	M.P.H.
	Psg. Trains	Other Trains
Chestnut Street—C&NW crossing, westward	30	25
St. Paul, CGW Bridge at Robert St.	..	5
Eastward passenger trains between MP 413 and Western Avenue (second street crossing east of West 7th Street)	45	..
Westward passenger trains between Fordson Jct. and Oneida Street (third street crossing west of West 7th Street)	45	..
At Signal Tower, from 10 poles west of MP 417 to west end of bridge L-332	50	..
At South Minneapolis, through junction switch	15	15
Between South Minneapolis and Minneapolis	Reduced Speed	Reduced Speed
Over employes crossing between Franklin Avenue and 8th Street	10	10
At Minneapolis, between 6th Avenue and 9th Avenue	8	8
At South Minneapolis over Hiawatha Ave.	10	10
Minnehaha—Over 49th St. Crossing	15	15

Between Merriam Park and Chestnut Street, Eastward passenger trains must not exceed schedule time and other Eastward trains and engines must not use less than 15 minutes.

X5(A) CURVE PROTECTION SIGNALS

At St. Paul Yard, because of the curvature on the Eastward and Westward Freight Main Tracks opposite the roundhouse, movements in either direction on either track will be governed by color light type dwarf signals located at each end of the curve on each track which display the following indications:

RED . . . STOP
YELLOW . PROCEED

A train or engine stopped by the STOP indication on a dwarf signal at this location must remain at the signal until a flagman has been sent ahead around the curve. If there are no opposing movements on the track involved and the movement can be made with safety, flagman may signal his train to proceed.

X5(B) SHOVE SIGNALS

Shove signals located on the west end of tracks 1-2-3-41-42 and 43 in "B" Yard indicate the number of car lengths of room remaining at the opposite end of the track. These signals are located to the right of the track on which they apply.

INDICATIONS DISPLAYED BY SHOVE SIGNALS

12—room for 4 unit diesel and 12 cars
8—room for 4 unit diesel and 8 cars
4—room for 4 unit diesel and 4 cars
"E"—room for 4 unit diesel

When the various circuits are not occupied, the lights in the indicator will be illuminated.

When cars are shoved into these tracks from the west end, the leading pair of wheels on the leading car will shunt each circuit in the order named—12, 8, 4 and "E" and each light will be extinguished as the leading wheel shunt each circuit.

When light indicating the amount of room desired to be left clear is extinguished, the cut must be stopped and then pulled slowly in the opposite direction until that light is again illuminated.

Before cars are placed on Track 41 from either the east (pocket end) or the west end, the foreman of the crew must first contact the General Yardmaster for authority to do so. The General Yardmaster will be held responsible for knowing that 41 pocket switch leading off the hump is lined for the pocket before authorizing the move. The shove signal on 41 track indicates the amount of room when using the pocket at the east end of 41 track.

Before cars are placed on Tracks 2 or 3 from either the east (pocket end) or the west end, the foreman of the crew must first contact the General Yardmaster for authority to do so. The General Yardmaster will be held responsible for knowing that No. 2 or No. 3 pocket switch leading off the hump is lined for the pocket before authorizing the move. The shove signals on No. 2 and 3 tracks indicate the amount of room when using the pocket at the east end of No. 2 or 3 tracks.

X5(C) At St. Paul Roundhouse, the east end of the inbound and outbound engine tracks is equipped with a spring switch. Normal position of this switch is for movements to and from the inbound engine track.

A spring switch indicator of the color light type located just east of the switch has been placed in service to govern movements against the points, and will display red and green indications only.

When green is displayed switch is lined in normal position. When red is displayed the switch points are not properly lined and Rule 104 (H) must be complied with.

X6 At St. Paul Yard, all trains and engines moving eastward on Nos. 1, 2 or 3 track in the new yard, will remain clear of the other two tracks unless authorized to proceed by hand signal from operator at Oakland or proceed signal is displayed on interlocking absolute signal.

X7 Five minute fuses should be used in ABS territory.

X8 At St. Paul, employees are prohibited from riding on top of hi-cube cars passing under Cleveland Avenue bridge and when going through the doorway at the Ford Motor Plant.

X10 The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employees while operating on Minnesota Transfer Railway Co. and The 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 reduced speed and are not authorized by time-table, 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 C.M.St.P.&P.-C.B.&Q. R.R. tracks opposite depot round-house, on the east, to connection with the C.G.W. Ry. and C.M.St.P.&P. R.R. tracks at Robert Street on the west.

(b) The time-table of The Saint Paul Union Depot Company is for information only. Employees of railroads using the tracks of this Company will be governed by current time-table 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 10, the use of torpedoes is prohibited.

(e) Under Rule 11, burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving.

(f) There is no superiority of trains within the limits of The Saint Paul Union Depot Company property.

(g) Within the limits of The Saint Paul Union Depot Company property trains and engines must move at reduced 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 switchtenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switchtenders 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 switchtender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switchtender will control the movement by hand or light signal; at the east end of station the switchtender will inform the train director, who will route the movement by instructions over the public address system. Switchtenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switchtender 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 a 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 air 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.

(k) Vestibule doors are to remain closed when trains are pulling or backing into the Saint Paul Union Depot Company until the train comes to a complete stop.

(l) Switchtenders on the St. Paul Union Depot Co. property are equipped with yellow bulbs in their switch lanterns so as to distinguish their signals from the signals of switchmen working on the St. Paul Union Depot Co. property.

(m) All movements using track 21 in St. Paul Union Depot will be governed by a red light located under the train shed and above track 21. Before entering this track, switch foreman must contact the mail foreman who will extinguish this light after which movement can be made on this track.

X11 Westward Duluth Line freight trains, in addition to making the required stop at Third Street, St. Paul, must make an additional stop at Division Street Interlocking before making their movement through the crossover.

X12 At Chestnut St. a light will not be displayed on the train order signal until interlocking route is lined up for movement.

X13 At St. Paul Yard, all trains arriving on the new eastbound lead will stop to clear inside road crossing by the Car Department cleaning track and head brakeman will contact the General Yardmaster for authority to enter the yard.

X14 At St. Paul and Minneapolis, the City Ordinance prohibits the sounding of locomotive whistles within the city limits except in case of emergency or in order to prevent accidents.

X15 On the descending grade from Merriam Park to Chestnut Street, retainers will be used when in the judgment of the engineer their use is necessary.

X16 When the eastward absolute signal at Fordson Junction displays a Stop indication eastward trains must stop west of Oneida Street (third street crossing west of West 7th Street) and communicate with the operator at Chestnut Street.

Telephone for communicating with the operator is located in booth on pole at the crossing.

X17 Train orders for movements between St. Paul and Minneapolis will be issued over the signature of the superintendent of the La Crosse Division.

Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the superintendent of the Aberdeen Division.

X17(A) Crossing protection at the two Frontage roads at St. Anthony and the White Enamel Spur in St. Paul, Minn., are equipped for semi-

automatic operation. (This is not to be confused with the crossing at St. Anthony and the main line tracks.) Starting buttons are located adjacent to the crossing and to all switches involved. Crossing signals will operate for thirty seconds when a member of the crew pushes one of these buttons. These signals will continue to operate when the crossing is occupied.

All trains and engines must stop short of the crossing and one member of the crew must walk ahead to the sidewalk and ascertain if the track is clear and that the Griswold signals are in Stop position before giving signal to his crew to proceed over the crossing.

X18 C.T.C. between South Minneapolis and Signal Tower is controlled by the operator at South Minneapolis, and between Signal Tower and Chestnut Street by the operator at Chestnut Street, under the supervision of the train dispatcher at LaCrosse.

X19 All westward trains or engines except first class trains, operating through St. Paul Union Depot tracks or CMSIP&P freight tracks to or beyond Chestnut St. will not pass Jackson St. until proceed signal is received from switchtender at Robert St.

X20 All trains and engines operating from the Minnesota Transfer Ry. Co. to either Minneapolis or St. Paul, will arrange to obtain permission of the C.T.C. Operator at Chestnut St. from the Top End Yard Office at Minnesota Transfer before pulling out and blocking the lead.

X21 Eastward movements on No. 1 main track South Minneapolis to Rand, must stop west of 26th Ave. and not block the street until the dwarf signal at 27th Ave. is cleared for their movement.

X22 All trains or engines operating over Essex St. crossing southeast, Minneapolis, will come to a stop before crossing the street and flag across the crossing with man on ground.

X23 At Minneapolis, because of the danger involved and to avoid having train or enginemen use the bridge runway on the Short Line Bridge to get to the telephone while westward trains are being operated over the bridge, eastward trains that are stopped by a STOP INDICATION of the Absolute signal at Signal Tower will be governed as follows:

Passenger trains will stop to clear the west end of bridge and Freight trains will stop with engine just over the east end of bridge.

C.T.C. telephones connected with Control Operator at South Minneapolis are located 265 feet west and 35 feet east of the bridge.

X24 Remote Control Interlocking is in use at Cedar and on No. 1 and No. 2 main tracks between Rand and Cedar, and is controlled by the operator at South Minneapolis.

Automatic Block and Interlocking Rules of the Consolidated Code of Operating Rules govern movements in this territory.

Between Rand and Cedar maximum permissible speed for movements on No. 1 and No. 2 main tracks20 MPH

X25 At South Minneapolis, Remote Control Interlocking is in use on all tracks between the Yard Office and 22nd Street and is controlled by the Operator at South Minneapolis. See Rule 606.

Switches are power operated and equipped for hand operation with hand crank at each switch. Switches will be hand operated only when authorized by the Control Operator.

X26 At South Minneapolis, all westward movements from the Rocket Yard destined west of 24th Street must stop before entering onto the crossing.

X27 At Minneapolis, trains or engines moving into the Depot must receive signal from switchtender at Washington Avenue, and after receiving signal to proceed, move at reduced speed.

X28 All movements over the 11th Avenue street crossing located between Fourth Street and Fifth Street, Minneapolis, when pulling out of the Rock Island Tenth Avenue Fruit House Yard, must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur.

X29 The movement of passenger trains and passenger equipment backing into the Minneapolis depot must be controlled by trainman handling air from the rear car. A complete stop must be made at Washington Avenue bridge, and proceed only into depot tracks at reduced speed.

X30 At Minneapolis, all trains and engines using Minneapolis Eastern Railway Co. trackage, must stop clear of the railroad crossings with the double track of the C&NW RR located between First and Second Streets South and may proceed over the railroad crossings only under flag protection.

X31 When passenger equipment is handled in either direction between St. Paul Union Depot and St. Paul coach yard or between Minneapolis

passenger station and the Minneapolis coach yard, a tail hose with appropriate whistle will be attached to the rear car, and where any back up movements are made between these points a competent employe, preferably the foreman, will handle the tail hose.

X32 Crossovers at St. Louis Park, between CMSIP&P main tracks and C&NW RR main tracks and St. Louis Park Belt Line tracks are equipped with electric locks and movements through these crossovers are protected by signals located on C&NW tracks. Instructions governing these movements are posted in box located at the entering switch to the first crossover from CMSIP&P westward track.

X33 At Lake Street crossing between Minnehaha and South Minneapolis, all trains and engines must stop short of the crossing and one member of the crew must walk ahead to the sidewalk and ascertain if the track is clear and that the Griswold signals are in Stop position before giving signal to his crew to proceed over the crossing.

X34 At 33rd Street crossing between Minnehaha and South Minneapolis, cars on tracks 3, 4 and 5 must be left at least one car length from the crossing. All movements over the crossing must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur.

X35 At 46th Street crossing, Minnehaha, all movements must stop before entering onto the crossing and must be protected by man on ground at the crossing in accordance with Rule 103 before such movements pass over the crossing.

X36 All movements over West 7th Street, Edgecumbe Road and Otto Street Crossings, St. Paul, on the Ford Line, must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur, EXCEPT at Edgecumbe Road between 8:01 AM and 4:01 PM daily, all movements must stop before entering onto the crossing and must be protected by man on ground at the crossing in accordance with Rule 103 before such movements enter onto or pass over the crossing.

X37 At St. Paul Yard skatemen will be governed as follows:

Yardmasters will have jurisdiction over skatemen.

Duties of skatemen will include placing and removing skates, applying and releasing hand brakes and when directed to do so, assist in shoving of tracks by retarder yard engine.

Skatemen will inform yardmaster as to room on tracks and will also convey information between yardmaster and yard crews and offer any other assistance that may be necessary to prevent cars from running out on ends of tracks.

Skatemen going on duty must check all tracks and see that skates are properly placed on each track and must also see that skates are properly placed on the rail.

Skates must be placed on each rail with points of skates a sufficient distance from inside of rail to prevent the flange of the wheel from striking the points of the skates.

A small amount of sand, gravel or dirt must be placed on the heel of the skates and on the rail immediately ahead of the skates.

When not in use, skates must be placed on their side along outside of rail.

Skatemen will set a hand brake on the first car switched in on any track and also on following cars until sufficient hand brakes have been set to keep cars from running out when cars are being switched in from the east end or when track is being coupled.

When cars are placed on or switched into any track from the west end of the yard, the skatemen must, if possible, remove skates from original position and replace them west of the west car. If skateman is not available a member of the crew must comply with these instructions. If it is not possible to remove the skates the hand brakes must be applied on the car or cars.

Crews shoving tracks or pulling down tracks on west end of yard must set sufficient hand brakes to keep cars from running out while cars are being switched in from the east end or while track is being coupled.

In event a car or cars should move beyond the fouling point, skatemen must immediately contact the yardmaster and take action to protect other movements until car or cars have been moved to clear the fouling point.

Skatemen shall not leave their assignment until relieved by another skateman working the following shift.

LOCATION OF BULLETIN BOARDS

Minneapolis Passenger Station. In Telegraph Office.
 Minneapolis Upper Yard In Yardmaster's Office.
 South Minneapolis In Conductors' Register Room, Telegraph Office.
 South Minneapolis In Yardmen's Locker Room.
 South Minneapolis In Roundhouse Foreman's Office.
 South Minneapolis In Yard Office at 35th Street.
 Bass Lake In Yard Office, West End.
 St. Paul In Yard Office, Macalester.
 St. Paul In Yard Office, Fordson.
 St. Paul In Yard Office, Old Yard.
 St. Paul In Enginemen's Locker Room, Roundhouse.
 St. Paul In Yard Office, New Yard.
 St. Paul In Yard Office, East End of New Yard.
 Newport In Train Dispatchers' Office.

TELEPHONES FOR EMERGENCY USE AT POINTS WHERE OPERATORS NOT ON DUTY ARE LOCATED AS FOLLOWS:

Dispatchers' Telephones
 Bass Lake In yard office at west end of Bass Lake Yd.
 Snelling Avenue In switch shanty.
 Fairview Avenue East side of Fairview Ave. on communication pole.

Newport Dispatchers' Telephones
 Newport On telephone pole 100 ft. west of highway crossing at Red Rock.
 M.P. 403.43 Between Red Rock crossing and Dunn in booth.
 Dunn In booth.
 One-fourth mile west of Dunn In booth.

BLOCK TELEPHONES

Signal bridge east of Hoffman Avenue In booth.
 100 yards west of Hoffman Avenue In booth.
 Signal bridge west of Hoffman Avenue In booth.
 Signal 413.3 In booth.
 St. Clair Avenue In booth.
 Snelling Avenue In booth.
 100 yards east of Prior Avenue In booth.
 Prior Avenue In booth.

100 yards west of Prior Avenue In booth.
 100 yards east of Cleveland Avenue In booth.
 West end of Short Line Bridge In booth.
 South Minneapolis In booth on pole at 5th Ave. and 29th St.
 South Minneapolis In booth on pole at Elliot Ave. and 29th St.
 South Minneapolis In booth on pole at Humboldt Ave. & 29th St.
 Bass Lake In yard office at east end of Bass Lake Yd.
 Bass Lake In yard office at west end of Bass Lake Yd.

YARD LIMITS AT

Oakland and Minneapolis Extend from 1537 ft. east of tower at Oakland to Minneapolis depot.
 South Minneapolis and St. Louis Park Extend from junction switch at South Minneapolis to Tower E-14.

Minnehaha and South Minneapolis Extend from junction switch at South Minneapolis to end of track at Veterans Hospital Spur one mile east of Minnehaha Station.

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS

Location	Name	Residence and Phone	Office and Phone
Chicago	Dr. R. Householder, Chief Surgeon		Chicago Wesley Memorial Hospital, 250 East Superior St. 337-6500 Union Station 236-7600 120 N. Snelling Ave. 646-2533 835 Lowry Medical Arts Bldg. 222-8717 545 West 7th St., Suite B. 222-2554 366 North Prior Ave. 645-9477 366 North Prior Ave. 645-9477 366 North Prior Ave. 645-9477 1853 Medical Arts Bldg., Nicollet Ave. at 9th St. 336-0009 1818 Medical Arts Bldg., Nicollet Ave. at 9th St. 335-8701 6533 Drew Ave. So. 927-7138
Chicago	Dr. James R. Hines, Asst. to Chief Surgeon		
Chicago	Dr. Bruce Bodell, Asst. to Chief Surgeon		
St. Paul	Dr. E. H. Kelly	2052 Summit Ave. 648-8972	
St. Paul	Dr. Edmund A. Post, Oculist	2034 Lincoln Ave. 649-1094	
St. Paul	Dr. James S. Henry	13 Dorset Road 222-5654	
St. Paul	Dr. John A. Williams	2247 Edgcombe Road 649-7506	
St. Paul	Dr. Donald G. Alton	1852 West Shryer Ave. 644-1573	
St. Paul	Dr. Donald E. Roach	1833 Draper Ave 645-4348	
Minneapolis	Dr. William H. Rucker	3523 Arbor Lane, Hopkins. 938-1222	
Minneapolis	Dr. Frank T. Cavanor, Oculist	2934 Dean Blvd. 922-7612	
Minneapolis	Dr. Thomas K. Rucker, Oculist	6905 Southdale Road. 927-6231	

†Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion, or re-examination.
 §Indicates salaried company surgeons who should be used whenever possible.

A. G. BEAUVAIS,**N. G. STRUVE,****G. A. McCOLE,****Trainmasters****D. K. KRIDER,****Traveling Engr. — Trainmaster.**

In the Joint C&NW-CMStP&P territory between Mendota and Chestnut St., the officials of the Twin City Terminal Division have jurisdiction.