

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

TWIN CITY TERMINAL DIVISION

TIME TABLE No. 59

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

Sunday, June 10, 1956

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 and River Division time-table governs the schedules; between South Minneapolis and St. Louis Park, Hastings and Dakota Division time-table governs the schedules and between Mendota and South Minneapolis, Iowa and Southern Minnesota Division time-table governs the schedules.

E. P. SNEE,
Assistant Superintendent.

R. F. FAIRFIELD,
Superintendent.

J. A. JAKUBEC,
General Superintendent.

C. A. NUMMERDOR,
General Superintendent of Transportation.

F. G. MCGINN,
Assistant General Manager.

J. J. O'TOOLE,
General Manager.

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

WATCH INSPECTORS

Location	Street Address	Name
Minneapolis	410 Nicollet Ave.	Oscar P. Gustafson Co.
Minneapolis	2621 East Lake St.	Ben H. Anderson & Co.
Minneapolis	3540 East Lake St.	Quale Jewelry.
St. Paul	109 Endicott Arcade	Northern Watch Co.
St. Paul	1158 East 7th St.	R. E. Vierow.
St. Paul	1573 University Ave.	C. J. & H. W. Anderson.
St. Paul	197 Concord	Tom Edwards Jewelry.

L. & R. SUBDIVISION—WESTWARD

TIME TABLE
No. 59
 June 10, 1956
STATIONS

Distance from Newport	SEE RULE 6-A	FIRST CLASS								
		6	57	16	507	461	1	417	505	203
		H. & D.	L. & R.	H. & D.	Soo Line	C. R. I. & P.	L. & R.	C. R. I. & P.	Soo Line	C. St. P. M. & O.
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily	Daily	Daily	Daily Ex. Mon.	Daily	Daily	Daily	Daily	
NEWPORT 4.5										
OAKLAND 1.1										
ST. PAUL YARD 1.1	BCHKOPR TVWZX									
HOFFMAN AVE. 0.6										
DIVISION ST. 0.8										
ST. PAUL 0.9	JKPRTVW XY		L 5.20 AM		L 7.25 AM	L 7.30 AM	L 7.55 AM	L 8.00 AM	L 8.30 AM	L 12.10 PM
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	IJPVX		5.23		7.28	7.33	7.58	8.03	8.33	A 12.12 PM
FORDSON JCT. 3.2	IJPX									
SNELLING AVE. 0.8	P									
MERRIAM PARK 1.4	PVX									
SIGNAL TOWER 1.8	IJPXY		5.32		7.37	7.45	8.10	8.15	8.42	
SOUTH MINNEAPOLIS 1.9	BCHJKOP RTWXYZ		L 4.55 AM	5.34	L 6.00 AM	7.39	7.47	8.12	8.17	8.44
MINNEAPOLIS 19.0	BKOPRVW XZ	As 5.15 AM	As 5.45 AM	As 6.10 AM	As 7.50 AM	As 8.00 AM	As 8.25 AM	As 8.30 AM	As 8.55 AM	

L. & R. SUBDIVISION—EASTWARD

TIME TABLE
No. 59
 June 10, 1956
STATIONS

Distance from Minneapolis		FIRST CLASS									
		16	514	202	504	6	17	58	420	2	562
		L. & R.	Soo Line	C. St. P. M. & O.	Soo Line	L. & R.	H. & D.	L. & R.	C. R. I. & P.	L. & R.	Soo Line
		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
		Daily	Daily	Daily	Daily	Daily	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	12.5										
DIVISION ST. 0.8	11.7										
ST. PAUL 0.9	10.9	As 7.05 AM	As 7.13 AM	As 7.15 AM	As 8.00 AM	As 8.12 AM		As 10.00 AM	As 12.08 PM	As 12.55 PM	As 1.40 PM
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	10.0	6.37	7.07	L 7.10 AM	7.53	8.05		9.52	12.01 PM	12.48	1.33
FORDSON JCT. 3.2	9.1										
SNELLING AVE. 0.8	5.9		6.59		7.46	8.00		9.46	11.55	12.41	1.26
MERRIAM PARK 1.4	5.1										
SIGNAL TOWER 1.8	3.7		6.56		7.43	7.58		9.43	11.53	12.38	1.23
SOUTH MINNEAPOLIS 1.9	1.9	6.28	6.54		7.41	7.56	A 9.21 AM	9.41	11.51	12.36	1.21
MINNEAPOLIS		L 6.20 AM	L 6.45 AM		L 7.35 AM	L 7.50 AM	L 9.15 AM	L 9.35 AM	L 11.45 AM	L 12.30 PM	L 1.15 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 Minneapolis.
 Automatic Block System is in use between a point 600 feet West of Robert Street, St. Paul and South Minneapolis.
 Centralized Traffic Control System is in use between Chestnut St. and South Minneapolis.
 Eastward trains need not register at St. Paul.
 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.
 C. R. I. & P. and Soo Line trains and engines will use C. M. St. P. & P. tracks between St. Paul and Minneapolis. C. St. P. M. & O. trains and engines will use C. M. St. P. & P. tracks between Chestnut St. and St. Paul.

All westward trains except C. St. P. M. & O. and I. & S. M. Division trains must obtain Clearance Form A at St. Paul Yard, St. Paul or Chestnut St. Nos. 3, 16, 461 and 421 will not register at St. Paul and will get Clearance Form A at Chestnut St.
 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.-M. & St. L. 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.
 Trains not starting or terminating at South Minneapolis will not be required to register at that register station. Operators South Minneapolis will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start their trips from that station.

L. & R. SUBDIVISION—WESTWARD

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TIME TABLE No. 59 June 10, 1956 STATIONS	FIRST CLASS										
	55	563	5	421	3	459	503	15	18	513	201
	L. & R.	Soo Line	L. & R.	C.R.I. & P.	L. & R.	C.R.I. & P.	Soo Line	L. & R.	H. & D.	Soo Line	C.St.P.M. & O.
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily	Daily	Daily	Daily	Daily	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	L 2.10 PM	L 5.05 PM	L 5.15 PM	L 6.05 PM	L 7.18 PM	L 7.30 PM	L 7.45 PM	L 9.15 PM		L 9.40 PM	L 9.45 PM
CHESTNUT ST. 0.9	2.13	5.08	5.18	6.09	7.21	7.33	7.48	9.18		9.43	A 9.47 PM
FORDSON JCT. 3.2											
SNELLING AVE. 0.8											
MERRIAM PARK 1.4											
SIGNAL TOWER 1.8	2.22	5.17	5.30	6.21	7.32	7.45	8.00			9.55	
SO. MINNEAPOLIS 1.9	2.24	5.19	5.32	6.24	7.34	7.47	8.02	9.29	L 9.50 PM	9.57	
MINNEAPOLIS	As 2.35 PM	As 5.30 PM	As 5.45 PM	As 6.40 PM	As 7.45 PM	As 8.00 PM	As 8.15 PM	As 9.45 PM	As 10.00 PM	As 10.10 PM	

L. & R. SUBDIVISION—EASTWARD

TIME TABLE No. 59 June 10, 1956 STATIONS	FIRST CLASS									
	462	204	518	506	416	56	5	15	432	4
	C. R. I. & P.	C.St.P.M. & O.	Soo Line	Soo Line	C. R. I. & P.	L. & R.	H. & D.	H. & D.	C. R. I. & P.	L. & R.
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily	Daily Except Sat.	Daily	Daily	Daily	Daily	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 5.25 PM	As 6.15 PM	As 6.25 PM	As 6.50 PM	As 6.55 PM	As 8.30 PM			As 10.55 PM	As 11.22 PM
CHESTNUT ST. 0.9	5.18	L 6.10 PM	6.18	6.43	6.48	8.23			10.48	11.16
FORDSON JCT. 3.2										
SNELLING AVE. 0.8	5.11		6.11	6.36	6.41	8.16			10.41	11.10
MERRIAM PARK 1.4										
SIGNAL TOWER 1.8	5.08		6.08	6.33	6.38	8.13			10.38	11.07
SO. MINNEAPOLIS 1.9	5.06		6.06	6.31	6.36	8.11	A 8.38 PM	A 10.13 PM	10.36	11.05
MINNEAPOLIS	L 5.00 PM		L 6.00 PM	L 6.25 PM	L 6.30 PM	L 8.05 PM	L 8.30 PM	L 9.45 PM	L 10.30 PM	L 11.00 PM

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

H. & D. SUBDIVISION—WESTWARD

TIME TABLE No. 59 June 10, 1956 STATIONS	Distance from South Minneapolis	SEE RULE 6-A	FIRST CLASS			SECOND CLASS			THIRD CLASS	
			17	5	15	263	63		91	
			Passenger	Passenger	Passenger	Time Freight	Time Freight		Way Freight	
			Daily	Daily	Daily	Daily	Daily		Daily Except Sun.	
SOUTH MINNEAPOLIS 4.6		BCHJKOPR TWXYZ	L 9.21 AM	L 8.38 PM	L 10.13 PM	L 10.00 AM	L 11.15 PM		L 6.00 AM	
BASS LAKE 1.5	4.6	PVWX				A 10.12 AM	A 11.30 PM		6.15	
ST. LOUIS PARK	6.1	PVX	A 9.35 AM	A 8.50 PM	A 10.25 PM	A 10.14 AM	A 11.35 PM		A 6.20 AM	

H. & D. SUBDIVISION—EASTWARD

TIME TABLE No. 59 June 10, 1956 STATIONS	FIRST CLASS			SECOND CLASS		THIRD CLASS	
	16	6	18	72	264		
	Passenger	Passenger	Passenger	Time Freight	Time Freight		
	Daily	Daily	Daily	Daily Except Sun.	Daily		
SOUTH MINNEAPOLIS 4.6	A 6.00 AM	A 4.55 AM	A 9.50 PM	As 8.00 PM	As 11.30 PM		
BASS LAKE 1.5		4.41	9.43	7.10	11.00		
ST. LOUIS PARK	L 5.47 AM	L 4.39 AM	L 9.40 PM	L 7.05 PM	L 10.55 PM		

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

Double track is in use between South Minneapolis and St. Louis Park.

Automatic Block System is in use between South Minneapolis and St. Louis Park.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between South Minneapolis and St. Louis Park for movement with the current of traffic

WESTWARD

I. & S. M. SUBDIVISION

EASTWARD

	Distance from Mendota	SEE RULE 6-A	TIME TABLE No. 59 June 10, 1956 STATIONS	
			MENDOTA	JPX
			DRAWBRIDGE 334	P
			FORT SNELLING	PX
L	1.4		A	
	1.4			
	2.9			
	4.0			
A	3.3	BCHJKOPR TWXYZ	L	
	7.3			

All trains must not exceed maximum speed of 20 miles per hour.

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

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and engineers from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the trainman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding draw bar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G-5 When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G-6 Whenever a car without a draw bar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such cars and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G-7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G-8 When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employees must face the equipment and be sure of a secure handhold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G-10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, draw bars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboards or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engines.

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 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.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Switch rear "S.R." cars.

G-18 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-19 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 fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 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.

DEFINITIONS

G-22 Centralized Traffic Control.—A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the C.T.C. When the C.T.C. is controlled by other than the dispatcher, the dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

(d) Trains or engines must not enter C.T.C. territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-33 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663 (A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control Switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 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-25 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-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive 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.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160 and X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G-27 All 44-ton Diesel engines dead in freight trains must be handled 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 dead Diesel engine in 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-28 All Diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under power through water above rails, a speed of 3 miles per hour must not be exceeded.

G-29 When two or more Diesel engine units are coupled together the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction must be made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dumps (must stop when meeting trains on double track)	
Work trains with workmen or occupied outfit cars.....	25
Scale test cars, on Branch Lines	20
On Main Line	25
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603, inclusive)...	45
600 H.P. Alco switchers, series 1600 to 1603, inclusive.....	40
All 44-ton Diesel Engines 1699 to 1709 Inclusive:	
When dead in train	30
When under own power.....	30

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G-32 The speed of trains handled by Gas-Electric or other similar type power when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed. These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures, the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for 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 switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed. See Rules 520 to 525 inclusive.

G-34 (a) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, switches at each end must 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-36 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 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 Systems should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3 of the Consolidated Code of Operating Rules and General Instructions, 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 time slip Form 3256.

G-41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

G-42 When flat spots develop enroute on car or locomotive 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 locomotives 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-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly.

All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19(A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

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 Track	On Curves
Between Newport and St. Louis Park	35 M.P.H.	25 M.P.H.
Between Mendota and So. Mpls.	20 M.P.H.	15 M.P.H.

Derrick X-18, or any similar 250 ton derrick, may be operated over the main line of the H&D Division and LaCrosse-River Division, and within the Twin City Terminals.

Speed of derrick over Bridge L-332 at Signal Tower, and over Bridge L-334 at Minnesota River, must not exceed 15 MPH.

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

X2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines 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 Track	On Curves
Between Newport and St. Louis Park	35 M.P.H.	25 M.P.H.
Between Mendota and So. Mpls.	20 M.P.M.	15 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 CMStP&P eastward main track to CMStP&P-CStPM&O joint track. Turnout from CMStP&P-CStPM&O joint westward main track to CMStP&P westward main track.

X3(a) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 M.P.H. while moving against the points at the following spring switches. (See special instruction G34).
Twin City Terminal Division.....None

X5 Speed restrictions (In addition to General speed restrictions).

Location	Maximum Speed Psgr. Trains	M.P.H. Other Trains
Chestnut Street—CStPM&O crossing, westward	30	25
At Signal Tower, over Bridge L-332.....	50	50
At South Minneapolis, through junction switch	15	15
Between South Minneapolis and Minneapolis	Restricted Speed	Restricted 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

X6 Between St. Paul Yard and Minneapolis, between South Minneapolis and Bass Lake, and between South Minneapolis and Fort Snelling all trains and engines will operate at a reasonable rate of speed over street crossings.

X7 Between Merriam Park and Chestnut Street, eastward passenger trains must not exceed schedule time and other eastward trains and engines must use not less than 15 minutes.

X9 Five minute fuseses should be used in Automatic Block System territory, and between Minneapolis and Mendota.

X10 In Automatic Block System territory, Manual Block System rules will apply when trains are run against the current of traffic.

X11 When passenger equipment is handled between St. Paul Union Depot and St. Paul Coach Yard, in both directions, tail hose with appropriate whistle will be attached to the rear car; and where any backup movements are made between these points, a competent employe, preferably the foreman will handle the tail hose.

X12 Westward trains using freight mains from Hoffman Avenue to Robert Street, St. Paul, will stop with their leading engine 75 feet east of shanty 2, just east of Robert Street, awaiting signal to proceed. This to avoid blocking switchtenders' access to the shanty.

X13 At Chestnut St. a light will not be displayed on a train order signal until interlocking route is lined up for movement of a train.

X14 All movements over the West 7th St. street crossing, and Edgecumbe Road crossing, 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.

X15 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.

X16 On the descending grade from Merriam Park to Chestnut Street, brakemen are required to use as many retainers as the engineer directs. The conductor or a brakeman will notify the engineer as to the number of cars and approximate tonnage in the train and the engineer will then advise the train crew as to the number of retainers he feels are necessary to properly handle the train.

X17 At Fordson Junction the Remote Control Interlocking is controlled by the signalman at Chestnut Street. When the eastward home signal displays a Stop indication, eastward trains must stop clear of West Seventh Street and communicate with the signalman at Chestnut Street.

X18 Train orders for movements between St. Paul and Minneapolis will be issued over the signature of the superintendent of the L&R Division. Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the superintendent of the H&D Division. Train orders for movements between Mendota and South Minneapolis will be issued over the signature of the superintendent of the I&SM Division.

X19 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. Special Instructions G23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movements of trains and engines within this territory.

X20 All westward trains or engines except first class trains, operating through St. Paul Union Depot tracks or over CMStP&P freight tracks to or beyond Chestnut Street, St. Paul, will stop at Jackson St. and obtain permission from the operator at Chestnut St. to enter C.T.C. territory.

X21 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.

X22 The Consolidated Code of Operating Rules and General Instructions will govern employes operating within the Minnesota Transfer Railway Co. territory, subject to the following amendment. Under Rule 11; burning fuseses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving. Under Rule 15; the use of torpedoes is prohibited.

X24 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 Home 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. Trains will be governed by instructions from Control Operator. See Rule 663 (A).

X25 At South Minneapolis, trains or engines in either direction must approach the crossover east of 24th Street prepared to stop and proceed only on signal from switchtender.

X26 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 restricted speed.

X27 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.

X28 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 restricted speed.

X29 From 9:00 AM to 5:00 PM daily except Sundays and Holidays, trains and engines moving over the Minneapolis and St. Louis Railroad and the Minneapolis Eastern Railway crossover between First and Second Street South, just east of the First Street South overhead bridge, Minneapolis, will approach the crossover prepared to stop unless proceed signal is received from flagman on the ground at or near the crossover. Trains and engines on Minneapolis and St. Louis tracks will be signaled with a green flag by day and a green light by night. Trains and engines using Minneapolis Eastern tracks will be signaled with a yellow flag by day and a yellow light by night. From 5:00 PM to 9:00 AM daily, and from 9:00 AM to 5:00 PM on Sundays and Holidays, trains and engines using the Minneapolis Eastern tracks will proceed over crossover under flag protection. Trains and engines must at all times approach this crossover at restricted speed.

X30 When passenger equipment is handled between the Minneapolis Passenger Station and the Minneapolis Coach Yard in both directions, a tail hose with appropriate whistle will be attached to the rear car, and where any backup movements are made between these points a competent employe, preferably the foreman, will handle the tail hose.

X31 All trains or engines in either direction will approach hand throw crossover switches located just east of Cedar Avenue, South Minneapolis, prepared to stop, unless switches are properly lined and signals indicate Proceed.

X32 Freight trains and yard engines will call yardmaster at South Minneapolis from telephone located at Cedar Avenue and get permission to proceed.

X33 Crossovers at St. Louis Park, between CMStP&P main tracks and M&StL 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 M&StL tracks. Instructions governing these movements are posted in box located at the entering switch to the first crossover from CMStP&P westward track.

X35 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.

X36 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.

X37 Trains and engines will move on the south and east legs of the wye at South Minneapolis as defined by Rule 93 of the Consolidated Code of Operating Rules and General Instructions.

X38 Trains being operated with electro-pneumatic braking system, (electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, changeover to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits. Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be reported to Superintendent by wire. Incoming crews will notify relieving crews at all changeoff points when electro-pneumatic brakes are cut out.

LOCATION OF BULLETIN BOARDS

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

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 300 ft. east of Fort Snelling switch to junction switch at South Minneapolis.
Mendota	.....Extend from 1.4 miles east of depot to 310 feet east of junction switch at Cliff and to 2000 feet west of west switch of siding toward Fort Snelling.

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 Yard.
Block Telephones	
Newport	.....On telephone pole 100 ft. west of highway crossing at Red Rock.
Fordson Junction	.....At each home signal.
West 7th St., St. Paul	.....In flagman's tower.
Snelling Avenue	.....In booth.
Merriam Park	.....In booth.
Minnehaha	.....In booth at east end of passenger station.
South Minneapolis	.....In booth at Cedar Avenue.
South Minneapolis	.....In box on pole 5th Ave. S. and 29th St.
South Minneapolis	.....In box on pole, Elliot Avenue & 29th St.
South Minneapolis	.....In box on pole, Humboldt Avenue & 29th St.
Bass Lake	.....In yard office at east end of Bass Lake Yard.
Bass Lake	.....In yard office at west end of Bass Lake Yard.

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS

Location	Name	Residence and Phone	Office and Phone
Chicago	§§Dr. R. Householder, Chief Surgeon	.....	{ Wesley Memorial Hospital, 240 East Superior St. ....Delaware 7-6500
Chicago	§§Dr. James R. Hines, Asst. to Chief Surgeon	.....	{ Union Station .....Central 6-7600
Chicago	§§Dr. F. Wm. Munson, Asst. to Chief Surgeon	.....	{ 30 No. Michigan Ave.....Dearborn 2-3127
Chicago	§§Dr. Virgil Wescott, Oculist	.....	{ 122 So. Michigan Ave.....Wabash 2-2272
Chicago	Dr. L. F. McBride, Aurist	.....	{ 58 E. Washington St. ....State 1-0509
Chicago	Dr. H. A. Hooper, Dentist	.....	{ 1168 Lowry Medical Arts Bldg.....Capital 2-4969
St. Paul	Dr. John V. Kelly	1835 Fairmount Ave. ....Midway 9-1010	{ 120 N. Snelling Ave. ....Midway 4-9411
St. Paul	Dr. E. H. Kelly	2052 Summit Ave. ....Midway 8-8792	{ 835 Lowry Medical Arts Bldg.....Capital 2-8717
St. Paul	Dr. Richard O. Leavenworth, Oculist	2211 Sargent Ave. ....Midway 8-3615	{ 107 7th Ave. So. ....LaSalle 1824
St. Paul	§§Dr. H. R. Tregilgas	395 5th Ave. N., So. St. Paul La Salle 1009	{ 366 North Prior Ave. ....Midway 6-9635
St. Paul	§§Dr. John A. Williams	2247 Edgumbe Road .....Midway 9-7506	{ 366 North Prior Ave. ....Midway 6-9635
St. Paul	§§Dr. Robert K. Grau	1628 Maple Knoll Drive ....Midway 6-4204	{ 1853 Medical Arts Bldg., Nicollet Ave. at 9th St. ....Federal 6-1700
Minneapolis	§§Dr. O. W. Yoerg	4933 Colfax Ave. So. ....Colfax 1606	{ 1818 Medical Arts Bldg., Nicollet Ave. at 9th St. ....Federal 5-8701
Minneapolis	Dr. William H. Rucker	3523 Arbor Lane, Hopkins ..West 8-1222	{ 849 Medical Arts Bldg. ....Federal 2-7341
Minneapolis	§§Dr. Frank T. Cavanor, Oculist	2934 Dean Blvd. ....Walnut 2-7612	
Minneapolis	Dr. W. J. Bushard, Oculist	6473 Westchester Circle ....Orchard 5-8123	

§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.

R. L. MARTIN,
Trainmaster.

B. J. McCANNA,
Trainmaster.

G. W. RILEY,
Trainmaster.

G. A. CHAMBERLAIN,
Trainmaster.