

COMPANY SURGEONS

- *Dr. Abbott Skinner, Chief Medical Officer,
Office CA 4-7876—Home MI 8-2650,
666 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Charles T. Eginton, Asst. to Chief Medical Officer,
Office CA 4-7876—Home MI 9-5473,
666 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Darrell E. Westover,
215 Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. John F. Alden,
1151 Lowry Medical Arts Bldg.St. Paul, Minn.
- Dr. D. A. Burlingame, Roentgenologist,
Lowry Medical Arts Bldg.St. Paul, Minn.
- *Dr. Ernest R. Anderson,
Office FE 2-7508—Home TA 4-2671,
1849 Medical Arts Bldg.Minneapolis, Minn.
- *Designates also Examining Surgeon.

OPHTHALMIC SURGEONS

(Eye Doctors)

- Dr. Edward P. Burch,
852 Lowry Medical Arts Bldg.St. Paul, Minn.
- Dr. Charles E. Stanford,
1427 Medical Arts Bldg.Minneapolis, Minn.
- Dr. Malcolm A. McCannel,
325 Doctors Bldg.Minneapolis, Minn.

WATCH INSPECTORS

- Christensen, Herbert B., Inc.
144 East Fifth Street
Saint Paul, Minnesota
- H. W. Anderson
1573 University Avenue
Saint Paul, Minnesota
- A. T. Veilleux
894 Rice Street
Saint Paul, Minnesota
- O. H. Arosin Co.
414 Robert Street
Saint Paul, Minnesota
- Pomerleau and Son
227 East Hennepin Avenue
Minneapolis, Minnesota
- Gustafson, Oscar P., Co.
410 Nicollet Avenue
Minneapolis, Minnesota
- Kavchar Jewelry
2213 Central Ave. N. E.
Minneapolis, Minnesota
- R. F. Berens & Son
20 East Lake Street
Minneapolis, Minnesota

O. J. LORINSER,
Chief Dispatcher.

A. R. McKEEN,
Trainmaster.

P. B. RASMUSSEN,
Trainmaster.

F. L. HENRY,
Trainmaster.

J. G. TOOMEY,
Asst. Superintendent.

GREAT NORTHERN RAILWAY COMPANY

TWIN CITY TERMINALS

WILLMAR DIVISION

TIME TABLE 331

Effective 12:01 A. M. Central Time.

Sunday, May 10, 1959

E. S. PINKERTON, Gen. Supervisor Terminals.

H. J. SURLES, Superintendent.

R. N. WHITMAN, General Manager.

A. W. CAMPBELL,
General Superintendent Transportation.

Printed in U.S.A.

2 WESTWARD.

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

| Time Table No. 331 Effective May 10, 1959 | | FIRST CLASS | | | | | | | | | | | | | |
|--|--|----------------|--------------------|--------------------|-----------------|-------------------|--------------|----------|---------------|---------------|-------------------|--------------|----------------|----------|--------------------|
| | | 871 | 833 | 835 | 781 | 923 | 55 | 3 | 873 | 27 | 925 | 57 | 783 | 11 | 849 |
| STATIONS | | N. Pac. No. 63 | C. & N. W. No. 315 | C. & N. W. No. 403 | C. G. W. No. 14 | C. B. & Q. No. 47 | G. N. No. 24 | G. N. | N. Pac. No. 1 | G. N. | C. B. & Q. No. 21 | G. N. No. 20 | C. G. W. No. 6 | G. N. | C. & N. W. No. 401 |
| SAINT PAUL..... | | Daily | Daily Ex. Sun. | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sun. | Daily | Daily |
| 3.17 COMO AVE. TOWER..... | | L 5.25Am | L 6.40Am | L 6.45Am | L 7.10Am | L 7.50Am | L 8.00Am | L 8.30Am | L 8.40Am | L 9.30Am | L 2.35Pm | L 3.30Pm | L 4.25Pm | L 4.30Pm | L 5.50Pm |
| 7.40 MINNEAPOLIS..... | | 3.17 5.31 | 6.46 | 6.51 | 7.16 | 7.56 | 8.06 | 8.36 | 8.46 | 9.36 | 2.41 | 3.36 | 4.31 | 4.36 | 5.56 |
| 0.25 FIRST STREET..... | | 10.57 A 5.55Am | A 7.10Am | A 7.15Am | A 7.35Am | A 8.15Am | A 8.22Am | A 8.52Am | 9.05 9.15 | 9.55 10.03 | A 2.55Pm | A 3.52Pm | A 4.50Pm | A 4.50Pm | A 6.15Pm |
| 1.35 LYNDALE JCT..... | | 10.82 | | | | | | | A 9.17Am | | | | | | |
| | | 12.17 | | | | | | | | A 10.07Am | | | | | |

EASTWARD.

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

| Time Table No. 331 Effective May 10, 1959 | | FIRST CLASS | | | | | | | | | | | | | |
|--|--|----------------|----------------|----------|----------------|----------------|----------|-------------------|--------------------|--------------|--------------------|-----------|-------------------|--------------------|--------------|
| | | 870 | 10 | 32 | 874 | 872 | 8 | 924 | 836 | 56 | 838 | 12 | 928 | 840 | 58 |
| STATIONS | | N. Pac. No. 26 | G. N. | G. N. | N. Pac. No. 4 | N. Pac. No. 12 | G. N. | C. B. & Q. No. 22 | C. & N. W. No. 203 | G. N. No. 23 | C. & N. W. No. 400 | G. N. | C. B. & Q. No. 24 | C. & N. W. No. 514 | G. N. No. 19 |
| SAINT PAUL..... | | Daily | Daily Ex. Mon. | Daily | Daily Ex. Mon. | Mon. Only | Daily | Daily | Daily | Daily | Daily | Daily | Daily | Daily Ex. Sat. | Daily |
| 3.17 COMO AVE. TOWER..... | | 12.17 A 6.40Am | A 6.45Am | A 7.00Am | A 7.15Am | A 7.15Am | A 7.30Am | A 8.22Am | A 8.40Am | A 10.59Am | A 11.20Am | A 1.00Pm | A 3.55Pm | A 6.25Pm | A 6.45Pm |
| 7.40 MINNEAPOLIS..... | | 9.00 6.25 | 6.30 | 6.40 | 7.00 | 7.00 | 7.15 | 8.10 | 8.25 | 10.45 | 11.11 | 12.50 | 3.40 | 6.10 | 6.30 |
| 0.25 FIRST STREET..... | | 1.40 6.15 | 6.20 | 6.30 | 6.50 | 6.50 | 7.05 | L 8.00Am | L 8.15Am | L 10.35Am | L 11.01Am | L 12.40Pm | L 3.30Pm | L 6.00Pm | L 6.20Pm |
| 1.35 LYNDALE JCT..... | | 1.35 L 6.08Am | | | L 6.38Am | L 6.38Am | | | | | | | | | |
| | | | L 5.59Am | L 6.18Am | | | L 6.55Am | | | | | | | | |

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD

WESTWARD.

SECOND SUBDIVISION
MINNEAPOLIS AND NORTHTOWN

EASTWARD.

| FIRST CLASS | | | | Time Table No. 331 Effective May 10, 1959 | FIRST CLASS | | | |
|-------------|--------------|----------|--------------|--|--------------|-----------|--------------|----------|
| 11 | 57 | 3 | 55 | | 56 | 12 | 58 | 4 |
| G. N. | G. N. No. 20 | G. N. | G. N. No. 24 | Distance from Minneapolis | G. N. No. 23 | G. N. | G. N. No. 19 | G. N. |
| Daily | Daily | Daily | Daily | | Daily | Daily | Daily | Daily |
| L 4.55Pm | L 4.00Pm | L 9.00Am | L 8.27Am | | A 10.30Am | A 12.35Pm | A 6.15Pm | A 9.54Pm |
| 4.56 | 4.01 | 9.01 | 8.28 | 0.20 | 10.29 | 12.34 | 6.14 | 9.51 |
| 4.58 | 4.03 | 9.03 | 8.30 | 1.37 | 10.27 | 12.32 | 6.12 | 9.49 |
| A 5.04Pm | A 4.09Pm | A 9.09Am | A 8.36Am | 3.86 | L 10.21Am | L 12.26Pm | L 6.06Pm | L 9.43Pm |

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

MAXIMUM PERMISSIBLE

Between

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

SPEED RESTRICTIONS

Where Automatic Block and Interlocking Restricted, such movement at RESTRICTED SPEED, such movement of a train, obstruction, or switch not properly lined and controlled so stop can be made in time to avoid accident.

ST. PAUL UNION DEPOT

Trains or Engines heading in or out
Back up movement

SPECIAL INSTRUCTIONS FIRST AND SECOND
PAGES THREE AND FOUR

FIRST SUBDIVISION—ST. PAUL TO LYNDALE JCT.

WESTWARD. 2

FIRST CLASS

| | 841 | 875 | 9 | 879 | 877 | 7 | 31 | 929 | | | | | | | | | | | |
|--|--------------------|----------------|----------------|----------------|----------------|--------------|--------------|-------------------|--|--|--|--|--|--|--|--|--|--|--|
| | C. & N. W. No. 204 | N. Pac. No. 25 | G. N. | N. Pac. No. 3 | N. Pac. No. 11 | G. N. | G. N. | C. B. & Q. No. 23 | | | | | | | | | | | |
| | Daily | Daily | Daily Ex. Sat. | Daily Ex. Sat. | Sat. Only | Daily | Daily | Daily | | | | | | | | | | | |
| | L 6.55pm | L 7.15pm | L 8.45pm | L 8.50pm | L 8.50pm | L 8.55pm | L 9.10pm | L 10.40pm | | | | | | | | | | | |
| | 7.01 | 7.21 | 8.51 | 8.56 | 8.56 | 9.01 | 9.16 | 10.46 | | | | | | | | | | | |
| | A 7.20pm | 7.40 7.45 | 9.05 9.30 | 9.15 9.35 | 9.15 9.35 | 9.17 9.30 | 9.35 9.40 | All.00pm | | | | | | | | | | | |
| | | A 7.46pm | | A 9.37pm | A 9.37pm | | | | | | | | | | | | | | |
| | | | A 9.34pm | | | A 9.33pm | A 9.43pm | | | | | | | | | | | | |

FIRST SUBDIVISION—LYNDALE JCT. TO ST. PAUL

EASTWARD.

FIRST CLASS

| | 788 | 28 | 878 | 850 | 784 | 4 | 876 | 930 | | | | | | | | | | | |
|--|-----------------|--------------|----------------|--------------------|----------------|-----------|----------------|-------------------|--|--|--|--|--|--|--|--|--|--|--|
| | C. G. W. No. 13 | G. N. | N. Pac. No. 66 | C. & N. W. No. 406 | C. G. W. No. 5 | G. N. | N. Pac. No. 2 | C. B. & Q. No. 48 | | | | | | | | | | | |
| | Daily | Daily | Daily | Daily | Daily Ex. Sat. | Daily | Daily | Daily | | | | | | | | | | | |
| | A 8.35pm | A 9.55pm | A 10.09pm | A 10.10pm | A 10.25pm | A 10.26pm | A 10.35pm | A 10.50pm | | | | | | | | | | | |
| | 8.20 | 9.40 | 9.54 | 9.55 | 10.10 | 10.11 | 10.20 | 10.40 | | | | | | | | | | | |
| | L 8.10pm | 9.30 9.20 | L 9.44pm | L 9.45pm | L 10.00pm | L 10.01pm | 10.10 10.02 | L 10.30pm | | | | | | | | | | | |
| | | | | | | | L 10.01pm | | | | | | | | | | | | |
| | | L 9.15pm | | | | | | | | | | | | | | | | | |

PRIOR TO EASTWARD TRAINS OF THE SAME CLASS.

MAXIMUM PERMISSIBLE SPEED.

| Train | Passenger |
|-------------------------------|-----------|
| St. Paul and Lyndale Junction | 55 M.P.H. |
| St. Paul and Lyndale Junction | 30 M.P.H. |
| St. Paul and Lyndale Junction | 45 M.P.H. |
| St. Paul and Lyndale Junction | 20 M.P.H. |
| St. Paul and Lyndale Junction | 30 M.P.H. |

SPEED RESTRICTIONS.

Rules and Interlocking Rules and Signal Indications require movement, such movement must be made prepared to stop short of not properly lined and on the lookout for broken rail or any speed of a train to be reduced; but not exceeding 15 MPH or less; and where conditions require the movement must be continued in time to avoid accident.

PAUL UNION DEPOT PROPERTY.

| Direction | Passenger | Freight |
|-----------|-----------|-----------|
| In or out | 10 M.P.H. | 10 M.P.H. |
| | 8 M.P.H. | 8 M.P.H. |

SPEED RESTRICTIONS—Continued.

| Location | Passenger | Freight |
|--|------------------|------------------|
| Between Depot tracks, commonly known as Thumbs-Up | 5 M.P.H. | 5 M.P.H. |
| Eastward train and engine movements, on eastward passenger track, with or without cars, between Jackson St. overhead bridge and Third Street, St. Paul | 30 M.P.H. | 20 M.P.H. |
| East End Stone Arch Bridge and Minneapolis | 30 M.P.H. | 20 M.P.H. |
| Minneapolis Passenger Station, all tracks between Mill Pond Bridge, First St. North, C. & N. W. Ry. crossing, and CB&Q RR. crossing | Restricted Speed | Restricted Speed |
| Minneapolis Passenger Station wye track | 8 M.P.H. | 8 M.P.H. |
| For movements between Home Signals of Interlocking at Mulberry Street: | | |
| With the current of traffic on Main Tracks | 30 M.P.H. | 15 M.P.H. |
| Against the current of traffic on main tracks and on other than main tracks | 15 M.P.H. | 15 M.P.H. |
| Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossings | 15 M.P.H. | 15 M.P.H. |

TRAINS FIRST AND SECOND SUBDIVISIONS ON TRACKS THREE AND FOUR.

SPECIAL INSTRUCTIONS.

1. PASSENGER TRACKS:

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

FREIGHT TRACKS:

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

PASSENGER AND FREIGHT TRACKS:

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

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

No. 1, Switching lead—north track.

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

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

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

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

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

ROUTING OF TRAINS AND ENGINES.

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

TRAIN REGISTER AND CLEARANCE EXCEPTIONS.

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

MINNEAPOLIS PASSENGER STATION.

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

MISCELLANEOUS

10. Between St. Paul and Minneapolis Passenger Station, employes

will not permit any part of their person to project beyond the sides of moving engines or cars.

On trains, engines or cars having windshields, windows, doors or ventilators that open outward same should be kept closed between St. Paul and Minneapolis.

11. On passenger tracks between St. Paul and Minneapolis Passenger Station, lighted fuseses must not be used, except in cases of emergency, and then only when held in hand and must be extinguished before leaving. The use of torpedoes is prohibited.
12. On westward passenger track, engineers on moving engines will keep engine bell ringing passing Great Northern Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue Tower.
13. Passenger extra trains may run ahead of first class trains between St. Paul and Minneapolis; between Minneapolis and Lyndale Jct.; and between Minneapolis and Northtown.

MINNEAPOLIS.

14. Eastward freight trains at Lyndale Junction, and westward freight trains at First Street North, may run ahead of first class trains between those points after receiving proceed signal from switchtender.
15. Rule D-97 is in effect on this Division.
16. Under Rule 2, watches that have been examined and certified to by a designated inspector must be used by yardmen. Rule 2A of the consolidated code of operating rules and general instructions does not apply to employes of the Great Northern Railway.
17. Lyndale Junction—Eastward freight trains on Willmar line, having cars to set out at this point, will stop before passing eastward Home Signal to make set-out.
18. Minneapolis Junction—Trains must stop before passing over the crossing of the N. P. Ry. Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.
19. The Laws of the Cities of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle within those limits.
20. Operation of Spring Switches. Spring switches of two different types are in use on this division.

Without facing point lock:

- (a) East leg of wye at Mississippi Street to track leading to 8th Street, St. Paul. Normal position is for west leg of wye.
- (b) Four spring switches located at east end Minneapolis Junction Roundhouse.
- (1) leading off Roundhouse lead to westward main line towards First St. North. Normal position is for main track.
- (2) leading off Roundhouse lead to Main Line 4, opposite turn table. Normal position is for main track.
- (3) leading off Roundhouse lead to Main Line 4, opposite yard office. Normal position is for main track.
- (4) East end Roundhouse lead opposite yard office. Normal position is for east lead #2.

With facing point lock:

- (a) East end of eastward freight track near Fourth Street, St. Paul. Normal position is for westward freight track.
21. The normal position of a spring switch with facing point lock is identified by a color light type signal displaying a lunar white light for train or engine movements in a trailing point direction and for movements in facing point direction when conditions require.
22. The normal position of a spring switch without facing point lock is identified by a triangular yellow target on switch stand with letter "S" in black, and "lunar white" light in switch lamp in place of green light displayed in both directions through or over the switch.
23. Facing point locks on hand operated switches are indicated by a six inch yellow stripe painted on target staff. Be positive locking device is restored to normal position after using. A running switch must not be made through this type switch.
24. When operating snow dozer, conductor in charge will ride in the dozer.

25. Loaded dump cars should not be handled on double track after dark, but if necessary to do so, close watch must be kept by trainmen and if a car dumps its load, train must be stopped and protection afforded on the opposite track.
26. Due to limited overhead clearance at tunnels and structures, employes are warned to keep off top of cars of extreme height and width when handled in trains and yards, also such standing cars in electrified zone, except in emergency. In absence of previous advice on such cars, wire proper officer for instructions.
27. Air hose on engines must be hooked up in hose fastener when not in use.
28. When any passenger car or cars are left on any track, the hand brakes must be adequately applied on each car. The brakes on one passenger car are not to be depended upon to hold other cars when coupled together.
29. Effective July 1, 1949, The Minnesota Transfer Railway Company adopted the Consolidated Code of Operating Rules and General Instructions. These rules govern when operating on their property, except that the use of torpedoes is prohibited and burning fuses must not be used except in case of emergency and then only when held in hand and must be extinguished before leaving. All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at restricted speed.
30. **OSCILLATING EMERGENCY RED HEADLIGHT** will be immediately displayed by day or night when a train is disabled or stopped suddenly by an emergency application of air brakes or when engineer and conductor find it necessary to stop train due to some defect which might cause accident, over-running clearance point at meeting and waiting points, end of double track or junction.
 Engineer of an approaching train observing display of emergency red headlight must stop before passing and be governed by conditions existing. If operating on adjacent track, ascertain and if safe for passage, then proceed at restricted speed until train is passed.
OSCILLATING EMERGENCY RED REAR END LIGHT is of two types—Automatic Control-Portable Manual Control—and except as otherwise provided, must be displayed by day or night each time train stops or is running at speed less than 18 MPH. Automatic Control type automatically functions in this manner. However, when train running at speed above 18 MPH and moving under circumstances in which it might be overtaken by another train or engine and during foggy and stormy weather light may be operated manually with emergency switch and employes to afford other protection prescribed by rule.
 When making back-up movement, oscillating red light must be extinguished; if white light available, it will be displayed.
- THE USE OF EMERGENCY RED HEADLIGHT AND REAR END LIGHT DOES NOT IN ANY WAY RELIEVE ENGINE-MEN AND TRAINMEN FROM RESPONSIBILITY OF COMPLYING WITH RULES 99 AND 102.**
 Emergency red rear end light must be extinguished under the following conditions:
 When standing at initial and final terminal of run.
 When train is being switched from rear.
 When train is in the clear on siding.
 When operating in double track, or two or more main track territory, where another train is approaching from the rear on an adjacent main track, but not until it is known such train is not on same track.
 Portable light must be removed before coupling to rear of such car.
 Oscillating white light on engines will be displayed in addition to standard headlight governed by Rules 17 and 17(B), except between St. Paul, Minneapolis, Northtown, and the west end of Cedar Lake yard, Minneapolis.
 In case of headlight failure it can be used as emergency headlight or as a focus light by push button control if desired.
 Enginemen and trainmen on trains and engines equipped with oscillating emergency red lights, must familiarize themselves with the operation of the lights.
- YARD LIMITS**
- ST. PAUL-MINNEAPOLIS.**
31. St. Paul to yard limit board west of the west Fridley yard switch;

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

REGISTER STATIONS

32. St. Paul Passenger trains.
 Como Tower Freight trains.
 Minneapolis Jct. Freight trains.
 Minneapolis Passenger Station Passenger trains.
 Northtown All trains, passenger trains
 may register by ticket.

Automatic Interlocking

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

Manual Interlocking

35. Como St. Paul
 St. Anthony Park St. Paul
 Boom Island Minneapolis

Manual Interlocking with Dual Control Switches

36. Westminster Street St. Paul
 15th Avenue S.E. Minneapolis
- Westminster Street—Between the home signal limits of Westminster Street Interlocking, train or engine movements may be made in either direction, ON EITHER PASSENGER TRACK, by signal indication.
 For movements on the Passenger or Freight Tracks, the home signal limits, Rule 605, of Westminster Street Interlocking, include all trackage between the eastward home signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward home signal located approximately 900 feet west of Third Street overhead bridge. All switch and derail machines are of the dual control type and instructions for operating them by hand are posted in telephone booths.
 Telephones for communication are located at the home signals, in bungalows, and in Northern Pacific switchtender's shanty near Third Street.
 When a train or engine is stopped by a home signal, trainmen should proceed to nearest telephone and be governed by instructions from the interlocking operator complying with Rule 663(D) before proceeding.

15th Avenue S. E. is controlled from St. Anthony Park Interlocking. Telephones for communication are located in booths near the east and west interlocking limits. When it is desired to make switching movements, a member of the crew must communicate with the interlocking operator at St. Anthony Park and inform him what movements are to be made and request lineup for such movements. Instructions for operating dual control switches by hand are posted in telephone booths.

Semi-Automatic Interlockings

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

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

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

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