

**BURLINGTON  
NORTHERN  
INC.**

**TERMINAL**  
**(TWIN CITIES DIVISION)**

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**Special  
Instructions  
No. 1**

**IN EFFECT AT 12:01 A.M.**  
**Central Standard Time**

**Friday May 10, 1968**

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## ALL SUBDIVISIONS

1. **Speed Restrictions—** Maximum Speeds Permitted
- |                        |         |
|------------------------|---------|
| Passenger trains ..... | 79 MPH. |
| Freight trains .....   | 65 MPH. |
- The above speeds are subject to modification under speed restrictions indicated under each subdivision special instructions. All trains and engines through turnouts and gantlets except as specified in special instructions or where fixed signals indicate otherwise..... 12 MPH.
- Engines running light or with caboose only 50 MPH unless otherwise provided.

	Main Line	Branch Line
Equipment		
Ore cars .....	45 MPH.	20 MPH.
Wrecking derricks .....	30 MPH.	15 MPH.
Loco cranes .....	30 MPH.	15 MPH.
Pile drivers .....	30 MPH.	15 MPH.
Clamshells & shovels.....	30 MPH.	15 MPH.
Jordan spreaders .....	30 MPH.	15 MPH.
Scale test cars.....	35 MPH.	20 MPH.
Air dump cars (loaded).....	35 MPH.	20 MPH.
Rotary plows, wedge plows & dozers.....	30 MPH.	15 MPH.
Log trains .....	30 MPH.	15 MPH.

2. **Movement of engines dead in trains—**

Diesel engines not equipped with alignment control couplers or alignment control lock blocks when in tow in freight or mixed trains must be handled singly, not in groups and not less than 5 cars or more than 15 cars from the road engine.

Other diesel units when in tow dead in trains should not be in groups of more than 5 units, such units may be handled next to road units. Diesel units equipped with coupler control lock blocks must have lock blocks in "Down" position when in multiple groups.

**Diesel units not equipped with alignment control devices—**

GN .....	1 through 195
CBQ .....	9103 through 9106 9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9248, 9400 AB through 9413 AB, 9249 through 9292, 9300 through 9308, 9310 through 9321
NP .....	99 through 177 400-429 500, 501, 525, 551, 555 through 558 602, 603, 651, 700 through 724 750, 800 through 803, 850 through 853 900 through 912
SPS .....	11 through 55 856-869

**Diesel units equipped with coupler alignment lock blocks—**

GN .....	550 through 599
CBQ .....	200 through 267, 270 through 287 300 through 374, 400 through 411 430 through 459
NP .....	200 through 375, 552 through 554 562 through 569
SPS .....	60 through 84

**All other Diesel units are equipped with alignment control couplers.**

**Maximum Speed Diesel Units Dead In Tow—**

CBQ 9103 through 9106.....	30 MPH.
9136, 9137, 9139 through 9143, 9147 through 9153, 9203 through 9292, 9300 through 9308..	50 MPH.
100 through 999.....	65 MPH.
9916 through 9993.....	79 MPH.

NP	99, 100, 400 Series, 600 Series.....	40 MPH.
	700 Series, 5400 Series.....	50 MPH.
	100 Series (except 100), 525, 800 through 803	60 MPH.
	200 Series, 300 Series, 500, 501, 550 through	
	569, 850 Series, 860 Series, 900 Series,	
	2500 Series, 2800 Series, 3600 Series,	
	6000 Series, 7000 Series.....	65 MPH.
	6500 Series, 6600 Series, 6700 Series.....	79 MPH.
	Budd Cars B-30, B-31, B-32, B-40, B-41, B-42,	
	on rear of train only.....	79 MPH.
GN	1 through 195.....	50 MPH.
	200 through 209, 227 through 230, 262 through	
	279 (A&B), 307 through 317 (ABC),	
	430 through 474 (ABCD), 550 through 915,	
	2000 through 2035, 3000 through 3025.....	65 MPH.
	320 through 333, 350 through 375,	
	400 through 417, 500 through 512, 679, 680	
	2500 through 2538, 3026 through 3040.....	79 MPH.
	Budd Car 2350, on rear of train only.....	79 MPH.
SPS	11, 22 through 28, 40 through 45,	
	50 through 55.....	50 MPH.
	60 through 98, 154 through 327, 856, 869.....	65 MPH.

3. When N.P. road passenger diesel units are coupled in multiple with road freight or road switcher units, the road passenger units must be trailing to avoid danger of sliding wheels on the freight or road switcher units due to excessive brake cylinder pressure. The speed restrictions for freight and road switcher units must be observed to avoid damage to traction motors.

4. Following equipment loaded or empty must be handled on rear of trains, unless otherwise provided:

Outfit cars  
 Tie flats (GN X4800 to X4975, X4410)  
 Scale test cars (next ahead of caboose)  
 Wrecking derricks  
 Pile drivers  
 Loco cranes  
 Rotary Snow Plows, dozers, wedge plows  
 Jordan spreaders  
 Air dump cars loaded or empty  
 Log flats — NP 117002 to 117892

All cars 80 feet or longer, loaded or empty, should be placed on rear of train for movement over any grade of 1% or more and where track curvature is 6° or greater.

The following subdivisions have curves of 6% or more on grades of 1% or more:

Third Subdivision

5. Should flat spots on wheels develop on passenger train cars or any engine, conductor or engineer will immediately advise Chief Dispatcher and be governed by his instructions.

6. **Heavy Cars—**

Cars heavier than the following not permitted without authority of Superintendent:

40 ft. or less in length.....220,000 lbs.  
 Over 40 ft. long.....263,000 lbs.

EXCEPT: On mainline subdivision cars at least 64'8" over strikers with minimum axle spacing of 6'0", minimum truck centers of 53'7" and minimum wheel diameter of 38".....315,000 lbs.

7. **Minneapolis-St. Paul Terminal Area—**

The City ordinances of St. Paul and Minneapolis prohibit the unnecessary use of the engine whistle.

8. **Rules 200 and 83(B)** and other rules pertaining to authority for and signature on train orders and clearances are modified to permit train orders and clearances to be issued by the authority and over the signature of the Chief Dispatcher.

Until further notice train dispatchers offices will remain at present locations and will govern the same districts as prior to the merger.

**9. St. Paul Union Depot & Minnesota Transfer—**

The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employes while operating on Minnesota Transfer Railway Co. and St. Paul Union Depot Company trackage:

- (a) All trackage of the Minnesota Transfer Railway Company is defined as a system of tracks within yard limits over which movements must be made at reduced speed and are not authorized by timetable, or train order, but subject to prescribed signals and rules or special instructions. The limits of the Saint Paul Union Depot Company property extend from connection with the BN tracks at Third Street and connection with the CMStP&P-BN tracks opposite depot roundhouse, on the east, to connection with the CGW Ry. and CMStP&P R.R. tracks at Robert Street on the west.
- (b) The timetable of the Saint Paul Union Depot Company is for information only. Employes of railroads using the tracks of this Company will be governed by current timetable of their respective Companies only as to arriving and departing time of trains.
- (c) Where in the rules of the Consolidated Code reference is made to trains, such rules will also apply to yard movements and engines.
- (d) Under Rule 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.

**10. The Following Rules Apply Only on The St. Paul Union Depot Company Property—**

- (a) There is no superiority of trains within the limits of Saint Paul Union Depot Company property.
- (b) 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 switch tenders. No train or engine may foul any track or puzzle switch without authority of hand signals from switch tenders in control of such movements, except that short interior switching movements may be made through crossovers connecting shed tracks when authorized by train director. Any lead or track may be used for the make-up of trains on authority of train director. The movement of trains should be given preference.
- (c) When indicated by the ringing of the bell, flashing of headlight, hand or light signal that a train or engine is ready to move, the switch tender in charge of the shed track on which the movement is standing will handle as follows: at west end of station the switch tender will control the movement by hand or light signal; at the east end of station the switch tender will inform the train director, who will route the movement by instructions over the public address system. Switch tenders will be governed by these instructions, relaying such instructions by hand or light signal to the next switch tender in the direction of the movement, each must receive an acknowledgment before signalling the movement. Signals must not be acknowledged or acted upon unless the signal corresponds with instructions from the train director and is definitely understood.
- (d) 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 an emergency. When backing a train, the engine brake valve must be in running position; an application of the brakes must be made with back-up brake valve before starting and it must be known that the brakes are in operative condition. Movement must not be started until the proper signal is given. A running test must be made with the back-up air brake valve before the train has moved 300 feet; if the running test is not made within 300 feet the engineer must stop the train and ascertain cause. The speed of train must not exceed eight (8) miles per hour and train must be under such control that it can be stopped short

of train, or obstruction, and short of bumping post on stub tracks.

- (e) On trains arriving St. Paul Union Depot, conductor should see that all train personnel understand that all vestibule doors are to be kept closed until the train makes its final stop at station platform. Trainmen may have the upper portion of vestibule door open for purposes of observing the movement and to be in a position to give hand signals.
- (f) Headlights must be dimmed while on shed tracks.
- (g) Track 21, St. Paul Union Depot Company, will be governed by red light located under train shed and above Track 21 so as to safeguard all employes working in and about cars being unloaded on this track.  
When inbound cars are to be placed on this track or empty cars pulled off this track, Switch Foreman will get ahold of the St. Paul Union Depot Mail Foreman located in the vicinity of Track 21 to have red light extinguished and arrange to have all employes notified that the cars may be moved or coupled into and the movement will not be made until the red light is extinguished.
- (h) Due to close clearances the piggyback which is handled behind the engine on Train No. 48 must not be shoved underneath the train shed when No. 48 is backing into depot. Train and engine crews will see that train is stopped sufficiently in advance of umbrella shed.

## FIRST AND FOURTH SUBDIVISIONS

1. Speed Restrictions— Zone—Between	Maximum Speeds Permitted	
	Passenger	Freight
St. Paul and Minneapolis.....	55 MPH.	30 MPH.
First St. North, Minneapolis, and Lyn- dale Junction .....	30 MPH.	30 MPH.
Northtown and Van Buren St. N.E.....	45 MPH.	30 MPH.
Van Buren St. N.E. and Harrison St. N.E. ....	20 MPH.	20 MPH.
Minneapolis Jct. and First St. North, Minneapolis .....	30 MPH.	20 MPH.
First St. North and Northtown from 14th Ave. North.....	30 MPH.	30 MPH.
Eastward train and engine movements, on eastward passenger track, with or without cars, between Jackson St. overhead bridge and Third Street, St. Paul .....	30 MPH.	20 MPH.
Between East End Stone Arch Bridge and Minneapolis .....	30 MPH.	20 MPH.
Minneapolis Passenger Station, all tracks between West End Stone Arch Bridge, First St. North, C&NW Ry. crossing, and coach yard crossing ....	Reduced Speed	Reduced Speed
Minneapolis Passenger Station wye track .....	8 MPH.	8 MPH.
For movements between Home Signals of Interlocking at Mulberry Street: With the current of traffic on Main Tracks .....	30 MPH.	15 MPH.
Against the current of traffic on main tracks and on other than main tracks	15 MPH.	15 MPH.
Unless conditions require a further speed restriction, trains or engines moving against current of traffic on double track through interlockings, or making diverging movements through switches and crossovers .....	15 MPH.	15 MPH.
Trains and engines on track between east end of freight tracks, St. Paul and connection with Depot tracks, commonly known as Thumbs-Up.....	5 MPH.	5 MPH.

**2. Bridge and Engine Restrictions—**

At Northern States Power Co., Riverside Plant. Engines are not permitted on trestle bridges.

**3. Train Register Exceptions—**

St. Paul ..... Passenger trains.

Westminster St. Tower ..... Freight trains.

Minneapolis Jct. .... Freight trains.

Minneapolis Passenger Station .. Passenger trains register by ticket.

Northtown ..... Trains not originating may register by ticket.

**4. Clearance Provisions and Exceptions, Rule 83(B)—**

Northtown, First St. North, Lyndale Junction—Trains may proceed on authority of clearance under which they arrived.

Minneapolis Passenger Station—All first class trains must receive clearance.

**5. Close Clearances—**

**At Minneapolis Passenger Station—**

At Minneapolis, between Plymouth Ave. North and Broadway Street North, the side clearance along the Omaha delivery track adjoining the main track and between the Omaha delivery and receiving tracks is not sufficient to permit men riding on side of cars at all points.

Northtown, east end D yard, short side clearance between tracks 2 and 3 for distance of two hundred (200) feet from lead. Cars must not be left standing on track 2 within the above distance from lead and all employes should avoid standing between tracks 2 and 3 at that point when cars are moving on both tracks.

**6. Routing of Trains and Engines—**

Switchtenders will route trains and engines at Minneapolis Passenger Station, First Street North, Second Street North, Lyndale Junction, Union Yard puzzles, West End Union "R" Yard, Minneapolis Junction East Wye, West Wye, Van Buren Street, and Northtown. Trains and engines will not proceed until proper signal is received from switchtenders to pass through or over switchtenders' territory, except one switchtender will handle switchtender's assignments at Second and First Streets North, Minneapolis, during the hours of 10:30 p.m. to 6:30 a.m., and movements can be made through those territories on one proceed signal instead of two signals; and except at Van Buren Street between hours of 10:30 p.m. and 6:30 a.m. daily, all trains and engines moving through or into that switchtender's territory will be required to line up their own routes.

**Minneapolis Passenger Station—**

Minneapolis—All trackage within switchtenders' limits from west end of Stone Arch Bridge east of depot extending through to eastward main track west of depot, and between First Street North and east leg of wye, will be considered depot station tracks of the Minneapolis Passenger Station, and while within these limits it will not be necessary to observe Rule 99.

There is no superiority of trains on depot station tracks. All trains and engines, with or without cars, entering and leaving depot station tracks will move only on hand signal from switchtenders and must approach and proceed within these limits at reduced speed expecting to find track occupied and be prepared to stop. A proceed signal from switchtender is no assurance that track ahead is clear.

Before starting westward trains 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.

Train, engines or cars must not be moved over Railroad Crossing of the C&NW Ry. or the Minneapolis coach yard 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.

**8. Miscellaneous—**

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.

On westward passenger track, engineers on moving engines will keep engine bell ringing passing Union Yard puzzle switches, located just west of St. Anthony Elevator, to 15th Avenue, S.E. Extra trains handling passengers may run ahead of first class trains between St. Paul and Minneapolis; between Minneapolis and Lyndale Jct.; and between Minneapolis and Northtown.

Trains using the Division Street interlocker at St. Paul Depot to back in, will not start their back-up movement until the rear brakeman is in the rear end of the rear car with the conductor to assist the conductor in observing the position of switches and signal indications.

All trains entering St. Paul Depot Company Trackage at Third Street will stop unless they receive a proceed signal from the Switchtender.

**9. Como Avenue Crossover Movements—**

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

Before making a crossover movement at this location, a member of the crew must contact the operator at Westminster Tower and obtain his permission to make the movement. The switches then lined in their proper order following the instructions for the electric locked switches as posted at the electric lock.

10. 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.
11. **Lyndale Junction**—Eastward freight trains on Willmar line, having cars to set out at this point, will stop before passing eastward Absolute Signal to make set-out.
12. **At Lyndale Jct.**—If automatic block signal indicates Stop, after stopping, if a proceed signal is received from switchtender, train may proceed at restricted speed. This modifies rule 509 relative to calling the train dispatcher.
13. **Minneapolis Junction**—Train must stop before passing over the crossing of the Industry Track 460 feet East of Junction yard office, unless proceed signal is received from switchtender.
14. **Spring Switches**—  
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.

The above spring switch is identified by a target with the letter S on blade of target. Blade is colored yellow with black letter S on both sides. The target is attached to the mast of the spring switch light. When a lunar light is displayed on the spring switch light it indicates that spring switch is in normal operating condition. If a red light is displayed on the spring switch light be governed by Rule 104(H) of the Consolidated Code of Operating Rules.

15. **Automatic Interlocking Not Indicated In Time Table—**  
 Minneapolis ..... Mulberry Street crossing  
 If a train is stopped at an absolute signal and no immediate conflicting train movement is evident, trainman may signal train to proceed over crossing, after making certain that conflicting Absolute Signals indicate Stop.
16. **Manual Interlocking Not Indicated In Time Table—**  
 St. Anthony Park, just of Eustis St. bridge
17. **Manual Interlocking with Dual Control Switches—**  
 Westminster Street ..... St. Paul  
 15th Avenue S.E. .... Minneapolis  
 Boom Island ..... Minneapolis  
 Westminster Street—Between the absolute signal limits of Westminster Street Interlocking, train or engine movements may be made in either direction, ON EITHER PASSENGER TRACK, by signal indication.  
 To insure safe movement on descending grade, trains and engines using eastward freight track at Westminster Street Interlocking must stop at eastward absolute 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.  
 For movements on the Passenger or Freight Tracks, the interlocking limits of Westminster Street Interlocking, include all trackage between the eastward absolute signal located approximately 850 feet west of Mississippi Street overhead bridge and the westward absolute signal located approximately 900 feet west of Third Street overhead bridge.  
 Telephones for communication are located at the absolute signals, in bungalows, and in switchtender's shanty near Third Street.  
 15th Avenue S. E. is controlled from St. Anthony Park Interlocking. Telephones for communication are located in booths near the east and west interlocking limits.
18. **At 14th Avenue Interlocking—**  
 The Soo Line Junction switch and the main to main crossover at 14th Avenue are equipped with dual control switch machines controlled by the Soo Line train dispatcher at Shoreham. A direct telephone to the Soo Line dispatcher is provided in the west entrance of the steel bungalow at the junction.  
 If communication with the Soo Line dispatcher fails, emergency release push buttons are provided in a steel cabinet mounted on the exterior west wall of the steel bungalow. Instructions for operation under emergency conditions when communication has failed are posted on the inside of the door of the steel instrument cabinet.
- Diamond Iron Works Spur—**  
 Switch for the Diamond Iron Works Spur is located 352 feet west of the westerly limits of the 14th Avenue North interlocking in the eastward track. This switch and the derail in the spur track south of the Soo Line tracks are equipped with electric switch locks under the control of the Soo Line dispatcher.
19. **Semi-Automatic Interlockings Not Indicated In Time Table—**  
 St. Paul.....Fair Grounds Spur with A Line.  
 Train movements over the crossing will be governed by manually operated gates together with standard interlocking dwarf signal indications. 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 ..... C&NW Ry. Crossing.  
 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 BN track. See instructions posted in box locked with a switch lock.
20. **At Mulberry Jct.—**A telephone is located on pole adjacent to wye track. Conductors, switch foremen and engineers of light engines before entering Second Subdivision must call train dispatcher, Minneapolis, on telephone, and ascertain if all first-class trains due have passed.
21. **At Northtown—**Switchtender territory extends from Soo Line overhead bridge to three hundred ten (310) feet east of Thirty-third Avenue N.E. overhead bridge. Eastward trains moving



via First Subdivision are not governed by Stop sign located east of Soo Line overhead bridge.

Time applies at switchtender's territory.

Automatic block signal located at switch tenders territory may be operated by the operator at train order office to indicate Stop when a movement against the current of traffic on the westward track is to be made to that point. Trains stopped by this signal will be governed by instructions of the switch tender or may use telephone located in old yard office to obtain necessary information.

**22. Business Tracks Not Shown as Station in Time Table—**

Name	Location	Capacity	Switch Opens
Hopkins	MP 17	Conn	East End
	Willmar Line		

**23. 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 Union Yard Puzzles.

**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 passenger and freight trains.

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

No. 4, Westward track for freight trains.

No. 5, Eastward track for freight trains.

## SECOND SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
St. Paul and White Bear Lake.....	All Trains 50 MPH.
White Bear Lake and Stillwater .....	20 MPH.
At St. Paul, between East 7th Street and 3rd Street..	15 MPH.
At Gloster, eastward trains over end of siding hand-throw switch .....	15 MPH.
At White Bear Lake, all movements over State Highway No. 61 .....	5 MPH.
Approach and move over 4th St. crossing at Reduced Speed.	
- Between White Bear Lake and 3rd Street St. Paul—**Train and engine crews operating between these points will accept and be governed by train orders, clearances and instructions issued over the signature of the Lake Division Superintendent.  
White Bear Lake will not be considered an initial station for through trains moving to or from Lake Division Second Subdivision to or from Twin Cities Terminal Second Subdivision. Train order signal governs only these trains.
- At 3rd Street, St. Paul—**  
The tracks between 3rd Street and Division Street are operated under yard rules. All train and engine movements, including first class trains over these tracks are controlled by switch-tenders at 3rd Street and Operator at Division Street.  
Switch indication lights to indicate position of switch points for the crossover between the East Side Line and No. 4 Depot lead. These switch indicator lights are located at each end of the crossover and display indications in both directions.

When crossover is lined for parallel moves, an indication of red over green is displayed.

When crossover is lined for crossover moves, an indication of red over yellow is displayed.

The red indication is displayed when switch points are open or not properly locked. Movements over these switches must then be made only after switchtender has inspected the switches.

All train and engine movements, including first class trains over these tracks are controlled by switchtenders at Third Street. Movements will only be made on proceed signal from switchtenders.

4. **West of 4th St. Bridge**—All eastward trains using crossover to westward main track will stop and proceed upon signal from 3rd Street Switchtender. Trains moving against the current of traffic on westward main track will approach crossover expecting to find it in use.

5. **Between 3rd Street and Claymont**—  
Ruling grade descending: Eastward 1.9%

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition, nor on trains of 1000 tons or less.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade.

Engineer on Eastward trains must adjust feed valve on engine to obtain 90 pounds brake pipe pressure following stop for grade crossing at Gloster.

If retainers are required stop will be made at Claymont for brake pipe test and retaining valves turned to low pressure position on all cars. Retainers will be turned down at Third Street or beyond.

6. **At Gloster**—

Siding is west of Soo Line crossing.

The normal position of the Soo Line connection switch on the siding is for the Soo Line connection.

Run around track east of Soo Line crossing has capacity for 12 cars.

Westward trains waiting for a meet will stay east of signal 44 at Gloster and east of Larpenteur Avenue.

A train register and telephone to the BN dispatcher has been installed in a booth located at west end of Soo Line connection at Gloster.

Soo Line train orders authorizing eastward movements from Gloster will be delivered at White Bear Lake or relayed to a station between Rush City and White Bear Lake.

Normal position of crossing gates will be against Soo Line train movements. Soo Line crews will be required to handle the gates protecting crossing at Gloster and restore in normal position.

Eastward trains enroute to Mississippi Street required to wait at the stop board in excess of 2 minutes for clearance prior to entering Soo Line main track and whose trains are clear of the main track, will extinguish head light.

To avoid unnecessary operation of crossing signals and gates at County Road B, section of track between crossing signal start signs should be occupied only when necessary.

7. **At M&D Jct.**—Normal position of west switch of wye will be lined for through movement on siding. Siding extends to White Bear Lake.

8. **At White Bear Lake**—

Westward trains making stop at the passenger station must stop with engines or cars east of "Crossing Signal Restart" sign located on south side of track 100 feet east of Fourth Street crossing.

Cars must not be left on siding within 300 feet of Fourth Street crossing.

Normal position of west switch of crossover at Ramaley Avenue will be lined for through movement on siding. Siding extends from M&D Jct. to White Bear Lake.

Westward extra trains picking up in New Yard will cut off far enough east of Ramaley Avenue so as not to foul the ringing section of the automatic crossing signals on that avenue.

When trains will be delayed more than ten (10) minutes, crossings must be opened promptly.

**At White Bear Lake, New Yard**—Conductors on transfers moving via Fifth and Third Subdivisions will call train dispatcher Minneapolis, on telephone, immediately before departure.

**9. From Summit to Stillwater—**

Ruling grade descending: Westward 1.3%

The use of retainers will not be required on trains handled by Diesel-electric locomotives having dynamic brakes and/or brake pipe pressure maintaining feature in operative condition.

Trains handled by locomotives equipped with brake pipe maintaining feature must use the maintaining method of braking on mountain grade.

If retaining valves are required, engineer will determine minimum and Conductor will use any additional number that he considers necessary.

**10. Yard Limits—**

3rd Street Yard St. Paul to yard limit sign west of Gloster.

**11. Close Clearances—**

St. Paul Yard, overhead bridge at Omaha crossing, and tunnels under 7th Street, located 700 feet west of Third Street, will not clear a man on side of car. Minnehaha and Reaney Street bridges, opposite Hamm's Brewery, will not clear a man on top of car.

**12. Train Register Exceptions—**

At Gloster, trains will register when directed to do so by train order.

White Bear Lake—For trains to or from Stillwater.

At Stillwater, conductors of trains and enginemen of light engines will fill out register ticket, covering their arrival and departure and will deliver to the operator at White Bear Lake. Milwaukee Pig's Eye Yard.

**13. Clearance Provisions and Exceptions Rule 83(B)—**

At 3rd Street, CMStP&P trains starting will be governed by clearance furnished at CMStP&P Yard. BN trains will be governed by clearance furnished at Union Depot. Stillwater and Gloster.

## THIRD SUBDIVISION

- | 1. Speed Restrictions—   | Maximum Speeds Permitted |                   |
|--|--------------------------|-------------------|
| Zone—Between   | Passenger<br>Trains      | Freight<br>Trains |
| Mississippi St. Tower and 7th St.<br>(West Side line) and 3rd St.<br>(East Side line)..... | 20 MPH.                  | 15 MPH.           |
| Mississippi St. Tower and First St.<br>North .....   | 35 MPH.                  | 35 MPH.           |
|  |                          | All Trains        |
| Except Lafayette Ave. and 7th St. Bridge (West<br>Side line) .....                         |                          | 8 MPH.            |
| 23rd Ave. S.E. and 20th Ave. So. (Minneapolis).....  |                          | 25 MPH.           |
| 29th Ave. S.E. and 1st Ave. S.E. over crossings.....                                       |                          | 20 MPH.           |
| At Mississippi Street Interlocking.....  |                          | 12 MPH.           |
- 2. Bridge and Engine Restrictions—**  
250-ton wrecking cranes or heavier over timber trestles and over the following bridges:  
Bridge 7, Raymond Ave. and Bridge 7-1, Bayless Ave.  
Line A .....
- |  |         |
|--|---------|
|  | 15 MPH. |
|--|---------|
- 3. At 3rd Street, St. Paul**—BN double track switch is protected by a derail and color light signal on eastward main track. All eastward trains picking up or setting out cars must leave their train west of the derail.  
The joint tracks between 3rd Street and Division Street are operated under yard rules. All trains and engine movements, including first class trains over these tracks are controlled by switchtenders at 3rd Street and Operator at Division Street.

4. **At Mississippi Street Interlocking**—(Connection of East and West Side Lines.)

Whistle signal for routes as follows:

Eastward movements from main track to

West Side Line .....	Two Long
East Side Line .....	Three Long
Round House .....	Four Long
Diesel House .....	Five Long

Westward movements from East Side Line to:

Main Lines .....	One Long
Back Lead .....	Two Long

Westward movements from West Side Line to:

Main Lines .....	One Long
Back Lead .....	Two Long

Eastward movements from Mississippi Street Yard to:

West Side Line .....	Two Long
East Side Line .....	Three Long

5. **At Soo Line Jct.**—Soo Line crews desiring to make reverse movements between Soo Line Jct. and switch of west leg of wye at Trout Brook Jct. before entering the main track will call operator at Mississippi Street Tower and ascertain if any transfers are moving over westward track, between Mississippi Street Tower and Soo Line Jct. Movement must then be protected as per Rule 99.

6. **At Como Ave. and Como Place**—Crossings, where automatic electric signals are installed, engine whistles must not be sounded except to prevent accidents.

7. **At Union**—All eastward and westward trains going to or coming from Union Yard must call operator St. Anthony Park Jct. on phone and obtain permission to cross over.

8. **At St. Anthony Park Junction Interlocking**—

Enginemen will call for routes as follows:

Straight Main Line east or west (Line A) .....	One long.
Line A to Line B westward track .....	Two long.
Line A to eastward track Line B .....	Three long.
Line B to Line A eastward track .....	One long.

9. **At Eustis Street Yard**—All trains must call St. Anthony Park Jct. operator on phone located on pole at old yard office location and obtain permission to cross over before fouling either the eastward or westward main track. In order to prevent cars running out over the derails at the west end of Eustis Street Yard, the hand brakes must in all cases be set on the first six (6) cars from the west end of each track. Yard foremen will be held responsible for knowing this is done.

10. Between Eustis Street and 25th Avenue S.E. engine bell will be kept ringing while engine is in motion.

11. **Line B**, double track line (no automatic block signals), is a switching and alternate route between St. Anthony Park Jct. and Northtown, via East Minneapolis.

12. **At Park Jct.**—When cars are set out in the Eastbound Yard, sufficient hand brakes must be set to prevent cars running out at west end. Also when trains or portions of trains are left standing on the main track while cars are being set out or picked up, air must first be set before cutting off engine or cars.

13. **Close Clearances**—

Account no clearance 89 foot bulkhead flat cars cannot be handled through Westminster Street Tunnel on West Side line between 7th Street and Mississippi Street Tower.

Loaded tri- and bi-level cars must not be handled on eastward track between Third Street and Mississippi Street, St. Paul.

At St. Paul, short clearances for man on side of car:

Lafayette Ave. bridge on East and West Side Lines, stone wall west of Lafayette Ave. bridge on East Side Line and stone wall along diagonal track, 4th Street Yard.

At St. Paul, tunnels on East and West Side Lines will not clear a man on side or top of car.

At Southeast Minneapolis, three overhead cranes are located on spur to Lewis Bolt and Nut Co. galvanizing plant. Employees must not ride on top of cars approaching or moving under the overhead trolley beams. Beams will not clear a man on top of box car or high load.

**14. Train Register Exceptions—**

St. Paul, Telegraph Office at Union Depot, first class and extra passenger trains.

Mississippi Street Yard Office, for trains originating or terminating.

**15. Clearance Provisions and Exceptions Rule 83(B)—**

At 7th Street, Mississippi Street Yard, Soo Line Jct., 6th Ave. South, 3rd Ave. North and First Street North.

At Mississippi St. BN trains via Soo Line Trout Brook Jct. to Gloster secure clearance at Mississippi St. Tower.

**16. Crossovers Not Indicated in Time Table—**

Maryland Street, Chatsworth Street, 27th Ave. South East, East end Mississippi River bridge, 19th Ave. South, 10th Ave. South, 8th Ave. South, 7th Ave. South, 6th Ave. South, 2nd Ave. North.

**17. Derail Switches—**

St. Paul, East Side line, eastward track near 4th Street Bridge.

**18. 20th Ave. South to 3rd Ave. North Is Yard Limit Territory and the Following C&NW Special Rules Govern Main Track Movements, Superseding All Other Rules and Instructions Inconsistent Therewith—**

All trains and engines must move at reduced speed between 3rd Avenue North and 20th Avenue South.

All trains, transfers and engines will register by register ticket at 3rd Avenue North.

At crossings with tracks of Minneapolis Eastern Railway Company between 1st and 2nd Streets South, Minneapolis, all trains and engines on Minneapolis Eastern tracks must stop and then proceed over these crossings under flag protection. All other trains and engines must approach these crossings expecting to find them occupied.

Switch engines must be prepared to clear main track without delay to regular trains and transfers.

Movements between 3rd Avenue North and 1st Street South will be governed by automatic block signals; the end of track section protected by automatic block signals is indicated by sign post reading, "END BLOCK". Signals are of the color light type, one light only should appear at any one time. A green light indicates track clear, proceed. A yellow light indicates Caution, approach next signal or end of block at restricted speed. A red light indicates STOP, train must be brought to a full stop before any part of the train or engine passes the signal and may then proceed.

Switches at Third Avenue North will be handled by switch tenders. All trains and engines must approach these switches at reduced speed and must not proceed until proceed signal has been received from the switch tender.

**19. Special Instructions for 18th Ave. N.E. Minneapolis Automatic Interlocking—**

Trains using Mulberry Line must Stop within one hundred (100) feet of the interlocking signals and wait for two (2) minutes for time relay to operate before smashboards and signal will indicate Proceed. If the smashboards do not clear and signal does not indicate Proceed after two minutes have elapsed, and no train is approaching on an opposing line, trainman shall go to the crossing and operate the hand release. After operating release, wait two (2) minutes and if the interlocking signal does not indicate Proceed and no immediate conflicting train movement is evident, the trainmen at the crossing, after placing themselves in position to flag any train movement on the conflicting line, may hand signal their train to proceed over the crossing.

A special track circuit in operation on the Mulberry Line within interlocking limits requires all train movements to be completed.

## FIFTH SUBDIVISION

- Speed Restrictions—**

Zone—Between	Maximum Speeds Permitted
East Minneapolis and M&D Jct. ....	30 MPH.
- At East Minneapolis—**Normal position of east wye switch, east of Broadway crossing, will be for the Third Subdivision main track.
- At Broadway Street N.E.,—**A "CROSSING SIGNAL START" sign has been placed at the beginning of the westward crossing signal start, which is located 550 feet east of the crossing. Trains and engines switching across this crossing will stop east of this sign and will not leave cars standing between this sign and the crossing.
- Clearance Provisions and Exceptions Rule 83(B)—**  
M&D Jct. and East Minneapolis.
- At M&D Jct.—**Normal position of east switch of wye will be lined for through movement on siding.  
Second Subdivision instructions govern.