

## MINNEAPOLIS-ST. PAUL TERMINALS

The Twin City Terminals as you will note on the map attached shows the Milwaukee Pig's Eye Yard. This is the train yard of the Twin City Terminals. All road trains start and terminate in the Pig's Eye Yard with the exception of the Hopkins Patrol, which operates out of Minneapolis, and our TOFC train #98 and #99. These two trains start and terminate at Minneapolis and neither of these trains go into Pig's Eye Yard. They pickup and setout the St. Paul cars in what is known as the Old Yard where our TOFC at St. Paul is located.

At St. Paul beside the train yard operation we make a direct connection with cars to the Great Northern at Como Yard, to the Northern Pacific at Mississippi Street Yard, and the Chicago & North Western at Western Avenue Yard. Cars for the Northern Pacific would also include Soo Line cars. Interchange for the CB&Q, CGW and the Rock Island are handled from our Old Yard at St. Paul. All of these interchanges with the exception of the Rock Island and the CGW are made to the connecting lines, and the connecting lines deliver any cars they have for us to our New Pig's Eye Yard. The Rock Island picks up the cars we have lined up for them at the Old Yard and setout any cars they have for the Milwaukee at the Old Yard. The Chicago Great Western interchange is on a month-to-month basis; for example, one month the Milwaukee would deliver to the CGW at State Street Yard and pickup any cars the CGW has for the Milwaukee and bring them back. The following month the CGW would make the interchange in both directions.

With regard to industrial switching at St. Paul, our largest operation is the Ford Motor Plant which you will note on the map is a line that branches off from our main line just west of Chestnut Street. Also, we have the Farmers Union Grain Terminal elevator which is located at our Chestnut Street Yard which lies just between Chestnut Street and the Western Avenue Yard of the C&NW. The only other switching district actually in St. Paul is our Macalester District which

serves Montgomery Ward, Corning-Donohue, Gould-National Batteries, and other industries in that area.

All line to line cars for the Great Northern, Northern Pacific and Soo Line are delivered from the St. Paul Pig's Eye Yard to the Minnesota Transfer, which you will note on the map is just west of the Macalester District.

We make two regular deliveries per day with cars from Pig's Eye Yard to the Minnesota Transfer.

You will also note on the map a Hoffman Avenue Yard of the CGW, which is located between St. Paul Pig's Eye Yard and the Old Yard. This yard is used for delivery to the CGW of any cars for South St. Paul and the packing plants in that area. Also any loads coming from the South St. Paul District would be interchanged to the Milwaukee Road at this yard and picked up by a Milwaukee crew and brought to the Pig's Eye Yard.

Minneapolis so to speak, is strictly an industrial and interchange operation. We have a large industrial area especially in our I&M District and also in the Upper Yard District, as well as many industries located between South Minneapolis and the Bass Lake Yard. We have a heavy interchange at Minnaeapolis which is made mostly at our East Side Yard where we have a direct interchange with the NP, GN, CGW and the Soo Line via the NP. At our Upper Yard we interchange also to the GN, C&NW, and the MN&S via the G.N.

The bulk of the grain is handled at our Bass Lake Yard where it is setout for inspection and after being billed is switched at this point and lined up for either interchange to other railroads, for industries on our line at Minneapolis, or road haul which would be transferred to St. Paul for outbound trains.

In Minneapolis, the Milwaukee handles under contract, all of the Rock Island's Industry Switching.

*SEE TERMINAL DATA ON REVERSE SIDE*

**DATA ON MINNEAPOLIS TERMINAL**

**EAST SIDE YARD**

Interchange direct—N.P., G.N., CGW., Soo  
via N.P.  
Balcom's yard—5 tracks—125 cars  
Erie Street team track

**UPPER YARD DISTRICT—28 tracks—320 cars**

**FREIGHT HOUSE**

3 inbound tracks—36 cars  
5 outbound tracks—50 cars  
Fruit House—18 car capacity  
Team Tracks—4 tracks—32 cars  
Auto Platform—11 car capacity  
Electric operated derrick.

**INTERCHANGE**

Thru Minneapolis Eastern Ry. (jointly  
owned by CN&W and our line) to G.N.,  
C&NW. and MN&S. thru G.N. thru Rail-  
way Transfer Co. (owned by M&StL) to  
Soo—M&StL—N.P.

**PASSENGER DEPOT**

**NEW COACH YARD—8th St.**

**SOUTH MINNEAPOLIS YARDS—61 tracks—1315  
cars as follows:**

|               |           |          |
|---------------|-----------|----------|
| Harts yard    | 19 tracks | 500 cars |
| Platform yard | 15 tracks | 325 cars |
| Garden yard   | 15 tracks | 250 cars |

Old Lite Yard 12 tracks 240 cars  
Shops—lite repairs (heavy repairs moved to  
St. Paul)

Interchange with CRI&P.

Team Tracks—26th St. and 26th Ave. (also  
platform)

Team Tracks—28th and Hiawatha

New main line to and from St. Paul—elim-  
inates turning on wye and permits Aber-  
deen Divn. 261, 263 and 63 to be made  
up at St. Paul.

**I&M DISTRICT—Elevator and milling district**

**MINNEHAHA STATION**

(Not in Minneapolis switching district)  
team tracks

**FORT SNELLING**

(Not in Minneapolis switching district)

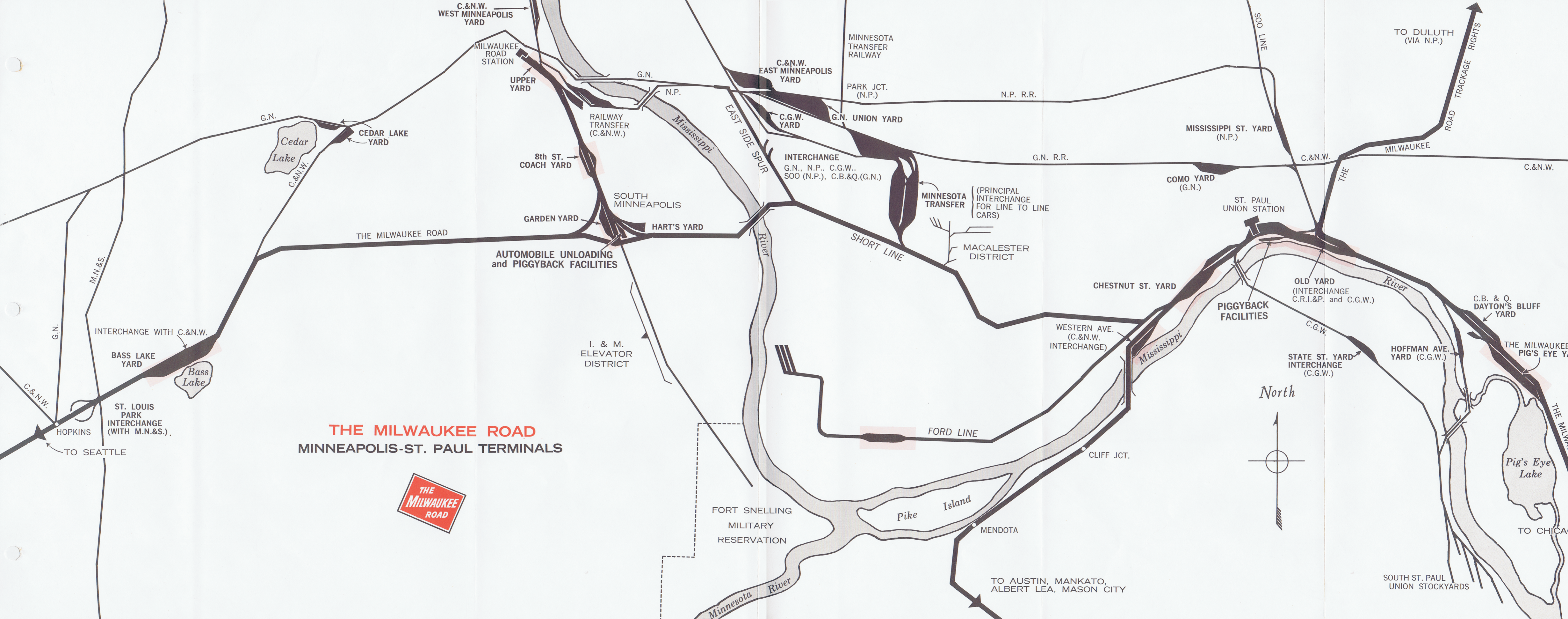
**BASS LAKE YARD—29 tracks—1800 cars**  
Belt Line industrial  
center (industrial sites  
for sale)

**ST. LOUIS PARK—Team tracks**

**HOPKINS—Team tracks and platform**

**8th WARD**

Team track—Humboldt and 29th St.  
Team track—5th Ave. and 29th St.



**THE MILWAUKEE ROAD  
MINNEAPOLIS-ST. PAUL TERMINALS**



C.&N.W. WEST MINNEAPOLIS YARD

MILWAUKEE ROAD STATION

UPPER YARD

G.N.

CEDAR LAKE YARD

Cedar Lake

8th ST. COACH YARD

RAILWAY TRANSFER (C.&N.W.)

GARDEN YARD

SOUTH MINNEAPOLIS

HART'S YARD

AUTOMOBILE UNLOADING and PIGGYBACK FACILITIES

THE MILWAUKEE ROAD

I. & M. ELEVATOR DISTRICT

INTERCHANGE WITH C.&N.W.

BASS LAKE YARD

Bass Lake

ST. LOUIS PARK INTERCHANGE (WITH M.N.&S.)

HOPKINS

TO SEATTLE

C.&N.W. EAST MINNEAPOLIS YARD

G.N.

N.P.

EAST SIDE SPUR

INTERCHANGE G.N., N.P., C.G.W., SOO (N.P.), C.B.&Q.(G.N.)

MINNESOTA TRANSFER (PRINCIPAL INTERCHANGE FOR LINE TO LINE CARS)

SHORT LINE

MACALESTER DISTRICT

FORD LINE

WESTERN AVE. (C.&N.W. INTERCHANGE)

CHESTNUT ST. YARD

PIGGYBACK FACILITIES

OLD YARD (INTERCHANGE C.R.I.&P. and C.G.W.)

STATE ST. YARD INTERCHANGE (C.G.W.)

HOFFMAN AVE. YARD (C.G.W.)

C.B. & Q. DAYTON'S BLUFF YARD

THE MILWAUKEE PIG'S EYE YARD

Pig's Eye Lake

TO CHICAGO

SOUTH ST. PAUL UNION STOCKYARDS

TO AUSTIN, MANKATO, ALBERT LEA, MASON CITY

North



TO DULUTH (VIA N.P.)

ROAD TRACKAGE RIGHTS

MISSISSIPPI ST. YARD (N.P.)

C.&N.W.

MILWAUKEE

C.&N.W.

G.N. R.R.

PARK JCT. (N.P.)

MINNESOTA TRANSFER RAILWAY

SOO LINE

FORT SNELLING MILITARY RESERVATION

Pike Island

MENDOTA

CLIFF JCT.

Minnesota River

SOUTH ST. PAUL UNION STOCKYARDS