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.

Minneapolis .....O. J. Quale
Minneapolis .....Ben H. Anderson & Co.
Minneapolis .....O. P. Gustafson Co.
Glencoe .....Wm. G. Gould, Inc.
Aberdeen .....D. G. Gallett
Roscoe .....Agent Roscoe
Mobridge .....Mrs. S. A. Amunson
Farmington .....E. M. Gerster
Wheaton .....A. H. Diepenbrock
Montevideo .....Johnson Jewelry Co.
Ortonville .....Wm. West
Milbank .....Jenson & Christenson
Andover .....C. B. Summers, Agent
Britton .....Draper Jewelry Co.
Mitchell .....Everett Cotton
Linton .....Wm. Heyerman

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

HASTINGS & DAKOTA DIVISION

TIME TABLE No. 23

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

Sunday, November 14, 1954

For the government and information of employes only

J. W. WOLF,
Assistant Superintendent.

A. O. THOR,
Superintendent.

C. A. NUMMERDOR,
General Superintendent of Transportation.

J. H. STEWART,
Assistant General Manager.

J. J. O'TOOLE,
General Manager.

FIRST SUBDIVISION—WESTWARD

TIME TABLE NO. 23
November 14, 1954
STATIONS

STATIONS	Distance from Minneapolis.	Telegraph calls	Capacity in cars. Sidings	Capacity in cars. Other tracks	FIRST CLASS 17 Passenger Daily	FIRST CLASS 5 Passenger Daily	FIRST CLASS 15 Passenger Daily	SECOND CLASS 263 Time Freight Daily	SECOND CLASS 63 Time Freight Daily	THIRD CLASS 91 Way Freight Mon., Tues., Thurs., Fri.
MINNEAPOLIS		C			L 9.15 AM	L 8.30 PM	L 9.50 PM			
1.9										
SOUTH MINNEAPOLIS	1.9	ON		Yard	9.21	8.38	10.13	L 10.00 AM	L 11.15 PM	L 6.00 AM
4.6										
BASS LAKE	6.5			Yard				10.15	11.30	6.15
1.5										
ST. LOUIS PARK	8.0	SU			9.35	f 8.50	10.25			f 6.20
2.5										
HOPKINS	10.5	KN	W42	48	9.38	f 8.52				s 6.40
3.2										
(WEST END OF DOUBLE TRACK) (M & ST. L. CROSSING) TOWER E 14	13.7	WE		31	9.42	18 8.55	264 10.31	10.30	11.50	6.51
4.5										
CHANHASSEN	18.2			13		f 8.59				f 7.00
2.8										
HAZELTINE	21.0		122		9.49	9.01		10.40	12.05 AM	7.05
5.9										
AUGUSTA	26.9		120		9.54	f 9.07		10.47	12.15	f 7.15
5.2										
COLOGNE	32.1	NY	117	200	9.59	f 9.22		10.55	12.25	s 7.45
3.4										
BONGARDS	35.5			11		f 9.26				f 7.55
3.5										
(M & ST. L. CROSSING)	39.0									
0.5										
NORWOOD	39.5	UN	113	42	10.06	264 s 9.30		11.05	12.35	s 8.05
5.5										
PLATO	45.0	BA	23	22	10.11	f 9.36			12.45	f 8.20
5.6										
GLENCOE	50.6	GN	277	210	s10.21	s 9.55	11.04	11.20	1.15	s 8.40
5.8										
SUMTER	56.4		116		10.27	10.02		11.28	1.25	8.57
4.5										
BROWNTON	60.9	WN	143	41	10.31	f10.07		11.34	1.35	s 9.20
6.7										
STEWART	67.6	SY	123	49	10.37	f10.16		11.42	1.45	s 9.38
6.5										
BUFFALO LAKE	74.1	BO	83	49	10.43	f10.23		11.50	1.55	s10.00
4.8										
HECTOR	78.9	HO	132	80	10.47	s10.33		11.56	2.05	s10.15
9.0										
BIRD ISLAND	87.9	DS	133	262	91 10.54	f10.43		12.10 PM	2.35	s10.45 17 11.30
4.7										
OLIVIA	92.6	VI	85	53	s11.01	s10.57	11.40	12.17	2.45	s11.45
5.5										
DANUBE	98.1	DU	117	34	11.07	f11.03		12.24	6 3.08	s12.05 PM
5.7										
RENVILLE	103.8	XN	120	39	11.12	f11.09		91 12.32	3.15	s12.15 263 12.35
6.9										
SACRED HEART	110.7	SA	139	41	11.18	f11.16		12.40	3.23	s12.50
5.4										
MINNESOTA FALLS	116.1			17	11.23	11.22		12.48	3.31	f 1.00
2.2										
(EAST END OF DOUBLE TRACK) E 118	118.3				11.25	11.25		12.52	3.36	72 1.05
1.6										
GRANITE FALLS	119.9	G	18	44	f11.28	s11.40	12.03 AM		4.30	f 1.20
2.0										
(WEST END OF DOUBLE TRACK) E 122 (G. N. CROSSING)	121.9				11.32	11.44		72 12.57	4.40	1.25
6.0										
WEGDAHL	127.9	MR		23	11.38	f11.49		1.06	4.50	f 1.35
2.3										
ROCK CUT (EAST END OF DOUBLE TRACK)	130.2				11.44	11.51		1.10	5.05	1.38
2.9										
MONTEVIDEO	133.1	MA		Yard	As11.50 AM	As 15 12.05 AM	As 5 12.20 AM	A 1.15 PM	A 6.15 AM	As 1.45 PM

Single Track

Passenger trains must not exceed maximum speed of 79 MPH, Freight trains 55 MPH. Maximum speed for F5 and F6 engines 75 MPH, S2 and S3 engines 70 MPH.

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

Double Track is in use between Minneapolis and Tower E 14, between E 118 and E 122 and between Rock Cut and Montevideo.

Between E 118 and E 122, trains will keep to the LEFT, unless otherwise directed.

Automatic Block System is in use between South Minneapolis and Montevideo.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Tower E14 and South Minneapolis for movement with current of traffic.

No. 15 when not displaying signals for a following section will register at Montevideo by register ticket

Centralized Traffic Control is in use between east siding switch at Glencoe and Montevideo.

No. 17 will stop at Granite Falls to let off revenue passengers from Minneapolis or beyond or pick up revenue passengers for Spokane or west. No. 5 will hold at Granite Falls for U. S. Mail from G. N. No. 52, if that train arrives at G. N. station before No. 5 is due to leave.

Glen Lake Spur switch is located 1361 feet west of Tower E-14.

No. 5 will stop at Norwood daily except Saturday.

South Minneapolis is a register station only for trains starting or terminating at that station.

TIME TABLE No. 23 November 14, 1954 STATIONS		Distance from Montevideo.	See Rule 6-A	Office Hours Also see page 11	FIRST CLASS 6 Passenger Daily	FIRST CLASS 16 Passenger Daily	FIRST CLASS 18 Passenger Daily	SECOND CLASS 72 Time Freight Sun., Mon., Wed., Thurs.	SECOND CLASS 264 Time Freight Daily		
MINNEAPOLIS		133.1	BKOPRV WXZ	Continuous	As 6.45 AM	As 6.20 AM	As 9.15 PM				
1.9											
SOUTH MINNEAPOLIS		131.2	BCHJKOP RTWXYZ	Continuous	6.29	6.05	9.09	A 8.00 PM	A 11.30 PM		
4.6											
BASS LAKE		126.6	PVWX	No Office	6.14		8.58	7.10	11.00		
1.5											
ST. LOUIS PARK		125.1	PVX	7.00 AM to 4.00 PM Except Sat. & Sun.	f 6.12	5.52	8.55	7.05	10.55		
2.5											
HOPKINS		122.6	PV	7.30 AM to 5.00 PM Except Sat. & Sun.	f 6.06		8.51		10.50		
(WEST END OF DOUBLE TRACK)											
3.2											
(M. & ST. L. CROSSING) TOWER E 14		119.4	IP	Continuous	6.01	5.46	8.47 5	6.45	10.30 15		
4.5											
CHANHASSEN		114.9	P	No Office	s 5.55						
2.8											
HAZELTINE		112.1	P	No Office	5.48		8.38	6.30	10.17		
5.9											
AUGUSTA		106.2	P	No Office	f 5.37 16 5.21	5.34 6	8.31	6.15	10.10		
5.2											
COLOGNE		101.0	BHJPWY	8.00 AM to 5.00 PM Except Sat. & Sun.	s 5.12	5.29	8.25	5.59	10.01		
3.4											
BONGARDS		97.6		No Office	s 5.07						
3.5											
(M. & ST. L. CROSSING)		94.1	I								
0.5											
NORWOOD		93.6	P	7.45 AM to 4.45 PM Except Sat. & Sun.	s 5.01	5.22	8.17	5.45	9.30 5		
5.5											
PLATO		88.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.	s 4.49		8.11	5.30	9.15		
5.6											
GLENCOE		82.5	BJOPX	Continuous	s 4.41	5.10	s 8.01	5.15	9.05		
5.8											
SUMTER		76.7	P	No Office	f 4.31		7.51	4.30	8.53		
4.5											
BROWNTON		72.2	P	7.45 AM to 4.45 PM Except Sat. & Sun.	s 4.24		7.44	4.20	8.47		
6.7											
STEWART		65.5	P	7.45AM to 4.45PM Except Sat. & Sun.	s 4.11		7.38	4.05	8.38		
6.5											
BUFFALO LAKE		59.0	P	8.00AM to 5.00PM Except Sat. & Sun.	s 3.59		7.32	3.50	8.27		
4.8											
HECTOR		54.2	P	8.00AM to 5.00PM Except Sat. & Sun.	f 3.49		7.28	3.35	8.13		
9.0											
BIRD ISLAND		45.2	CHPWY	7.45AM to 4.45PM Except Sat. & Sun.	s 3.33		7.20	3.00	8.06		
4.7											
OLIVIA		40.5	P	8.00AM to 5.00PM Except Sat. & Sun.	s 3.23	4.33	s 7.15	2.15	7.58		
5.5											
DANUBE		35.0	P	8.00AM to 5.00PM Except Sat. & Sun.	s 3.08 63		7.07	2.05	7.50		
5.7											
RENVILLE		29.3	P	8.00AM to 5.00PM Except Sat. & Sun.	s 2.59		7.02	1.53	7.40		
6.9											
SACRED HEART		22.4	P	7.45AM to 4.45PM Except Sat. & Sun.	s 2.44		6.56	1.20	7.30		
5.4											
MINNESOTA FALLS		17.0	P	No Office	2.35		6.51	1.08	7.20		
2.2											
(EAST END OF DOUBLE TRACK) E 118		14.8	P	No Office	2.30	4.10	6.49	1.05 91	7.15		
1.6											
NORTH GRANITE FALLS		13.2		Granite Falls 7.45 AM to 4.45 PM Except Sat. & Sun.			f 6.46				
2.0											
(WEST END OF DOUBLE TRACK) E 122 (G. N. CROSSING)		11.2	IP	No Office	2.18	4.07	6.43	12.40 263	7.09		
6.0											
WEGDAHL	Single Track	5.2	P	8.00AM to 5.00PM Except Sat. & Sun.	s 2.08		6.37	12.30	6.59		
2.3											
ROCK CUT (EAST END OF DOUBLE TRACK)		2.9	P	No Office	2.04		6.34	12.22	6.54		
2.9											
MONTEVIDEO			BCHKOPR TWX	Continuous	L 2.00 AM	L 3.55 AM	L 6.30 264 PM	L 12.18 PM	L 6.45 18 PM		

Passenger trains must not exceed maximum speed of 79 MPH, freight trains 55 MPH. Maximum speed for F5 and F6 engines 75 MPH, S2 and S3 engines 70 MPH.

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

Between Minneapolis and St. Louis Park, inclusive, the Officials of the Twin City Terminals Division have jurisdiction.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Tower E14 and South Minneapolis for movement with current of traffic.

South Minneapolis is a register station only for trains starting or terminating at that station.

No. 18 will stop at North Granite Falls to let off revenue passengers from Spokane and points west.

No. 18 will stop at North Granite Falls on signal to pick up revenue passengers for Minneapolis and east.

No. 18 will reduce speed to 40 miles per hour passing North Granite Falls and Norwood depot for the dispatch of mail.

No. 6 will make regular stop at Granite Falls with departure time 2:25 A. M.

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 23

November 14, 1954

STATIONS		Distance from Montevideo	Telegraph calls	Capacity in cars: Sidings	Capacity in cars: Other tracks	FIRST CLASS 15 Passenger Daily	FIRST CLASS 5 Passenger Daily	FIRST CLASS 17 Passenger Daily	SECOND CLASS 63 Time Freight Daily	SECOND CLASS 263 Time Freight Daily		THIRD CLASS 463 Way Freight Daily Except Sat.	
MONTEVIDEO			MA		Yard	L 12.20 AM (5)	L 12.30 AM (15)	L 11.55 AM	L 7.30 AM	L 1.25 PM		L 6.30 AM	
	1.4												
SWIFT		1.4					12.35	11.56	7.35	1.30		6.35	
WEST END OF DOUBLE TRACK	5.0												
NORTH WATSON		6.4	W	135	63		12.45	12.02 PM	7.43	1.37		f 6.50	
	9.2												
MILAN		15.6	RA	131	29		s 1.02	12.11	7.56	1.50		f 7.05	
	8.2												
APPLETON (G. N. CROSSING)		23.8	CA	163	230	12.42	s 1.17 (6)	f12.19	8.15	2.04		s 7.30	
	7.0												
CORRELL		30.8	CR	119	30	12.48 (6)	s 1.29	12.26	8.25	2.14 (464)		s 7.45	
	8.6												
ODESSA		39.4	DE	118	39		s 1.39	12.34	8.38	2.25		s 8.00	
	6.4												
ORTONVILLE		45.8	RT	104	154	1.02	s 1.49	s12.43	8.55	2.34		As 8.30 AM	
	1.2												
BIG STONE CITY		47.0	SJ	124			s 2.03	12.44	8.57	2.36			
	10.0												
MILBANK		57.0	B	325	Yard	1.13	s 2.29	s12.59	9.32	2.54			
	7.2												
TWIN BROOKS (EAST END OF DOUBLE TRACK)		64.2	BK		35	1.21	s 2.42 (16)	1.07					
	7.7												
MARVIN		71.9		W71	20		s 2.59	1.17					
	7.2												
SUMMIT (WEST END OF DOUBLE TRACK)		79.1	H	W86	111	1.39	s 3.21	1.27	10.52	3.55 (264)			
	4.2												
JACKSON		83.3		102	15								
	3.8												
ORTLEY		87.1	RY		47		s 3.31	1.34	11.07	4.05			
	5.4												
WAUBAY		92.5	WA	124	142	1.51	s 3.46	1.39	11.16	4.13			
	10.6												
WEBSTER		103.1	WS	177	184	2.01	s 4.09	s 1.49	11.40	4.35 (18)			
	6.4												
HOLMQUIST		109.5	HM	125	17	2.08 (16)	s 4.17	1.56	11.53	4.43			
(EAST END OF DOUBLE TRACK)	4.9												
BRISTOL		114.4	BR	E109 W71	184	2.13	s 4.37	s 2.05	12.40 PM	4.50			
	9.7												
ANDOVER (WEST END OF DOUBLE TRACK)		124.1	ND		237	2.23	s 4.52	2.15	12.55	5.02			
	9.8												
(C. & N. W. CROSSING) GROTON		132.9	RO	256	25	2.33	s 5.06	2.25 (264)	1.10	5.22			
	5.8												
JAMES		139.7			15		f 5.15	2.31	1.20				
	5.3												
BATH		145.0	Q		15		f 5.22	2.36	1.30	5.35			
(EAST END OF DOUBLE TRACK)	4.9												
E 704		149.9				2.48	5.30	2.42	1.37 (264)	5.43			
	2.3												
(G. N. & C. & N. W. CROSSING)		152.2											
	0.8												
ABERDEEN		153.0	RN			As 2.55 AM	As 5.40 AM	As 2.55 PM	A 1.45 PM	A 5.50 PM			
(WEST END OF DOUBLE TRACK)	0.4												
ABERDEEN YARD		153.4			Yard				2.00 PM	6.00 PM			

Single Track

Passenger trains must not exceed maximum speed of 79 MPH, Freight trains 55 MPH. Maximum speed for F5 and F6 engines 75 MPH, S2 and S3 engines 70 MPH.

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

Double Track is in use between Montevideo and Swift, between Twin Brooks and Summit, between Bristol and Andover and between E704 and Aberdeen yard.

Automatic Block System is in use between Montevideo and Aberdeen.

Centralized Traffic Control is in use between Montevideo and end of double track at Twin Brooks.

Automatic Block System in use from end of double track at Aberdeen yard through Aberdeen yard. Rules 261, 263, and 264 are in effect.

No. 17 will stop at Appleton to let off revenue passengers from Minneapolis or beyond or pick up revenue passengers for Spokane or west.

Westward second and inferior class and extra trains will register at Aberdeen Yard instead of Aberdeen.

TIME TABLE No. 23
November 14, 1954

STATIONS		Distance from Aberdeen Yard	SEE RULE 6-A	Office Hours Also see Page 11	FIRST CLASS 16 Passenger Daily	FIRST CLASS 18 Passenger Daily	FIRST CLASS 6 Passenger Daily	SECOND CLASS 264 Time Freight Daily	THIRD CLASS 464 Way Freight Daily Except Sun.
MONTEVIDEO		157.4	BCHKOP RTWX	Continuous	As 3.55 AM	As 264 6.20 PM	As 1.50 AM	A 18 6.15 PM	As 4.30 PM
1.4									
SWIFT WEST END OF DOUBLE TRACK		156.0	PX	No Office		6.15	1.47	6.09	4.00
5.0									
NORTH WATSON	Single Track	151.0	P	Watson 8.00 AM to 5.00 PM Except Sat. & Sun.			1.42	6.04	3.45
9.2	Single Track								
MILAN	Single Track	141.8	P	7.45 AM to 4.45 PM Except Sat. & Sun.		6.03	s 1.32	5.50	f 3.00
8.2	Single Track								
APPLETON (G. N. CROSSING)	Single Track	133.6	IPVY	7.45 AM to 4.45 PM Except Sat. & Sun.	3.30	f 5.56	s 1.17 5	5.34	s 2.30
7.0	Single Track								
CORRELL	Single Track	126.6	P	8.00 AM to 5.00 PM Except Sat. & Sun.		5.48	s12.48 15	5.24	f 263 2.14
8.6	Single Track								
ODESSA	Single Track	118.0	P	7.45 AM to 4.45 PM Except Sat. & Sun.		5.41	s12.32	5.14	f 1.45
6.4	Single Track								
ORTONVILLE	Single Track	111.6	JPY	7.00 AM to 4.00PM Except Sunday		s 5.35	s12.23	5.04	s 1.30 PM
1.2	Single Track								
BIG STONE CITY	Single Track	110.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.		5.30	s12.15	5.01	
10.0	Single Track								
MILBANK	Single Track	100.4	BCHJKOP WXY	Continuous Except Sunday	3.00	s 5.21	s12.01 AM	4.41	
7.2	Single Track								
TWIN BROOKS (EAST END OF DOUBLE TRACK)	Single Track	93.2	P	7.45 AM to 4.45 PM Except Sat. & Sun.	5 2.53	5.09	s11.40	4.31	
7.7	Single Track								
MARVIN		85.5	P	No Office		5.02	s11.28	4.21	
7.2									
SUMMIT (WEST END OF DOUBLE TRACK)	Single Track	78.3	HPWY	7.45 AM to 4.45 PM Except Sat. & Sun.	2.40	4.56	s11.18	263 3.55	
4.2	Single Track								
JACKSON	Single Track	74.1	P	No Office					
3.8	Single Track								
ORTLEY	Single Track	70 3	P	8.00 AM to 5.00 PM Except Sat. & Sun.		4.51	s11.08	3.42	
5.4	Single Track								
WAUBAY	Single Track	64.9	PW	7.45 AM to 4.45 PM Except Sat. & Sun.	2.28	4.45	s11.00	3.34	
10.6	Single Track								
WEBSTER	Single Track	54.3	P	7.45 AM to 4.45 PM Except Sat. & Sun.	2.17	263 s 4.35	s10.44	3.21	
6.4	Single Track								
HOLMQUIST	Single Track	47.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	15 2.08	4.25	f10.32	3.12	
4.9	Single Track								
(EAST END OF DOUBLE TRACK) BRISTOL	Single Track	43.0	CHJP WXY	7.00 AM to 3 00 PM 3.59 PM to 11.59 PM	1.58	s 4.20	s10.25	3.04	
13.7									
ANDOVER (WEST END OF DOUBLE TRACK)		29.3	BJOPY	7.45 AM to 4.45 PM Except Sat. & Sun.		4.06	s 9.58	2.45	
9.8									
(C. & N. W. CROSSING) GROTON		19.5	IPVW	7.45 AM to 4.45 PM Except Sat. & Sun.	1.38	3.57	s 9.43	17 2.25	
5.8									
JAMES		13.7	P	No Office		3.52	f 9.33	2.06	
5.3									
BATH		8.4	P	7.45 AM to 4.45 PM Except Sat. & Sun.		3.47	f 9.27	1.58	
4 9									
(EAST END OF DOUBLE TRACK) E 704		3.5	P	No Office	1.21	3.41	9.21	63 1.50	
2.3									
(G. N. & C. & N. W. CROSSING)		1.2	I	No Office					
0.8									
ABERDEEN		0.4	BKOPR VWX	Continuous	L 1.15 AM	L 3.35 PM	L 9.15 PM	L 1.45 PM	
0.4									
(WEST END OF DOUBLE TRACK) ABERDEEN YARD			BCHJKPR TVWXYZ	No Office				1.30 PM	

Passenger trains must not exceed maximum speed of 79 MPH, Freight trains 55 MPH. Maximum speed for F5 and F6 engines 75 MPH, S2 and S3 engines 70 MPH.

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

Connecting Track in service between North Watson Siding and Watson House Tracks.

No. 18 will stop at Appleton to let off revenue passengers from Spokane and points beyond and to pick up revenue passengers for Minneapolis and points beyond.

No. 16 when not displaying signals for a following section will register at Montevideo by register ticket.

No. 6 will stop at Marvin daily except Sunday.

No. 6 will stop at Holmquist daily except Sunday to pick up and/or discharge mail.

WESTWARD—THIRD SUBDIVISION—EASTWARD

SECOND CLASS 263 Time Freight Daily	FIRST CLASS 17 Passenger Daily	FIRST CLASS 15 Passenger Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Distance from Aberdeen	Telegraph calls	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Mobridge	SEE RULE 6-A	Office Hours Also See Page 11	FIRST CLASS 16 Passenger Daily	FIRST CLASS 18 Passenger Daily	SECOND CLASS 264 Time Freight Daily
	L 18 3.15 PM	L 3.00 AM				RN	**ABERDEEN**	98.2	BKOPR VWX	Continuous	As 1.10 AM	As 17 3.15 PM	
							0.4 (WEST END OF DOUBLE TRACK)						
L 10.30 PM	3.16			Yard	0.4		**ABERDEEN YARD**	97.8	BCHJKPR TWXYZ	No Office		3.06	A 11.30 AM
							7.4						
10.45			108		7.8		**FIFE**	90.4	P	No Office		2.59	11.20
							5.3						
10.55	f 3.28		112	27	13.1	MX	**MINA**	85.1	P	7.45AM to 4.45PM Except Sat. & Sun.		s 2.53	11.10
							8.1						
11.10	f 3.35		109	16	21.2		**CRAVEN**	77.0	HPW	No Office		f 2.43	11.00
							5.3						
11.20	s 3.42		82	35	26.5	P	**IPSWICH**	71.7	P	7.45AM to 4.45PM Except Sat. & Sun.		s 2.36	10.50
							8.1						
11.40	3.49		135	16	34.6		**BEEBE**	63.6	P	No Office		f 2.25	10.40
							6.5						
					41.1		**ORIENT LINE JUNCTION**	57.1	JP	No Office			
							0.5						
11.50	s 4.01	3.37	108	133	41.6	RC	**ROSCOE**	56.6	BCHJP WXY	7.45AM to 4.45PM Except Sunday	12.26	s 2.15	10.30
							8.6						
12 01 AM	f 4.11		109	18	50.2		**GRETNA**	48.0	P	No Office		f 1.55	10.20
							6.7						
16 12.14	s 4.21		108	45	56.9	BW	**BOWDLE**	41.3	HPW	7.45AM to 4.45PM Except Sat. & Sun.	263 12.14 AM	s 1.40	10.10
							7.6						
12.30			152		64.5		**ALAMO**	33.7	P	No Office			10.00
							5.3						
12.40	s 4.41		82		69.8		**JAVA JUNCTION**	28.4	P	No Office		s 1.30	9.50
				35		JA	**JAVA**		PX	7.45AM to 4.45PM Except Sat. & Sun.			
							7.3						
12.55	s 5.05		107	27	77.1	SB	**SELBY**	21.1	PW	7.45AM to 4.45PM Except Sat. & Sun.		s 1.20	9.35
							8.0						
1.05	f 5.15		93	18	85.1		**SITKA**	13.1	P	No Office		f 1.10	9.20
							4.3						
1.15	s 5.30		166	30	89.4	G	**GLENHAM**	8.8	P	7.45AM to 4.45PM Except Sat. & Sun.		s 1.05	9.15
							8.8						
A 1.30 AM	As 5.45 PM	As 4.30 AM		Yard	98.2	MB	**MOBRIDGE**		BCKPR TWXZ	Continuous	L 11.40 PM	L 12.55 PM	L 9.00 AM

Passenger trains must not exceed maximum speed of 79 MPH, Freight trains 55 MPH. Maximum speed for F5 and F6 engines 75 MPH, S2 and S3 engines 70 MPH.

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

Automatic Block System is in use between the west end of double track at Aberdeen Yard and Mobridge. Rules 261, 263 and 264 are in effect.

Double track is in use between Aberdeen and Aberdeen Yard.

Clock at Mobridge marked CENTRAL TIME must be observed.

First class trains will not register at Aberdeen Yard.

Third Subdivision westward trains starting at Aberdeen Yard will secure Clearance Form A at Aberdeen. Rule 83 (B) does not apply at Aberdeen Yard.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS 205 Mixed Daily Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Farmington	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Cologne	SEE RULE 6-A	Office Hours Also see page 11	THIRD CLASS 206 Mixed Daily Except Sun.
L 9.55 AM		Yard	F		(C. M. ST. P. & P. CROSSING) **FARMINGTON**	38.0	BCHIJP RWXY	Continuous	As 3.30 PM
					4.8				
s10.10	37	32	FN	4.8	**LAKEVILLE** (M. M. & S. CROSSING)	33.2	MP	7.45AM to 4.45PM Except Sunday	s 3.15
					10.8				
s10.35	24	10	K	15.6	**PRIOR LAKE**	22.4	P	8.00AM to 5.00PM Except Sat. & Sun.	s 2.35
					8.4				
s11.20	31	48	SX	24.0	(C. ST. P. M. & O. CROSSING) **SHAKOPEE**	14.0	MPV	8.00AM to 5.00PM Except Sat. & Sun.	s 2.10
					3.9				
s11.35	23	31	MS	27.9	**CHASKA** (M. & ST. L. CROSSING)	10.1	MPVX	7.45AM to 4.45PM Except Sat. & Sun.	s 1.50
					10.1				
As12.15 PM		Yard	NY	38.0	**COLOGNE**		BHJPRWXY	8.00AM to 5.00PM Except Sunday.	L 1.15 PM

Trains must not exceed maximum speed of 30 miles per hour.

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

Rule 83B does not apply at Cologne when operator is not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

SECOND CLASS 315 Mixed Daily Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Glencoe	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Hutchinson	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 392 Mixed Daily Except Sun.
L 9.45 AM		Yard	GN		GLENCOE	13.8	BJOPRX	Continuous	As 11.40 AM
					7.4				
s10.05	16			7.4	BISCAY	6.4		No Office	s11.16
					6.4				
As 10.25 AM		Yard	HN	13.8	HUTCHINSON		R	7.15AM to 4.15PM Except Sat. & Sun.	L 11.00 AM

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83B does not apply at Hutchinson when operator is not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

THIRD CLASS 463 Mixed Daily Except Sat.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Ortonville	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Fargo	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 464 Mixed Daily Except Sun.
L 10.15 AM		Yard	RT		ORTONVILLE	118.2	JXY	7.00AM to 4.00PM Except Sun.	As 1.15 PM
					13.4				
s11.00	43		V	13.4	CLINTON	104.8		7.45AM to 4.45PM Except Sat. & Sun.	f12.45
					7.8				
s11.30	33	17	GR	21.2	GRACEVILLE (G. N. CROSSING)	97.0	V	7.45AM to 4.45PM Except Sat. & Sun.	s12.25
					5.3				
				26.5	COLLIS	91.7		No Office	
					5.0				
464 f12.01 PM	37		DU	31.5	DUMONT	86.7		8.00AM to 5.00PM Except Sat. & Sun.	463 f12.01 PM
					7.1				
s12.31	56	29	WH	38.6	WHEATON	79.6		7.45AM to 4.45PM Except Sat. & Sun.	s11.45
					9.1				
f 1.00	33	33	WR	47.7	WHITE ROCK	70.5		8.00AM to 5.00PM Except Sat. & Sun.	f10.25
					4.3				
f 1.40		16		52.0	BLACKMER	66.2		No Office	f10.15
					5.5				
s 2.00	43	15	MT	57.5	FAIRMOUNT	60.7		7.45AM to 4.45PM Except Sat. & Sun.	s 9.50
					0.3				
				57.8	(SOO LINE CROSSING)	60.4	V	No Office	
					0.5				
				58.3	(G. N. CROSSING)	59.9		No Office	
					5.6				
f 2.20	48			63.9	TYLER	54.3		No Office	f 9.25
					7.5				
				71.4	(N. P. CROSSING)	46.8	V	No Office	
					0.4				
				71.8	(G. N. CROSSING)	46.4	MV	No Office	
					0.3				
s 2.55	33	27	AP	72.1	WAHPETON	46.1		7.45AM to 4.45PM Except Sat. & Sun.	s 9.10
					1.4				
		102		73.5	OTTERTAIL SPUR	44.7	Y	No Office	
					2.4				
				75.9	(G. N. CROSSING)	42.3	I	No Office	
					10.3				
s 3.45	38		AO	86.2	ABERCROMBIE	32.0		7.45AM to 4.45PM Except Sat. & Sun.	s 8.25
					3.9				
f 4.00		8		90.1	ENLOE	28.1		No Office	f 8.00
					5.8				
f 4.30	27		CN	95.9	CHRISTINE	22.3		7.30AM to 4.30PM Except Sat. & Sun.	f 7.50
					2.8				
f 4.40		9		98.7	LITHIA	19.5		No Office	f 7.40
					3.8				
f 5.00	29		HS	102.5	HICKSON	15.7		7.00AM to 4.00PM Except Sat. & Sun.	f 7.30
					5.4				
f 5.20	26		WI	107.9	WILD RICE	10.3		7.00AM to 2.00PM Except Sat. & Sun.	f 7.20
					9.0				
				116.9	(N. P. CROSSING)	1.3		No Office	
					0.2				
				117.1	(N. P. CROSSING)	1.1	IV	No Office	
					1.1				
As 6.30 PM		Yard	FO	118.2	FARGO		RTWX	7.00AM to 4.00PM Except Sat. & Sun.	L 7.00 AM

Trains handling passenger equipment only must not exceed maximum speed of 30 miles per hour; other trains 25 miles per hour.

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

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS 605 Mixed Mon., Wed., Fri.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Andover.	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Brampton	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 606 Mixed Mon., Wed., Fri.
L 8.15 AM		Yard	ND		ANDOVER	42.9	BJORY	7.45AM to 4.45PM Except Sat. & Sun.	As 2.45 PM
					7.3				
s 8.45	40		PR	7.3	PIERPONT	35.6		7.45AM to 4.45PM Except Sat. & Sun.	s 1.35
					7.6				
s 9.15	53		FA	14.9	LANGFORD	28.0		8.00AM to 5.00PM Except Sat. & Sun.	s 1.05
					7.2				
s 9.35	29			22.1	SPAIN	20.8		No Office	s12.35
					6.3				
s10.20	59	34	BI	28.4	BRITTON	14.5		7.45AM to 4.45PM Except Sat. & Sun.	s12.20 PM
					4.0				
				32.4	(G. N. CROSSING)	10.5		No Office	
					6.0				
s10.45	24			38.4	NEWARK	4.5		No Office	s11.15
					4.5				
606 As10.55 AM		Yard	BM	42.9	BRAMPTON		RY	8.00AM to 5.00PM Except Sat. & Sun.	605 L 11.05 AM

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83B does not apply at Brampton when operator is not on duty.

WESTWARD—NINTH SUBDIVISION—EASTWARD

SECOND CLASS 123 Mixed Daily	61 Time Freight Daily	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Mitchell	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Aberdeen	SEE RULE 6-A	Office Hours Also see Page 11	SECOND CLASS 64 Time Freight Daily	108 Mixed Daily
L 2.35 PM	108 L 11.55 AM		Yard	S		MITCHELL	128.6	BCJKORTWX	8.00 AM to 7.00 PM Except Sun.	A 10.50 AM	61 As11.55 AM
						7.5					
2.45	12.15 PM	26			7.5	LOOMIS	121.1		No Office	10.30	s10.55
						7.5					
s 3.00	12.25	56	63	R	15.0	LETCHER	113.6		7.45AM to 4.45PM Except Sat. & Sun.	10.10	s10.40
						6.8					
f 3.10	12.35	45			21.8	CUTHBERT	106.8		No Office	9.55	f10.25
						6.4					
s 3.25	12.45	65	104	KN	28.2	WOONSOCKET	100.4	JXY	7.45 AM to 4.45 PM Except Sunday	9.40	s10.10
						9.7					
s 3.45	1.05	95	38	A	37.9	ALPENA	90.7		7.45AM to 4.45PM Except Sat. & Sun.	9.10	s 9.40
						8.2					
s 4.00	1.20	73	24	GI	46.1	VIRGIL	82.5		8.00AM to 5.00PM Except Sat. & Sun.	8.50	s 9.25
						8.5					
s 4.35	1.40	30	38	WO	54.6	WOLSEY (C. & N. W. CROSSING)	74.0	IV	7.45AM to 4.45PM Except Sat. & Sun.	8.30	s 9.10
						12.4					
s 4.55	2.15	79	32	BN	67.0	BONILLA	61.6	CX	7.45AM to 4.45PM Except Sat. & Sun.	8.00	s 8.45
						4.7					
5.02	2.25	21			71.7	SPOTTSWOOD	56.9		No Office	7.30	f 8.35
						6.0					
s 5.12	2.40	56	33	RI	77.7	TULARE	50.9		8.00AM to 5.00PM Except Sat. & Sun.	7.15	s 8.24
						7.9					
					85.6	(C. & N. W. CROSSING)	43.0	I	No Office		
						2.2					
s 5.33	3.15	91	25	FD	87.8	(C. & N. W. CROSSING) REDFIELD	40.8	IV	7.45AM to 4.45PM Except Sat. & Sun.	6.45	s 8.10
						8.2					
s 5.51	3.35	35	32	RS	96.0	ASHTON	32.6		7.30AM to 4.30PM Except Sat. & Sun.	6.20	s 7.40
						5.2					
5.59	3.45	21			101.2	GALLUP	27.4		No Office	6.05	f 7.30
						5.8					
s 6.09	4.00	30	35	NE	107.0	MELLETTE	21.6		7.30AM to 4.30PM Except Sat. & Sun.	5.50	s 7.20
						5.9					
6.18	4.15	23			112.9	DUXBURY	15.7		No Office	5.35	f 7.10
						5.8					
s 6.30	4.30	56	36	RD	118.7	WARNER	9.9		7.00AM to 4.00PM Except Sat. & Sun.	5.20	s 7.00
						6.9					
					125.6	(C. & N. W. CROSSING)	3.0	I	No Office		
						2.0					
6.45					127.6	(M. & ST. L. CROSSING)	1.0	M	No Office		
						1.0					
As 7.45 PM	A 5.30 PM		Yard	RN	128.6	ABERDEEN		BCHJKO RTVWXYZ	Continuous	L 5.00 AM	L 6.30 AM

Passenger trains must not exceed maximum speed of 59 miles per hour; other trains 40 miles per hour.

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

Westward second and inferior class and extra trains will register at Aberdeen Yard instead of Aberdeen.

No. 108 will stop at Duxbury when there is Express Traffic to Handle.

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 505 Mixed Mon., Wed., Fri.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Milbank.	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Sisseton.	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 516 Mixed Mon., Wed., Fri.
L 8.00 AM		Yard	B		MILBANK	37.1	BCHJKORWXY	Continuous Except Sunday	As 1.45 PM
					10.1				
s 8.30	31		CO	10.1	CORONA	27.0		7.45AM to 4.45PM Except Sat. & Sun.	s12.55
					6.9				
s 9.05	43		MO	17.0	WILMOT	20.1		8.00AM to 5.00PM Except Sat. & Sun.	s12.30
					10.4				
s 9.35	27		PV	27.4	PEEVER	9.7		8.00AM to 5.00PM Except Sat. & Sun.	s12.00 PM
					9.7				
As10.15 AM		Yard	SI	37.1	SISSETON		RT	7.45AM to 4.45PM Except Sat. & Sun.	L 11.30 AM

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83B does not apply at Sisseton when operator is not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS 705 Mixed Mon., Wed., Fri.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Aberdeen	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Edgeley	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 706 Mixed Mon., Wed., Fri.
L 7.30 AM		Yard	RN		ABERDEEN	63.9	BCHJKO RTVWXYZ	Continuous	As 3.45 PM
					7.8				
f 7.50	18			7.8	GAGE	56.1		No Office	f 3.22
					5.0				
s 8.05	27		V	12.8	WESTPORT	51.1		8.00AM to 5.00PM Except Sat. & Sun.	s 3.07
					5.9				
s 8.22	29		BR	18.7	BARNARD	45.2		8.00AM to 5.00PM Except Sat. & Sun.	s 2.51
					6.9				
s 8.45	35	26	DK	25.6	FREDERICK	38.3	HW	7.45AM to 4.45PM Except Sat. & Sun.	s 2.29
					6.2				
f 9.03	24			31.8	WINSHIP	32.1		No Office	f 2.10
					5.6				
s 9.30	38	39	DA	37.4	ELLENDALE (G. N. CROSSING)	26.5	CV	7.45AM to 4.45PM Except Sat. & Sun.	s 1.56
					4.9				
f 9.46	24			42.3	DUANE	21.6		No Office	f 1.34
					6.3				
s10.03		17		48.6	(SOO LINE CROSSING) MONANGO CROSSING	15.3	V	No Office	s 1.18
					1.2				
s10.10	30		MA	49.8	MONANGO	14.1		8.00AM to 5.00PM Except Sat. & Sun.	s 1.13
					14.1				
As10.45 AM		Yard	GY	63.9	EDGELEY		RVWXY	7.45AM to 4.45PM Except Sat. & Sun.	L 12.35 PM

Trains must not exceed maximum speed of 25 miles per hour.

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

Rule 83B does not apply at Edgeley when operator not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 971 Mixed Tues. only	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Orient	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Roscoe	SEE RULE 6-A	Office Hours Also see Page 11	SECOND CLASS 972 Mixed Tues. only
972 L 4.40 PM		Yard	RY		ORIENT	41.3	RY	8.00AM to 5.00PM Except Sat. & Sun.	971 As 4.25 PM
					9.3				
s 5.10	33	15	FN	9.3	(C. & N. W. CROSSING) FAULKTON	32.0	HVW	8.00AM to 5.00PM Except Sat. & Sun.	s 4.00
					11.6				
f 5.40		9		20.9	NORBECK	20.4		No Office	f 3.10
					8.1				
f 6.10	27			29.0	LOYALTON	12.3		No Office	f 2.45
					11.8				
A 6.40 PM				40.8	ORIENT LINE JUNCTION	0.5		No Office	L 2.15 PM
					0.5				
6.45 PM		Yard	RC	41.3	ROSCOE		BCHJPRWXY	7.45AM to 4.45PM Except Sunday	2.10 PM

Trains must not exceed maximum speed of 25 miles per hour.

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

This time-table confers no authority between Roscoe and Orient Line Jct. Third subdivision time-table governs. Eleventh subdivision eastward trains will obtain Clearance Form A at Roscoe instead of Orient Line Jct. Rule 83B.

Rule 83B does not apply at Orient when operator not on duty if train order signal indicates proceed as per Rule 200C.

THIRD CLASS 805 Mixed Daily Except Sun.	Capacity in cars: Sidings	Capacity in cars: Other tracks	Telegraph calls	Distance from Roscoe	TIME TABLE No. 23 November 14, 1954 STATIONS	Distance from Linton	SEE RULE 6-A	Office Hours Also see Page 11	THIRD CLASS 806 Mixed Daily Except Sun.
L 10.00 AM		Yard	RC		ROSCOE	75.3	BCHJPRWXY	7.45AM to 4.45PM Except Sunday	As 1.00 PM
					11.1				
s10.35	45		HM	11.1	HOSMER	64.2		7.45AM to 4.45PM Except Sat. & Sun.	s12.30
					7.2				
s11.00	31		H	18.3	HILLSVIEW	57.0		8.00AM to 5.00PM Except Sat. & Sun.	s12.10 PM
					8.0				
806 s11.45	39	40	K	26.3	EUREKA	49.0		7.45AM to 4.45PM Except Sat. & Sun.	11.45 s11.00 805
					10.8				
s12.10 PM	26		W	37.1	GREENWAY	38.2		8.00AM to 5.00PM Except Sat. & Sun.	s10.30
					1.5				
s12.20		8		38.6	(SOO LINE CROSSING) MADRA	36.7	V	No Office	s10.25
					6.5				
s12.40	39		Z	45.1	ZEELAND	30.2	W	7.45AM to 4.45PM Except Sat. & Sun.	s10.05
					9.0				
s 1.20	27	8	AU	54.1	HAGUE	21.2		7.45AM to 4.45PM Except Sat. & Sun.	s 9.20
					11.2				
s 2.00	28	6	B	65.3	STRASBURG	10.0		8.00AM to 5.00PM Except Sat. & Sun.	s 8.45
					10.0				
As 2.30 PM		Yard	ON	75.3	LINTON		RVWXY	7.45AM to 4.45PM Except Sat. & Sun.	L 8.15 AM

Trains must not exceed maximum speed of 25 miles per hour.

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

J. G. WIK,
A. E. JERDE,
B. F. FULLER,
L. E. LARSON,
P. W. HALING,
R. F. HUGER
F. L. HARVEY,
W. L. MAYER,
G. L. WEIS
D. P. FRIEDENBACH,
C. N. RODEBERG,
M. A. SUTTON
Train Dispatchers.

W. A. SMITH,
Chief Dispatcher,
First, Second, Fourth, Fifth, Sixth, Seventh, and Eighth Subdivisions.

R. D. MATHIS,
Chief Dispatcher,
Third, Ninth, Tenth, Eleventh and Twelfth Subdivisions.

R. G. SCOTT,
Trainmaster.

YARD LIMITS AT

Minneapolis.....Extend from end of double track at E14 to Minneapolis passenger depot.

Cologne.....Extend from 2000 feet east of east yard switch on Fourth subdivision to junction with First subdivision.

Glencoe.....Extend from 1000 feet east of east switch of siding to west switch of siding.

Montevideo.....Extend from 3867 feet east of east crossover switch to 3303 feet west of double track at Swift.

Milbank.....Extend from switch at east end of siding east of Milbank to 500 feet west of M. P. 613 on Second subdivision and 2000 feet west of the wye switch on Seventh subdivision.

Ortonville.....Extend from junction switch to 843 feet west of M. P. 3. on Sixth Subdivision.

Bristol.....Extend from 3362 feet east of end of double track to 6600 feet west of west crossover switch.

Aberdeen and Aberdeen Yard.....Extend from 3400 feet east of G N. & C. & N. W. crossing to 4624 feet west of the west switch of Aberdeen yard and from 700 feet east of Siebrecht Spur on Ninth subdivision to 1200 feet west of switch of Fair Ground track on the Tenth subdivision.

Fargo.....Extend from 5463 feet east of east switch of N. P. Interchange tracks and include all tracks west thereof.

Roscoe.....Extend from 1980 feet east of east wye switch to 2000 feet west of west switch of siding on Third subdivision and from south switch of wye to 5280 ft. east on 11th subdivision and to 5280 ft. west of yard switch on 12th subdivision.

Java Jct. and Java..Extend from clearance point at junction switch to end of main track on Java Line at Java.

Mobridge.....Extend from 2170 feet east of east switch of east yard to 2640 feet west of west switch.

Farmington.....Extend from 5280 feet west of west wye switch to end of main track Farmington Yard.

Chaska.....Extend from 3450 feet east of east switch of house track to 4000 feet west of M. & St. L. crossing.

Mitchell.....Extend from depot to 1800 feet west of west switch of west yard.

Woonsocket.....Extend from 3790 feet east of east switch of siding to 2716 feet west of west switch of siding.

Bonilla.....Extend from 6000 feet east of coaling station to 5000 feet west of coaling station.

Edgeley.....Extend from 3790 feet east of east switch of siding to depot.

Linton.....Extend from 3900 feet east of east wye switch to depot.

STATIONS	S-2 Eng.	L-3 Eng.	L-2 Eng.
WESTWARD			
Minneapolis to Bird Island	4750	3700	3200
Bird Island to Montevideo	7000	6000	5500
Montevideo to Milbank	5000	4200	3500
Milbank to Summit	2700	1800	1400
Milbank to Summit (helper)	4200	3300	2800
Summit to Aberdeen	7000	6000	5500
Aberdeen to Java Junction	3800	2900	2300
Java Junction to Mobridge	7000	5500	4800
Farmington to Cologne			1600
Mitchell to Ashton			5000
Ashton to Aberdeen			6000

STATIONS	S-2 Eng.	L-3 Eng.	L-2 Eng
EASTWARD			
Mobridge to Roscoe	4800	3700	3200
Mobridge to Roscoe (helper Mobridge to Alamo)	5000	5000	5000
Roscoe to Aberdeen	9000	8000	6500
Aberdeen to Bristol	4500	3680	3200
Aberdeen to Bristol (helper Groton to Bristol)	7000	6000	5000
Bristol to Summit	5400	4200	3600
Bristol to Summit (helper Waubay to Summit)	7000	6000	5000
Summit to Montevideo	7000	6000	5500
Montevideo to Bird Island	5800	4300	3800
Montevideo to Bird Island (helper Tower E-122 to Minn. Falls)	7000	6000	5500
Bird Island to Minneapolis	7000	6000	5500
Aberdeen to Redfield			5000
Redfield to Tulare			4200
Tulare to Mitchell			5000
Cologne to Farmington			1600

Chief Dispatcher may increase or decrease above ratings according to conditions.

EMERGENCY TELEPHONES

Dispatchers' Telephone

Bass Lake.....In office at west end of yard.
Hopkins.....In freight room.
Bongards.....Pole at east switch.
Chanhassen.....In depot.
Plato.....In waiting room.
Montevideo.....On pole at Swift Crossing at Stock Yd.
Twin Brooks.....In freight room.
Marvin.....In waiting room.
Summit.....At water spout.
Bristol.....In freight room.
Andover.....In freight room.
Andover Fill.....On pole.
Glenham.....At west end of siding.
Mobridge.....At east yard switch.

At all Stop Signals in single track Automatic Block territory.
At all switches on main track in C. T. C. and C. A. B. territory.

Block Telephone

South Minneapolis. { In switchtenders' shanty near Cedar Ave. / At Fifth Ave. on pole.
Humboldt Ave.....On pole.
Bass Lake.....In office at east end of yard.
Aberdeen.....At G. N. crossing.
Sitka.....In depot.

Portable Telephones on Trains.
Nos. 17 and 18—Located in Baggage car.
Nos. 15 and 16—Located in Locker in Baggage End of Baggage Dormitory Car.

LOCATION OF EMERGENCY DIESEL WATER CONNECTIONS.

Bird Island —At service tank.
Montevideo —Both east and west main line water columns.
Milbank —Just south of water column located east of Main Street.
Summit —Inside small storm shed at main line water column.
Bristol —East bound main line water column.
Roscoe —West bound main line water column.
Mobridge —Both east and west bound water column pits.

OFFICE HOURS NOT OTHERWISE SHOWN.

Station	Saturday	Sunday	Holiday
Milbank	Continuous	12:01 am to 4:01 pm	Continuous
Mitchell	8:00 am to 7:00 pm	8:00 am to 2:30 pm	8:00 am to 7:00 pm

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Telephone
Chicago	§‡Raymond Householder, Chief Surgeon,	Union Station.
	Wesley Memorial Hospital,	240 E. Superior Street, DElaware 7-6500.
	Dr. James R. Hines, Asst. to Chief Surgeon.	
	Dr. Fredrick Wm. Munson, Asst. to Chief Surgeon.	
	L. F. McBride, Aurist, 122 So. Michigan Ave.,	Wabash 2272.
	§*Virgil Wescott, Oculist,	30 N. Michigan Ave., DEarborn 2-3127.
	H. A. Hooper, Dentist, 53 E. Washington St.,	State 0509.
Minneapolis	§‡O. W. Yoerg, Office, 1853 Medical Arts Bldg.,	Geneva 1700, Res., Colfax 1606.
	Dr. William H. Rucker, Office, 1853 Medical Arts Building,	GE 1700, Res. HY 0839.
	§Dr. Frank J. Cavanor, Oculist, 1818 Medical Arts Bldg.,	Office, BR 8701, Res., KE 2761.
	After 5:00 PM injured employees should be sent to Northwestern Hospital.	
Glencoe	C. W. Truesdale, Office, 161, Res. 421.	
Norwood	J. D. Selmo, Office, 152, Res., 152.	
Stewart	W. W. Klima, Office, 30. Res., 42.	
Hector	Chester A. Anderson, Office 9, Res. 9-2.	
Bird Island	*H. P. Hinderacker, Office, 141, Res., 236.	
Olivia	§J. A. Cosgriff, Office, 84, Res., 343.	
	J. A. Cosgriff, Jr., Office, 84, Res., 343.	
Renville	A. Maxwell Fawcett, Office, 99, Res., 96.	
Sacred Heart	J. Dordal. Office. 27, Res., 55.	
Granite Falls	H. E. Peterson, Office, 29, Res., 358.	
	M. S. Nelson, Office, 150-2, Res., 150-3.	
	Paul G. Schmidt, Jr., Office, 17, Res. 219.	
Montevideo	§‡L. R. Lima, Jr., Office, 8841, Res., 9249.	
	Geo. S. Bergh, Asst. Surgeon, Office, 7310.	
	‡W. A. Owens, Office, 8841. Res., 9095.	
	‡Dr. R. W. Barr, Office, 8841, Res., 7784.	
	‡Edward G. Hustad, Office, 7310, Res., 7722.	
Milan	M. A. Burns, Office, 32, Res., 30.	
Appleton	W. C. Kaufman, Office, 3, Res., 63.	
	Edward J. Kaufman, Office, 3, Res., 324.	
Ortonville	*C. Bolsta, Office, 35, Res., 1.	
	*B. R. Karn, Office, 35, Res., 65.	
	Jacob F. Karn, Office, 35, Res., 414.	
	D. M. O'Donnell, Office 35, Res., 33J2.	
Milbank	*Walter T. Judge, Office 92, Res. 128.	
	David A. Gregory, Mitchell Bldg., Office 173,	Res. 173W2.
Waubay	A. P. Hawkins, Office, 9 W, Res., 9W.	
Webster	W. H. Karlins, Office 5, Res., 195.	
	Dr. Joseph Lovering, Office, 5, Res., 525.	
Aberdeen	R. G. Mayer, Office, 4434, Res., 4143.	
	‡E. A. Pittenger, Office, 2411, Res. 2435.	
	‡Owen King, Office, 2541, Res., 2808.	
	Drs. Murdy and Murdy, Office, 3636,	Res., 4054.
	§J. D. Alway, Oculist, Office, 2525, Res., 2131.	
	Dr. Paul V. McCarthy, Roentgenologist,	Office, 4168, Res. 2823.
Ipswich	*G. J. Bloemendaal, Office, 4311, Res., 4311.	
Selby	W. A. George, Office, 54-W, Res., 54-J.	
Mobridge	*A. W. Spiry, Office, 444, Res. 574.	
Farmington	*J. A. Sanford. Office, 128A, Res., 128A.	
	*A. H. Field, Office, 815, Res., 719.	
Graceville	I. L. Oliver, Office, 18, Res., 215.	
Wheaton	*A. L. Lindberg, Office, 20, Res., 20-J.	
Wahpeton	*Andrew Thompson, Office, 128, Res., 210.	
Fargo	*E. M. Watson, Office, 926-W, Res., 926-R.	
	Geo. V. Ivers, Office, 6377, Res., 6377.	
Sisseton	John W. Powell, Office, 313, Res., 257.	
	P. D. Peabody, Jr., Office, Tekakwitha Clinic.	
Britton	Leo. W. Graff, Office, 74., Res., 41.	
Mitchell	F. D. Gillis, Office, 2020, Res., 2639.	
	§‡Dr. F. D. Gillis, Jr., Office, 2020., Res., 4338.	
	W. A. Delaney, Asst., Office, 2067, Res., 2113.	
	O. J. Mabee, Oculist, Office, 2537, Res., 2862.	
	Dr. R. A. Weber, Oculist, Office, 2012, Res., 3993.	
Woonsocket	*Dr. Bernard Batt, Office, 110, Res. 122.	
Tulare	C. A. Seemann, Office, 1403, Res., 1404.	
Redfield	*Paul R. Scallin, Office, 286-W, Res., 286-J.	
Ellendale	*Roy Lynde, Office, 199, Res., 199.	
Eureka	*Dr. Geo. F. McIntosh, Res. Tel. 22, Office Tel. 75.	
Linton	*Felix F. Vonnegut, Office, 7441, Res., 8441.	
Faulkton	Dr. Thomas R. Marvin, Office, 104, Res., 94.	

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

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 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 enginemen from full compliance with Rules 99 and 102.

The following will govern the use and handling of the Emergency Red Rear End Light on trains so equipped:

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 flagman from full compliance with Rules 99 and 102.

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

G2 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.

G3 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.

G4 Employes 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 drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a drawbar, 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.

G6 Whenever a car without a drawbar 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, employes are prohibited from going between such car 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 employes are out from between the cars or engines, and under no circumstances must employes 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.

G7 Employes 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.

G8 When using hand holds and ladder or stirrup steps to descend from engine, car or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G9 Employes must not step on track rails nor other similar objects when it can be avoided.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employes 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, drawbars, 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 footboard 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 engine.

G13 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.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This 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.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 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.

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 own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G17 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.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 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.

G19 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.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 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

G22 Centralized Traffic Control.—A block or a 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

G23 (a) On portions of the railroad so specified in the timetable, 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 operator at the control station, location of control station will be designated by Special Instructions.

(d) Train 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-83 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

G24 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.

G25 Diesel or Electric engines with unobstructed view in either direction may be operated at 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.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher. When, in the opinion of the Superintendent or the Master Mechanic a rider is necessary to insure safe movement of the engine, it will be accompanied by a competent rider.

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, X-908167 to X908171, inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 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 dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale Test cars on branch line 20, on main line	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F5 and F6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used)	50
S2 and S3 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all side rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 HP Alco switchers, 1600 to 1608 inclusive)	45
600 HP Alco switchers, series 1600 to 1608 inclusive	40
All 44-ton Diesel engines:	
When dead in train	25
When under own power	30

G31 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 bulletin.

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.

G32 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.

G33 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 black letters R. S. and black figures and placed at an upward angle of 45 degrees on the right hand side of the track, indicates that the permissible speed beginning 3000 feet 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 train and those nearest the track apply to passenger trains.

G34 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.

G34(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.

G35 In addition to Consolidated Code Rule 801 about the handling of occupied outfit cars, the following will also apply on this Railroad:

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

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

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under

such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 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 brakeman 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 trains.

Public address system should be utilized both at stations and on trains when available.

G39 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.

G40 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.

G41 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.

G42 When flat spots develop en route 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.

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 So. Mpls. and St. Louis Park	**35 M.P.H.**	**25 M.P.H.**
Between St. Louis Park and Mobridge	**40 M.P.H.**	**25 M.P.H.**
Between Aberdeen and Mitchell	**25 M.P.H.**	**20 M.P.H.**
Between Farmington and Cologne	**25 M.P.H.**	**15 M.P.H.**

Steam derricks that are not restricted may be operated over other subdivisions at not to exceed twenty (20) miles per hour on tangent and ten (10) miles per hour on curves, or at a slower speed if conditions require.

X1 (A) Steam derrick X18 stationed at Mpls. may be operated on 1st, 2nd, 3rd, 4th and 9th Sub-Divisions only.

X1 (B) Trains handling Minnesota Scale test car 3 or 4 are restricted to speed of 20 MPH on branch lines and 25 MPH on main line. No speed restrictions on cars No. 1 or 2. Cars will be identified by numbers stenciled on side.

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
On First, Second, Third and Ninth Sub-divisions	35 M.P.H.	25 M.P.H.
Between all other points	20 M.P.H.	15 M.P.H.

X2 (A) Trains handling iron ore in miscellaneous equipment are restricted to a maximum speed of 40 miles per hour.

Where iron ore is handled in special cars such as ore equipment, the speed restrictions in effect for that class of equipment will continue.

This does not apply to other kinds of ore.

X3 The speed of all trains or engines passing through turnouts must not exceed 18 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	Permissible Speed
Tower E14	End of Double Track Westward Track	**50 M.P.H.**
Hazeltine	East End of Siding	25 M.P.H.
Stewart	East End of Siding	**25 M.P.H.**
Hector	East End of Siding	**25 M.P.H.**
Bird Island	West End of Siding	**25 M.P.H.**
Bird Island	West End of Yard Track, #1	**25 M.P.H.**
Danube	East End of Siding	**25 M.P.H.**
Sacred Heart	West End of Siding	**25 M.P.H.**
E118	End of Double Track Westward Track Passenger trains	**50 M.P.H.**
	Other trains	**40 M.P.H.**
E122	End of Double Track Westward Track Passenger trains	**50 M.P.H.**
	Other trains	**40 M.P.H.**
Rock Cut	End of Double Track Eastward Track	**50 M.P.H.**
Swift	End of Double Track Westward Track	**50 M.P.H.**
Milan	East end and west end of siding	25 M.P.H.
Milbank	Both ends of eastward siding	35 M.P.H.
Summit	End of Double Track Westward Track	**35 M.P.H.**
Bristol	End of Double Track Eastward Track	**35 M.P.H.**
Twin Brooks	End of Double Track Eastward Track	50 M.P.H.
Andover	End of Double Track Westward Track	**35 M.P.H.**
E704	End of Double Track Eastward Track	**35 M.P.H.**

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 MPH while moving against the points at the following spring switches. (See special instructions G34.)

Aberdeen West End of Double Track.

X4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X4 (A) Five minute fusees should be used in Automatic Block Territory and on fourth, fifth, seventh, eighth, tenth, eleventh and twelfth subdivisions.

X5 The speed of steam engines when running backward, either light or handling train, must not exceed 25 miles per hour on the 1st, 2nd, 3rd and 9th Subdivisions or 15 miles per hour on other subdivisions without instructions from proper authority.

FIRST SUBDIVISION

X7 Speed Restrictions (In addition to General Speed Restrictions).

	Passenger Trains	Other Trains
Tower E-14—Westward Track	50	40
Tower E-14—Eastward Track	70	45
Between E118 and E122 and over G. N. crossing at E122		
Trains using westward track through turnouts at each end and over G. N. crossing at E122	50	40
On 6° and 4° curves, east and west of MP 541	40	40
Trains using eastward track and over G. N. crossing at E122	70	50
Norwood M & StL RR crossing	60	45
Minneapolis through switches between 6th Ave. and 8th Ave.	8	8
Minneapolis approaching and passing over employes crossing middle of 8th St. coach yard	10	10
So. Minneapolis over Hiawatha Ave.	10	10
So. Minneapolis over Junction Switch	15	15
Between So. Minneapolis and Minneapolis	Restricted Speed	Restricted Speed
Between So. Minneapolis and St. Louis Park	60	25
St. Louis Park, over Wooddale and Brunswick Avenues	25	25
Hopkins between 7 AM and 5 PM at Thresher works crossings, eastward trains	50	40
Westward trains	25	25
Glencoe over street crossings	25	25
Glencoe—Trains using siding over Greeley Ave. east of depot	10	10
Montevideo—2100 ft. east to 1200 ft. west of passenger depot	20	20
Class S2 and S3 engines when running light		45
G6 Engines when running light		25

X8 Class S-2 and S-3 engines must not be operated on the following tracks:

Bass Lake	All yard tracks except 16, 17, 18, 19, 20, 21, 22, 23 and 24. Tracks 25, 26, 27 and 28 may be used six car lengths back of frog.
Chanhassen	House track—400′ on stub end.
Cologne	The Farmington Line main tracks east of the second crossing, east of the east yard switch. Old eastward siding—1500′ on east end. Yard tracks 2 and 3—1500′ on east end. Yard tracks old 5 and 6—entire length. Mill track. Wye tracks.
Bongards	Creamery track.
Norwood	Mill track.
Plato	House track—west of derail. Mill track—between derails.
Glencoe	All tracks on north side of depot west of depot. Tile track. Mill track.
Brownton	Middle track.
Hector	Mill track.
Bird Island	Coal dock track from coal hopper east.
Minnesota Falls	House track.
Granite Falls	Siding from depot east. House track from stockyard east.
Wegdahl	House track from elevator to east derail.
Montevideo	House track west of frt. house. Mill spur and all spur tracks leading from same. Roundhouse coal shed track. Elevator track (Equity). Old mainline.

X9 At 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.

X10 At Minneapolis, trains or engines moving into the Depot must receive signal from switch tender at Washington Avenue, and after receiving signal to proceed, move at restricted speed.

X11 At South Minneapolis, trains or engines in either direction must approach the crossover at 24th Street prepared to stop and proceed only on signal from switchtender.

X12 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.

X13 Freight trains and yard engines will call yardmaster at South Minneapolis from telephone located at Cedar Avenue and get permission from him to proceed.

X14 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.

X15 Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the Superintendent of the H & D division.

X16 Between South Minneapolis and Bass Lake all trains and engines will operate at a reasonable rate of speed over street crossings.

X17 Trains and engines will move on south and east legs of wye at South Minneapolis as defined by Rule 93 of the Consolidated Code of Operating Rules and General Instructions.

X18 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.

X19 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

X20 C.T.C. Operation on first subdivision is controlled by train dispatcher at Montevideo.
Special Instructions G23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory.

X21 Extra trains may be run between Glencoe and Montevideo without train orders when CTC operation is in use.

X22 At Tower E14 a light will not be displayed on train order signal until Interlocking route is lined for movement of a train.

X23 In automatic block signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X24 At Plato, Granite Falls, and Wegdahl, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X25 A 50-mile-per-hour reduce speed sign is located about 4500 feet west of MP 538 on the single track for westward trains and this sign covers movement over the westward track only.
A 50-mile-per-hour reduce speed sign is located about 3000 feet west of E122 and this sign for eastward operation covers movement over the westward track only.

SECOND SUBDIVISION

X26 Speed Restrictions (In addition to General Speed Restrictions).

	Passenger Trains	Other Trains
Montevideo—2100 ft. east to 1200 ft. west of passenger depot	20	20
Appleton—GN RR crossing	70	55
Milbank—over Main St. crossing	40	40
From Summit to Twin Brooks, eastward trains	70	45
Webster over street crossings	35	35
On curves from 4½ miles west of Bristol to mileboard east of Andover on westward track	55	45
Groton C & NW RR crossing	70	55
Aberdeen C & NW & G N crossings	20	20
Aberdeen over Main Street and Kline street crossings	10	10
Class S2 and S3 engines when running light		45
G6 Engines when running light		25

X27 Class S2 and S3 engines must not be operated on the following tracks:

Montevideo	(See Special Instructions X8).
Watson	Canton Yard spur—except 60′ west end.
Appleton	Gravel loading track north of Hiway 7.
Ortonville	Lake track—from bridge to west end.
	Big Stone spur from Minnesota River bridge to end. All wye tracks.
Milbank	All engine house tracks.
	Coal shed unloading track from shed east.
	Boiler house and derrick tracks.
	Stockyard track from stock chute to west end.
Twin Brooks	House track.
Marvin	Last 500 feet on east end of house track.
Webster	West 1400 feet on auxiliary track.
Holmquist	House track.
Bristol	Engine house track. H&D storage track.
Andover	Engine house lead and all branch line tracks.
	East leg of wye.
Aberdeen	West yard track No. 10 east end and Nos. 11, 12, 13, 14, 17, 18 and 19. Cinder track.
	All industry tracks except pocket on City track. Al freight house tracks.
	All repair tracks except wheel pit track and No. 1. Coal storage tracks.
	7 wheel storage tracks. Boiler house track.
	South lead to roundhouse off Mitchell Line.
	Northwestern Public Service Co. tracks.
	Supply yard tracks. Ice house west end.
	Coach yard tracks. C&NW and GN transfers.

X28 Extra trains may be run between Montevideo and Twin Brooks without train orders when CTC operation is in use.

X29 Eastward freight trains of 4000 tons or more handled by steam power or diesel power not equipped with dynamic braking or dynamic braking inoperative will stop on tangent track 3 miles east of Marvin for inspection and to permit wheels to cool.

Trains with diesel engines equipped with dynamic braking will also make this stop when in judgment of the crew it is necessary.

X30 At Odessa, engines must not be permitted more than 250 feet beyond the south switch of siding on Cold Spring spur.

X31 At Groton, the normal position of the electrically locked crossing gates is against trains on the C&NW.

X32 A check of the Train Register at the following stations will suffice when passing from double track to single track at points named.

At Montevideo for westward trains entering single track at Summit and Andover.

At Aberdeen and Aberdeen Yard—for eastward trains entering single track at E704 and Bristol.

When opposing trains are due after the registers at the designated stations have been checked, Rule S-83 will govern.

X33 In automatic block signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X34 At James and Bath, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X35 C. T. C. Operation on second subdivision is controlled by train dispatcher at Montevideo.

Special Instructions G28 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory.

X35(A) No. 5 will wait at Montevideo until 1:15 AM to effect mail transfer from No. 15.

THIRD SUBDIVISION

X36 Speed Restrictions (in addition to General Speed Restrictions).

	Passenger Trains	Other Trains
Between west end of double track at Aberdeen and a point approximately 600 ft. west of Aberdeen yard office	20	20
Between Java and Java Junction	12	12
Mobridge when passing passenger station	6	6
Mobridge between 2100 ft. east and 2000 ft. west of depot	20	20
Class S2 and S3 engines when running light		45
G6 engines when running light		25

X37 Class S2 and S3 engines MUST NOT be operated on the following tracks:

Aberdeen	(See Special Instructions X27).
Roscoe	Roundhouse tracks.

S-2 Engine MAY be used on all sidings and other tracks as shown below.

MOBRIDGE—Tracks 2, 3, 4, 5, 6, 7 and tail track west end of yard: No. 1 from crossover switch west of depot to east end of track in new yard west end of No. 1 track for 150 ft. east of frog leading into No. 1 track; north coal dock track; back lead; No. 8 track for 150 ft. eastward from west frog; stockyard track from stock track switch to west end of stock yards; west end Nos. 2 and 3 tracks new yard from frog to 200 ft. east.

X37(A) Extra trains may be run between Aberdeen and Mobridge without train orders when the provisions of Rules 261, 263 and 264 are in effect.

X38 At Roscoe, an auxiliary siding 80 cars capacity is located north of main track. Rule 5 applies to the siding south of the main track and west of depot.

X38(A) (a) Between Aberdeen and east end of Mobridge Yard the signals and interlocked switches are controlled by the train dispatcher at Aberdeen. The Westward Stop signal at east end of Mobridge Yard is controlled by the dispatcher at Miles City.

(b) Trains or engines must not enter this territory without proper signal indication or permission of the dispatcher.

(c) In case of failure of Stop signal authority for a train or engine to proceed will be issued orally by the dispatcher.

(d) When the governing signal displays a Stop indication and the dispatcher 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 dispatcher 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 next signal that displays a Proceed indication."

These instructions must be repeated by the Conductor or Engineer to insure correct understanding.

See Rule 663(A).

(e) 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.

(f) Trains or engines must not move in the opposite direction to that authorized by the governing signal without proper authority from the dispatcher unless preceded by a flagman sent far enough in advance to insure full protection.

(g) Trains or engines must not enter or foul main track or re-enter main track after having cleared it unless the governing signal displays a proceed indication or unless authority is obtained from the dispatcher.

Where main track switches are not interlocked or governed by signal indications, trains or engines must report to the dispatcher when clear of the main track and switches properly lined and locked.

(h) Trains or engines must not pass beyond the limits of this territory without proper authority including the information required by Rule S-83 or D-83.

FOURTH SUBDIVISION

X39 380, 600, 1500 HP Alcos and 1500 SD 7's may be operated between Cologne and Farmington.

X39(A) At Shakopee, crews switching Rahr Malting Plant will not move engines over pit on barley track nor over scale on malt track due to reduced clearances.

X40 At Shakopee, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.
At Chaska, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.
At Lakeville, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.

X41 At Prior Lake, Shakopee and Chaska, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

X42 At Prior Lake all trains will stop before passing over crossing 100 ft. west of depot.

X42(A) Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

FIFTH SUBDIVISION

X43 At Biscay, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on this siding.

X43(A) 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Glencoe and Hutchinson.

SIXTH SUBDIVISION

X44 Speed Restrictions (in addition to General Speed Restrictions).

	Passenger Trains	Other Trains
Wahpeton over street crossings	25	25
Wahpeton GN crossing	18	18
Fargo between and over both N. P. crossings	10	10

X45 Class L-2 engines may be used on sixth subdivision from Ortonville to four miles west of Ortonville at maximum speed of 20 miles per hour.

X45(A) 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Ortonville and Fargo.

X46 At Ortonville, all eastward trains on 6th subdivision will stop before passing over school house crossing.

X47 At Wahpeton, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.

X48 At Fargo, all movements over 13th street must be made under flag protection: Cars must not be dropped or kicked over this crossing.

X49 At Clinton, Graceville, Dumont, Wheaton, White Rock, Fairmount, Tyler, Wahpeton, Abercrombie, Christine, Hickson and Wild Rice, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

SEVENTH SUBDIVISION

X50 380-600 and 1500 HP Alcos with 6-wheel trucks series 975 to 992 and 1600 HP Baldwin with 6-wheel trucks can be operated between Milbank and Sisseton.

X50(A) At Corona, Wilmot and Peever, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

EIGHTH SUBDIVISION

X51 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Andover and Brampton.

X51(A) At Pierpont, Langford, Spain, Britton and Newark, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

NINTH SUBDIVISION

X52 Speed Restrictions (in addition to General Speed Restrictions).

	Passenger Trains	Other Trains
Aberdeen over 3rd Ave. and 6th Ave.	6	6
Aberdeen M & StL crossing 1 mile East on 9th Subdivision	10	10
Aberdeen C & NW crossing 3.0 miles East on 9th Subdivision	20	20
Redfield C & NW crossing 0.2 miles East	20	20
Redfield C & NW crossing 2.2 miles East	20	20
Wolsey C & NW crossing	20	20
Woonsocket over street crossings	10	10
Mitchell over Sanborn street crossing	6	6

X53 At Aberdeen, the normal position of the crossing gates at M&StL crossing one mile east on ninth subdivision is against movements on the M&StL.

X54 At Woonsocket, cars must not be kicked or dropped over the street crossings.

X55 At Loomis, Cuthbert, Spottswood, Ashton, Gallup and Duxbury, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

TENTH SUBDIVISION

X56 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Aberdeen and Edgeley.

X56(A) At Gage, Westport, Barnard, Frederick, Winship, Ellendale, Duane, Monango, and Potts, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

ELEVENTH SUBDIVISION

X57 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Roscoe and Orient.

X57(A) At Loyalton, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on this siding.

TWELFTH SUBDIVISION

X58 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Roscoe and Linton.

X58(A) At Hosmer, Hillsview, Eureka, Greenway, Zeeland, Hague, Strasburg, and Linton, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.