

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

HASTINGS & DAKOTA
DIVISION

**TIME
TABLE
No. 3**

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

Sunday, April 28, 1957

For the government and information
of employes only

R. A. MIDDLETON,
Assistant Superintendent.

F. H. RYAN,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

P. J. WEILAND,
Assistant General Manager.

J. H. STEWART,
General Manager.

TABLE OF TRAIN SPEEDS

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

WATCH INSPECTORS.

Minneapolis	J. E. Murphy & Co.
Minneapolis	Ben H. Anderson & Co.
Minneapolis	O. P. Gustafson Co.
Glencoe	Wm. G. Gould, Inc.
Aberdeen	Nagels Jewelry Store
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
Britton	Draper Jewelry Co.
Mitchell	Everett Cotton
Linton	Wm. Heyerman
Sioux City	Grand Jewelers
Sioux City	W. C. Kaup
Yankton	Meredith Jewelry
Platte	Frank Delire

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 3 April 28, 1957 STATIONS

Table with columns for Distance from Minneapolis, Telegraph calls, Capacity in cars, and train classes (15, 5, 263, 63, 91) with specific departure and arrival times.

Passenger trains must not exceed maximum speed of 79 MPH, other trains 55 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. 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.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 3 April 28, 1957 STATIONS

Table with columns for Distance from Montevideo, Office Hours, and train classes (6, 16, 72, 264) with specific departure and arrival times.

Passenger trains must not exceed maximum speed of 79 MPH, other trains 55 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. Trains not starting or terminating at South Minneapolis will not be required to register at that register station. Operators South Minneapolis will transfer from their block sheet to train register proper register information for trains, engines and yard crews that start the trips from that station.

No. 6 will make regular stop at Granite Falls with departure time 1:08 A. M.

4 SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Montevideo	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS		THIRD CLASS	
			Siding	Other tracks	5	15	63	263	463	
					Passenger	Passenger	Time Freight	Time Freight	Freight	
					Daily	Daily	Daily	Daily	Daily Except Sat.	
MONTEVIDEO	1.4	MA		Yard	L 12.50 AM	L 10.40 PM	L 7.30 AM	L 12.55 PM	L 6.30 AM	
SWIFT (WEST END OF DOUBLE TRACK)	1.4				12.55		7.35	1.01	6.35	
NORTH WATSON	5.0	W	135	65	1.03		7.43	1.09	6.50	
MILAN	9.2	RA	136	33	1.16	10.53	7.56	1.19	7.05	
APPLETON (G. N. CROSSING)	15.6	CA	169	270	1.35		8.15	1.29	7.30	
CORRELL	28.8	CR		29	1.45		8.25	1.38	7.45	
ODESSA	30.8	DE	118	36	1.56	11.14	8.38	1.47	8.00	
ORTONVILLE	39.4	RT	175	550	2.15	11.20	8.55	1.55	A 8.30 AM	
BIG STONE CITY	45.8	SJ			2.20		8.57	1.57		
MILBANK	47.0	B	325	Yard	2.42	11.30	9.32	2.10		
TWIN BROOKS (EAST END OF DOUBLE TRACK)	57.0	BK		33	2.53	11.36	9.50	2.21		
MARVIN	64.2			36	3.06					
SUMMIT (WEST END OF DOUBLE TRACK)	71.9	H	W86	114	3.16	11.51	10.52	2.50		
JACKSON	79.1			97	14					
ORTLEY	83.3	RY		47	3.31		11.07	3.02		
WAUBAY	87.1	WA	175	73	3.41	12.03 AM	11.16	3.08		
WEBSTER	92.5	WS	177	133	4.01	12.13	11.40	3.21		
HOLMQUIST	108.1	HM	125	18	4.09	12.20	11.53	3.29		
BRISTOL	109.5	BR	W71	238	4.29	12.25	12.40 PM	3.35		
ANDOVER	114.4	ND	W73	134	4.45	12.35	12.55	3.46		
GROTON	124.1	RO	256	49	5.00	12.45	1.10	3.57		
JAMES	132.9			26	5.07		1.20	4.04		
BATH	139.7	Q		25	5.14		1.30	4.11		
E 704	145.0				5.24	12.59	1.37	4.17		
ABERDEEN	149.9									
ABERDEEN YARD	153.2	RN			As 5.40 AM	As 1.10 AM	A 1.45 PM	A 4.23 PM		
	153.4			Yard			A 2.00 PM	A 4.30 PM		

Passenger trains must not exceed maximum speed of 79 MPH, other trains 55 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.

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

5 SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Aberdeen Yard	SEE RULE 6-A	Office Hours Also see Page 14	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				16	6	264		464	
				Passenger	Passenger	Time Freight		Freight	
				Daily	Daily	Daily		Daily Except Sun.	
MONTEVIDEO	157.4	BHKOP RTXW	Continuous	As 4.24 AM	As 12.20 AM	A 6.15 PM		A 4.50 PM	
SWIFT (WEST END OF DOUBLE TRACK)	156.0	PX	No Office		12.10	6.09		4.20	
NORTH WATSON	151.0	P	Watson 8.00 AM to 5.00 PM Except Sat. & Sun.		12.03 AM	6.04		4.05	
MILAN	141.8	P	7.45 AM to 4.45 PM Except Sat. & Sun.		11.47	5.50		3.20	
APPLETON (G. N. CROSSING)	133.6	IPVY	7.45 AM to 4.45 PM Except Sat. & Sun.		11.34	5.34		2.50	
CORRELL	126.6	P	8.00 AM to 5.00 PM Except Sat. & Sun.		11.24	5.24		2.35	
ODESSA	118.0	P	7.45 AM to 4.45 PM Except Sat. & Sun.		11.14	5.14		1.47	
ORTONVILLE	111.6	JPY	7.00 AM to 4.00 PM Except Sunday		10.58	5.04		L 1.30 PM	
BIG STONE CITY	110.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.		10.50	5.01			
MILBANK	100.4	BHJKOP XY	Continuous Except Sunday	3.31	10.31	4.41			
TWIN BROOKS (EAST END OF DOUBLE TRACK)	93.2	P	No Office	3.25	10.10	4.31			
MARVIN	85.5	P	No Office		9.59	4.21			
SUMMIT (WEST END OF DOUBLE TRACK)	78.3	PY	7.45 AM to 4.45 PM Except Sat. & Sun.	3.12	9.49	3.55			
JACKSON	74.1	P	No Office						
ORTLEY	70.3	P	8.00 AM to 5.00 PM Except Sat. & Sun.		9.39	3.42			
WAUBAY	64.9	P	7.45 AM to 4.45 PM Except Sat. & Sun.	3.00	9.31	3.34			
WEBSTER	54.3	P	7.45 AM to 4.45 PM Except Sat. & Sun.	2.50	9.16	3.21			
HOLMQUIST	47.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	2.44	9.06	3.12			
BRISTOL	43.0	JP XY	7.45 AM to 3.45 PM 8.30 PM to 4.30 AM Except Sat. & Sun.	2.39	9.00	3.04			
ANDOVER	39.3	BJOPY	7.45 AM to 4.45 PM Except Sat. & Sun.	2.27	8.40	2.45			
GROTON	19.5	IPV	7.45 AM to 4.45 PM Except Sat. & Sun.	2.19	8.27	2.25			
JAMES	13.7	P	No Office		8.17	2.06			
BATH	8.4	P	7.45 AM to 4.45 PM Except Sat. & Sun.		8.12	1.58			
E 704	3.5	P	No Office	2.06	8.06	1.50			
ABERDEEN	1.3	I	No Office						
ABERDEEN YARD	0.4	BKOPR VXYZ	Continuous	L 2.00 AM	L 8.00 PM	L 1.45 PM			

Passenger trains must not exceed maximum speed of 79 MPH, other trains 55 MPH.

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

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

Rule 83(B) does not apply to No. 464 at Ortonville.

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 Bath and Holmquist daily except Sunday to pick up or discharge mail.

WESTWARD—THIRD SUBDIVISION—EASTWARD

Table with columns: SECOND CLASS (263), FIRST CLASS (15), Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS (16, 264), SECOND CLASS (264). Rows include Aberdeen, Fife, Mina, Craeven, Ipswich, Beebe, Orient Line Junction, Roscoe, Gretna, Bowdle, Alamo, Java Junction, Java, Selby, Sitka, Glenham, and Moberidge.

Passenger trains must not exceed maximum speed of 79 MPH, other trains 55 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 Moberidge. Rules 261, 263 and 264 are in effect.

First class trains will not register at Aberdeen Yard.

Double track is in use between Aberdeen and 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.

Clock at Moberidge marked CENTRAL TIME must be observed.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

Table with columns: SECOND CLASS (205), Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS (206). Rows include Farmington, Lakeville, Prior Lake, Shaska, and Cologne.

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

Table with columns: THIRD CLASS (463), Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS (464). Rows include Ortonville, Clinton, Graceville, Dumont, Wheaton, White Rock, Fairmount, Tyler, Wapeton, Ottertail Spur, ABERCROMBIE, Enloe, Christine, Lithia, Hickson, Wild Rice, and Fargo.

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

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

Rule 83(B) does not apply at Ortonville.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

Table with columns: SECOND CLASS (505), Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS (516). Rows include Milbank, Corona, Wilmot, Peever, and Sisseton.

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.

8 WESTWARD—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Andover.	TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Brampton	SEE RULE 6-A	Office Hours Also see Page 14	THIRD CLASS	
605		Sidings	Other tracks							606	
Freight						Freight					
Mon., Wed., Fri.				Mon., Wed., Fri.							
L	8.15 AM		Yard	ND		ANDOVER 7.3	42.9	BJORY	7.45 AM to 4.45 PM Except Sat. & Sun.	A	2.45 PM
	8.45	37		PR	7.3	PIERPONT 7.6	35.6		7.45 AM to 4.45 PM Except Sat. & Sun.		1.35
	9.15	53		FA	14.9	LANGFORD 7.2	28.0		8.00 AM to 5.00 PM Except Sat. & Sun.		1.05
	9.35	25			22.1	SPAIN 6.3	20.8		No Office		12.35
	10.20	55	25	BI	28.4	BRITTON 4.0	14.5		7.45 AM to 4.45 PM Except Sat. & Sun.		12.20 PM
					32.4	(G. N. CROSSING) 6.0	10.5		No Office		
	10.45	21			38.4	NEWARK 4.5	4.5		No Office		11.15
A	10.55 AM		Yard	BM	42.9	BRAMPTON		RY	8.00 AM to 5.00 PM Except Sat. & Sun.	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—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Mitchell	TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Aberdeen	SEE RULE 6-A	Office Hours Also see Page 14	SECOND CLASS	
7		Sidings	Other tracks							8	
Mixed						Mixed					
Daily Exc. Sun.				Daily Exc. Sun.							
L	12.05 PM		Yard	S		MITCHELL 7.5	128.6	BJKOPRTX	8.00 AM to 6.00 PM Except Sun.	A	11.55 AM
	12.15	19			7.5	LOOMIS 7.5	121.1	P	No Office		10.00
f	12.27	52	57	R	15.0	LETCHER 6.8	113.6	P	7.15 AM to 4.15 PM Except Sat. & Sun.	f	9.43
	12.38	38			21.8	CUTHBERT 6.4	106.8		No Office		9.30
s	12.50	60	106	KN	28.2	WOONSOCKET 9.7	100.4	PJXY	7.15 AM to 4.15 PM Except Sat. & Sun.	s	9.15
f	1.10	95	35	A	37.9	ALPENA 8.2	90.7	P	7.15 AM to 4.15 PM Except Sat. & Sun.	f	8.50
f	1.25		27	GI	46.1	VIRGIL 8.5	82.5	P	8.00 AM to 5.00 PM Except Sat. & Sun.	f	8.35
s	2.00		46	WO	54.6	WOLSEY (C. & N. W. CROSSING) 12.4	74.0	IPV	7.15 AM to 4.15 PM Except Sat. & Sun.	s	8.20
f	2.20	74	33	BN	67.0	BONILLA 4.7	61.6	P	7.15 AM to 4.15 PM Except Sat. & Sun.	f	7.55
	2.27	15			71.7	SPOTTWOOD 6.0	56.9		No Office		7.46
f	2.37		33	RI	77.7	TULARE 7.9	50.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	f	7.36
					85.6	(C. & N. W. CROSSING) 2.2	43.0	I	No Office		
s	2.58	95	49	FD	87.8	(C. & N. W. CROSSING) REDFIELD 8.2	40.8	IPV	7.15 AM to 4.15 PM Except Sat. & Sun.	s	7.20
s	3.16		33	RS	96.0	ASHTON 5.2	32.6	P	7.30 AM to 4.30 PM Except Sat. & Sun.	s	7.05
	3.24	14			101.3	GALLUP 5.8	27.4		No Office		6.55
f	3.33		34	NE	107.0	MELLETTE 5.9	21.6	P	6.30 AM to 3.30 PM Except Sat. & Sun.	s	6.45
	3.42	15			112.9	DUXBURY 5.8	15.7		No Office		6.35
s	3.52		35	RD	118.7	WARNER 6.9	9.9	P	7.00 AM to 4.00 PM Except Sat. & Sun.	f	6.25
					125.6	(C. & N. W. CROSSING) 2.0	3.0	I	No Office		
	4.07				127.6	(M. & ST. L. CROSSING) 1.0	1.0	M	No Office		
A	5.00 PM		Yard	RN	128.6	ABERDEEN		BHJKO RVXYZ	Continuous	L	6.00 AM

Trains must not exceed maximum speed of 40 miles per hour.
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 Westward Second class and Extra trains, except No. 7, will register at Aberdeen Yard.
 No. 7 will register at Aberdeen.

WESTWARD—NINTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Aberdeen	TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Edgley	SEE RULE 6-A	Office Hours Also see Page 14	THIRD CLASS	
705		Sidings	Other tracks							706	
Freight						Freight					
Mon., Wed., Fri.				Mon., Wed., Fri.							
L	7.30 AM		Yard	RN		ABERDEEN 12.8	63.9	BHJKO RVXYZ	Continuous	A	3.45 PM
	8.05	27		V	12.8	WESTPORT 5.9	51.1		8.00 AM to 5.00 PM Except Sat. & Sun.		3.07
	8.22	20		BR	18.7	BARNARD 6.9	45.2		8.00 AM to 5.00 PM Except Sat. & Sun.		2.51
	8.45	32	19	DK	25.6	FREDERICK 6.2	38.3	H	7.45 AM to 4.45 PM Except Sat. & Sun.		2.29
	9.03	21			31.8	WINSHIP 5.6	32.1		No Office		2.10
	9.30	36	35	DA	37.4	ELLENDALE (G. N. CROSSING) 11.2	26.5	V	7.45 AM to 4.45 PM Except Sat. & Sun.		1.56
	10.03		15		48.6	(800 LINE CROSSING) MONANGO CROSSING 1.2	15.3	V	No Office		1.18
	10.10	27		MA	49.8	MONANGO 14.1	14.1		8.00 AM to 5.00 PM Except Sat. & Sun.		1.13
A	10.45 AM		Yard	GY	63.9	EDGELEY		RVXY	7.45 AM to 4.45 PM 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 Edgley when operator not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—TENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Orient	TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Roscoe	SEE RULE 6-A	Office Hours Also see Page 14	SECOND CLASS	
971		Sidings	Other tracks							972	
Freight						Freight					
Tues. only				Tues. only							
L	4.40 PM		Yard	RY		ORIENT (C. & N. W. CROSSING) 9.3	41.3	RY	8.00 AM to 5.00 PM Except Sat. & Sun.	A	4.25 PM
	5.10	30	15	FN	9.3	FAULKTON 11.6	32.0	V	8.00 AM to 5.00 PM Except Sat. & Sun.		4.00
	5.40		9		20.9	NORBECK 8.1	20.4		No Office		3.10
	6.10	24			29.0	LOYALTON 11.8	12.3		No Office		2.45
A	6.40 PM				40.8	ORIENT LINE JUNCTION 0.5	0.5		No Office	L	2.15 PM
	6.45 PM		Yard	RC	41.3	ROSCOE		BJOPRY	7.45 AM to 4.45 PM 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. Tenth subdivision time-table governs. Tenth subdivision eastward trains will obtain Clearance Form A at Roscoe instead of Orient Line Jct. Rule 83B does not apply at Orient when operator not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

Table with columns: THIRD CLASS 805, Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS 806. Rows include stations like ROSCOE, HOSMER, HILLSVIEW, EUREKA, GREENWAY, MADRA, ZEELAND, HAGUE, STRASBURG, LINTON.

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

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

WESTWARD TWELFTH SUBDIVISION EASTWARD

Table with columns: SECOND CLASS 293, Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS 292. Rows include stations like TRIPP, DELMONT, ARMOUR, CORSICA, STICKNEY.

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

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

Rule 83(B) does not apply at Stickney.

WESTWARD THIRTEENTH SUBDIVISION EASTWARD

Table with columns: SECOND CLASS 497, Capacity in cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS 498. Rows include stations like TYNDALL, KINGSBURG, SPRINGFIELD.

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

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

Rule 83(B) does not apply at Springfield.

FOURTEENTH SUBDIVISION—WESTWARD

Table with columns: TIME TABLE No. 3 April 28, 1957 STATIONS, SECOND CLASS 7, THIRD CLASS 93, 597. Rows include stations like ELK POINT, BURBANK, VERMILLION, MECKLING, GAYVILLE, YANKTON, NAPA, UTICA, LESTERVILLE, SCOTLAND, KAYLOR, TRIPP, BEARDSLEY, PARKSTON, DIMOCK, ETHAN, MITCHELL.

Trains must not exceed maximum speed of 49 miles per hour.

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

At East Wye Switch the time of No. 7 applies at the Junction switch. Rule 83 (B) does not apply at East Wye Switch when operator not on duty if train order signal indicates Proceed as per Rule 200C. At East Wye Switch the train order signal applies to H&D Division and IM and D Division trains. No. 7 will register at Napa Saturdays only.

Trains for the H&D Division starting at Sioux City or West Yard must obtain two clearances at West Yard. One endorsed with the initials of the Superintendent of the IM&D Division and one endorsed with the initials of the Superintendent of the H&D Division.

WESTWARD FIFTEENTH SUBDIVISION EASTWARD

Table with columns: THIRD CLASS 597, Capacity in Cars, TIME TABLE No. 3 April 28, 1957 STATIONS, SEE RULE 6-A, Office Hours, THIRD CLASS 598. Rows include stations like NAPA, TABOR, TYNDALL, AVON, DANTE, WAGNER, RAVINIA, LAKE ANDES, GEDDES, BOVEE, PLATTE.

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 Napa.

FOURTEENTH SUBDIVISION—EASTWARD

TIME TABLE No. 3 April 28, 1957 STATIONS	Distance from Mitchell	SEE RULE 6-A	Office Hours also see Page 14	SECOND CLASS		THIRD CLASS					
				8		598	92				
				Mixed		Freight	Freight				
				Daily Exc. Sun.		Tues. and Sat. Only	Thurs. Only				
EAST WYE SWITCH 0.7	116.7	JPXY	5.00PM to 10.00PM	A 4.27 PM							
ELK POINT 8.6	116.0	PX	6.30AM to 5.00PM	s 4.25							
BURBANK 5.9	107.4	P	No Office	f 4.12							
VERMILLION 8.2	101.5	HP	6.45AM to 3.45PM except Sat. & Sun.	s 4.05							
MECKLING 6.2	93.3	P	No Office	f 3.47							
GAYVILLE 10.9	87.1	P	6.45AM to 3.45PM except Sat. & Sun.	f 3.37							
(G. N. CROSSING) 1.2	76.2	M	No Office								
(C. & N. W. CROSSING) YANKTON 5.6	75.0	BHKMOPR VX	6.45AM to 8.45PM except Sat. & Sun.	s 3.15	A 2.00 PM	A 12.45 PM					
NAPA 3.6	69.4	JPRXY	No Office	2.47	L 1.45 PM	12.26					
UTICA 6.7	65.8	P	8.00AM to 5.00PM except Sat. & Sun.	f 2.40		12.14 PM					
LESTERVILLE 11.3	59.1	P	6.45AM to 3.45PM except Sat. & Sun.	f 2.29		11.53					
SCOTLAND 6.6	47.8	HP	6.45AM to 3.45PM except Sat. & Sun.	s 2.13		11.17					
KAYLOR 7.0	41.2	P	7.55AM to 4.55PM except Sat. & Sun.	f 1.55		10.56					
TRIPP 5.6	34.2	BJPRXY	6.45AM to 3.45PM except Sat. & Sun.	s 1.40		10.35					
BEARDSLEY 6.5	28.6	P	No Office	1.28		10.15					
PARKSTON 5.4	22.1	P	6.45AM to 3.45PM except Sat. & Sun.	s 1.20		10.00					
DIMOCK 5.1	16.7	P	No Office	f 1.08		9.20					
ETHAN 11.6	11.6	P	6.45AM to 3.45PM except Sat. & Sun.	f 12.57		9.00					
MITCHELL	0.0	BHJKOPR TVXZ	8.00AM to 6.00PM except Sun.	L 12.40 PM		L 8.30 AM					

Trains must not exceed maximum speed of 49 miles per hour.

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

At East Wye Switch the time of No. 8 applies at the junction switch.
Manual block system is in use between East Wye Switch and Mitchell.
Rule 319A applies at Yankton and Tripp.
Napa is register station for trains going to and from Fifteenth Subdivision only and No. 7 Saturdays only.
Rule 83B does not apply at Napa.
Tripp is a register station for No. 8 Wednesdays only.

At Yankton an auxiliary siding with a capacity of 72 cars is located east of the C. & N. W. crossing. Rule 5 applies at the siding located at the depot.
INDUSTRIAL TRACKS NOT SHOWN AS STATIONS.

Name	Location	Car Capacity
Asylum Switch	3 miles west of Yankton	Track No. 1—8 cars Track No. 2—9 cars

Train Dispatchers
J. G. WIK,
A. E. JERDE,
B. F. FULLER,
L. E. LARSON,
R. D. CORNELL,
F. L. HARVEY,
W. L. MAYER,
D. P. FRIEDENBACH,
R. F. HUGER,
C. N. RODEBERG,
R. L. MOHAGEN,
L. F. MACK

D. B. ELDER,
Chief Dispatcher,
First, Second, Fourth,
Fifth, Sixth, and
Seventh Subdivisions.

R. D. MATHIS,
Chief Dispatcher,
Third, Eighth, Ninth, Tenth,
Eleventh, Twelfth, Thirteenth,
Fourteenth and Fifteenth
Subdivisions.

E. J. LYNAM
Trainmaster.

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..... In freight room.
Bristol..... In freight room.
Andover..... In freight room.
Andover Fill..... On pole.
Glenham..... At west end of siding.
Mobridge..... At east yard switch.
North Yard,
Mitchell..... On Pole at West Switch.
Loomis..... On Pole directly across track from depot.
Woonsocket..... On Pole at East Jct. switch with IM&D Div.
Alpena..... On Pole at East siding Switch.
Virgil..... In freight house.
Wolsey..... On Pole West house track switch.
Bonilla..... On Pole East siding switch.
Redfield..... On Pole West siding switch.
Ashton..... On Pole West house track switch.
Mellette..... In freight house.
Warner..... In Booth on east wall depot.

Block Telephone

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

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.

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

YARD LIMITS AT

Minneapolis..... Extend from end of double track at E14 to Minneapolis passenger depot.	Chaska..... Extend from 3450 feet east of east switch of house track to 4000 feet west of M. & St. L. crossing.
Cologne..... Extend from 2000 feet east of east yard switch on Fourth subdivision to junction with First Subdivision.	Woonsocket..... Extend from 5536 feet east of east switch of siding to 2625 feet west of west switch of siding.
Glencoe..... Extend from 1000 feet east of east switch of siding to west switch of siding.	Edgeley..... Extend from 3790 feet east of east switch of siding to depot.
Montevideo..... Extend from 3867 feet east of east crossover switch to 3303 feet west of double track at Swift.	Linton..... Extend from 3900 feet east of east wye switch to depot.
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 Sixth subdivision.	Sioux City Yard and West Yard.... Extend from 300 feet east of east switch at Morning Side on Iowa Division to 3430 feet west of west switch west yard on IM&D Division.
Ortonville..... Extend from junction switch to 843 feet west of M. P. 3 on Fifth subdivision.	Elk Point and East Wye Switch... Extend from 4500 feet east of east switch of siding at East Wye Switch to 6037 feet west of west switch at Elk Point on Fourteenth subdivision.
Bristol..... Extend from 3362 feet east of end of double track to 6600 feet west of west crossover switch.	Yankton..... Extend from 4700 feet east of east switch of auxiliary siding to 4523 feet west of the west switch of siding at depot.
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 Eighth subdivision to 2880 feet west of switch of Fair Ground track on the Ninth subdivision.	Napa..... Extend from 3000 feet east of east siding switch to 3000 feet west of west wye switch on Fourteenth subdivision and 3000 feet west of west wye switch on Fifteenth subdivision.
Fargo..... Extend from 5463 feet east of east switch of N. P. Interchange tracks and include all tracks west thereof.	Tripp..... Extend from 5124 feet east of east switch of siding to 2300 feet west of west switch of siding on Fourteenth subdivision and to 2000 feet west of west wye switch on Twelfth subdivision.
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 Tenth subdivision and to 5280 ft. west of yard switch on Eleventh subdivision.	Mitchell..... Extend from 4100 feet east of east switch of packing plant to 1800 feet west of west switch on H. & D. Division and from 2000 feet east of east switch on Eighteenth subdivision to 7613 feet west of west switch leading to North Yard on Twentieth subdivision of IM&D Divn.
Java Jct. and Java.. Extend from clearance point at junction switch to end of main track on Java Line at Java.	Tyndall..... Extend from 1500 feet east of east switch to 1500 feet west of junction switch on Fifteenth subdivision and to 1500 feet west of junction switch on Thirteenth subdivision.
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.	

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Telephone	Office and Telephone
Chicago.....	§ Dr. R. Householder, Chief Surgeon.....		Chicago Wesley Memorial Hospital, 240 East Superior St. Delaware 7-6500
Chicago.....	§ Dr. James R. Hines, Asst. to Chief Surgeon.....		Union Station..... Central 6-7600
Chicago.....	§ Dr. F. Wm. Munson, Asst. to Chief Surgeon.....		30 No. Michigan Ave... Dearborn 2-3127
Chicago.....	§ Dr. Virgil Wescott, Oculist.....		122 So. Michigan Ave... Wabash 2-2272
Chicago.....	Dr. L. F. McBride, Aurist.....		58 E. Washington St. State 1-0509
Chicago.....	Dr. H. A. Hooper, Dentist.....		1853 Medical Arts Bldg. FE 6-1700
Minneapolis... §	Otto Yoerg.....	4933 Colfax Ave. S. Colfax 1606	1853 Medical Arts Bldg. FE 9-1411
Minneapolis... §	W. H. Rucker, Ass't. Company Surgeon, 3523 Arbor Lane Hop West 8-1222		1818 Medical Arts Bldg. FE 5-8701
Minneapolis... §	Frank T. Cavanor, Oculist, 2934 Dean Blvd. Walnut 2-7612		849 Medical Arts Bldg. FE 2-7341
Minneapolis... §	Dr. Wilred J. Bushard, Oculist, 6473 Westchester Circle Orchard 5-8123		

Location	Name	Residence Phone	Office Phone	Location	Name	Residence Phone	Office Phone
Glencoe.....	C. W. Truesdale.....	421	161	Aberdeen.....	Dr. Paul V. McCarthy, Roentgenologist.....	2823	4168
Glencoe.....	*Milton M. Howell.....	360	161	Ipswich.....	*G. J. Bloemendaal.....	4311	4311
Norwood.....	J. D. Selmo.....	152	152	Mobridge.....	*A. W. Spiry.....	574	444
Brownston.....	Grant L. Grieble.....	2061	3341	Farmington... *	A. H. Field.....	719	815
Hector.....	Chester A. Anderson.....	9-2	9	Graceville....	I. L. Oliver.....	215	18
Bird Island... *	H. P. Hinderacker.....	236	141	Wheaton.....	*A. L. Lindberg.....	20-J	20
Olivia.....	§ J. A. Cosgriff.....	343	84	Fargo.....	*Geo. V. Ivers.....	6377	6377
Olivia.....	J. A. Cosgriff, Jr.....	343	84	Sisseton.....	P. D. Peabody, Jr.....	Tekakwitha Clinic	
Renville.....	A. Maxwell Fawcett.....	96	99	Britton.....	Leo W. Graff.....	41	74
Sacred Heart..	J. Dordal.....	55	27	Mitchell.....	Preston A. Brogdon.....		697
Granite Falls..	H. E. Peterson.....	358	29	Mitchell.....	† Dr. F. D. Gillis, Jr.....	4118	697
Granite Falls..	M. S. Nelson.....	150-3	150-2	Mitchell.....	W. A. Delaney.....	2113	2067
Granite Falls..	Paul G. Schmidt, Jr.....	219	17	Mitchell.....	O. J. Mabee, Oculist.....	2862	2537
Montevideo... †	L. R. Lima, Jr.....	AM 9-9249	AM 9-8841	Mitchell.....	Dr. R. A. Weber, Oculist... *	3993	2012
Montevideo... †	Geo. S. Bergh.....		AM 9-7310	Redfield.....	*Dr. Edmund J. Perry.....	251	313
Montevideo... †	W. A. Owens.....	AM 9-9095	AM 9-8841	Ellendale....	*Roy Lynde.....	199	199
Montevideo... †	Dr. R. W. Barr.....	AM 9-7784	AM 9-8841	Eureka.....	*Dr. Geo. F. McIntosh.....	22	75
Montevideo... †	Edward G. Hustad.....	AM 9-7722	AM 9-7310	Linton.....	*Felix F. Vonnegut.....	8441	7441
Milan.....	M. A. Burns.....	30	32	Sioux City... §	† Dr. Frederic W. Wilson, Jr.....	7-1519	5-8911
Appleton.....	W. C. Kaufman.....	63	3	Sioux City... §	† Dr. F. L. Wilson.....	8-8981	5-8911
Appleton.....	Edward J. Kaufman.....	324	3	Sioux City... †	Dr. C. J. Goebel.....	2-1209	5-7297
Ortonville....	*C. Bolsta.....	1	35	Sioux City... †	Dr. W. M. Kristgen, Orthopedist.....	8-1515	5-1628
Ortonville....	*Jacob F. Karn.....	414	35	Elk Point.....	Dr. F. M. Rich.....	96-R	96-W
Milbank.....	*Walter T. Judge.....	128	92	Vermillion... W. H. Fairbanks.....		MKT 4-4671	MKT 4-4754
Milbank.....	David A. Gregory, Mitchell Bldg.....	173W2	173	Yankton.....	*Dr. R. F. Hubner.....	2767	3646
Waubay.....	Dr. Oskars Zeibaks.....	2472	2472	Scotland.....	Dr. G. A. Landman.....	193	194
Webster.....	W. H. Karlins.....	195	5	Parkston.....	Dr. W. F. Bollinger.....	9	2
Webster.....	Dr. Joseph Lovering.....	525	5				
Aberdeen....	R. G. Mayer.....	4143	4434				
Aberdeen....	† E. A. Pittenger.....	2435	2411				
Aberdeen....	Dr. Murdy and Murdy... *	4054	3636				
Aberdeen....	§ J. D. Alway, Oculist.....	2131	2525				

§ 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.

OFFICE HOURS NOT OTHERWISE SHOWN.

Station	Saturday	Sunday	Holiday
Milbank.....	Continuous	12:01 AM to 4:01 PM	Continuous
Bristol.....	8:45 PM to 10:45 PM	8:45 PM to 11:45 PM	8:45 PM to 11:45 PM
Mitchell.....	8:00 AM to 6:00 PM		8:00 AM to 6:00 PM
Elk Point.....			6:30 AM to 9:30 AM
			4:00 PM to 5:00 PM
East Wye Switch.....			5:00 PM to 7:00 PM
Yankton.....	6:45 AM to 8:45 AM		6:45 AM to 9:45 AM

ALL SUBDIVISIONS

- G-1** Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:
 When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.
 Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.
 These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.
 The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.
Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:
 The emergency red rear end light will be used on trains so equipped in the following manner:
 To provide protection to trains on adjacent tracks as required by Rule 102.
 To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.
 A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.
 The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.
 Portable emergency red lights must be removed before coupling onto the car.
- G-2** The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.
 In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.
- G-3** Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.
- G-4** Employees are prohibited from:
 Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
 Standing on top of high cars while passing under bridges or through tunnels.
 Getting on the end of an engine or of a car as it approaches them.
 Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
 Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
 Kicking or holding draw bar in position to make a coupling with an approaching car or engine.
 Following other dangerous practices.
- G-5** When, for any reason, adjustment is necessary to a draw bar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.
- G-6** Whenever a car without a 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 cars and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all 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.
- G-7** Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.
- G-8** When using hand holds and ladder or stirrup steps to descend from engines, cars or other equipment, employes must face the equipment and be sure of a secure handhold and footing.
- G-9** Employees must not step on track rails nor other similar objects when it can be avoided.
- G-10** When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.
- G-12** Employees are prohibited from riding:
 On engine footboards or pilot steps between engine and car when cars are being pushed.
 On leading footboard or pilot steps while coupling engine to cars.
 On deadwoods, 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 engines.
- G-13** When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.
- G-14** The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.
 The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.
 The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.
- G-15** The provisions of Rule 815 also apply to transfer movements within yards.
- G-17** The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:
 Bad order cars.
 Switch rear "S.R." cars.
- G-18** Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.
- G-19** For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.
- G-20** In case of heavy rain or violent windstrom, the operator must notify the section foreman.
- G-21** A yellow flag by day stenciled 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 move before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

- G-22** Centralized Traffic Control. A block or series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.
 Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.
 C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

- G-23** (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.
 (b) Except as affected by Special Instructions G-23 (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 CTC. When the CTC is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.
 (d) Train or engines must not enter CTC 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

G-24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-25 Diesel or Electric Engines with unobstructed view in either direction may be operated by permissible speeds in either direction.

Diesel or Electric Engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G-27 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

G-28 All Diesel engines must not be towed or operated under own power through water over three inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

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

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

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

Table with 2 columns: TYPE OF EQUIPMENT and MPH. Lists speeds for freight cars, work trains, scale test cars, diesel switchers, and 44-ton Diesel engines.

G-31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and

engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletins.

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

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

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

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

G-34 Spring switches:

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

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the switch points must not exceed 40 miles per hour.

If movement is through turnout the allowable turnout speed must be observed.

See Rules 520 to 525 inclusive.

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

G-35 In addition to Consolidated Code Rule No. 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

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

G-36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

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

G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employees to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address Systems should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

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

G-42 When flat spots develop enroute on car or locomotive wheels, speed of trains must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or locomotives with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH.

G-43 A red lantern is not required as part of flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly.

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

X-1 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.

Table with 3 columns: Location, On Tangent, On Curves. Lists speed restrictions for various locations like So. Mpls. and St. Louis Park.

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.

X-1(A) Steam derrick X18 stationed at Mpls. may be operated on first, second, third, fourth and eighth Subdivisions only.

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

X-2 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.

Table with 3 columns: Location, On Tangent, On Curves. Lists speed restrictions for various subdivisions like First Subdivision, Second Subdivision, etc.

X-2(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.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts laid with long frogs and designated by special instructions or bulletin, where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Table with 3 columns: Station, Location, Permissible Speed. Lists locations like Tower E14, Stewart, Bird Island, Danube, Sacred Heart, E118, E122, Rock Cut, Swift, Milan, Milbank, Twin Brooks, Summit, Bristol, Andover, E704.

X-3(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.

X-4 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 M.P.H. and freight trains 49 M.P.H.

X-5 Five minute fuses should be used in Automatic Block Territory and on fourth, sixth, seventh, ninth, tenth, eleventh, twelfth and thirteenth subdivisions. Ten minute fuses should be used in all other territories.

X-6 At the following stations 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.

- First Subdivision—Plato, Granite Falls and Wegdahl. Second Subdivision—James and Bath. Fourth Subdivision—Prior Lake, Shakopee and Chaska.

Fifth Subdivision—Clinton, Graceville, Dumont, Wheaton, White Rock, Fairmount, Tyler, Wahpeton, Abercrombie, Christine, Hickson and Wild Rice.

Sixth Subdivision—Corona, Wilmot and Peever.

Seventh Subdivision—Pierpont, Langford, Spain, Britton and Newark. Eighth Subdivision—Loomis, Cuthbert, Spottswood, Ashton, Gallup and Duxbury.

Ninth Subdivision—Westport, Barnard, Frederick, Winship, Ellendale, Monango and Potts.

Tenth Subdivision—Loyalton.

Eleventh Subdivision—Hosmer, Hillview, Eureka, Greenway, Zeeland, Hague, Strasburg and Linton.

Twelfth Subdivision—Delmont, Armour and Corsica.

Thirteenth Subdivision—Kingsburg and Springfield.

Fourteenth Subdivision—Napa.

Fifteenth Subdivision—Tabor, Dante, Ravinia, Lake Andes, Geddes, and Bovee.

FIRST SUBDIVISION

X-7 Speed Restrictions (In addition to General Speed Restrictions).

Table with 3 columns: Location, Passenger Trains, Other Trains. Lists speed restrictions for various locations like Minneapolis through switches, Hopkins between 7 AM and 5 PM, etc.

X-9 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.

X-10 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.

X-11 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.

X-14 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.

X-15 Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the Superintendent of the H & D division.

X-16 Between South Minneapolis and Bass Lake all trains and engines will operate at a reasonable rate of speed over street crossings.

X-17 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.

X-18 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.

X-19 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.

X19 (A) Remote Control Interlocking between Cedar and Rand is controlled by the operator at South Minneapolis under the supervision of the Train Dispatcher at LaCrosse.

X-20 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.

X-21 Extra trains may be run between Glencoe and Montevideo without train orders when CTC operation is in use.

X-22 At Tower E14 a light will not be displayed on train order signal until interlocking route is lined for movement of a train.

X-23 In automatic block signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-24 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

X-25 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
Appleton Gravel Pit Tracks	15	15
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 mile-board 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

X-26 Extra trains may be run between Montevideo and Twin Brooks without train orders when CTC operation is in use.

X-27 Eastward freight trains of 4000 tons or more handled by 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.

X-28 At Odessa, engines must not be permitted more than 250 feet beyond the south switch of siding on Cold Spring spur.

X-29 At Groton, the normal position of the electrically locked crossing gates is against trains on the C&NW.

X-30 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.

X-31 In automatic block signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-32 C. T. C. Operation on second 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.

THIRD SUBDIVISION

X-34 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 passenger station	20	20

X-35 Extra trains may be run between Aberdeen and Mobridge without train orders when the provisions of Rules 261, 263 and 264 are in effect.

X-36 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.

X-37 (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

X-38 380, 600, 1500 HP Alcos and 1500 SD 7's may be operated between Cologne and Farmington.

X-39 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.

X-40 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.

X-41 At Prior Lake all trains will stop before passing over crossing 100 ft. west of depot.

X-42 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

X-44 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

X-45 380, 600, and 1500 HP Alcos series 975 to 992 and 1600 HP 6-wheel truck Baldwins can be operated between Ortonville and Fargo.

ELEVENTH SUBDIVISION

X-56 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Roscoe and Linton.

TWELFTH SUBDIVISION

X-57 Speed restrictions (in addition to general speed restrictions).

THIRTEENTH SUBDIVISION

X-58 Speed restrictions (in addition to general speed restrictions).

FOURTEENTH SUBDIVISION

X-59 Speed restrictions (in addition to general speed restrictions).

Location	Maximum Passenger Trains	Speed Other Trains
Yankton—C&NW Ry crossing 1200 ft. east of depot	15 MPH	15 MPH
Yankton—GN Ry. crossing 1.2 miles east of depot across Burleigh Street.	15 MPH	15 MPH
At Yankton, trains or engines must not exceed 15 miles per hour over street crossings.		
At Elk Point, trains or engines must not exceed 8 miles per hour over street crossings.		
At Parkston, trains must not exceed 15 miles per hour over street crossings just east and west of the depot.		
At Scotland, trains or engines must not exceed 8 miles per hour across Main Street.		

X-60 At Yankton, the normal position of the gates at the G. N. crossing, located 1.2 miles east of the depot, is against movements on the G. N. Home Signals operate in conjunction with the gates.

X-61 At Yankton, the normal position of the gates at the G. N. crossing located in back yard west of the stock yards is against movements on CMStP&P. Trains or engines on the CMStP&P must stop (regardless of position of gates) before proceeding over the crossing and must not operate the gates nor occupy the crossing until any train or engine approaching on the G. N. track has passed over the crossing or come to a stop.

X-62 At Yankton, the normal position of crossing gates at the C&NW crossing, located 1200 ft. east of depot, is against movements on the C&NW. Home signals operate in conjunction with the gates.

X-63 Westward H&D Division trains from the IM&D Division entering manual block territory of the H&D Division at East Wye Switch during the period East Wye Switch is closed, should receive a train order before reaching East Wye Switch showing the condition of the block, Clear or Occupied. In case such a train order is not received, train will proceed prepared to stop short of train ahead.

FIFTEENTH SUBDIVISION

X-64 Trains from the Fifteenth subdivision entering main track of Fourteenth subdivision at Napa should receive a train order before arriving at Napa stating condition of the block between Napa and Yankton.

X-46 At Ortonville, all eastward trains on fifth subdivision will stop before passing over school house crossing.

X-47 At Wahpeton, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.

X-48 At Fargo, all movements over 13th street must be made under flag protection: Cars must not be dropped or kicked over this crossing.

SIXTH SUBDIVISION

X-49 380-600 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.

SEVENTH SUBDIVISION

X50 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Andover and Brampton.

EIGHTH SUBDIVISION

X-51 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 8th Subdivision.....	10	10
Aberdeen C & NW crossing 3.0 miles East on 8th 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

X-52 At Aberdeen, the normal position of the crossing gates at M&StL crossing one mile east on eighth subdivision is against movements on the M&StL.

X-53 At Woonsocket, cars must not be kicked or dropped over the street crossings.

NINTH SUBDIVISION

X-54 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Aberdeen and Edgeley.

TENTH SUBDIVISION

X-55 380, 600, and 1500 HP Alcos with 6-wheel trucks series 975 to 992 can be operated between Roscoe and Orient.