

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

IOWA, MINNESOTA AND
DAKOTA DIVISION

**TIME
TABLE
No. 8**

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

Sunday, April 26, 1959

CENTRAL STANDARD TIME IS USED ON LINES EAST
OF MURDO AND MOUNTAIN STANDARD TIME IS
USED ON LINES WEST OF MURDO.

For the government and information
of employes only

J. W. STUCKEY, **R. J. DIMMITT,**
Assistant Superintendent. Assistant Superintendent.

R. F. FAIRFIELD,
Assistant Superintendent.

W. J. HOTCHKISS,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

W. E. SWINGLE,
Assistant General Manager.

P. J. WEILAND,
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

Location	Inspector
Calmar.....	Rolfe Jewelers.
Austin.....	J. S. R. Scovill.
Faribault.....	E. Chappins.
Farmington.....	E. M. Gerster.
St. Paul.....	C. J. & H. W. Anderson.
St. Paul.....	Northern Watch Co.
St. Paul.....	R. E. Vierow.
Minneapolis.....	B. H. Anderson & Co.
Minneapolis.....	O. P. Gustafson Co.
Minneapolis.....	Berens Jewelers.
Mason City.....	C. E. Blanchard.
Mankato.....	Martin & Hoerr.
La Crosse.....	Paul's Jewelry Store.
La Crosse.....	G. F. Cremer.
Albert Lea.....	Clayton N. Wulff.
Wells.....	Stiles Jewelry Co.
Fairmont.....	Wehlers Jewelry Store.
Jackson.....	L. A. Gervais.
Madison.....	Casey Drug Co.
Preston.....	Raymond Tlougan.
Spencer.....	Barrick Brothers.
Sanborn.....	Sanborn Drug Co.
Canton.....	Operator on Duty.
Mitchell.....	E. Cotton.
Chamberlain.....	Fuller & Putnam.
Murdo.....	Beckwith Jewelry.
Rapid City.....	Adel Jewelers.
Sioux City.....	Grand Jewelers.
Sioux City.....	Brodkey, Goodsite & Grand.
Sioux Falls.....	Smith Jewelry.

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Austin	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS		THIRD CLASS
			Siding	Other tracks	419	417	407	63	65	91
					C. R. I. & P. Passenger Daily	C. R. I. & P. Passenger Daily	C. R. I. & P. Passenger Daily	Time Freight Daily Ex. Sun.	Way Frt. Daily Ex. Sun.	Way Freight Mon., Wed., Fri.
AUSTIN	0.5	A		Yard				L 1.30 PM	L 9.30 AM	
(C. G. W. CROSSING) AUSTIN JCT.	0.5							1.32	9.32	
RAMSEY	2.4		22	Yard				1.37	9.40	
LANSING	2.5	NI	30					1.41	9.50	
BLOOMING PRAIRIE	9.2	RN	37	63				1.54	10.10	
BIXBY	5.9		30					2.03	10.25	
PRATT	6.1		39	8				2.12	10.40	
(C. & N. W. CROSSING) OWATONNA	5.7	OA	41	95				2.21	11.20	
MEDFORD	5.9	MD	80	40				2.30	11.40	
FARIBAULT	9.8		85	Yard				2.46	A 11.55 AM	
(C. G. W. CROSSING) COMUS	6.7	B	94		L 6.12 AM	L 6.42 AM	L 5.33 PM	2.55		
DUNDAS	3.8	DJ	60		6.16	6.46	5.36	3.00		
NORTHFIELD	8.1	ND	99	109	f 6.21	f 6.50	f 5.40	3.04		
CASTLE ROCK	6.1	KB	55	42	6.28	6.58	5.46	3.12		
FARMINGTON	6.8		90	Yard	6.35	7.07	5.52	3.25	L 4.00 PM	
(C. M. ST. P. & P. CROSSING) ROSEMOUNT	7.2	F	68	56	A 6.43 AM	A 7.16 AM	A 6.00 PM	3.34	4.12	
MENDOTA	12.9	RO	30					A 3.52 PM	A 4.45 PM	
ST. PAUL JUNCTION	0.0							L 3.52 PM	L 4.45 PM	
CHESTNUT STREET	4.7	CA						4.10	5.05	
ST. PAUL	0.9	U		Yard					5.15	
ST. PAUL YARD	2.6	SY		Yard				A 4.30 PM	A 5.35 PM	

Passenger trains must not exceed maximum speed of 59 miles per hour between Austin and Comus, 75 miles per hour between Comus and Rosemount, 50 miles per hour between Rosemount and Mendota. Other trains—49 miles per hour between Austin and Comus, 50 miles per hour between Comus and Rosemount and 45 miles per hour between Rosemount and Mendota.

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

Between St. Paul Junction and Chestnut Street, Operating Rules of the C&NW and Joint C&NW-CMStP&P time table governs.

This time-table confers no authority between Minneapolis and St. Paul, La Crosse & River Division time-table and rules govern.

Rock Wool Spur Located 2 miles East of Mendota has Capacity of 6 Cars.

Centralized Traffic Control System is in use between Austin Jct. and Ramsey and between C. G. W. Crossing West of Faribault and 1400 feet East of Depot at Mendota. Automatic Block System is in use between Faribault and 1400 feet East of the Depot at Mendota.

At Rosemount, the time of westward C. R. I. & P. trains applies at the junction switch.

Rule 83 (B) does not apply at Faribault when operator not on duty.

Rule 83 (B) does not apply at Comus.

Rule 83 (B) does not apply at Rosemount.

Rule 83 (B) does not apply at Mendota.

In the Joint C&NW-CMStP&P territory between Mendota and Chestnut St., the Officials of the Twin City Terminal Division have jurisdiction.

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from St. Paul Yard	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	FIRST CLASS			SECOND CLASS		THIRD CLASS
				408	414	416	64	62	92
				C. R. I. & P. Passenger Daily	C. R. I. & P. Passenger Daily	C. R. I. & P. Passenger Daily	Time Freight Daily Except Sat.	Way Freight Daily Except Sun.	Way Freight Tues., Thur., Sat.
AUSTIN	102.3	BHJKOP RTVWXZ	Continuous				A 2.15 AM		A 2.30 PM
(C. G. W. CROSSING) AUSTIN JCT.	0.5	I	No Office						2.28
RAMSEY	2.4	JPY	No Office				2.01		2.15
LANSING	2.5	P	8.00 AM to 5.00 PM Except Sat. & Sun.				1.55		2.10
BLOOMING PRAIRIE	9.2	P	7.45 AM to 4.45 PM Except Sat. & Sun.				1.40		1.54
BIXBY	5.9	P	No Office				1.30		1.10
PRATT	6.1	P	No Office				1.15		1.00
(C. & N. W. CROSSING) OWATONNA	5.7	PVX	8.00 AM to 5.00 PM Ex. Sat. Sun. & Mon.				1.00		12.45 PM
MEDFORD	5.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.				12.35		11.50
FARIBAULT	9.8		8.00 AM to 5.00 PM Except Sat. & Sun.				12.20		L 11.30 AM
(C. G. W. CROSSING) COMUS	6.7	BIJPTVX					12.01 AM		
DUNDAS	48.1	JP	No Office	A 1.07 PM	A 5.46 PM	A 9.57 PM			
NORTHFIELD	3.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	1.04	5.43	9.53	11.45		
CASTLE ROCK	8.1	PV	8.00 AM to 7:00 PM Except Sat. & Sun.	f 1.01	f 5.40	f 9.50	11.35		
FARMINGTON	6.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.	12.53	5.34	9.44	11.18		
ROSEMOUNT	6.8	BIJPVXY	Continuous	12.46	5.28	9.37	11.05	A 10.02 AM	
(C. M. ST. P. & P. CROSSING) MENDOTA	7.2	JPY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 12.39 PM	L 5.21 PM	L 9.30 PM	10.41	9.52	
ST. PAUL JUNCTION	21.1	JPX	No Office				L 10.00 PM	L 9.32 AM	
CHESTNUT STREET	8.2		No Office				A 10.00 PM	A 9.32 AM	
ST. PAUL	8.2		Continuous				9.30	9.17	
ST. PAUL YARD	3.5		6.00 AM to 12.01 AM					9.10	
	2.6		Continuous				L 8.30 PM	L 9.00 AM	

Passenger trains must not exceed maximum speed of 59 miles per hour between Austin and Comus, 75 miles per hour between Comus and Rosemount, 50 miles per hour between Rosemount and Mendota. Other trains—49 miles per hour between Austin and Comus, 50 miles per hour between Comus and Rosemount and 45 miles per hour between Rosemount and Mendota.

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

4 WESTWARD		SECOND SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Decorah	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	THIRD CLASS		Distance from Decorah	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	
205	Freight	Sidings	Other tracks					222	Freight				
L 3:05 PM				CONOVER	9.6	JPR	No Office	A 5:00 PM					
3:27		7		HAUGENDALE	4.1		No Office	4:37					
A 3:45 PM			Yard DR 9.6	DECORAH		PR	8:00AM to 5:00PM Except Sun.	L 4:20 PM					

Trains must not exceed maximum speed of 20 miles per hour.
 Rule 83 (B) does not apply at Decorah when operator not on duty. Rule 83 (B) does not apply at Conover.

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

WESTWARD		THIRD SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Austin	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS		Distance from Austin	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	
163	Time Freight	Sidings	Other tracks					164	Time Freight				
L 6:30 AM			Yard H	MASON CITY	40.0	BJRIV XZ	6:00AM to 2:00PM 8:45PM to 4:45AM	A 5:30 AM					
				MASON CITY JCT. (M. & ST. L. CROSSING)	0.3	IV	No Office						
7:05				PLYMOUTH JCT. (C. R. I. & P. CROSSING)	7.1	M	No Office	5:01					
7:10	26			PLYMOUTH	1.0		No Office	4:58					
7:30		38	GR	GRAFTON	6.4		7:00AM to 4:00PM Except Sat. & Sun.	4:40					
7:50		24	CO	CARPENTER	25.2		7:00AM to 4:00PM Except Sat. & Sun.	4:21					
8:00	10			OTRANTO	18.7		No Office	4:11					
8:30		27	GY	(I. C. CROSSING) LYLE	15.2	PVX	8:00AM to 5:00PM Except Sat. & Sun.	4:00					
8:50	24			VARCO	11.4		No Office	3:42					
9:08				SOUTH JCT.	7.2	I	No Office	3:32					
A 9:10 AM			Yard A 40.0	AUSTIN	0.4	BHJK OPRTVWXZ	Continuous	L 3:30 AM					

Trains must not exceed maximum speed of 35 miles per hour.

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

WESTWARD		FOURTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Faribault	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS		Distance from Faribault	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	
641	Freight	Sidings	Other tracks					602	Freight				
L 9:00 AM		8	13	ZUMBROTA	34.9	RVY	8:00AM to 5:00PM Except Sat. & Sun.	A 2:45 PM					
				(O. G. W. CROSSING)	7.0		8:00AM to 5:00PM Except Sat. & Sun.						
9:25		27		WANAMINGO	27.9		8:00AM to 5:00PM Except Sat. & Sun.	2:10					
9:40		19		BOMBAY	5.4		No Office	1:35					
9:55		24		KENYON	22.5		8:00AM to 5:00PM Except Sat. & Sun.	1:15					
A 10:50 AM			Yard B 34.9	FARIBAULT	17.4	BJPRTVX	8:00AM to 5:00PM Except Sat. & Sun.	L 12:15 PM					

Trains must not exceed maximum speed of 25 miles per hour.
 Rule 83 (B) does not apply at Zumbrota when operator not on duty. Rule 83 (B) does not apply at Faribault when operator not on duty.

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

WESTWARD		FIFTH SUBDIVISION										EASTWARD 5	
THIRD CLASS		Capacity in cars		TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Calmar	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS		Distance from Austin	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	
93	Way Freight	205	761					168	70				
L 8:30 AM		L 3:00 PM	L 1:00 AM	CALMAR	69.2	BJKO PRTWX	8:00AM to 4:00PM 10:00PM to 6:00AM Except Sun.	A 2:30 PM					
				(C. R. I. & P. CROSSING)	3.1	JPRX	No Office	2:10					
8:40		A 3:05 PM	1:05	CONOVER	66.1	P	8:00AM to 4:00PM Except Sat. & Sun.	L 5:00 PM				10:30	
9:00			1:25	RIDGEWAY	58.8	P	8:00AM to 4:00PM Except Sat. & Sun.	1:57				10:20	
10:00			1:45	CRESO	50.1	P	8:00AM to 4:00PM Except Sat. & Sun.	1:43				10:10	
10:40			2:15	LIME SPRINGS	39.0	P	8:00AM to 4:00PM Except Sat. & Sun.	1:25				9:46	
11:05			2:35	CHESTER	34.0	P	8:00AM to 4:00PM Except Sat. & Sun.	1:15				9:36	
11:35			2:55	LE ROY	26.5	PV	8:00AM to 4:00PM Except Sat. & Sun.	12:59				9:21	
11:55			3:15	(C. G. W. CROSSING) TAOPI	18.4	I	No Office	12:40				9:07	
12:32 PM			3:30	(C. G. W. CROSSING) ADAMS	14.7	P	8:00AM to 4:00PM Except Sat. & Sun.	12:32				8:59	
1:00			3:45	ROSE CREEK	8.3	P	8:00AM to 4:00PM Except Sat. & Sun.	12:20				8:47	
1:18			3:55	SOUTH JCT.	0.4	I	No Office	12:03				8:32	
A 1:20 PM		A 4:00 PM		AUSTIN	69.2	BHJ KOPRT VWXZ	Continuous	L 12:01 PM				L 8:30 PM	

Trains must not exceed maximum speed of 45 miles per hour.

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

At Calmar the train order signal applies only to D&I Division Second District trains. At Conover, the time of Nos. 205 and 222 applies at the junction switch. Conover is a register station for Nos. 205 and 222 only. Rule 83(B) does not apply at Conover.

WESTWARD		SIXTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Mankato	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	THIRD CLASS		Distance from Farmington	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	
565	Way Freight	Sidings	Other tracks					562	Way Freight				
L 11:30 AM			Yard MK	MANKATO	59.8	BIJRTVXZ	Continuous	A 1:30 PM					
				(C. & N.W. CROSSINGS)	3.7	JP	No Office	A 1:15 PM					
L 11:45 AM				BENNING	56.1	M	No Office						
				(O. & N.W. CROSSING)	6.5	IV	No Office	12:55					
12:05 PM	19	112		KASOTA	50.7	P	8:00AM to 5:00PM Except Sat. & Sun.	12:35					
12:35	34		CD	CLEVELAND	42.8	P	8:00AM to 5:00PM Except Sat. & Sun.	12:15 PM					
1:10	14	28	UN	LE CENTER	36.1	MV	8:00AM to 5:00PM Except Sat. & Sun.	11:55					
1:30	31	35	MY	MONTGOMERY	27.7		8:00AM to 5:00PM Except Sat. & Sun.	11:35					
2:05	34		SD	(M. & ST. L. CROSSING) LONSDALE	19.0		8:00AM to 5:00PM Except Sat. & Sun.	11:10					
2:25	9		W	WEBSTER	18.6		8:00AM to 5:00PM Except Sat. & Sun.						
2:35	30			ELKO	10.6		No Office	10:55					
				(M. N. & S. CROSSING)	0.9	M	No Office						
A 3:00 PM	92	Yard F 59.8		FARMINGTON		BJPRTVXZ	Continuous	L 10:30 AM					

Trains must not exceed maximum speed of 35 miles per hour.

Rule 83 (B) does not apply at Benning. **EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.** This time-table confers no authority between Benning and Mankato; C. M. St. P. & P.-C. G. W. Joint time-table and rules govern.

Milw Ry—la., Minn., & Dak.

6 WESTWARD		SEVENTH SUBDIVISION										EASTWARD				
SECOND CLASS		FIRST CLASS		Capacity in cars		Telegraph calls	Distance from La Crosse	TIME TABLE No. 8		Distance from Austin	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	FIRST CLASS		SECOND CLASS	
105		157		Sidings	Other tracks			April 26, 1959					STATIONS		158	
Freight		Passenger								Passenger		Freight				
Tues. Thurs. & Sat. Only		Daily Except Sun.								Daily Except Sat.		Mon. Wed. & Fri. Only				
L 10.30 AM	L 4.10 AM			Yard	AD		LA CROSSE 0.1	108.0	BJKO TVWXYZ	Continuous	A s 12.40 AM	A 6.00 PM				
					BK	0.1	COPELAND AVE.	107.9	BKPRX	Continuous						
						0.3	WEST WYE SWITCH (West End Double Track) (DRAW BRIDGE)	107.6	IPX	No Office						
						0.4	(DRAW BRIDGE)									
						1.6	BRIDGE SWITCH	106.0	IJP	No Office						
						0.8										
L 10.40 AM	L 4.20 AM	24	12		GN	2.8	LA CRESCENT 5.5	105.2	JPXY	7.00AM to 4.00PM Except Sat. & Sun.	A s 12.25 AM	A 5.45 PM				
10.53	s 4.29	19	12			3.3	HOKAH 12.5	99.7	P	No Office	f 12.12 AM	5.30				
11.26	s 4.51	38	48		HX	20.8	HOUSTON 11.1	87.2	P	8.00AM to 5.00PM Except Sat. & Sun.	s 11.49	4.50				
12.05 PM	s 5.11	39	40		RU	31.9	RUSHFORD 4.7	76.1	P	8.00AM to 5.00PM Except Sat. & Sun.	s 11.29	4.15				
12.20	f 5.20		26		PR	36.6	PETERSON 8.9	71.4	P	8.00AM to 5.00PM Except Sat. & Sun.	f 11.20	3.50				
12.45	f 5.36		27			45.5	WHALAN 4.5	62.5	P	No Office	f 11.04	3.20				
12.55	s 5.46	13	72		NE	50.0	LANESBORO 4.9	58.0	PW	8.00AM to 5.00PM Except Sat. & Sun.	s 10.56	3.10				
						54.9	ISINOURS JCT. 0.7	53.1	JRX	No Office						
1.15	f 5.57	26	12			55.6	ISINOURS 8.7	52.4	PX	No Office	f 10.42	2.51				
1.55	f 6.13	29	20		FN	61.3	FOUNTAIN 7.2	46.7	P	8.00AM to 5.00PM Except Sat. & Sun.	f 10.29	2.26				
2.20	f 6.25		30		WF	68.5	WYKOFF 7.1	39.5		8.00AM to 5.00PM Except Sat. & Sun.	f 10.17	2.01				
2.55	s 6.38	24	34		SV	75.6	SPRING VALLEY 9.4	32.4		7.30AM to 4.30PM Except Sat. & Sun.	s 10.02	1.36				
3.30	s 6.54	22	46		GW	85.0	GRAND MEADOW 6.7	23.0		8.00AM to 5.00PM Except Sat. & Sun.	s 9.46	1.11				
3.55	s 7.06		40		DX	91.7	DEXTER 8.2	16.3		7.45AM to 4.45PM Except Sat. & Sun.	s 9.33	12.51				
4.20	f 7.19	31			BD	99.9	BROWNSDALE 3.5	8.1		8.00AM to 5.00PM Except Sat. & Sun.	f 9.17	12.26				
						103.4	(C. G. W. CROSSING) 1.6	4.6	I	No Office						
4.35	7.25			Yard		105.0	RAMSEY	3.0	JPXY	No Office	9.05	12.11				
4.45	7.30					107.5	AUSTIN JCT. (C. G. W. CROSSING) 2.5	0.5	I	No Office	9.01	12.03				
A 4.50 PM	A s 7.35 AM			Yard	A	108.0	AUSTIN		BJKO PRTVWXYZ	Continuous	L 9.00 PM	L 12.01 PM				

Passenger trains must not exceed maximum speed of 59 miles per hour between Austin and Ramsey and 40 miles per hour between Ramsey and La Crescent, other trains 49 miles per hour between Austin and Ramsey and 30 miles per hour between Ramsey and La Crescent.

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

Centralized Traffic Control and Automatic Block System is in use between Ramsey and Austin, between River Jct. and La Crosse and between Bridge Switch and La Crescent.

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

No. 105 and No. 157 get IM&D Division clearance Form A at Copeland Ave.

Between the Junction switch of the D&I Division and IM&D Division and the entrance to C. T. C. at La Crescent depot trains have no superiority, all trains must move at restricted speed within these limits. D&I Division and IM&D Division trains use this track jointly.

Between Austin and Austin Jct., there is no superiority of trains and all trains and engines must move at restricted speed.

Isinours Jct. is a register station for first class trains only.

6 WESTWARD		EIGHTH SUBDIVISION										EASTWARD		
THIRD CLASS		403		Capacity in cars		Telegraph calls	Distance from Isinours	TIME TABLE No. 8		Distance from Junction	See Rule 6-A	Office Hours Also see page 10 for other assigned hours	THIRD CLASS	
Freight		Daily Except Sun.		Sidings	Other tracks			April 26, 1959					STATIONS	
Daily Except Sun.		Daily Except Sun.								Freight		Daily Except Sun.		
L 8.00 AM	L 8.05 AM	26	12				ISINOURS	5.2	PRX	No office	A 7.45 AM			
L 8.05 AM						0.7	ISINOURS JCT. 4.5	4.5	JX	No office	A 7.40 AM			
A 8.25 AM						5.2	JUNCTION		JX	No office	L 7.20 AM			

Trains must not exceed maximum speed of 20 miles per hour.

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

Rule 83(B) does not apply at Junction and Isinours.

WESTWARD		NINTH SUBDIVISION										EASTWARD		
SECOND CLASS		203		Capacity in cars		Telegraph calls	Distance from Austin	TIME TABLE No. 8		Distance from Jackson	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS	
Time Freight		Daily Except Sun.		Sidings	Other tracks			April 26, 1959					STATIONS	
Daily Except Sun.		Daily Except Sun.								Time Freight		Daily Except Sun.		
L 9.15 AM				Yard	A		AUSTIN	0.5	109.5	BJKO PRTVWXYZ	Continuous	A 6.35 PM		
9.16						0.5	AUSTIN JCT. (C. G. W. CROSSING)	2.5	109.0	I	No Office	6.30		
9.20				Yard		2.5	RAMSEY 6.8	106.5	JPXY	No Office	6.25			
9.35				22		9.8	OAKLAND 5.3	99.7	P	No Office	6.10			
9.45		53				15.1	HOLLANDALE JCT. 0.9	94.4	JPY	No Office	5.55			
						15	PETRAM 2.0	93.5		No Office				
9.55		36	28	HD		18.0	HAYWARD	91.5	P	8.00AM to 5.00PM Except Sat. & Sun.	5.45			
10.30		47		Yard	BA	24.6	(C. G. W. CROSSING) ALBERT LEA (M. & ST. L. CROSSING)	84.9	BIOP VX	12.01PM to 8.00PM Except Sat. & Sun.	5.30			
						25.5	ST. CLAIR JCT.	84.0	JX	No Office				
10.40				14		29.8	ARMSTRONG 5.4	79.7		No Office	5.10			
10.55				44	DN	35.2	ALDEN 9.2	74.3		8.00AM to 5.00PM Except Sat. & Sun.	4.55			
11.50		33		Yard	WS	44.4	WELLS 9.0	65.1	JOR XY	8.00AM to 7.00PM Ex. Sat. Sun. & Mon.	4.30			
12.10 PM				53	AN	53.4	EASTON 5.9	56.1		8.00AM to 5.00PM Except Sat. & Sun.	3.40			
12.25				38	VN	59.3	DELAVAN	50.2		8.00AM to 5.00PM Except Sat. & Sun.	3.20			
12.45		40	70	WA		66.4	(C. & N. W. CROSSING) WINNEBAGO	43.1	V	8.00AM to 5.00PM Except Sat. & Sun.	3.00			
1.00				28		71.1	HUNTLEY 6.1	38.4		No Office	2.45			
1.20		36	26	GR		77.2	GRANADA	32.3		8.00AM to 5.00PM Except Sat. & Sun.	2.30			
2.15		30	90	FR		83.4	(C. & N. W. CROSSINGS) FAIRMONT	26.1	IV	8.00AM to 5.00PM Except Sun.	2.15			
2.35				40	WX	91.4	WELCOME	18.1		8.00AM to 5.00PM Except Sat. & Sun.	1.56			
2.55				57	SN	96.9	SHERBURN (M. & ST. L. CROSSING)	12.6	M	8.00AM to 5.00PM Except Sat. & Sun.	1.45			
3.15				41	PA	104.2	ALPHA 5.3	5.3		8.00AM to 5.00PM Except Sat. & Sun.	1.30			
A 3.40 PM		24		Yard	J	109.5	JACKSON		BRX	7.30AM to 4.30PM Except Sat. & Sun.	L 1.15 PM			

Trains must not exceed maximum speed of 49 miles per hour between Austin and Ramsey; 35 miles per hour between Ramsey and Wells and 30 miles per hour between Wells and Jackson.

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

Centralized Traffic Control and Automatic Block System is in use between Austin and Austin Jct., there is no superiority of trains and all trains and engines must move at restricted speed.

WESTWARD		TENTH SUBDIVISION										EASTWARD				
THIRD CLASS		403		Capacity in cars		Telegraph calls	Distance from Caledonia	TIME TABLE No. 8		Distance from Preston	See Rule 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS		THIRD CLASS	
Freight		Daily Except Sun.		Sidings	Other tracks			April 26, 1959					STATIONS		404	
Daily Except Sun.		Daily Except Sun.								Freight		Daily Except Sun.				
L 11.30 AM		9	44	DO		0.0	CALEDONIA 9.8	43.5	PY	8.00AM to 5.00PM Exc. Sat. & Sun.	A 10.55 AM					
12.10 PM				30	SG	9.8	SPRING GROVE 8.9	33.7	P	8.00AM to 5.00PM Exc. Sat. & Sun.	10.25					
12.45				40	MO	18.7	MABEL 5.5	24.8	P	8.00AM to 5.00PM Exc. Sat. & Sun.	9.55					
1.05				14		24.2	PROSPER 3.6	19.3	P	No office	9.35					
1.20				16	CN	27.8	CANTON 4.8	15.7	P	8.00AM to 5.00PM Exc. Sat. & Sun.	9.20					
1.40				36	HA	32.6	HARMONY 4.7	10.9	P	8.00AM to 5.00PM Exc. Sat. & Sun.	9.00					
1.55				6		37.3	HUTTON 5.3	6.2		No office	8.45					
L 8.25 AM						42.6	JUNCTION 0.9	0.9	JX	No office	8.33	A 7.20 AM				
A 8.30 AM				Yard	WO	43.5	PRESTON		BRTXP	8.00AM to 5.00PM Exc. Sat. & Sun.	L 8.30 AM	L 7.15 AM				

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

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

8 WESTWARD		ELEVENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Jackson	TIME TABLE No. 8 April 26, 1959 STATIONS			Distance from Madison	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS	
	203	Sidings	Other tracks										
	7.30 AM	24	Yard	J		JACKSON 11.4	124.0	BRX		7.30AM to 4.30PM Except Sat. & Sun.	A	1.00 PM	
	8.05	38	50	FD	11.4	LAKEFIELD 8.4	112.6			7.30AM to 4.30PM Except Sat. & Sun.		12.30	
	8.30	29		BN	19.8	OKABENA	104.2			7.30AM to 4.30PM Except Sat. & Sun.		12.10	
	8.40	18	7		22.9	MILOMA (O. & N. W. CROSSING)	101.1	IV		No Office		12.01 PM	
	8.55	19		K	30.2	KINBRAE 6.5	93.8			7.30AM to 4.30PM Except Sat. & Sun.		11.35	
	9.10	33	48	FA	36.7	FULDA 5.6	87.8			7.30AM to 4.30PM Except Sat. & Sun.		11.10	
	9.25	8		CK	42.3	WIROCK 4.3	81.7			7.30AM to 4.30PM Except Sat. & Sun.		10.45	
	9.40	43	49	IA	46.6	IONA LAKE 8.9	77.4			7.30AM to 4.30PM Except Sat. & Sun.		10.30	
	10.05	33		XN	55.5	CHANDLER 10.2	68.5			7.30AM to 4.30PM Except Sat. & Sun.		10.05	
	10.30	34	35	DE	65.7	EDGERTON 2.4	58.3			7.30AM to 4.30PM Except Sat. & Sun.		9.40	
			70		68.1	EDGERTON GRAVEL PIT 4.5	55.8			No Office			
	10.50	24		HF	72.6	HATFIELD (G. N. & C. R. I. & P. CROSSING)	51.4			7.30AM to 4.30PM Except Sat. & Sun.		9.25	
	11.50	36	75	ON	79.8	PIPESTONE 6.1	44.2	V		7.30AM to 4.30PM Except Sat. & Sun.		9.10	
	12.05 PM	26			85.9	AIRLIE 8.6	38.1			No Office		8.55	
	12.25		51	DU	94.5	FLANDREAU 4.4	29.5			7.30AM to 4.30PM Except Sat. & Sun.		8.35	
	12.45	18	75	RF	98.9	EGAN 1.9	25.1	X		7.30AM to 4.30PM Except Sat. & Sun.		8.20	
	12.50				100.8	SIoux FALLS JCT. 7.7	23.2	JPYX		No Office		8.00	
	1.10	30	33	CN	108.5	COLMAN 7.8	15.5			7.00AM to 4.00PM Except Sat. & Sun.		7.44	
	1.30	27		WH	116.8	WENTWORTH (G. N. CROSSING)	7.7	V		7.00AM to 4.00PM Except Sat. & Sun.		7.25	
	A 2.30 PM	43	Yard	DK	124.0	MADISON		BJKORTX		7.00AM to 4.00PM Except Sat. & Sun.	L	7.10 AM	

Trains must not exceed maximum speed of 30 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

8 WESTWARD		TWELFTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Madison	TIME TABLE No. 8 April 26, 1959 STATIONS			Distance from Wessington Springs	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	THIRD CLASS	
	303	Sidings	Other tracks										
	L 7.15 AM	43	Yard	DK		MADISON 6.9	75.0	BJKOR TX		7.00AM to 4.00PM Except Sat. & Sun.	A	5.35 PM	
	7.30	15			6.9	JUNIUS 6.4	68.1			No Office		4.40	
	7.50	21		CF	18.3	WINFRED 8.4	61.7			7.30AM to 4.30PM Except Sat. & Sun.		4.25	
	8.40	26	66	HC	21.7	HOWARD (O. & N. W. CROSSING)	53.8			7.30AM to 4.30PM Except Sun. & Mon.		4.00	
	8.50				25.5	VILAS 4.6	49.5	V		No Office		3.50	
	9.05	27			30.1	ROSWELL 4.7	44.9			No Office		3.35	
	9.20	23		FE	34.8	FEDORA 6.5	40.2			No Office		3.20	
	9.40	24		EA	41.3	ARTESIAN 9.5	33.7			7.30AM to 4.30PM Except Sun. & Mon.		3.00	
	10.10	24		FO	50.8	FORESTBURG 9.1	24.2	P		No Office		2.35	
	10.50	61	100	KN	59.9	WOONSOCKET 7.8	15.1	JPXY		7.15AM to 4.15PM Except Sat. & Sun.		2.10	
	11.50	23			67.7	LANE 7.3	7.3			No Office		1.50	
	A 12.45 PM	30	47	RS	75.0	WESSINGTON SPRINGS		RY		7.30AM to 4.30PM Except Sun. & Mon.	L	1.30 PM	

Trains must not exceed maximum speed of 25 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD		THIRTEENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Hollandale Jct.	TIME TABLE No. 8 April 26, 1959 STATIONS			Distance from Rock Island Jct.	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS	
	222	Sidings	Other tracks										
	L	54				HOLLANDALE JCT. 3.9	7.0	JPY		No Office		A	
		22			8.9	SO. HOLLANDALE 3.1	3.1	P		No Office			
	A	24			7.0	ROCK ISLAND JCT.		JYX		No Office		L	
		Yard	HO			HOLLANDALE	0.7	PX		8.00AM to 5.00PM Except Sat. & Sun.			

Trains must not exceed maximum speed of 20 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. This time table confers no authority between Rock Island Jct. and Hollandale, C. R. I. & P. time table and rules govern. Rule 83(B) does not apply at Hollandale Jct. or Rock Island Jct.

WESTWARD		FOURTEENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from St. Clair Jct.	TIME TABLE No. 8 April 26, 1959 STATIONS			Distance from St. Clair	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	THIRD CLASS	
	461	Sidings	Other tracks										
	L 10.00 AM	47	Yard	BA		(C. R. I. & P. CROSSING) ALBERT LEA (M. & ST. L. CROSSING)	39.9	BIOPR VX		12.01 PM to 8.00 PM Except Sat. & Sun.	A	3.20 PM	
	L 10.05 AM				0.9	ST. CLAIR JCT. 12.3	39.0	JX		No Office		A 3.10 PM	
	10.45	15			12.3	FREEBORN 7.6	26.7	P		No Office		2.35	
	11.10	16	5		19.9	MATAWAN 5.9	19.1	P		No Office		2.05	
	11.35	18			25.8	WALDORF 6.8	18.2	P		No Office		1.40	
	12.10 PM	25			32.6	PEMBERTON 6.4	6.4	P		No Office		1.15	
	A 12.30 PM	18	20		39.0	ST. CLAIR		PRY		No Office		L 12.50 PM	

Trains must not exceed maximum speed of 20 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. This time-table confers no authority between Albert Lea and St. Clair Jct.; Westward Fourteenth Subdivision trains will obtain Clearance Form A at Ninth subdivision time-table governs. Albert Lea instead of St. Clair Jct. Rule 83 (B) does not apply at St. Clair Jct. or St. Clair.

WESTWARD		FIFTEENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Wells	TIME TABLE No. 8 April 26, 1959 STATIONS			Distance from Mankato	SEE RULE 6-A	Office Hours Also see page 10 for other assigned hours	SECOND CLASS	
	561	Sidings	Other tracks										
	L 12.30 PM		Yard	WS		WELLS 8.6	38.2	JOR XY		8.00AM to 7.00PM Ex. Sat. Sun. & Mon.	A	11.30 AM	
	12.55	21		AR	8.6	MINNESOTA LAKE 8.5	29.6			8.00AM to 5.00PM Except Sat. & Sun.		10.55	
	1.20	25	100	MA	17.1	MAPLETON 7.3	21.1			8.00AM to 5.00PM Except Sat. & Sun.		10.35	
	1.45	15		GT	24.9	GOOD THUNDER 6.3	13.3			8.00AM to 5.00PM Except Sat. & Sun.		10.12	
	2.01	19			31.2	RAPIDAN				No Office		9.50	
	A 2.20 PM	37	Yard	MK	38.2	MANKATO (O. & N. W. CROSSINGS)	7.0	BIRT VXZ		Continuous		L 9.30 AM	

Trains must not exceed maximum speed of 30 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD—EIGHTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (63, 3, 11), First Class, Capacity in Cars, Time Table No. 8 (April 26, 1959), Stations, Office Hours, and First/Second Class times (22, 98, 62).

Passenger trains must not exceed maximum speed of 59 miles per hour between Sanborn and Canton, and 50 miles per hour Canton to Mitchell. Other trains must not exceed 49 miles per hour between Sanborn and Canton, and 40 miles per hour between Canton and Mitchell.

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

WESTWARD—NINETEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (497), Capacity in Cars, Time Table No. 8 (April 26, 1959), Stations, Office Hours, and Third Class (496) times.

Trains must not exceed maximum speed 25 miles per hour.

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

Rule 83 (B) does not apply at Menno if train order signal indicates proceed. Rule 83 (B) does not apply at Marion Jct. when operator not on duty if train order signal indicates proceed as per Rule 200C.

WESTWARD—TWENTIETH SUBDIVISION—EASTWARD

Table with columns for Second Class (167), Capacity in Cars, Time Table No. 8 (April 26, 1959), Stations, Office Hours, and Second Class (166) times.

Trains must not exceed maximum speed of 35 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

WESTWARD—TWENTY-FIRST SUBDIVISION—EASTWARD

Table with columns for Second Class (167), Capacity in Cars, Time Table No. 8 (April 26, 1959), Stations, Office Hours, and Second Class (166) times.

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

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

14 TWENTY-SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Sioux City	Telegraph calls	Capacity in Cars		SEE RULE 6-A	FIRST CLASS	SECOND CLASS								
			219	73		173	7	395	163						
										Passenger	Time Freight	Time Freight	Mixed	Way Freight	Time Freight
										Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
SIoux CITY (C. & N. W. CROSSING) (EAST END OF DOUBLE TRACK) 3.9	0.0	Q		Yard	BIKOPRVXYZ	L 8.25 AM	L 2.55 AM		L 5.30 AM						
SHORE ACRES (WEST END OF DBLE. TRACK) 1.2	3.9				X										
MILITARY ROAD 0.5	5.1		26		BTX										
WEST YARD 6.5	5.6	RX		Yard	BKOPRXZ	8.36	A 4.30 AM	L 5.25 AM	6.00						
JEFFERSON 7.7	12.1	JN	48		P	8.44		5.45	6.18						
EAST WYE SWITCH 6.1	19.8	KB	80		JPHY	f 8.55		6.12	A 6.35 AM						
WESTFIELD 5.5	25.9	WU		37	P	s 9.04		6.45							
AKRON 6.7	31.4	AK	41	56	P	s 9.15		6.55							
CHATSWORTH 6.1	38.1			12	P	f 9.25		7.05							
(C. & N. W. CROSSING) HAWARDEN 0.8	44.2	WD	31	33	PVXZ	s 9.42		7.15							
CALLIOPE 8.8	45.0			22	X										
HUDSON 6.7	53.8	HB	31	75	P	s 9.55		7.35							
FAIRVIEW 6.6	60.5			17		s 10.06		7.50							
BELOIT 1.8	67.1														
CANTON (C. M. ST. P. & P. CROSSING) 1.1	68.9	OD	47	Yard	BHIJPRXY	s 10.25		8.10				L 1.30 PM			
NORTH CANTON 10.3	70.0														
HARRISBURG 7.1	80.3	RG	65	27	P	s 10.52		8.41				1.47			
(C. R. I. & P. CROSSING) 1.1	87.4				IX										
SOUTH YARD 1.0	88.5			Yard	X	11.05		8.55				2.00			
(G. N. AND C. & N. W. CROSSING) (C. R. I. & P. CROSSING) 0.2	89.5				IX										
SIoux FALLS 0.8	89.7	SF		Yard	BKMOPRTXZ	As 11.15 AM		A 9.10 AM		L 7.00 AM	A 2.05 PM				
EAST JCT. 0.1	90.5				JX										
PEAKS 1.8	90.6		41		X					7.05					
WEST JCT. 3.8	92.4				JX										
RENNER 7.9	96.2		22							7.20					
BALTIC 5.1	104.1	SY	35		P					8.00					
DELL RAPIDS 7.1	109.2	D	27	57	PXZ					8.30					
TRENT 5.7	116.3	RT	14		P					9.25					
SIoux FALLS JCT. 1.9	122.0				JX					A 9.40 AM					
EGAN	123.9	RF		Yard	BPRXY					A 9.45 AM					

Passenger trains must not exceed maximum speed of 70 miles per hour between Sioux City and West Yard and 59 miles per hour between West Yard and Sioux Falls; other trains 49 miles per hour. All trains 30 miles per hour between Sioux Falls and Trent; 25 miles per hour between Trent and Sioux Falls Junction.

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

No. 219 will stop at Chatsworth to discharge revenue passengers from Sioux City and beyond and pick up revenue passengers for Canton and beyond. No. 219 will stop at Beloit daily except Sunday for dispatch of U. S. Mail.

TRAIN DISPATCHERS

C. A. ANDERSON, V. K. DRURY, C. D. MAYER, F. H. BRADASH, R. D. OSHEIM, A. G. BEAUVAIS, Trainmaster.

M. P. O'LOUGHLIN, Chief Dispatcher, Eleventh, Twelfth and Sixteenth Subdivisions.

C. B. DAVIS, Chief Dispatcher, All other Subdivisions.

TWENTY-SECOND SUBDIVISION—EASTWARD 15

TIME TABLE No. 8 April 26, 1959 STATIONS	Distance from Egan	Office Hours Also see page 10 for other assigned hours	FIRST CLASS	SECOND CLASS			THIRD CLASS							
			220	8	262	162	396	164						
									Passenger	Mixed	Time Freight	Time Freight	Way Freight	Time Freight
									Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
SIoux CITY (C. & N. W. CROSSING) (EAST END OF DOUBLE TRACK) 3.9	123.9	No Office	As 5.50 PM	A 5.10 PM	A 5.20 PM									
SHORE ACRES (WEST END OF DBLE. TRACK) 1.2	120.0	No Office												
MILITARY ROAD 0.5	118.8	No Office												
WEST YARD 6.5	118.3	Continuous	5.38	262 4.45	8 L 5.00 PM		A 9.40 PM							
JEFFERSON 7.7	111.8	No Office	f 5.29	4.37										
EAST WYE SWITCH 6.1	104.1	5.00PM to 10.00PM Except Sat. & Sun.	f 5.20	L 4.27 PM			9.13							
WESTFIELD 5.5	98.0	7.30AM to 4.30PM Except Sat. & Sun.	f 5.11				9.03							
AKRON 6.7	92.5	8.00AM to 5.00PM Except Sat. & Sun.	s 5.02				8.55							
CHATSWORTH 6.1	85.8	No Office	s 4.50				8.45							
(C. & N. W. CROSSING) HAWARDEN 0.8	79.7	8.00AM to 5.00PM Except Sat. & Sun.	s 4.40				8.35							
CALLIOPE 8.8	78.9	No Office												
HUDSON 6.7	70.1	8.00AM to 5.00PM Except Sat. & Sun.	s 4.25				8.19							
FAIRVIEW 6.6	63.4	No Office	f 4.15				8.07							
BELOIT 1.8	56.8	No Office												
CANTON (C. M. ST. P. & P. CROSSING) 1.1	55.0	8.00AM to 12.00AM	s 4.04		A 4.25 PM		7.52							
NORTH CANTON 10.3	53.9	No Office	3.57		4.18									
HARRISBURG 7.1	43.6	8.00AM to 5.00PM Except Sat. & Sun.	f 3.45		4.06		7.22							
(C. R. I. & P. CROSSING) 1.1	36.5	No Office												
SOUTH YARD 1.0	35.4	No Office			3.50									
(G. N. AND C. & N. W. CROSSING) (C. R. I. & P. CROSSING) 0.2	34.4	No Office												
SIoux FALLS 0.8	34.2	7.00AM to 11.00PM Except Sat. & Sun.	L 3.30 PM	162 L 3.45 PM	220 A 1.00 PM	L 7.00 PM								
EAST JCT. 0.1	33.4													
PEAKS 1.8	33.3						12.40							
WEST JCT. 3.8	31.5													
RENNER 7.9	27.7	No Office					12.25							
BALTIC 5.1	19.8	8.00AM to 5.00PM Except Sat. & Sun.					12.05 PM							
DELL RAPIDS 7.1	14.7	8.00AM to 5.00PM Except Sat. & Sun.					11.45							
TRENT 5.7	7.6	8.00AM to 5.00PM Except Sat. & Sun.					11.20							
SIoux FALLS JCT. 1.9	1.9	No Office					L 11.00 AM							
EGAN	0.0						L 10.50 AM							

Passenger trains must not exceed maximum speed of 70 miles per hour between Sioux City and West Yard and 59 miles per hour between West Yard and Sioux Falls; other trains 49 miles per hour. All trains 30 miles per hour between Sioux Falls and Trent; 25 miles per hour between Trent and Sioux Falls Junction.

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

Rule 83(B) does not apply at Sioux City. Trains starting at Sioux City must obtain clearance Form A at West Yard.

Rule 83(B) does not apply at East Wye Switch when operator not on duty if train order signal indicates proceed as per Rule 200-C.

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.

At East Wye Switch, the train order signal applies to H&D Division and IM&D Division trains.

No. 220 will stop at East Wye Switch and Jefferson discharge revenue passengers from stations on Sioux Falls Line.

Double Track is in use between Sioux City and Shore Acres.

Automatic Block System is in use between Sioux City and Shore Acres.

Centralized Traffic Control System is in use between Shore Acres and West Yard.

Manual Block System is in use between West Yard and East Wye Switch.

At West Yard, first class trains and No. 7 and No. 8 will register by register ticket when not displaying signals for following section.

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 6-3127
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		107 7th Ave. So. GLenview 1-1824
St. Paul	Dr. H. R. Tregilgas	395 5th Ave. N., So. St. Paul, GLenview 1-1009	366 N. Prior Ave. MI 4-9635
St. Paul	Dr. J. A. Williams	2247 Edgcombe Rd. Midway 9-7506	120 No. Snelling Ave. MI 4-2300
St. Paul	Dr. Edward H. Kelly	2052 Summit Ave. Midway 8-8792	835 Lowry Medical Arts Bldg. CA. 2-8717
St. Paul	Dr. Edmund A. Post, Oculist	2034 Lincoln Ave. Midway 9-1094	366 North Prior Ave. MI 6-9635
St. Paul	Dr. Robert K. Grau	1628 Mable Knoll Drive Midway 6-4204	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. Wilfred J. Bushard, Oculist	6473 Westchester Circle ORchard 5-8123	

Location	Name	Residence Phone No.	Office Phone No.	Location	Name	Residence Phone No.	Office Phone No.
La Crosse	J. F. Egan	4-3828	4-3050	Mason City	R. R. Flickinger, Oculist	3-3347	3-7554
La Crosse	S. Gundersen	4-5302	2-5265	Lyle	G. R. Melzer	5-4101	5-4101
La Crosse	V. J. Mansheim, Oculist	2-9565	4-3050	Zumbrota	Dr. Oliver E. H. Larson	326	131
La Crosse	M. A. McGarty	4-4473	4-5240	Mankato	W. C. Stillwell	3508	4651
La Crosse	James C. Fox	2-2322	4-3050	Mankato	Roy N. Andrews	3072	4651
La Crosse	Gerald I. Ulrich	4-4589	4-3050	Mankato	Phillip G. Hooper, Oculist	3289	4651
La Crosse	R. E. McMahon	2-2818	4-3050	Sioux City	Dr. Frederic W. Wilson, Jr.	7-1519	5-8911
Houston	L. Kenneth Onsgard	6-3623	6-3157	Sioux City	Dr. F. L. Wilson	8-8981	5-8911
Rushford	Dr. Hilmar R. Schmidt	4-7193	4-7160	Sioux City	Dr. Jas. E. Reeder, Jr., Oculist	5-3245	8-0125
Lanesboro	Ralph B. Johnson	123	70	Sioux City	Dr. C. J. Goebel	2-1209	5-7297
Spring Valley	E. Graham Howard	2700	595	Sioux City	Dr. W. M. Krigsten, Orthopedist	8-1515	5-1628
Albert Lea	C. Foster Palmer	3037	3931	Mitchell	Dr. Wm. A. Delaney, Jr.	6-3973	6-5553
Wells	Mark P. Virnig	135	55	Mitchell	Dr. Preston A. Brogdon	6-4118	6-5697
Wells	Richard P. Virnig	135Y	55	Mitchell	Dr. F. D. Gillis, Jr.	6-4338	6-5697
Fairmont	John R. Nickerson	4222	52	Mitchell	Dr. R. A. Weber, Oculist	6-5153	6-2002
Jackson	Dr. Walter Wells	395	800	Mitchell	Dr. O. J. Mabee, Oculist	6-2862	6-2537
Jackson	W. H. Halloran	683R	800	Canton	Dr. L. L. Parke	164	92
Fulda	B. M. Stevenson	112	100	Sioux Falls	Dr. G. E. Van Demark	2-1832	4-9721
Edgerton	Gerrit Beckering	2-7113	2-7111	Sioux Falls	Dr. R. E. Van Demark	8-6432	4-9721
Pipestone	W. G. Benjamin	542R	542W	Sioux Falls	Dr. M. S. Grove	2-5222	8-7871
Flandreau	Bedford T. Otey	7-2889	7-2471	Sioux Falls	Dr. Donald H. Breit, Radiologist	8-5872	4-9721
Flandreau	R. R. Fisk	7-2142	7-2728	Dell Rapids	Dr. Paul K. Aspaas	3-4921	2-2121
Madison	J. A. Muggly	2396	5564	Clear Lake	Dr. E. L. Wurtzer	7-2711	7-2711
Madison	J. R. Westaby	2228	2228	Garner	Dr. Lyle R. Fuller	677	676
Madison	Geo. E. Whitson	2472	2678	Algona	Dr. Melvin G. Bourne	CY 4-2277	CY 4-2345
Madison	D. S. Baughman	2151	5564	Emmetsburg	Dr. Harold L. Brereton	2-1791	2-4681
Madison	Richard L. Lillard	5656	5564	Spencer	Dr. E. E. Munger	90W2	90
Madison	J. A. Anderson	6-4564	6-2984	Sanborn	Dr. C. Maris	3-76	2-76
Wessington Springs	Dr. T. B. McManus	5231	5221	Sheldon	Dr. Robert E. Griffen	560	12
Caledonia	Neil T. Norris	295	26	Freeman	Dr. E. J. Hofer	59	55
Preston	J. P. Nehring	5-3846	5-3858	Marion Jct.	Dr. A. P. Reding	40	119
Calmar	Dr. F. A. Hennessy	2-3350	2-3606	Emery	Dr. Henry C. Deily	92	93
Cresco	Dr. P. A. Nierling	381-J	381	Chamberlain	Dr. L. W. Holland	19-W	105-W
Adams	Paul J. Schneider	2-3163	2-3626	Murdo	Dr. Jos. Murphy	9-2121	9-2121
Austin	Dr. D. P. Anderson	HEmlock 3-5170	3-7351	Kadoka	Dr. N. J. Sundet	4-2111	4-2121
Austin	Dr. O. H. Hegge	HEmlock 3-2506	3-2242	Rapid City	Dr. Gordon S. Owen	FI 2-0637	FI 2-2808
Austin	L. G. Flanagan, Oculist	HEmlock 7-1846	3-2355	Rapid City	Dr. T. F. O'Toole	FI 3-0304	FI 2-0520
Owatonna	John A. McIntyre	2275	2262	Rapid City	Dr. John W. Erickson	FI 3-0246	FI 3-4225
Faribault	Dr. C. M. Robilliard	4-4180	4-8024	Rapid City	Dr. Francis R. Williams	FI 2-3262	FI 2-3280
Faribault	Dr. Walter Rumpf	4-6962	4-4153				
Northfield	Dr. Bernard Street	280	44				
Farmington	Dr. A. H. Field	719	815				
Decorah	Ralph Dahlquist	741	770				
Mason City	T. E. Davidson	3-2681	3-4120				
Mason City	J. E. Christopherson	3-6890	3-4120				
Mason City	S. A. O'Brien	3-3981	3-8861				

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

YARD LIMITS AT

La Crosse	Extend from west end of Bridge L-4A (east Channel Mississippi River) to one mile east of Grand Crossing.	Faribault	Extend from 200 ft. west of C. G. W. Crossing to 4800 ft. east of the crossover east of the coal shed on the First subdivision and to 2000 ft. east of downtown track switch on the Fourth subdivision.
River Junction	Extend from 5200 feet west of west switch of eastward siding to end of double track and to the junction with IM&D and D&I Division at La Crescent.	Farmington	Extend from 2443 feet east of east switch of No. 1 track to 2000 feet west of west switch of siding, and 2000 feet east of east crossover switch on Sixth subdivision and to 5280 feet west of wye switch on H. & D. Division.
La Crescent	Extend from Bridge Switch to 2000 feet west of crossover switch located about one mile west of the junction.	Mendota	Extend from 1.4 miles east of depot to 310 feet east of Junction Switch at Cliff.
Isinours	Extend from 1250 feet east of junction switch at Isinours Jct. to 2000 feet west of west switch at Isinours.	Twin City Terminal	Extend from 1537 feet east of Tower at Oakland to Minneapolis Depot.
Ramsey	Extend from 3419 feet east of Seventh subdivision switch at Ramsey to 5300 feet west of west switch of yard tracks on Ninth subdivision, including the Northwest leg of the wye.	Lyle	Extend from 3156 feet east of East House track switch to 2760 feet west of West House track switch.
Austin	Extend from 5900 feet west of new switch west end of Long John track to 5000 feet east of junction switch frog on Fifth subdivision and to 5400 feet east of junction switch frog on Third subdivision.	Sioux City Yard and West Yard	Extend from 1580 feet east of the Morningside spur switch on the Iowa Division to 3430 feet west of the west switch of West Yard on the IM&D Division.
Albert Lea	Extend from 2000 feet east of the east switch near packing house to 2000 feet west of St. Clair Jct. on the Ninth subdivision and to 2000 feet west of St. Clair Jct. on the Fourteenth subdivision.	Elk Point and East Wye Switch	Extend from 4500 feet east of east switch of siding at East Wye Switch to 4500 feet west of west wye switch on Twenty-Second Subdivision and to 6037 feet west of west switch at Elk Point on H&D Division.
Wells	Extend from 3200 feet east of east switch of yard tracks to 2000 feet west of west switch storage track on Ninth subdivision and to 2350 feet west of west crossover on Fifteenth subdivision.	Hawarden-Calliope	Extend from 3000 feet west of Hallett Gravel Company Spur, west of Calliope to 2000 feet east of Hawarden Gravel Company Spur at Hawarden.
Preston	Extend from 200 feet east of junction on Tenth subdivision to end of main track.	Canton	Extend from 4000 feet east of the east switch to 2000 feet west of the west wye switch on Eighteenth Subdivision and from 4000 feet east of the east switch of the siding to 2000 feet west of the west wye switch on Twenty-second Subdivision.
Rock Island Junction, Hollandale and Maple Island	Extend from 1000 feet east of Rock Island Jct. on IM&D Division to 1000 feet west of west switch at Hollandale on C. R. I. & P. R. R. and to Maple Island.	Sioux Falls-West Jct.	Extend from 1000 feet east of C. R. I. & P. railroad crossing one and three-fourths miles east of Sioux Falls to 2000 feet west of West Jct.
Jackson	Extend from 2000 feet east of east yard track switch to 2000 feet west of west switch of siding	Dell Rapids	Extend from 3000 feet east of east main track switch of Wisconsin Granite Company to 3000 feet west of west main track switch at Everist Quarry.
Egan	Extend from 2000 feet east of east switch of yard track to west switch of yard track.	Mason City	Extend from 10,560 feet east of M. & St. L. crossing on D&I Division to 8455 feet west of National Brick track switch on Seventeenth Subdivision, and to 2000 feet west of Ideal Sand Co. switch on Third Subdivision.
Sioux Falls Jct.	Extend from 4546 feet west of junction switch to west switch of yard track at Egan on the Eleventh subdivision; and to 4120 feet east of junction switch on the Twenty-second subdivision.	Ruthven	Extend from 2640 feet east of east switch to 100 feet west of west switch of siding.
Madison	Extend from 2700 feet east of east switch of yard tracks Eleventh subdivision to 2000 feet west of west switch of Prairie Track on Twelfth subdivision and 5000 feet west of west crossover switch near Highland Avenue on Sixteenth subdivision.	Spencer	Extend from 9470 feet east of M. & St. L. Jct. to 2600 feet west of west switch on IM&D Division, and from 2000 feet east of crossover switch to 6000 feet west of the North Wye Switch on Iowa Division.
Woonsocket	Extend from 2000 feet east of east switch of wye track to 2000 feet west of switch at Junction with H. & D. Division.	Sanborn	Extend from 2000 feet east of east switch to 3000 feet west of west switch.
Woonsocket (On H. & D. Division)	From 3790 feet east of east switch of siding to 2716 feet west of west switch of siding.	Marion Jct.	Extend from 3000 feet east of east switch to 3000 feet west of west switch.
Mankato	Extend from 2134 feet east of east yard switch to east derail of Interlocking.	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.
Calmar	Extend from 4500 feet west of Coal House Track switch to 3000 feet east of east switch on D&I Division and to 3000 feet west of west switch on IM&D Division.	Murdo	Extend from 2000 feet east of east switch to 2000 feet west of west wye switch.
Conover	Extend from junction switch to 2000 feet east on the Fifth subdivision; and to 4342 feet west on the Second subdivision.	Rapid City	Extend from 800 feet east of Packing Plant switch to end of main track.
Owatonna	Extend from 3510 feet east of east switch of siding to 4950 feet west of west switch of siding.		

SPECIAL INSTRUCTIONS

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 draw bar 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, employees 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 employees are out from between the cars or engines, and under no circumstances must employees 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, employees 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, draw bars, 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 footboards 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.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

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 windstorm, the operator must notify the section foreman.

G-21 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

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 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 operators at the control station, location of control station will be designated by special instructions.

(d) Trains 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

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 all carrying locomotive tenders X-908160 and 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 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed 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 diesel engine on 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 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 M.P.H. must not be exceeded.

Passenger car equipment may be moved through water up to six inches above the top of rail without damage to generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

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 speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore loaded in open top equipment other than ore cars	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars on Branch Lines	20
on Main Line	25
The following diesel engines either dead in train or operating under own power:	
68 ABC	55
1670 and 1671, 2000 to 2006 AB	50
1610 to 1635	45
1600 to 1603	40
1699 to 1709	30

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 trailed through.

G-35 In addition to Consolidated Code Rule 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 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.

G-36 When a train order office is closed during the period authorized by time-table 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 employes 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 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.

G-43 A red lantern is not required as part of a 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.

G-44 Speedometers on road engines in main line service must be checked by observing time between mile posts on each trip.

Check must be made at first opportunity after departure from point where engineer takes charge of engine.

The location, speed and any variation must be shown on work report. G-45 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

- Aberdeen-Miles City-Deer Lodge-OthelloAll Trains
St. PaulFreight trains only
MinneapolisPassenger trains only

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 various locations like Calmar and Mendota, Conover and Decorah, etc., with corresponding speed limits.

X-2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below.

Table with 3 columns: Location, On Tangent, On Curves. Lists various locations like Calmar and Mendota, Conover and Decorah, etc., with corresponding speed limits.

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: Rosemount, Comus, Chestnut Street, LaCrosse, LaCrescent, Shore Acres.

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.

X-4 Five minute fuses should be used in Automatic Block System Territory and on the Second, Third, Fourth, Sixth, Eighth, Tenth, Fourteenth and Fifteenth Subdivision and between Marion Jct. and Menno.

X-5 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.

- Third Subdivision—Varco, Otranto and Plymouth.
Fourth Subdivision—Zumbrotá, Wanamingo, Bombay and Kenyon.
Fifth Subdivision—Lime Springs, LeRoy, Adams and Rose Creek.
Sixth Subdivision—Kasota, Cleveland, LeCenter, Montgomery, Lonsdale, Webster and Elko.
Seventh Subdivision—Hokah, Houston, Rushford, Peterson, Isinours, Fountain, Grand Meadow and Brownsdale.

Ninth Subdivision—Hollandale Jct., Hayward, Albert Lea, Easton, Sherburn and Jackson.

Eleventh Subdivision—Jackson, Lakefield, Okabena, Kinbrae, Fulda, Wirock, Chandler, Hatfield, Airlie and Wentworth.

Twelfth Subdivision—Junius, Winfred, Howard, Roswell, Fedora, Artesian, Forestburg and Lane.

Fifteenth Subdivision—Minnesota Lake, Good Thunder and Rapidan.

Sixteenth Subdivision—Ramona, Oldham, Lake Preston, Erwin, Bryant, Vienna, Naples, Elrod, Garden City, Bradley, Lily and Butler.

Twentieth Subdivision—Betts, Reliance, Presho and Draper.

Twenty-First Subdivision—Okaton, Weta, Interior, Conata, Imlay, Creston, Farmingdale, Caputa, H. O. Siding and Murphy.

Twenty-Second Subdivision—Calliope, Fairview, Peaks, Renner, Baltic, Dell Rapids and Trent.

Table with 3 columns: Location, Maximum Speed M.P.H. (Passenger, Other). Lists locations like CGW RR crossing at Austin Jct., CGW RR crossing at Faribault, etc.

X-6(A) Dangerous gases are present in the exhaust from the engines of the Waukesha or similar type used for air conditioning and power supply. These gases, if present in sufficient concentration may cause illness or even fatalities if they are drawn into the cars by circulating fans such as when a train is stalled in deep snow.

FIRST SUBDIVISION

X-7 Speed restrictions (in addition to General speed restrictions):

Table with 3 columns: Location, Restr. Speed, Restr. Speed. Lists various locations like CGW RR crossing at Austin Jct., CGW RR crossing at Faribault, etc.

X-8 At Blooming Prairie, all switching movements must be flagged over Fourth St., crossing. Cars must not be spotted less than 50 feet from either side of crossing, on any track.

X-9 Train orders for movements between St. Paul and Minneapolis will be issued over the signature of the Superintendent of the L&R Division.

X-10 In Automatic Block System territory, Manual Block System rules will apply when trains are run against the current of traffic.

X-11 Trains for the IM&D Division starting from Minneapolis and moving via St. Paul must obtain Clearance Form A endorsed with the initials of the superintendent of the L&R Division and another clearance endorsed with the initials of the superintendent of the IM&D Division.

X-12 All IM&D Division trains and engines operating through St. Paul Union Depot tracks or over the freight tracks must not leave Jackson Street, St. Paul, until they have secured verbal permission from the C&NW Train Dispatcher through the operator at Chestnut Street to enter the joint C&NW—CMS&P track at Chestnut Street.

X-13 All Eastward trains must obtain Clearance Form A at St. Paul Yard.

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 At St. Paul and Minneapolis, the City Ordinance prohibits the sounding of locomotive whistles within the city limits except in the case of emergency or in order to prevent accidents.

X-16 At Minneapolis, trains or engines moving into the Depot must receive signal from switchtender at Washington Avenue, and after receiving signal to proceed, move at restricted speed.

X-17 At South Minneapolis, trains or engines in either direction must approach the crossover east of 24th Street prepared to stop and proceed only on signal from switchtender.

X-18 All trains or engines in either direction will approach hand throw crossover switches located just east of Cedar, South Minneapolis, prepared to stop, unless switches are properly lined and signals indicate Proceed.

X-19 Freight trains and yard engines will call yardmaster at South Minneapolis from telephone located at Cedar and get permission from him to proceed.

X-20 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-21 At 33rd Street crossing between Minnehaha and South Minneapolis, cars on Tracks 3, 4 and 5 must be left at least one car length from the crossing. All movements over the crossing must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur.

X-22 Between St. Paul Yard and Minneapolis, between South Minneapolis and Bass Lake, and between South Minneapolis and Fort Snelling all trains and engines will operate at a reasonable rate of speed over street crossings.

X-23 On the descending grade from Merriam Park to Chestnut Street, brakemen are required to use as many retainers as the engineer directs. The conductor or a brakeman will notify the engineer as to the number of cars and approximate tonnage in the train and the engineer will then advise the train crew as to the number of retainers he feels are necessary to properly handle the train.

X-24 C.T.C. between South Minneapolis and Signal Tower is controlled by the operator at South Minneapolis and between Signal Tower and Chestnut Street by the operator at Chestnut Street, under the supervision of the train dispatcher at La Crosse.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern movements of trains and engines within this territory. All westward trains or engines except first class trains, operating through St. Paul Union Depot tracks or over CMS&P freight tracks to or beyond Chestnut Street, St. Paul, will stop at Jackson Street and obtain permission from the operator at Chestnut Street to enter C.T.C. territory.

X-25 At Fordson Junction the Remote Control Interlocking is controlled by the signalman at Chestnut Street. When the eastward home signal displays a Stop indication, eastward trains must stop clear of West Seventh Street and communicate with the signalman at Chestnut Street.

X-26 Account track conditions, engines or cars are not permitted beyond the highway crossing just east of the East Wye switch leading to Rosemount Area.

X-27 When the train order signal at Farmington displays a "Stop" or "19 Order" indication, all CRI&P trains must secure a CRI&P clearance form OK'd by CRI&P Train Dispatcher and must also secure CMS&P Clearance Form A, OK'd by CMS&P Train Dispatcher, except if the means of communication fails, operator may issue "Wire Failure" Clearances.

X-28 Centralized Traffic Control System is in use between the CGW RR crossing at Austin Jct. and Ramsey, and is controlled by the train dispatcher at Austin.

Centralized Traffic Control System is in use between a point approximately 1400 feet east of the depot at Mendota and the automatic interlocking at the crossing with the CGW RR west of the depot at Faribault and is controlled by the operator at Farmington under supervision of the train dispatcher at Austin.

Special Instructions G23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains within this territory.

X-29 Extra trains may be run between Faribault and Mendota without train orders when C.T.C. is in operation.

X-30 At Austin, foremen of yard engines must notify the employe of the Hormel Packing Company, who operates the bridge over tracks 1 and 2, located 400 feet from the east end of the loading docks, before coupling on to or disturbing any cars on these tracks. The foreman of yard engines must know that the bridge has been raised and is clear of cars that are to be handled.

X-31 When wrecking crane X-14 is handled over Bridge S-808 located 5.0 miles east of Faribault, Minn., the crane must be preceded and followed by two empty cars, at a speed not in excess of 2 MPH.

SECOND SUBDIVISION

THIRD SUBDIVISION

X-32 Speed Restrictions (in addition to General Speed Restrictions):

Table with 3 columns: Location, Maximum Speed M.P.H. (All Trains). Lists locations like South Jct., Mason City—All street crossings, etc.

X-33 At Mason City, City Ordinance prohibits the ringing of bell or sounding of whistle on engines within the city limits except as a warning against immediate threatened danger or when required by Statute.

X-34 At Plymouth Junction, the normal position of the electrically locked gate at the CRI&P RR crossing is against movements on the CMS&P RR.

All trains on the CMS&P RR must stop at the Stop sign regardless of the position of the gate and must not proceed beyond this sign nor may the gate be swung until any train or engine approaching on the CRI&P RR has either passed over the crossing or come to a stop.

FOURTH SUBDIVISION

X-36 Speed Restrictions (in addition to General Speed Restrictions):

Table with 3 columns: Location, Maximum Speed M.P.H. (All Trains). Lists locations like At Bridge S808, 5.0 miles east of Faribault, etc.

X-37 All trains or engines operating over STH 218 crossing, between MP 86 and MP 87, also STH 218 crossing on so-called Down-town track at Faribault, will come to complete stop before crossing highway and flag across highway with man on ground. In flagging movement, man on ground must use extreme caution to avoid being struck by highway traffic.

FIFTH SUBDIVISION

X-38 Speed restrictions (in addition to General Speed Restrictions):

Table with 3 columns: Location, Maximum Speed M.P.H. (All Trains). Lists locations like Conover East leg of Wye, Cresco All Street Crossings, etc.

SIXTH SUBDIVISION

X-39 Speed Restrictions (in addition to General Speed Restrictions):

Table with 3 columns: Location, Maximum Speed M.P.H. (All Trains). Lists locations like Mankato Main Street Crossing, C&NW RR Crossing 2.8 miles west of depot at Benning, MN&S RR Crossing 4.9 miles east of Farmington, etc.

X-40 At Montgomery, the normal position of the electrically locked gates at the M&StL RR crossing is against movements on the CMS&P RR. All trains on the CMS&P RR must stop at the Stop sign regardless of the position of the gate and must not proceed beyond this sign nor may the gate be swung until any train or engine approaching on the M&StL RR has either passed over the crossing or come to a stop.

X-41 At Mankato, City Ordinances prohibit the ringing of bell or sounding the whistle on engines within the city limits except as a warning against immediate threatened danger or when required by Statute.

X-42 At Lonsdale, all train or engine movements over STH 19 on the house track must be protected by man on ground at the crossing. In flagging the movement, man on ground must use extreme caution to avoid being struck by highway traffic.

X-43 At Benning, the normal position of the junction switch is for the CGW RR main track. Telephone for communication with the telegraph office at Mankato is located in the telephone booth at the switch.

X-44 At Webster, account 24 degree curve engines will not operate beyond frog of switch serving Webster Creamery Co.

SEVENTH SUBDIVISION

X-45 Speed restrictions (in addition to General Speed Restrictions):

Table with 3 columns: Location, Restricted Speed, Restricted Speed. Lists locations like Between Avon St., La Crosse, and West Wye Switch, etc.

Between depot, La Crosse, and Mississippi River Drawbridge L-4 at Bridge Switch 35 35
Over Black River Drawbridge L-0 one mile west of depot at La Crosse 25 25
At La Crosse, through crossover between eastward and westward main tracks at Copeland Ave. 5 5

Bridge Q-30 1/2, 1.0 mile east of Hokah 15 15
Bridge Q-96, 4.0 miles west of Houston 15 15
Bridge Q-192, 0.1 mile west of Lanesboro 15 15
Bridge Q-212, 0.8 mile east of Isinours Jct. 15 15
Bridge Q-350, 0.3 mile east of Ramsey 10 10
Fountain to Isinours 25 15
Between MP 52 and MP 53 (Rock-Cut) 15 15
Lanesboro—All street crossings 5 5
Spring Valley—All street crossings 15 15
CGW RR crossing 3.5 miles west of Brownsdale... 20 20
Austin Jct. CGW RR crossing 15 15
Austin Brownsdale Ave. 15 15

X-46 Centralized Traffic Control System is in use between Ramsey and Austin and is controlled by the train dispatcher at Austin. Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory.

X-47 C.T.C. between West Wye Switch and River Jct. and between Bridge Switch and LaCrescent is controlled by the Operator at Copeland Ave., under the supervision of the Train Dispatcher at LaCrosse.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains or engines within this territory with the following additions:

In case of failure of an Interlocking Signal governing movements over Drawbridge L-4 at Bridge Switch, authority to proceed must be obtained from the Operator at Copeland Ave., and, during the open season of navigation, trains or engines must also receive a proceed signal 12(c) from the bridge tender given with a yellow flag or a yellow light.

During the open season of navigation, in case of failure, the Dual Control Switch at Bridge Switch may be hand operated by the bridge tender on authority of the Operator at Copeland Ave.

Movements into and out of the Northern States Power Co. Spur located just west of Drawbridge L-0 must be authorized by the Operator at Copeland Ave. The derrick on the Spur Track is equipped with an electric lock. Instructions for operation of this electric lock are posted in phone booth adjacent to the derrick.

The upper unit of the entrance signal at La Crescent governs movements from the Dubuque and Illinois Division and the lower unit of this signal governs movements from the Iowa, Minnesota and Dakota Division.

Trains or engines moving to Bridge Switch must not foul the junction switch of the D. & I. Division and the I. M. & D. Division unless the governing signal at La Crescent depot displays a Proceed indication or unless authority is obtained from the Control Operator at Copeland Ave. The entrance signals do not govern movements into River Junction Yard.

Trains or engines in both directions are required to stop at the junction stop signs and care must be taken to see that the switches are in proper position and that no conflicting movements are being made. Movements must be made at restricted speed.

X-47A At West Wye Switch, the normal position of the Spring Switch at the west end of the yard is for the yard lead.

X-47B The west switch of the eastward siding at River Jct. is electrically interlocked and controlled by the Operator at Copeland Ave.

X-47C Eastward trains or engines moving over the eastward track over Copeland Avenue at La Crosse will be governed by signal indications, and eastward trains moving over other tracks will not move over Copeland Avenue until they receive a hand signal from the operator at Copeland Avenue.

X-48 At LaCrescent, that portion of the IM&D Division main track between the junction switch and the crossover about one mile west of the depot will be used as a siding by D&I Division trains. All trains using this portion of the track must move at restricted speed.

X-49 Train order signal at La Crescent has two arms. Top arm governs eastward D. & I. Division trains. Lower arm governs westward I. M. & D. Division trains.

X-50 Only Diesel engines of 600 HP class and Diesel engines 5900 and 5901 may be operated between Isnours and LaCrosse either dead in train or handling train.

X-51 On the descending grade from Fountain to Isnours, brakemen are required to turn up as many retainers as the engineman directs. The conductor must notify the engineman as to the number of cars and approximate tonnage in the train and the engineman must then advise the train crew as to the number of retainers he feels is necessary to properly handle the train.

X-52 When switching at Standard Oil Co. tank farm east of Spring Valley, engines must not go beyond the "ENGINE LIMIT" signs located 135 feet from each end of loading dock between the two loading tracks. Before moving cars it must be known that loading spouts are clear and derricks set in proper position and all persons on or about cars notified to insure absolute safety.

X-53 When Wrecking Crane X-12 or X-14 is handled between LaCrescent and Isnours Junction it must be preceded and followed by two empty cars.

X-53A At Dexter, all trains and engines must Stop before passing over State Aid Road No. 7 crossing located just east of the depot. Movements over the crossing with cars preceding the engine must be protected by member of the crew on the ground at the crossing in accordance with Rule 103.

EIGHTH SUBDIVISION

X-54 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Bridge K-1848 1.6 mile east of Junction 10

NINTH SUBDIVISION

X-55 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Albert Lea—CRI&P RR crossing 20
Albert Lea—Washington, Pearl and Euclid street crossings 10
Albert Lea—All other street crossings 15
Austin Jct. CGW RR crossing 15
Austin—Brownsdale Ave. 15
Fairmont—Prairie Ave. 6
Fairmont—All other street crossings 15
Sherburn—M&StL RR crossing 20
Welcome—All street crossings 15
Sherburn—Train and engines must not exceed 3 MPH on curves and 5 MPH on straight track when using new track to serve Interstate Power Co.

X-56 At Albert Lea, all switching movements must be flagged across Washington Ave., Pearl St. and Euclid St., crossings.

X-57 At Austin, foreman of yard engines must notify the employe of the Hormel Packing Company who operates the bridge over tracks 1 and 2, located 400 feet from east end of loading docks, before coupling onto or disturbing any cars on those tracks. The foreman of the yard engines must know that the bridge has been raised and is clear of cars that are to be handled.

X-58 At Wilson Co. Plant in Albert Lea the position of "Jackknife" bridges over tracks 1, 2, 3 and 4 is indicated by "Red and Green" "Stop and Go" electric signal lights. The lights show "Red-Stop" continuously while bridges are down and "Green-Proceed" only when both bridges are raised in position to permit safe passage of cars and engines on tracks 1, 2, 3 and 4. The bridges are handled only by the designated employe of the Wilson Co.

X-59 Centralized Traffic Control System is in use between Austin and Ramsey and is controlled by the train dispatcher at Austin.

Special Instructions G-23 in conjunction with the rules of the Consolidated Code of Operating Rules and General Instructions will govern the movement of trains within this territory.

X-60 At Albert Lea and Wells the train order signal governs Ninth Subdivision trains only.

X-61 Wells is a register station only for trains starting and terminating at that point.

TENTH SUBDIVISION

X-62 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Bridge K1832 0.1 mile east of Junction 10
X-63 Rule 83(B) does not apply at Junction, and does not apply at Preston and Caledonia when operator not on duty.
X-64 When wrecking crane X-4 or X-14 is handled over Bridge K-1832 located 0.1 mile east of Junction, it must be preceded and followed by two empty cars.

ELEVENTH SUBDIVISION

X-65 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Bridge Q-670, 2.4 mile west of Jackson 25
Flandreau—All street crossings 15
Madison—All street crossings 15
Miloma—C&NW RR crossing 20
Wentworth—Main St. Crossing 10
Egan—4th St. Crossing 10

X-66 Rule 83(B) does not apply at Sioux Falls Jct. At Egan, when operator is on duty, trains for the Twenty-Second Subdivision starting at Egan must obtain Clearance Form A. When operator is not on duty, Clearance Form A will not be required if train order signal indicates proceed as per Rule 200C.

X-67 When spotting cars on west end Quarry Track at Pipestone, Minnesota hang onto four cars account sharp curve.

TWELFTH SUBDIVISION

X-68 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Madison—All street crossings 15
Woonsocket—All street crossings 10
X-69 Rule 83(B) does not apply at Wessington Springs when Operator not on duty if train order signal indicates proceed as per Rule 200C.

THIRTEENTH SUBDIVISION

X-69A Diesels larger than 600 H. P. must not exceed speed of 15 M.P.H.

FOURTEENTH SUBDIVISION

X-70 At Albert Lea, the train order signal governs Ninth Subdivision trains only.

FIFTEENTH SUBDIVISION

X-71 Speed restrictions (in addition to General Speed restrictions).
Location Maximum Speed M.P.H.
All Trains
Mankato—All street crossings 10
From Rapidan to foot of hill west of Rapidan.. 25
Between Mankato and Wells trains handled by diesels of 1000 or more H. P. equipped with four wheel trucks are restricted as follows:
Wells to MP 8.6 25
MP 8.6 to 11.5 15
MP 11.5 to 24.5 25
MP 24.5 to MP 31 15
MP 31 to Mankato 20

NINETEENTH SUBDIVISION

TWENTIETH SUBDIVISION

X-92 Speed restrictions (in addition to general speed restrictions).
Location Maximum Speed
Passenger Trains Other Trains
Kennebec Main St. Crossing 20 MPH 20 MPH
Bridge W-90, Three Fourth Mile West of Preaho. 25 MPH 25 MPH

TWENTY-FIRST SUBDIVISION

X-93 Speed restrictions (in addition to general speed restrictions).
Location Maximum Speed
Passenger Trains Other Trains
Rapid City All Street Crossings 10 MPH 10 MPH

X-94 Manually controlled crossing signals, to be used for switching movements, are located at East Boulevard at Rapid City.

TWENTY-SECOND SUBDIVISION

X-95 Speed restrictions (in addition to general speed restrictions).
Location Maximum Speed
Passenger Trains Other Trains
Sioux Falls—CRI&P Ry. crossing at Eighth Street 10 MPH 10 MPH
1.1 miles east of South Yard—CRI&P Ry. crossing 20 MPH 20 MPH
Sioux Falls—Cliff Ave. Street Crossing 15 MPH 15 MPH
Akron—Street Crossings 35 MPH
Jefferson—Thru City 49 MPH

X-95A Freight trains between Sioux Falls and West Yard, when handling rock, must not exceed a maximum speed of forty (40) MPH.

X-96 At Sioux Falls, the normal position of CRI&P crossing gates at Eighth Street is against movements on CRI&P track.

X-97 Between West Jct. and East Jct. the main track is used jointly with the GN Ry.

X-98 Rule 83(B) does not apply at Sioux Falls Jct. At Egan, when operator is on duty, trains for the Twenty-Second Subdivision starting at Egan must obtain Clearance Form A. When operator is not on duty, Clearance Form A will not be required if train order signal indicates proceed as per Rule 200C.

X-99 At Canton the switches of the connection and crossover between the Eighteenth Subdivision and Twenty-Second Subdivision, west of the depot, are electrically interlocked and controlled by signalman at Canton. Movements over these switches will be governed by color light home signals (dwarf type).

X-100 At Canton, the train order signal has four color type indications The upper lights govern Eighteenth Subdivision trains and the lower lights govern Twenty-Second Subdivision trains.

X-101 At Sioux Falls, all trains must obtain Clearance Form A, unless otherwise directed.

X-102 At Canton, Nos. 219, 220, 162 and 164 when not displaying signals for a following section, will register by register ticket.

X-103 C. T. C. operation between Shore Acres and West Yard is controlled by the operator at West Yard under the supervision of the Train Dispatcher at Austin.

Special Instructions G-23 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.

The C. T. C. signals do not indicate the position of any switch.

The east switch of the yard lead at West Yard is electrically interlocked and controlled by the operator at West Yard.

The dwarf signals located at west end of the siding west of Military Road and at the crossover about 725 feet west of the east end of this siding are equipped with indicators consisting of the letter "B". Indications of these signals are in accordance with Rules 601-A, 601-F, and 601-G.

If, in emergency, it is necessary to enter the main track from the scale Track or from the east end of the siding, authority for such movement must be secured from the Operator at West Yard immediately before such movement is made.

X-104 Eastward Twenty-Second Subdivision trains and also Eastward trains off the H&D Division entering the Manual Block Territory at East Wye Switch during the period East Wye Switch office 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.

X-105 Between East Switch at Sioux City Yard and C&NW RR Crossing located just west of Pearl Street, Sioux City, there is no superiority of trains. All trains and engines must move within these limits at restricted speed.

X-72 At Mankato, City Ordinance prohibits the ringing of bell or sounding of whistle on engines within the City limits except as a warning against immediate threatened danger or when required by Statute.

X-73 At Wells the train order signal governs Ninth Subdivision trains only.

SIXTEENTH SUBDIVISION

X-74 At C&NW RR crossing, located 2000 feet west of the depot at Lake Preston, all trains must come to a stop at the stop sign (regardless of the indication displayed by the Home signal). When the Home signal displays a Proceed indication, may proceed over the crossing at a speed not in excess of 15 miles per hour.

X-75 At Bradley, the normal position of the gate at the M&StL RR crossing is against movements on the CMStP&P RR. Trains or engines on the CMStP&P RR must stop at the crossing (regardless of the position of the gate) and must not operate the gate or occupy the crossing until any train approaching on the M&StL RR has either passed over the crossing or come to a stop.

SEVENTEENTH SUBDIVISION

X-76 Speed restrictions (in addition to General speed restrictions).

Location Maximum Speed
Passenger Trains Other Trains
Mason City CNW Ry. Crossing 20 MPH 20 MPH
CGW Ry. Crossing 20 MPH 20 MPH
Garner CRI&P Ry. Crossing 15 MPH 15 MPH
Britt M&StL Ry. Crossing 20 MPH 20 MPH
Spencer M&StL Ry. Crossing 15 MPH 15 MPH
Hartley CRI&P Ry. Crossing 20 MPH 20 MPH

X-77 At Garner, the normal position of the gate at the CRI&P crossing, located 1500 feet east of the depot, is against movements on the CRI&P.

X-78 At Ruthven, M&StL trains or engines will use the main track to get to and from the present interchange track when they have switching to perform at industries on their trackage north of our main track.

X-79 At Spencer the normal position of the gates at M&StL crossing is against movements on M&StL Ry.

X-80 Conductors of M&StL eastward trains starting at M&StL Jct. must obtain CMStP&P clearance Form A at the M&StL depot at Spencer.

X-81 At Spencer, M&StL trains will register at the M&StL depot.

X-82 Ruthven and M&StL Jct. are register stations for M&StL trains only.

X-83 Eastward M&StL second class and inferior trains when necessary will obtain a train order Form V at the M&StL depot at Spencer except in case of failure of means of communication when the conductor must check the register at Spencer. Other eastward trains, when necessary, will obtain a train order Form V at Spencer except in case of failure of means of communication when the register at the M&StL depot must be checked.

X-84 Nos. 62 and 63 will register at Spencer and Sanborn by register ticket when not displaying signals.

X-85 At Spencer, the train order signal has four arms. The upper arms or lights govern IM&D Division trains and the lower arms or lights govern Iowa Division trains.

X-86 At Spencer, Iowa Division trains or engines must not enter onto IM&D Division Main tracks unless the way is seen and known to be clear for their movement.

X-87 At Spencer that portion of the Iowa Division main track between the cross-over about one and one-half miles east of the M&StL crossing and the junction switch just east of M&StL crossing will be used as a siding by IM&D Division trains. All trains or engines using this portion of the Iowa Division main track must move at restricted speed.

EIGHTEENTH SUBDIVISION

X-88 Speed restrictions (in addition to general speed restrictions).
Location Maximum Speed
Passenger Trains Other Trains
Sheldon IC Ry. Crossing 20 MPH 20 MPH
C&NW RR Crossing 20 MPH 20 MPH
Lennox GN Ry. Crossing 20 MPH 20 MPH

X-89 The switches of the connection and crossover between Eighteenth Subdivision and Twenty-Second Subdivision, west of the depot at Canton, are electrically interlocked and controlled by signalman at Canton. Movements over these switches will be governed by color light home signals.

X-90 No. 62 will register at Canton and Sanborn by register ticket when not displaying signals.

X-91 At Canton, the train order signal has four Color Type indications. The upper lights govern Eighteenth Subdivision trains and the lower lights govern Twenty-Second Subdivision trains.