

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

IOWA, MINNESOTA AND DAKOTA DIVISION

TIME TABLE No. 2

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

Sunday, April 24, 1960

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. F. FAIRFIELD,**
Assistant Superintendent. Assistant Superintendent.

J. T. HANSEN,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

W. E. SWINGLE, **L. V. ANDERSON,**
Assistant General Manager. General Manager.

TABLE OF TRAIN SPEEDS

Seconds Per Mile.	Miles Per Hour	Seconds Per Mile	Miles Per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

WATCH INSPECTORS

Location	Inspector
Calmar.....	Rolfe Jewelers.
Austin.....	J. S. R. Scovill.
Farmington.....	E. M. Gerster.
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.
Wells.....	Stiles Jewelry Co.
Jackson.....	L. A. Gervais.
Madison.....	Casey Drug Co.
Spencer.....	Barrick Brothers.
Mitchell.....	E. Cotton.
Rapid City.....	Adel Jewelers.
Sioux City.....	Brodkey, Goodsite & Grand.
Sioux Falls.....	Smith Jewelry.
Yankton.....	Meredith Jewelry

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 2 April 24, 1960 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	0.0	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									1.37	9.40
2.5	2.9		22	Yard						1.41	9.50
LANSING	5.4	NI		30						1.54 ⁹²	10.10
9.2	14.6	RN	37	63						2.03	10.25
BLOOMING PRAIRIE	5.9									2.12	10.40
BIXBY	6.1			30						2.21	11.20
6.1	20.5									2.30	11.40
PRATT	26.6		39	8						2.46	A 11.55 AM
5.7	32.3	OA	41	95						2.55	
(C. & N. W. CROSSING) OWATONNA	5.9				L 6.32 AM	L 6.37 AM	L 5.33 PM ⁴¹⁴			3.00	
MEDFORD	38.2	MD	30	40						3.04	
9.8	47.5	B	35	Yard	f 6.41	f 6.46	f 5.40			3.12	
FARIBAULT	6.7									3.25	L 7.00 AM
(C. G. W. CROSSING)	7.2									3.34	7.15
COMUS	8.8		94		A 7.03 AM	A 7.09 AM	A 6.00 PM			A 3.52 PM	A 7.45 AM
DUNDAS	3.1	DJ		60						L 3.52 PM	L 7.45 AM
NORTHFIELD	61.1	ND	99	100						4.10	8.05
6.1	67.2	KS	55	42							8.15
CASTLE ROCK	6.8										
FARMINGTON	7.2	F	90	Yard							
(C. M. ST. P. & P. CROSSING)	7.2										
ROSEMOUNT	12.9	RO	68	56							
MENDOTA	94.1			30							
0.0	94.1										
ST. PAUL JUNCTION	4.7										
CHESTNUT STREET	98.8	CA									
0.9	99.7	U		Yard							
ST. PAUL	2.6										
ST. PAUL YARD	102.3	SY		Yard						A 4.30 PM	A 8.35 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.

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 Croix 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 Signal 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. 2 April 24, 1960 STATIONS	Distance from St. Paul Yard	SEE RULE 6-A	Office Hours Also see page 20 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 RTVWXX	Continuous				A 2.15 AM	A 2.30 PM	
(C. G. W. CROSSING) AUSTIN JCT.	0.5								
2.4	101.8	IX	No Office					2.28	
RAMSEY	2.4								
2.5	99.4	JPY	No Office				2.01	2.15	
LANSING	5.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.				1.55	2.10	
9.2	96.9	P	7.45 AM to 4.45 PM Except Sat. & Sun.				1.40	1.54 ⁶³	
BLOOMING PRAIRIE	5.9								
BIXBY	6.1	P	No Office				1.30	1.10	
6.1	81.8								
PRATT	5.7	P	No Office				1.15	1.00	
(C. & N. W. CROSSING) OWATONNA	5.9								
5.9	70.0	PUVX	8.00 AM to 5.00 PM Ex. Sat. Sun. & Mon.				1.00	12.45 PM	
MEDFORD	9.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.				12.35	11.50	
9.8	64.1								
FARIBAULT	6.7	BIJPVX	8.00 AM to 5.00 PM Except Sat. & Sun.				12.20	L 11.30 AM	
(C. G. W. CROSSING)	6.7								
COMUS	8.8	JP	No Office	A 12.52 PM	A 5.33 PM ⁴⁰⁷	A 9.57 PM	12.01 AM		
DUNDAS	3.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.	12.49	5.28	9.53	11.45		
NORTHFIELD	61.1	PV	8.00 AM to 7.00 PM Except Sat. & Sun.	f 12.46	s 5.22	f 9.50	11.35		
6.1	41.2								
CASTLE ROCK	6.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	12.38	5.14	9.44	11.18		
FARMINGTON	7.2	BIJOPVXY	Continuous	12.31	5.07	9.37	11.05	A 10.02 AM	
(C. M. ST. P. & P. CROSSING)	7.2								
ROSEMOUNT	12.9	JPY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 12.24 PM	L 5.00 PM	L 9.30 PM	10.41	9.52	
12.9	21.1								
MENDOTA	8.8	PX	No Office				L 10.00 PM	L 9.32 AM	
0.0	8.8								
ST. PAUL JUNCTION	4.7		No Office				A 10.00 PM	A 9.32 AM	
CHESTNUT STREET	98.8		Continuous				9.30	9.17	
0.9									
ST. PAUL	2.6		6.00 AM to 12.01 AM					9.10	
2.6									
ST. PAUL YARD	0.0		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		Siding	Other tracks	Telegraph calls	Distance from Conover	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Decorah	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	THIRD CLASS	
205	Freight	222	Freight												
L 3:05 PM							0.0	CONOVER	5.5	JPR	No Office	A 5:00 PM			
3:27				7			5.5	HAUGENDALE	4.1		No Office	4:37			
A 3:45 PM				Yard	DR		9.6	DECORAH	0.0	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		Siding	Other tracks	Telegraph calls	Distance from Mason City	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Austin	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS	
163	Time Freight	164	Time Freight												
L 6:30 AM		Yard	H				0.0	MASON CITY		BJORTV	7:00AM to 3:00PM 7:00PM to 3:00AM Except Sun.	A 5:30 AM			
							0.3	MASON CITY JCT. (M. & ST. L. CROSSING)	0.3	IV	No Office				
7:05							7.4	PLYMOUTH JCT. (C. R. I. & P. CROSSING)	7.1	M	No Office	5:01			
7:10	20						8.4	PLYMOUTH	1.0		No Office	4:58			
7:30		38	GR				14.8	GRAFTON	6.4		7:00AM to 4:00PM Except Sat. & Sun.	4:40			
7:50		24	CO				21.3	CARPENTER	6.5		7:00AM to 4:00PM Except Sat. & Sun.	4:21			
8:00	10						24.8	OTRANTO	3.5		No Office	4:11			
8:30		27	GY				28.6	LYLE (I. C. CROSSING)	3.8	PUVX	8:00AM to 5:00PM Except Sat. & Sun.	4:00			
8:50	24						35.8	VARCO	7.2		No Office	3:42			
9:08							39.6	SOUTH JCT.	2.9	JX	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.

At South Jct. the normal position of Junction Switch is for the Fifth Subdivision.

WESTWARD		FOURTH SUBDIVISION										EASTWARD			
SECOND CLASS		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Zumbrota	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Faribault	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS	
641	Freight	602	Freight												
L 9:00 AM		8	13	RA			0.0	ZUMBROTA (C. G. W. CROSSING)	7.0	34.9	RUVY	8:00AM to 5:00PM Except Sat. & Sun.	A 2:45 PM		
9:25		27		WN			7.0	WANAMINGO	5.4	27.9		8:00AM to 5:00PM Except Sat. & Sun.	2:10		
9:40		19					12.4	BOMBAY	5.1	22.5		No Office	1:35		
9:55		24		KY			17.5	KENYON	17.4	17.4		8:00AM to 5:00PM Except Sat. & Sun.	1:15		
A 10:50 AM		Yard	B				34.9	FARIBAULT	17.4	0.0	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				
THIRD CLASS		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Calmar	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Austin	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		
93	Way Freight	205	761					168	222	70						
L 8:30 AM		L 3:05 PM	L 12:01 AM				0.0	CALMAR	3.1	69.2	BJKO PRTWX	8:00AM to 4:00PM 10:00PM to 6:00AM Except Sun.	A 2:30 PM	A 5:05 PM	A 10:55 PM	
8:40		A 3:05 PM	12:06				3.1	CONOVER	7.5	66.1	JPRX	No Office	2:10	L 5:00 PM	10:30	
9:00			12:20	38	26	GD	10.6	RIDGEWAY	8.5	58.6	P	8:00AM to 5:00PM Except Sat. & Sun.	1:57		10:15	
10:00			12:35	49	124	CS	19.1	CRESCO	11.1	50.1	P	8:00AM to 5:00PM Except Sat. & Sun.	1:43		9:59	
10:40			12:55	20	28	RS	30.2	LIME SPRINGS	5.0	39.0	P	8:00AM to 5:00PM Except Sat. & Sun.	1:25		9:40	
11:05			1:10	63	27	HB	35.2	CHESTER	7.5	34.0	P	8:00AM to 5:00PM Except Sat. & Sun.	1:15		9:30	
11:35			1:25	31	29	R	42.7	LE ROY (C. G. W. CROSSING)	8.1	36.5	PUV	8:00AM to 5:00PM Except Sat. & Sun.	12:59		9:21	
11:55			1:40				50.8	TAOPI (C. G. W. CROSSING)	8.7	18.4	I	No Office	12:40		9:07	
12:32 PM			1:55	32	27	DM	54.5	ADAMS	6.4	14.7	P	8:00AM to 5:00PM Except Sat. & Sun.	12:32		8:59	
1:00			2:10	30	31	RK	60.9	ROSE CREEK	7.9	8.3	P	8:00AM to 5:00PM Except Sat. & Sun.	12:20		8:47	
1:18			2:20				68.8	SOUTH JCT.	0.4	0.4	JX	No Office	12:03		8:32	
A 1:20 PM		A 2:25 AM		Yard	A		69.2	AUSTIN	0.0	0.0	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. Conover is a register station for Nos. 205 and 222 only. At Conover, the time of Nos. 205 and 222 applies at the Junction switch. Rule 83(B) does not apply at Conover. At South Jct. the normal position of Jct. Switch is for the Fifth Subdivision.

WESTWARD		SIXTH SUBDIVISION										EASTWARD			
THIRD CLASS		Capacity in cars		Siding	Other tracks	Telegraph calls	Distance from Mankato	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Farmington	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS	
565	Way Freight	562	Way Freight												
L 10:00 AM		Yard	MK				0.0	MANKATO (C. & N. W. CROSSING)	8.7	59.8	BIJRTVXZ	Continuous	A 9:45 AM		
L 10:10 AM							3.7	BENNING	2.8	56.1	JP	No Office	A 9:35 AM		
							6.5	(C. & N. W. CROSSING)	2.6	53.3	M	No Office			
10:25		19	112				9.1	KASOTA	7.9	50.7	IV	No Office	9:20		
10:45		34		CD			17.0	CLEVELAND	6.7	42.8	P	8:00AM to 5:00PM Except Sat. & Sun.	9:05		
11:00		14	28	UN			23.7	LE CENTER	8.4	36.1		8:00AM to 5:00PM Except Sat. & Sun.	8:50		
11:15		31	35	MY			32.1	MONTGOMERY (M. & ST. L. CROSSING)	8.7	27.7	MV	8:00AM to 5:00PM Except Sat. & Sun.	8:35		
11:30		34		SD			40.8	LONSDALE	5.4	19.0		8:00AM to 5:00PM Except Sat. & Sun.	8:15		
11:50		9		W			46.2	WEBSTER	3.0	13.6		8:00AM to 5:00PM Except Sat. & Sun.	8:00		
12:01 PM		30					49.2	ELKO	5.7	10.6		No Office	7:50		
							54.9	(M. N. & S. CROSSING)	4.9	0.9	M	No Office			
A 12:20 PM		92	Yard	F			59.8	FARMINGTON	0.0	0.0	BJPRVXY	Continuous	L 7:30 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.

6 WESTWARD SEVENTH SUBDIVISION EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from La Crosse	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Austin	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS	
105	Freight	Sidings	Other tracks			172	Freight	Mon. Wed. & Fri. Only					
L 10.30 AM				Yard	AD	0.0	LA CROSSE	108.0	BJKOR TVWXYZ	Continuous	A 6.00 PM		
					BK	0.1	COPELAND AVE.	107.9	BKPRX	Continuous			
						0.4	WEST WYE SWITCH (West End Double Track) (DRAW BRIDGE)	107.6	IPX	No Office			
						2.0	BRIDGE SWITCH	106.0	IJP	No Office			
L 10.40 AM		24	GN			2.8	LA CRESCENT	105.2	JPXY	7.00AM to 4.00PM Except Sat. & Sun.	A 5.45 PM		
10.53		19	12			8.8	HOKAH	99.7	P	No Office	5.30		
11.26		38	48	HX		20.8	HOUSTON	87.2	P	8.00AM to 5.00PM Except Sat. & Sun.	4.50		
12.05 PM		39	40	RU		31.9	RUSHFORD	76.1	P	8.00AM to 5.00PM Except Sat. & Sun.	4.15		
12.20		26	PR			36.6	PETERSON	71.4	P	8.00AM to 5.00PM Except Sat. & Sun.	3.50		
12.45		27				45.5	WHALAN	63.5	P	No Office	3.20		
12.55		13	72	NE		50.0	LANESBORO	58.0	PW	8.00AM to 5.00PM Except Sat. & Sun.	3.10		
						54.9	ISINOORS JCT.	53.1	JX	No Office			
1.15		26	12			55.6	ISINOORS	52.4	PX	No Office	2.51		
1.55		29	20	FN		61.3	FOUNTAIN	46.7	P	8.00AM to 5.00PM Except Sat. & Sun.	2.26		
2.20		30	WF			68.5	WYKOFF	39.5		8.00AM to 5.00PM Except Sat. & Sun.	2.01		
2.55		24	84	SV		75.6	SPRING VALLEY	32.4		7.30AM to 4.30PM Except Sat. & Sun.	1.36		
3.30		22	46	GW		85.0	GRAND MEADOW	28.0		8.00AM to 5.00PM Except Sat. & Sun.	1.11		
3.55		40	DX			91.7	DEXTER	16.3		7.45AM to 4.45PM Except Sat. & Sun.	12.51		
4.20		21	BD			99.9	BROWNSDALE	8.1		8.00AM to 5.00PM Except Sat. & Sun.	12.26		
						103.4	(C. G. W. CROSSING)	4.6	I	No Office			
4.35				Yard		105.0	RAMSEY	3.0	JPXY	No Office	12.11		
4.45						107.5	AUSTIN JCT. (C. G. W. CROSSING)	0.5	IX	No Office	12.03		
A 4.50 PM				Yard	A	108.0	AUSTIN	0.0	BHJKO PRTVWXYZ	Continuous	L 12.01 PM		

Trains must not exceed maximum speed of 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 Signal 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 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.

WESTWARD EIGHTH SUBDIVISION EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Isinours	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Junction	See Rule 6-A	Office Hours Also see page 20 for other assigned hours	THIRD CLASS	
403	Freight Daily Except Sun.	Sidings	Other tracks			420	Freight Daily Except Sun.						
L 8.00 AM		26	12			0.0	ISINOORS	5.2	PRX	No office	A 7.45 AM		
L 8.05 AM						0.7	ISINOORS JCT.	4.5	JX	No office	A 7.40 AM		
A 8.25 AM						5.2	JUNCTION	0.0	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 7

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Jackson	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Jackson	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS	
203	Time Freight Daily Except Sun.	Sidings	Other tracks			222	Time Freight Daily Except Sun.						
L 9.15 AM				Yard	A	0.0	AUSTIN	100.5	BHJKO PRTVWXYZ	Continuous	A 6.35 PM		
9.16						0.5	AUSTIN JCT. (C. G. W. CROSSING)	109.0	IX	No Office	6.30		
9.20				Yard		2.5	RAMSEY	106.5	JPXY	No Office	6.25		
9.35		22				9.8	OAKLAND	99.7	P	No Office	6.10		
9.45		53				15.1	HOLLANDALE JCT.	94.4	JPY	No Office	5.55		
						15	PETLAN	93.5		No Office			
9.55		36	23	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. B. I. & P. CROSSING) ALBERT LEA (M. & ST. L. CROSSING)	84.9	BIOP UVX	12.01PM to 8.00PM Except Sat. & Sun.	5.30		
						25.5	ST. CLAIR JCT.	84.0	JX	No Office			
10.40						29.8	ARMSTRONG	79.7		No Office	5.10		
10.55					DN	35.2	ALDEN	74.3		8.00AM to 5.00PM Except Sat. & Sun.	4.55		
11.50		33		Yard	WB	44.4	WELLS	65.1	JOR XY	8.00AM to 7.00PM Ex. Sat., Sun. & Mon.	4.30		
12.10 PM					AN	58.4	EASTON	56.1		8.00AM to 5.00PM Except Sat. & Sun.	3.40		
12.25					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	UV	8.00AM to 5.00PM Except Sat. & Sun.	3.00		
1.00						71.1	HUNTLEY	35.4		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		80	90	FR		83.4	(C. & N. W. CROSSINGS) FAIRMONT	26.1	IV	8.00AM to 5.00PM Except Sun.	2.15		
2.35					WX	91.4	WELCOME	18.1		8.00AM to 5.00PM Except Sat. & Sun.	1.56		
2.55					SN	96.9	SHERBURN (M. & ST. L. CROSSING)	12.6	M	8.00AM to 5.00PM Except Sat. & Sun.	1.45		
3.15					PA	104.2	ALPHA	5.3		8.00AM to 5.00PM Except Sat. & Sun.	1.30		
A 3.40 PM		24		Yard	J	109.5	JACKSON	0.0	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 Signal System is in use between Austin and Ramsey.
 No. 203 and No. 222 will carry passengers between Austin and Jackson on Monday, Wednesday and Friday.

WESTWARD TENTH SUBDIVISION EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Caledonia	TIME TABLE No. 2 April 24, 1960 STATIONS			Distance from Preston	See Rule 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		THIRD CLASS	
403	Freight Daily Except Sun.	Sidings	Other tracks			404	420	Freight Daily Except Sun.				Freight Daily Except Sun.			
L 11.30 AM		9	44	DO		0.0	CALEDONIA	43.5	PY	8.00AM to 5.00PM Ex. Sat. & Sun.	L 10.55 AM				
						9.8	SPRING GROVE	33.7	P	8.00AM to 5.00PM Ex. Sat. & Sun.	10.25				
						18.7	MABEL	24.8	P	8.00AM to 5.00PM Ex. Sat. & Sun.	9.55				
						24.2	PROSPER	19.3	P	No office	9.35				
						27.8	CANTON	15.7	P	8.00AM to 5.00PM Ex. Sat. & Sun.	9.20				
						32.6	HARMONY	10.9	P	8.00AM to 5.00PM Ex. Sat. & Sun.	9.00				
						37.3	HUTTON	6.2		No office	8.45				
L 8.25 AM						42.6	JUNCTION	0.9	JX	No office	8.33	A 7.20 AM			
A 8.30 AM				Yard	WO	43.5	PRESTON	0.0	BRTXP	7.00AM to 4.00PM Ex. 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. 2 April 24, 1960 STATIONS			SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		
	203	Sidings	Other tracks			Distance from Madison						222	
	7.30 AM	24	Yard	J	0.0	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	3.1	104.2		7.30AM to 4.30PM Except Sat. & Sun.	12.10		
	8.40	18	7		22.9	MILOMA (C. & N. W. CROSSING)	7.3	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	87.3		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	56.5	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	7.2	51.4		7.30AM to 4.30PM Except Sat. & Sun.	9.25		
	11.50	36	75	ON	79.8	(G. N. & C. R. I. & P. CROSSING) PIPESTONE	6.1	44.2	UV	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	116.3	WENTWORTH (G. N. CROSSING)	7.7	7.7	UV	7.00AM to 4.00PM Except Sat. & Sun.	7.25		
A	2.30 PM	43	Yard	DK	124.0	MADISON		0.0	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.
 No. 203 will carry passengers between Jackson and Airlie on Tuesday, Thursday and Saturday. No. 222 will carry passengers between Airlie and Jackson on Monday, Wednesday and Friday.

8 WESTWARD		TWELFTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Madison	TIME TABLE No. 2 April 24, 1960 STATIONS			SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	THIRD CLASS		
	303	Sidings	Other tracks			Distance from Wessington Springs						322	
	L 7.15 AM	43	Yard	DK	0.0	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			13.3	WINFRED	8.4	61.7		No Office	4.25		
	8.40		66	HC	21.7	HOWARD	3.8	53.3		7.30AM to 4.30PM Except Sun. & Mon.	4.00		
	8.50				25.5	(C. & N. W. CROSSING) VILAS	4.6	49.5	UV	No Office	3.50		
	9.05	27			30.1	ROSWELL	4.7	44.9		No Office	3.35		
	9.20	22			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			50.8	FORSTBURG	9.5	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	22			67.7	LANE	7.3	7.3		No Office	1.50		
A	12.45 PM	30	47	RS	75.0	WESSINGTON SPRINGS	0.0	0.0	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. 2 April 24, 1960 STATIONS			SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		
	222	Sidings	Other tracks			Distance from Rock Island Jct.						222	
	L	54			0.0	HOLLANDALE JCT.	3.9	7.0	JPY	No Office	A		
		22			3.9	SO. HOLLANDALE	3.1	8.1	P	No Office			
	A	24			7.0	ROCK ISLAND JCT.		0.0	JYX	No Office	L		
			Yard	HO		HOLLANDALE			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. 2 April 24, 1960 STATIONS			SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	THIRD CLASS		
	461	Sidings	Other tracks			Distance from St. Clair						460	
	L 10.00 AM	47	Yard	BA		(C. R. I. & P. CROSSING) ALBERT LEA (M. & ST. L. CROSSING)	0.9		RIOPR UVX	12.01 PM to 8.00 PM Except Sat. & Sun.	A 3.20 PM		
	L 10.05 AM				0.0	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	13.2	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		0.0	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.
 Rule 83(B) does not apply at St. Clair Jct. or St. Clair.
 Westward Fourteenth Subdivision trains will obtain Clearance Form A at Albert Lea instead of St. Clair Jct.

WESTWARD		FIFTEENTH SUBDIVISION										EASTWARD	
SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Wells	TIME TABLE No. 2 April 24, 1960 STATIONS			SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		
	561	Sidings	Other tracks			Distance from Mankato						562	
	L 12.30 PM		Yard	WS	0.0	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	7.8	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	7.0	7.0		No Office	9.50		
A	2.20 PM	37	Yard	MK	38.2	MANKATO (C. & N. W. CROSSINGS)		0.0	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.

10 WESTWARD SIXTEENTH SUBDIVISION EASTWARD

THIRD CLASS		Capacity in cars	Siding	Other tracks	Telegraph calls	Distance from Madison	TIME TABLE No. 2 April 24, 1960 STATIONS		Distance from Bristol	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	THIRD CLASS	
375	Way Freight						398	Way Freight					
	Mon. & Thurs. Only												
L 6.45 AM	43	Yard	DK	0.0	MADISON 10.3	108.0	BJKOR TX	7.00AM to 4.00PM Except Sat. & Sun.	A 6.00 AM				
7.30	22			10.8	RAMONA 9.6	92.7		No Office	4.45				
8.00	36	3	HD	19.9	OLDHAM	88.1		7.30AM to 4.30PM Except Sat. & Sun.	4.10				
8.55	23	3	KS	30.3	LAKE PRESTON (G. & N. W. CROSSING) 10.4	72.7	IV	7.30AM to 4.30PM Except Sat. & Sun.	3.40				
9.25	31			40.0	ERWIN 7.5	63.0		No Office	3.10				
10.05	34	48	NY	47.5	BRYANT	55.5		7.30AM to 4.30PM Except Sat. & Sun.	2.45				
10.30	13			55.7	VIENNA (G. N. CROSSING) 4.9	47.2	UV	No Office	2.15				
10.55	24			60.6	NAPLES (G. & N. W. CROSSING) 8.8	42.4	P	No Office	2.00				
11.20	20			69.4	ELROD 4.9	38.6	PUV	No Office	1.34				
11.45	24	1	GC	74.3	GARDEN CITY 10.1	28.7		7.30AM to 4.30PM Except Sat. & Sun.	1.20				
12.15 PM	28		BY	84.4	BRADLEY (M. & ST. L. CROSSING) 6.7	18.6	M	7.30AM to 4.30PM Except Sat. & Sun.	12.50				
12.35	25			91.1	LILY 5.0	11.9		No Office	12.31				
12.50	24			96.7	BUTLER 6.3	6.8		No Office	12.17				
A 1.15 PM		Yard	BR	108.0	BRISTOL	0.0	BJPRY	7.00AM to 4.00PM Except Sat. & Sun.	L 12.01 AM				

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

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

WESTWARD—SEVENTEENTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in cars	Siding	Other tracks	Telegraph calls	Distance from Mason City	TIME TABLE No. 2 April 24, 1960 STATIONS		Distance from Sanborn	SEE RULE 6-A	Office Hours Also see page 20 for other assigned hours	SECOND CLASS		THIRD CLASS	
57	65						63	62				64	56		
M. & St. L. Way Fri. Mon., Wed. & Fri. Only	Way Freight Mon., Wed. & Fri. Only	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.	Time Freight Daily Ex. Sun.
	L 7.35 AM	L 7.30 AM	Yard	H	0.0	(M. & ST. L. CROSSING) MASON CITY 0.5	126.1	BHIJKOP RTVXZ	7:00AM to 3:00PM 7:00PM to 3:00AM Except Sun.	A 9.35 PM	A 6.25 PM				
					0.5	(O. G. W. AND G. & N. W. CROSSING) PACK 8.9	125.6	IPX	No Office						
	8.15	8.00	30	CA	9.4	CLEAR LAKE 4.8	116.7	P	7:30AM to 4:30PM Except Sat. & Sun.	9.21	5.25				
	8.25	8.10	37		14.2	VENTURA (G. N. L. & F. CROSSING) 6.6	111.9	P	No Office	9.14	5.15				
	9.55	8.20	80	46	GN	20.8	GARNER 5.3	MPV	7:30AM to 4:30PM Except Sat. & Sun.	9.05	5.05				
	10.05	8.30	8		26.1	DUNCAN 3.7	100.0	P	No Office	8.56	4.45				
					29.8	(M. & ST. L. CROSSING) BRITT 4.1	95.2	PV	7:30AM to 4:30PM Except Sat. & Sun.	8.47	4.30				
	10.20	8.41	54	46	BR	30.9	HUTCHINS 5.0	P	No Office	8.38	4.05				
	10.30	8.46	37		35.0	WESLEY 5.0	85.5	P	7:45AM to 4:45PM Except Sat. & Sun.	8.29	3.55				
	10.50	8.55	43	8Y	40.6	SEXTON 6.4	80.5	P	No Office	8.21	3.45				
	11.01	9.02	35		45.6	ALGONA 3.5	74.1	P	8:00AM to 5:00PM Except Sat. & Sun.	8.13	3.35				
	11.50	9.15	38	50	AG	52.0	HOBARTON 7.5	P	No Office	8.07	3.20				
	11.59	9.22	38		55.5	WHITTEMORE 6.5	68.1	P	7:45AM to 4:45PM Except Sat. & Sun.	7.55	2.55				
	12.20 PM	9.34	75	65	W	63.0	CYLINDER 6.0	P	8:00AM to 5:00 PM Except Sat. & Sun.	7.45	2.30				
	12.30	9.43	35	CD	69.5	(G. N. L. & F. CROSSING) EMMETTSBURG 11.3	50.0	PUV	8:00AM to 5:00PM Except Sat. & Sun.	7.36	2.12				
L 11.55 AM	1.25	10.20	35	45	RH	87.4	RUTHVEN 6.6	PRVX	7:59AM to 4:59PM Except Sat. & Sun.	7.18	1.25	A 8.30 AM			
12.10 PM	1.35	10.29	20		94.0	DICKENS 5.9	32.1	P	No Office	7.09	1.01	7.45			
A 12.25 PM	1.49	10.37			99.9	(M. & ST. L. CROSSING) SPENCER 9.3	26.2	IJPR	No Office	7.01	12.50	L 7.30 AM			
	3.00	10.55	Yard	PR	100.2	EVERLY 7.5	25.9	BHJPR VXYZ	8:00AM to 10:00PM Except Sat. & Sun.	7.00	12.45 PM				
	3.25	11.12	40	RI	109.5	HARTLEY 9.1	16.6	P	7:59AM to 4:59PM Except Sat. & Sun.	6.32	11.32				
	3.50	11.24	31	61	RT	117.0	SANBORN 0.0	IP	8:00AM to 5:00PM Except Sat. & Sun.	6.22	11.24				
A 4.30 PM	A 11.40 AM		Yard	SB	126.1			BKP RTX	8:00AM to 5:00PM Except Sun.	L 6.05 PM	L 10.45 AM				

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

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

Manual Block System is in use between Mason City and Sanborn. Rule 319A applies at Mason City, Ruthven, Spencer and Sanborn. Rule 83(B) does not apply at Sanborn when operator not on duty. No. 62 will not register at Sanborn.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS
 Name Location Capacity
 Corn Belt..... 5.5 miles west of Spencer..... 6

WESTWARD—EIGHTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class, Capacity in Cars, Time Table No. 2, and Second Class. Includes stations like Sanborn, Sheldon, Boyd, Hull, Rock Valley, Inwood, Canton, Worthing, Lennox, Chancellor, Parker, Marion Jct., Dolton, Bridgewater, Emery, Alexandria, and Mitchell.

Trains must not exceed Maximum speed of 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.

Rule 83(B) does not apply at Sanborn when operator not on duty. No. 62 will not register at Sanborn. No. 3 will stop at Dolton Monday, Wednesday and Friday to handle L. C. L.

WESTWARD—NINETEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class, Capacity in cars, Time Table No. 2, and Third Class. Includes stations like Marion Jct., Freeman, and Menno.

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

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

Rule 83 (B) does not apply at Menno if train order signal indicates proceed as per Rule 200C. 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, Capacity in cars, Time Table No. 2, and Second Class. Includes stations like Mitchell, Betts, Mt. Vernon, Plankinton, White Lake, Kimball, Pukwana, Chamberlain, Oacoma, Reliance, Kennebec, Presho, Vivian, Draper, and Murdo.

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, Capacity in cars, Time Table No. 2, and Second Class. Includes stations like Murdo, Okaton, Stamford, Belvidere, Kadoka, Weta, Interior, Conata, Imlay, Scenic, Creston, Farmingdale, Caputa, H. O. Siding, and Murphy.

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. 2 April 24, 1960 STATIONS	Distance from Sioux City	Telegraph calls	Capacity in Cars		SEE RULE 6-A	FIRST CLASS	SECOND CLASS				
			Sidings	Other Tracks		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) 0.0	0.0	Q		Yard	BIKOPRVXYZ	L 8.00 AM	L 2.55 AM		L 5.30 AM		
SHORE ACRES (WEST END OF DOUBLE TRACK) 3.0	3.0				X						
MILITARY ROAD 0.5	5.1		26		BTX						
WEST YARD 0.5	5.6	RX		Yard	BKOPRXZ	8.10	A 4.30 AM	L 5.25 AM	6.00		
JEFFERSON 7.7	12.1		48	32	P	8.18		5.45	6.18		
EAST WYE SWITCH 0.1	19.8	KB	80		JPXY	f 8.26		6.12	A 6.35 AM		
WESTFIELD 5.5	26.9	WU	37		P	s 8.35		6.45			
AKRON 0.7	31.4	AK	41	58	P	s 8.45		6.55			
CHATSWORTH 0.1	38.1			12	P	f 8.55		7.05			
(C. & N. W. CROSSING) HAWARDEN 0.8	44.2	WD	31	33	P	s 9.12		7.15			
CALLIOPE 0.7	45.0		22		X						
HUDSON 0.7	53.8		31	75	P	s 9.25		7.35			
FAIRVIEW 0.6	60.5		17			s 9.35		7.50			
BELOIT 1.8	67.1										
(C. M. ST. P. & P. CROSSING) CANTON 1.1	68.9	OD	47	Yard	IJPRXY	s 9.55		8.10		L 1.30 PM	
NORTH CANTON 10.3	70.0										
HARRISBURG 7.1	80.3		65	27	P	f 10.20		8.41		1.47	
(C. R. I. & P. CROSSING) SOUTH YARD 1.0	87.4				IX						
(G. N. AND C. & N. W. CROSSING) (C. R. I. & P. CROSSING) SIoux FALLS 0.2	89.5				IX						
EAST JCT. 0.1	89.7	SF		Yard	BKMOPRTXZ	As 10.45 AM		A 9.10 AM		L 7.00 AM	A 2.05 PM
PEAKS 1.8	90.5				JX						
WEST JCT. 3.8	90.6		41		X				7.05		
RENNER 7.9	92.4				JX						
BALTIC 5.1	96.2		22						7.20		
DELL RAPIDS 7.1	104.1		35		P				8.00		
TRENT 5.7	109.2	D	27	57	PXZ				8.30		
SIoux FALLS JCT. 1.9	116.3	RT	14		P				9.25		
EGAN	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.

Rule 83(B) does not apply at Sioux Falls when operator not on duty. Sioux City is a register station for first class trains only.
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

15 TWENTY-SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 2 April 24, 1960 STATIONS	Distance from Egan	Office Hours Also see page 20 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) 3.0	123.9	No Office	As 6.15 PM		A 5.10 PM	A 5.45 PM			
SHORE ACRES (WEST END OF DOUBLE TRACK) 1.2	120.0	No Office							
MILITARY ROAD 0.5	118.8	No Office							
WEST YARD 0.5	118.3	Continuous	5.59		4.45	L 5.30 PM		A 9.40 PM	
JEFFERSON 7.7	111.8	No Office	f 5.50		4.37				
EAST WYE SWITCH 0.1	104.1	5.00PM to 10.00PM Except Sat. & Sun.	f 5.42		L 4.27 PM			9.13	
WESTFIELD 5.5	98.0	7.30AM to 4.30PM Except Sat. & Sun.	f 5.33					9.03	
AKRON 0.7	92.5	8.00AM to 5.00PM Except Sat. & Sun.	s 5.25					8.55	
CHATSWORTH 0.1	85.8	No Office	s 5.14					8.45	
(C. & N. W. CROSSING) HAWARDEN 0.8	79.7	8.00AM to 5.00PM Except Sat. & Sun.	s 5.05					8.35	
CALLIOPE 0.7	78.9	No Office							
HUDSON 0.7	70.1	No Office	s 4.52					8.19	
FAIRVIEW 0.6	63.4	No Office	f 4.43					8.07	
BELOIT 1.8	56.8	No Office							
(C. M. ST. P. & P. CROSSING) CANTON 1.1	55.0	8.00AM to 12.00AM	s 4.33			A 4.25 PM		7.52	
NORTH CANTON 10.3	53.9	No Office	4.27			4.18			
HARRISBURG 7.1	43.6	No Office	f 4.15			4.06		7.22	
(C. R. I. & P. CROSSING) SOUTH YARD 1.0	36.5	No Office							
(G. N. AND C. & N. W. CROSSING) (C. R. I. & P. CROSSING) SIoux FALLS 0.2	34.4	No Office				3.50			
EAST JCT. 0.1	34.2	7.00AM to 11.00PM Except Sat. & Sun.	162 L 4.00 PM			220 L 3.45 PM	A 1.00 PM	L 7.00 PM	
PEAKS 1.8	33.4							12.40	
WEST JCT. 3.8	33.3								
RENNER 7.9	31.5	No Office						12.25	
BALTIC 5.1	27.7	No Office						12.05 PM	
DELL RAPIDS 7.1	19.8	No Office						11.45	
TRENT 5.7	14.7	8.00AM to 5.00PM Except Sat. & Sun.						11.20	
SIoux FALLS JCT. 1.9	7.6	8.00AM to 5.00PM Except Sat. & Sun.						L 11.00 AM	
EGAN	1.0	No Office						L 10.50 AM	
EGAN	0.0								

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.
Trains for the Twenty-Third Subdivision starting at Sioux City or West Yard must obtain two Clearances at West Yard. One covering their movement on the Twenty-Second Subdivision and one covering their movement on the Twenty-Third Subdivision.
The Subdivision for which the Clearance applies will be shown on the address line following the address.
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.
At East Wye Switch, the train order signal applies to Twenty-Second and Twenty-Third Subdivision trains.
No. 220 will stop at East Wye Switch and Jefferson to discharge revenue passengers from stations on Sioux Falls Line.
Double Track is in use between Sioux City and Shore Acres.
Automatic Block Signal 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.

16 WESTWARD—TWENTY-THIRD SUBDIVISION—EASTWARD

THIRD CLASS		SECOND CLASS	TIME TABLE No. 2			SECOND CLASS		THIRD CLASS	
93	597	7	April 24, 1960 STATIONS			8	598	92	
Freight	Freight	Mixed	Distance from Mitchell	SEE RULE 6-A	Office Hours Also see Page 20 For Other Assigned Hours	Mixed	Freight	Freight	
Wed. Only	Mon. and Fri. Only	Daily Exc. Sun.				Daily Exc. Sun.	Tues. and Sat. Only	Thurs. Only	
L 9.30 AM	L 7.30 AM	s 8.10	80	KB	EAST WYE SWITCH 0.7	116.7	JPX Y	5.00 PM to 10.00 PM except Sat. & Sun.	A 4.27 PM
9.48	A 7.45 AM	s 8.25	74	PN	ELK POINT 8.6	116.0	PX	6.30 AM to 5.00 PM except Sat. & Sun.	s 4.25
10.00	f 8.32	f 8.32	55		BURBANK 5.9	107.4	P	No Office	f 4.12
10.21	f 8.40	f 8.40	62	85	VERMILLION 8.2	101.5	HP	6.45 AM to 3.45 PM except Sat. & Sun.	s 4.05
10.57	s 9.05	s 9.05	17		MECKLING 6.2	93.3	P	No Office	f 3.47
11.18	f 9.19	f 9.19	54	33	GAYVILLE 10.9	87.1	P	8.00 AM to 5.00 PM except Sat. & Sun.	f 3.37
11.55	s 9.40	s 9.40			(G. N. CROSSING) 1.2	76.2	M	No Office	
12.10 PM	9.50	9.50		Yard	(C. & N. W. CROSSING) YANKTON 5.6	75.0	BHKMOPR VX	7.30 AM to 4.30 PM except Sat. & Sun.	s 3.15
12.25	s 10.00	s 10.00			NAPA 3.6	69.4	JPRXY	No Office	A 12.01 PM
12.40	f 10.08	f 10.08	53	18	UTICA 6.7	65.8	P	No Office	L 11.45 AM
12.57	f 10.25	f 10.25	21		LESTERVILLE 11.3	59.1	P	No Office	5.40 PM
A 1.30 PM	As 10.50 AM	As 10.50 AM	47	62	SCOTLAND 6.6	47.8	HP	7.30 AM to 4.30 PM except Sat. & Sun.	5.21
			24		KAYLOR 7.0	41.2	P	No Office	5.09
			58	70	TRIPP 5.6	34.2	BJPRXY	6.45 AM to 3.45 PM except Sat. & Sun.	4.48
			14		BEARDSLEY 6.5	28.6	P	No Office	4.12
			42	37	PARKSTON 5.4	22.1	P	7.30 AM to 4.30 PM except Sat. & Sun.	3.51
			29		DIMOCK 5.1	16.7	P	No Office	8 3.30 PM 10.35 AM
			43	28	ETHAN 11.6	11.6	P	No Office	10.15
					MITCHELL 0.0	0.0	BHJKOPR TVXZ	8.00 AM to 5.00 PM except Sat. & Sun.	10.00
									9.20
									9.00
									L 8.30 AM

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

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

At East Wye Switch the time of No. 7 and 8 applies at the junction switch. Manual Block System is in use between East Wye Switch and Mitchell; Rule 319(A) applies at Yankton and Tripp.

Napa is register station for trains going to and from Twenty-sixth Subdivision only and No. 7 and 8 Saturday only.

Rule 83(B) does not apply at Napa.

No. 8 will not register at Tripp. No. 7 will register at Tripp Thursday only.

Rule 63(B) does not apply at East Wye Switch when operator not on duty if train order signal indicates proceed as per Rule 200-C.

At East Wye Switch the train order signal applies to Twenty Second and Twenty Third Subdivision trains.

Trains for the Twenty-Third Subdivision starting at Sioux City or West Yard must obtain two Clearances at West Yard. One covering their movement on the Twenty-Second Subdivision and one covering their movement on the Twenty-Third Subdivision.

The Subdivision for which the Clearance applies will be shown on the address line following the address.

The movement of trains on the Twenty-Third, Twenty-Fourth, Twenty-Fifth and Twenty-Sixth Subdivisions will be handled by the Train Dispatcher at Aberdeen.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS.

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

TRAIN DISPATCHERS

C. A. ANDERSON,
V. K. DRURY,
C. D. MAYER,
F. H. BRADASH,

L. B. JOHANNESSEN,
C. M. OLSON,
J. M. BURNS,
P. A. MADSEN,

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

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

P. M. LOFTUS,
Trainmaster-Roadmaster

A. G. BEAUVAIS,
Trainmaster.

J. G. WIK,
A. E. JERDE,
L. E. LARSON,
R. D. CORNELL,
F. L. HARVEY

W. L. MAYER,
D. P. FRIEDENBACH,
R. F. HUGER,
C. N. RODEBERG
R. L. MOHAGEN

L. F. MACK

WESTWARD—TWENTY-FOURTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Tripp	TIME TABLE No. 2 April 24, 1960 STATIONS	Distance from Stickney	SEE RULE 6-A	Office Hours Also see Page 20 For Other Assigned Hours	THIRD CLASS	
293	Freight	Sidings	Other tracks							292	Freight
	Thurs. Only					TRIPP 10.5	41.0	BJPRXY	6.45 AM to 3.45 PM except Sat. & Sun.	A 3.15 PM	
						DEL MONT 9.8	30.5		No Office	2.45	
						ARMOUR 9.0	20.7		7.00 AM to 4.00 PM except Sat. & Sun.	2.15	
						CORSICA 11.7	11.7		No Office	1.45	
						STICKNEY 292	0.0	RY	8.00 AM to 5.00 PM except Sat. & Sun.	L 1.10 PM	

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

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

Rule 83(B) does not apply at Stickney.

WESTWARD—TWENTY-FIFTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Tyndall	TIME TABLE No. 2 April 24, 1960 STATIONS	Distance from Springfield	SEE RULE 6-A	Office Hours Also see Page 20 For Other Assigned Hours	THIRD CLASS	
497	Freight	Sidings	Other Tracks							498	Freight
	Mon. and Fri. Only					TYNDALL 6.4	11.7	JPRXY	7.00 AM to 4.00 PM except Sat. & Sun.	A 11.25 AM	
						KINGSBURG 5.3	5.3		No Office	11.05	
						SPRINGFIELD	0.0	R	8.00 AM to 5.00 PM except Sat. & Sun.	L 10.45 AM	

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

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

Rule 83(B) does not apply at Springfield.

WESTWARD—TWENTY-SIXTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in Cars		Telegraph Calls	Distance from Napa	TIME TABLE No. 2 April 24, 1960 STATIONS	Distance from Platte	SEE RULE 6-A	Office Hours Also see Page 20 For Other Assigned Hours	THIRD CLASS	
597	Freight	Sidings	Other Tracks							598	Freight
	Mon. and Fri. Only					NAPA 10.5	82.4	JPRXY	No Office	A 11.45 AM	
						TABOR 10.9	71.9		No Office	11.15	
						TYNDALL 11.1	61.0	JPRXY	7.00 AM to 4.00 PM except Sat. & Sun.	10.45	
						AVON 7.0	49.9		8.00 AM to 5.00 PM except Sat. & Sun.	10.10	
						DANTE 6.6	42.9		No Office	9.45	
						WAGNER 7.9	36.3		7.00 AM to 4.00 PM except Sat. & Sun.	9.25	
						RAVINIA 6.0	28.4		No Office	9.05	
						LAKE ANDES 10.5	22.4	Y	8.00 AM to 5.00 PM except Sat. & Sun.	8.50	
						GEDDES 6.0	11.9		8.00 AM to 5.00 PM except Sat. & Sun.	8.20	
						BOVEE 5.9	5.9		No Office	8.01	
						PLATTE	0.0	BRY	7.00 AM to 4.00 PM except Sat. & Sun.	L 7.45 AM	

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

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

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

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Telephone	Office and Telephone
Chicago	Dr. R. Householder, Chief Surgeon		Chicago Wesley Memorial Hospital, 240 East Superior St. Delaware 7-6500
Chicago	Dr. James R. Hines, Asst. to Chief Surgeon		Union Station Central 6-7600
Chicago	Dr. F. Wm. Munson, Asst. to Chief Surgeon		30 No. Michigan Ave. Dearborn 2-3127
Chicago	Dr. Virgil Wescott, Oculist		122 So. Michigan Ave. WAbash 2-2272
Chicago	Dr. L. F. McBride, Aurist		58 E. Washington St. State 1-0509
Chicago	Dr. H. A. Hooper, Dentist		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 6-9635
St. Paul	Dr. J. A. Williams	2247 Edgcombe Rd. Midway 9-7506	366 N. Prior Ave. MI 6-9635
St. Paul	Dr. Donald G. Alton	1852 W. Shryver Ave. Midway 4-1573	366 N. Prior Ave. MI 6-9635
St. Paul	Dr. Donald E. Roach	1833 Draper Ave. Midway 5-4348	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	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	

	Residence Phone No.	Office Phone No.		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. Uhrich	4-4589	4-3050	Mankato	Phillip G. Hoepfer, 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. John Peterson	4-7180	4-7176	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	688R	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 4-2277 4-2345
Madison	D. S. Baughman	2151	5564	Emmetsburg	*Dr. Harold L. Breerton 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. James Nesse	HEmlock 7-3615	3-8871	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	Elk Point	Dr. F. M. Rich 96-R 96-W
Northfield	Dr. Bernard Street	280	44	Vermillion	W. H. Fairbanks MKT 4-4671 MKT 4-4754
Farmington	Dr. A. H. Field	719	815	Yankton	*Dr. R. F. Hubner 2767 3646
Decorah	Ralph Dahlquist	741	770	Scotland	Dr. G. A. Landman 193 194
Mason City	T. E. Davidson	3-2681	3-4120	Parkston	Dr. W. F. Bollinger 9 2
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.	Mendota	Extend from 1.4 miles east of depot to 310 feet east of Junction Switch at Cliff.
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.	Twin City Terminal	Extend from 1537 feet east of Tower at Oakland to Minneapolis Depot.
La Crescent	Extend from Bridge Switch to 2000 feet west of crossover switch located about one mile west of the junction.	Lyle	Extend from 3156 feet east of East House track switch to 2760 feet west of West House track switch.
Isinours	Extend from 1250 feet east of junction switch at Isinours Jct. to 2000 feet west of west switch at Isinours.	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.
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.	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 Twenty-Third Subdivision.
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.	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.
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.	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.
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.	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.
Preston	Extend from 200 feet east of junction on Tenth Subdivision to end of main track.	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 Everest Quarry.
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.	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.
Jackson	Extend from 2000 feet east of east yard track switch to 2000 feet west of west switch of siding.	Ruthven	Extend from 2640 feet east of east switch to 100 feet west of west switch of siding.
Egan	Extend from 2000 feet east of east switch of yard track to west switch of yard track.	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.
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.	Sanborn	Extend from 2000 feet east of east switch to 3000 feet west of west switch.
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.	Marion Jct.	Extend from 3000 feet east of east switch to 3000 feet west of west switch.
Woonsocket	Extend from 2000 feet east of east switch of wye track to 2000 feet west of switch at Junction with Aberdeen Division.	Mitchell	Extend from 4100 feet east of east switch of packing plant to 1800 feet west of west switch on Aberdeen 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.
Woonsocket (On Aberdeen Division)	From 3790 feet east of east switch of siding to 2716 feet west of west switch of siding.	Murdo	Extend from 2000 feet east of east switch to 2000 feet west of west wye switch.
Mankato	Extend from 2134 feet east of east yard switch to east derail of interlocking.	Rapid City	Extend from 800 feet east of Packing Plant switch to end of main track.
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.	Yankton	Extend from 4700 feet east of east switch of No. 1 yard track to 4858 feet west of west switch of house track.
Conover	Extend from junction switch to 2000 feet east on the Fifth Subdivision; and to 4342 feet west on the Second Subdivision.	Napa	Extend from 3000 feet east of east siding switch to 3000 feet west of west wye switch on Twenty-Third Subdivision and 3000 feet west of west wye switch on Twenty-Sixth Subdivision.
Owatonna	Extend from 3510 feet east of east switch of siding to 4950 feet west of west switch of siding.	Tripp	Extend from 5124 feet east of east switch of siding to 2300 feet west of west switch of siding on Twenty-Third Subdivision and to 2000 feet west of west wye switch on Twenty-Fourth Subdivision.
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.	Tyndall	Extend from 1500 feet east of east switch to 1500 feet west of junction switch on Twenty-Sixth Subdivision and to 1500 feet west of junction switch on Twenty-Fifth Subdivision.
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 Aberdeen Division.		

TELEPHONES FOR EMERGENCY USE WHERE OPERATORS NOT ON DUTY ARE LOCATED AS FOLLOWS:

DISPATCHER'S PHONES

Austin On pole at Garfield Ave.
 Austin On pole just south of Brownsdale Ave. and in box near packing plant switch.
 Austin Jct. On pole near R. R. Crossing.
 Ramsey In box on pole near junction of SE-SW wye.
 Oakland Waiting room.
 Hollandale Jct. Telephone booth near east leg of wye.
 Hayward In depot.
 Albert Lea In box on pole near Wilson track lead and in depot.
 Albert Lea CRI & PRR dispatcher telephone in baggage room CMSIP & PRR depot, at CRI & PRR crossing and on pole at east Home Signal.
 So. Hollandale Telephone booth alongside loading track.
 Hollandale In depot.
 Inwood West end depot in car house.
 Dolton On pole opposite depot.
 Corn Belt Spur..... Opposite east switch.

BLOCK PHONES

La Crescent In box on pole just north of depot.
 Hokah Freight house.
 Houston Waiting room.
 Rushford Freight house.
 MP 37 and MP 40 On telegraph pole.
 Lanesboro Freight house.
 Islinours In office.
 Fountain In office.
 Woonsocket In depot.
 Sioux Falls Jct. In booth on pole near west wye switch.
 Freeborn In depot.
 Matawan In depot.
 Waldorf In depot.
 Pemberton In depot.
 St. Clair In depot.
 Vienna In depot.
 Owatonna In booth, East Side Freight House.
 Faribault Inside shanty, near Round House.
 Northfield On pole at east end of siding.
 Farmington On pole at west switch of auxiliary siding.
 Decorah In depot.
 Lyle In depot.
 Benning In depot.
 Cleveland In depot.
 Conover In depot.
 Duncan Booth on pole east of elevator.
 Hutchins In booth just east of elevator.
 Ruthven Booth Jct. M. & St. L. Ry.
 Spencer At crossover east end Long John track on south side and east of M. & St. L. Crossing.
 Corn Belt Spur..... Opposite east switch.

OFFICE HOURS NOT OTHERWISE SHOWN

STATION	Saturday	Sunday	Monday	Holiday
Owatonna	9.00 am to 5.00 pm	.....	8.00 am to 4.00 pm	.....
Northfield	11.00 am to 7.00 pm	11.00 am to 7.00 pm	.....	11.00 am to 7.00 pm
Wells	11.00 am to 7.00 pm	.....	8.00 am to 4.00 pm	.....
Jackson	7.00 am to 9.00 am	.....	.....	.....
Madison	7.00 am to 4.00 pm	.....	.....	7.00 am to 4.00 pm
Calmar	.....	10.00 pm to 6.00 am	.....	10.00 pm to 6.00 am
Spencer	10.00 am to 1.00 pm 6.00 pm to 8.00 pm	.....	.....	8.00 am to 4.00 pm
Canton	.....	8.00 am to 4.00 pm	.....	.....
Mitchell	8.00 am to 4.00 pm	.....	.....	.....
Murdo	6.00 am to 8.00 am 9.30 pm to 11.30 pm	6.00 am to 9.00 am	.....	.....
Rapid City	8.00 am to 4.00 pm 7.00 pm to 9.00 pm	.....	.....	.....
East Wye Switch	4.00 pm to 6.00 pm	.....	.....	.....
Hawarden	8.30 am to 10.30 am	.....	.....	.....
Sioux Falls	7.00 am to 9.00 am	.....	.....	.....
Elk Point	3.00 pm to 5.00 pm	.....	.....	.....
Yankton	6.30 am to 9.30 am	.....	.....	.....
Yankton	7.30 am to 9.30 am	.....	.....	.....

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by bulletin.

Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

- G-1 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-2 Employees are prohibited from riding:
 - On engine footboards or pilot steps between engine and car when cars are being pushed.
 - On leading footboard or pilot steps while coupling engine to cars.
 - On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
 - On ends of cars containing lading which may shift.
 - On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
 - On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.
- G-3 When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.
- G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.
- G-5 Employes must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.
- G-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure handhold and footing.
- G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.
- G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.
- G-9 Employes must not step on track rails nor other similar objects when it can be avoided.
- G-10 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, employes must be governed by the instructions which are posted in each caboose so equipped.
- G-11 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-12 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-13 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:
 - When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.
 - The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.
 - When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.
- G-14 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 steam must be shut off as soon as the train stops in the station.

G-15 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 system should be utilized at stations when available.

G-16 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 signal may be moved to the end of the equipment so placed to afford the necessary protection.

G-17 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—Othello.....All Trains
 St. PaulFreight trains only
 MinneapolisPassenger trains only

G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-19 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-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-21 In complying with Rule 3 of the Consolidated Code of Operating Rules, 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-22 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 or 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 the 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-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engine 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.

G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the 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.

GENERAL SPEED RESTRICTIONS

G-25 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	Loaded	M.P.H.
Trains handling ore cars	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:		
1670 and 1671, 2000 to 2006 AB (New Nos. 820 and 821, 690 AB to 696 AB)	50
1610 to 1635 (New Nos. 960 to 985)	45
1600 to 1603 (New Nos. 980 to 983)	40
1699 to 1709 (New Nos. 990 to 997)	30

G-26 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-27 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-28 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 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-29 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-30 When flat spots develop enroute on car or engine 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.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines 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.

X-1 Trains handling wrecker 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 Track, On Curves. Lists various locations like Calmar and Mendota, Conover and Decorah, etc., with corresponding speeds.

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

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

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.

Chestnut Street Turnout from the CMSIP&P-C&NW joint track to CMSIP&P westward main track. Turnout from CMSIP&P eastward track to the CMSIP&P-C&NW joint track.

LaCrosse West End Double track.

LaCrescent Junction switch.

Shore Acres West End of Double track.

X-3(A) SPRING SWITCHES Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour.

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 points must not exceed 40 miles per hour.

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

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

IM&D Div.None

X-3(B) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" Signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows: IM&D Div.None

X-3(C) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-4 Five minute fuses should be used in Automatic Block System Territory and on the Second, Third, Fourth, Sixth, Eighth, Tenth, Fourteenth, Fifteenth, Twenty-Fourth and Twenty-Fifth Subdivisions.

Ten minute fuses should be used in all other territories.

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—Zumbrota, 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, Airle 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, Inlay, Creston, Farmingdale, Caputa, H. O. Siding and Murphy.

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

X-6 At places shown below, trains must not exceed the speed indicated:

Station Location Speed Spencer All street crossings..... 10 MPH Sheldon All street crossings..... 8 MPH Rock Valley Main street crossing..... 20 MPH Lennox Street crossing just east of depot..... 15 MPH

FIRST SUBDIVISION

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

Table with 4 columns: Location, Passenger Trains, Other Trains, Restr. Speed. Lists various locations like CGW RR crossing at Austin Jct., CGW RR crossing at Faribault, etc., with corresponding speeds.

Over employes crossing between Franklin Ave. and 8th St. 10

At Minneapolis, between 6th Ave. and 9th Ave. Faribault, over approach circuits controlling electric signals at Fourth Street 23

South Minneapolis: Over Hiawatha Ave. 10 Through Junction Switches 15 49th St., 400 feet east of Minnehaha 15

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 La Crosse Division.

Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the Superintendent of the Aberdeen 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 La Crosse 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—CMSIP&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-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.

All westward trains or engines except first class trains, operating through St. Paul Union Depot tracks or over CMSIP&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 operator 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 Operator 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 CMSIP&P Clearance Form A, OK'd by CMSIP&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.

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 At Medford, Minn., engine or cars must not go beyond conveyor belt located 400 ft. from west end of pit track.

SECOND SUBDIVISION

THIRD SUBDIVISION

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

Table with 2 columns: Location, Maximum Speed M.P.H. All Trains. Lists locations like South Jct., Mason City—All street crossings, etc., with speeds.

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 CMSIP&P RR.

All trains on the CMSIP&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 2 columns: Location, Maximum Speed M.P.H. All Trains. Lists locations like At Bridge S808, 5.0 miles east of Faribault, etc., with speeds.

X-36A When wrecking derrick 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.

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

SIXTH SUBDIVISION

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

Table with 2 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, etc., with speeds.

X-40 At Montgomery, the normal position of the electrically locked gates at the M&StL RR crossing is against movements on the CMSIP&P RR. All trains on the CMSIP&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): Location Maximum Speed M.P.H. All Trains Restricted Speed

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.

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 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.

Extra trains may be run between West Wye Switch and River Jct. and between Bridge Switch and LaCrescent without train orders when C.T.C. is in use.

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 Isinours and LaCrosse either dead in train or handling train.

X-51 On the descending grade from Fountain to Isinours, 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 Isinours 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

NINTH SUBDIVISION

X-55 Speed restrictions (in addition to General Speed restrictions). Location Maximum Speed M.P.H. All Trains

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.

X-60 At Albert Lea and Wells the train order signal governs Ninth Sub-division 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

ELEVENTH SUBDIVISION

X-65 Speed restrictions (in addition to General Speed restrictions). Location Maximum Speed M.P.H. All Trains

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

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

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 CMS&P&P RR. Trains or engines on the CMS&P&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

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 CMS&P&P clearance Form A at the M&StL depot at Spencer.

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

X-87A Eastward trains entering manual block territory at Sanborn during the period Sanborn is closed should receive a train order before reaching Sanborn 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.

EIGHTEENTH SUBDIVISION

X-88 Speed restrictions (in addition to general speed restrictions). Location Maximum Speed

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 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.

NINETEENTH SUBDIVISION

TWENTIETH SUBDIVISION

X-92 Speed restrictions (in addition to general speed restrictions). Location Maximum Speed

TWENTY-FIRST SUBDIVISION

X-93 Speed restrictions (in addition to general speed restrictions). Location Maximum Speed

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

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.

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 "S". Indications of these signals are in accordance with Rules 240-A, 240-K, and 240-L.

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 and Twenty-Third Subdivision trains 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.

TWENTY-THIRD SUBDIVISION

X-106 Speed restrictions (in addition to general speed restrictions).

Location	Maximum Speed	
	Passenger Trains	Other Trains
Yankton—C&NW Ry. crossing 1200 ft. east of depot	15 MPH	15 MPH
Yankton—GN Ry. crossing 1.2 miles east of depot	15 MPH	15 MPH

At Yankton, trains or engines must not exceed 15 miles per hour across Burleigh Street.

At Elk Point, trains or engines must not exceed 8 miles per hour over street crossings.

At Parkston, trains must not exceed 15 miles per hour over street crossings just east and west of the depot.

At Scotland, trains or engines must not exceed 8 miles per hour across Main Street.

X-107 At Yankton, the normal position of the gates at the G. N. crossing, located 1.2 miles east of the depot, is against movements on the G. N. Home Signals operate in conjunction with the gates.

X-108 At Yankton, the normal position of the gates at the G. N. crossing, located in back yard west of the stock yards is against movements on CMS&P&P. Trains or engines on the CMS&P&P must stop (regardless of position of gates) before proceeding over the crossing and must not operate the gates nor occupy the crossing until any train or engine approaching on the G. N. track has passed over the crossing or come to a stop.

X-109 At Yankton, the normal position of crossing gates at the C&NW crossing, located 1200 ft. east of depot, is against movements on the C&NW. Home signals operate in conjunction with the gates.

X-110 At Yankton No. 1 yard track will be used for the meeting and passing of trains and cars must not be left on this track without the authority of the train dispatcher. No. 1 track has a capacity of 75 cars.

X-111 Westward trains from the Twenty-Second Subdivision entering manual block territory of the Twenty-Third Subdivision at East Wye Switch during the period East Wye Switch is closed, should receive a train order before reaching East Wye Switch showing the condition of the block, Clear or Occupied. In case such a train order is not received, train will proceed prepared to stop short of train ahead.

TWENTY-FOURTH SUBDIVISION

X-112 Speed restrictions (in addition to general speed restrictions).

TWENTY-FIFTH SUBDIVISION

X-113 Speed restrictions (in addition to general speed restrictions).

TWENTY-SIXTH SUBDIVISION

X-114 Trains from the Twenty-Sixth Subdivision entering main track of Twenty-Third Subdivision at Napa should receive a train order before arriving at Napa stating condition of the block between Napa and Yankton.