

## DIVISION OFFICERS

E. H. BROBST ..... Superintendent ..... Huron  
 L. N. HASKINS ..... Master Mechanic ..... Huron  
 J. E. BREHM ..... Master Mechanic ..... Minneapolis  
 R. W. GEIGEL ..... Trainmaster ..... Huron  
 R. A. DRENGLER ..... Trainmaster ..... Mankato  
 G. D. BANTLE ..... Asst. Trainmaster ..... Winona  
 E. G. FREIER ..... Traveling Engineer ..... Mankato

### TRAIN DISPATCHERS

A. W. SATHER ..... Chief Train Dispatcher ..... Huron  
 A. M. FULLER ..... Dispatcher ..... Huron  
 I. A. WYLAND ..... Dispatcher ..... Huron  
 R. L. FREDRICK ..... Dispatcher ..... Huron  
 M. A. SCHAFFER ..... Dispatcher ..... Huron  
 R. H. HANSON ..... Dispatcher ..... Huron  
 D. D. FENSKE ..... Dispatcher ..... Huron

### ENGINEERING DEPARTMENT

H. L. KEELER ..... Division Engineer ..... Huron  
 F. W. FIELDER ..... Roadmaster ..... Huron  
 R. O. ERICKSON ..... Roadmaster ..... Huron  
 G. A. FOX ..... Roadmaster ..... Brookings  
 R. J. STOTKA ..... Roadmaster ..... Tracy  
 G. E. FOX ..... Roadmaster ..... Winona  
 H. E. HERINGTON ..... Roadmaster ..... Watertown  
 R. J. WALKER ..... Asst. Roadmaster ..... Huron  
 F. DURESKY ..... B & B Supervisor ..... Huron  
 O. C. RHOADES ..... B & B Supervisor ..... Winona

### DISTRICT GENERAL CAR FOREMAN

E. S. SPAFFORD ..... Minneapolis

### CHIEF LINEMEN

L. C. CARLSON ..... St. Paul  
 C. K. BOYLES ..... Omaha

### SIGNAL SUPERVISOR

H. L. TOMKINS ..... Madison  
 A. A. MEYER ..... Boone

### SPEED TABLE

This is not for authorized speed but for information only.

Seconds per Mile	Miles per Hour
61	59
65	55
72	50
80	45
90	40
103	35
120	30
144	25
180	20
240	15

## CHICAGO & NORTH WESTERN RAILWAY

## DAKOTA DIVISION

# TIME TABLE

# No. 19

Effective Sunday, February 2, 1964

AT 12:01 A. M.  
CENTRAL STANDARD TIME

For the information and  
government of employes only.

S. C. JONES, Vice President—Operation  
 C. R. HUSSEY, General Manager  
 R. W. HERON, General Supt.—Transportation  
 E. H. BROBST, Superintendent

**STAY ALERT—STAY ALIVE**  
**SAFETY FIRST**

## Westward—Winona Subdivision—Westward

Mile Posts	Distance from Winona	Time Table No. 19 February 2, 1964 STATIONS	SECOND CLASS							
			125	497	31	97	83	91	CGW 9	495
			Daily except Saturday	DAILY	Daily except Sat. & Sunday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY
0.2		.....WINONA... } YL			A. M.—				P. M.—	P. M.—
1.7	1.5	C... TOWER CK. )			L 5.30				L 1.45	L 7.00
5.9	5.7	...MINNESOTA CITY... } YL			5.40				1.55	7.15
11.3	11.1	...STOCKTON... } YL			5.48				2.05	7.25
18.4	18.2	D... LEWISTON... } YL			6.15				2.15	7.40
22.7	22.5	...UTICA... } YL			6.25				2.25	7.50
28.3	28.1	D... ST. CHARLES... } YL			6.40				2.40	8.00
32.2	32.0	...DOVER... } YL			6.50				2.50	8.10
36.9	36.7	D... EYOTA... } YL			A 7.15				A 3.00	8.20
37.7	37.5	CHATFIELD JCT. )			A. M.—				P. M.—	
37.9	37.7	PLAINVIEW JCT. )								
42.7	42.5	...HAVERHILL... } YL								8.25
45.1	44.9	...SIDING NO. 5... } YL								8.35
49.2	49.0	D... ROCHESTER... } YL								8.40
58.7	58.5	...BYRON... } YL					A. M.			
63.9	63.7	...KASSON... } YL					L 9.30			8.50
68.8	68.6	...TOWER GW... } YL					9.45			9.10
69.2	69.0	D... DODGE CENTER... } YL					10.00			9.20
76.4	76.2	...CLAREMONT... } YL					10.10			9.30
88.1	87.9	D... OWATONNA... } YL					10.30			9.40
96.3	96.1	...MERIDEN... } YL					11.20			9.50
102.5	102.3	C... WASECA... } YL			A. M.—		11.55			10.25
112.9	112.7	...JANESVILLE... } YL			L 3.30		12.15			10.25
116.1	116.1	...SMITH'S MILL... } YL			3.48		12.30			10.40
122.6	122.4	...EAGLE LAKE... } YL			3.54		P. M.—			P. M.—
125.2	125.0	...LIME SIDING... } YL			4.05					
128.9	128.7	FLETCHER'S SIDING )			4.10					
131.4	131.2	D... MANKATO... } YL			4.18					
10.4	141.6	...JUDSON... } YL			5.45					
16.9	148.1	...CAMBRIA... } YL			6.05					
24.6	155.8	...NEW ULM JCT... } YL			6.15					
165.3	157.4	D... NEW ULM... } YL			6.25					
173.7	165.8	...ESSIG... } YL			7.00				P. M.—	
179.8	171.9	D... SLEEPY EYE... } YL			7.15				L 1.01	
186.1	178.2	...CORDEN... } YL			7.47					
193.2	185.3	D... SPRINGFIELD... } YL			8.00				1.20	
200.4	192.5	...SANBORN JCT... } YL			8.30				A 1.35	
201.7	193.8	D... SANBORN... } YL			8.41				P. M.—	
208.8	200.9	D... LAMBERTON... } YL			8.44					
213.7	205.8	...REVERE... } YL			8.58					
219.0	211.1	...WALNUT GROVE... } YL			9.10					
226.6	218.7	D... TRACY... } YL			9.20					
					A12.20					
					A. M.					
					A. M.					
					A11.00					
					A. M.					

No. 31 IS SUPERIOR TO No. 32  
and No. 10.Redwood Falls  
SubdivisionWESTWARD EASTWARD  
(Read Down) (Read Up)

Distance from Sleepy Eye	Time Table No. 19 February 2, 1964 STATIONS
	D... SLEEPY EYE... } YL
7.3	.....EVAN... } YL
13.5	D... MORGAN... } YL
18.0	.....GILFILLAN... } YL
25.9	D... REDWOOD FALLS... } YL

## Traverse Subdivision

WESTWARD EASTWARD  
(Read Down) (Read Up)

Distance from New Ulm Jct.	Time Table No. 19 February 2, 1964 STATIONS
22.8	...TRAVERSE... } YL
17.4	...OSHAWA... } YL
12.8	...NICOLLET... } YL
5.1	...COURTLAND... } YL
	...NEW ULM JCT... } YL

## Wanda Subdivision

WESTWARD EASTWARD  
(Read Down) (Read Up)

Distance from Sanborn	Time Table No. 19 February 2, 1964 STATIONS
8.3	D... SANBORN... } YL
	...WANDA... } YL

# Eastward—Winona Subdivision—Eastward

## Time Table No. 19

February 2, 1964

### STATIONS

		SECOND CLASS							
Capacity of Sidings	Distance from Tracy	482	84	92	96	CGW 10	32	480	126
		DAILY	Daily except Sunday	Daily except Sunday	Tuesday Thursday	Daily except Sunday	Daily except Sat. & Sunday	DAILY	Daily except Sunday
	218.7								
.....WINONA.....									
.....TOWER CK.} YL	217.2	A 1.20				A 10.40	A 11.59		
.....MINNESOTA CITY..	54 213.0	1.00				10.30	11.50		
.....STOCKTON.....	57 207.6	12.50				10.13	11.40		
.....LEWISTON... YL	40 200.5	12.35				9.53	11.20		
.....UTICA.....	196.2	12.25				9.45	11.13		
.....ST. CHARLES. YL	24 190.6	12.15				9.35	11.03		
.....DOVER.....	30 186.7	12.05				9.25	10.53		
.....EYOTA.....	96 182.0	11.55				L 9.15	L 10.45		
.....CHATFIELD JCT.} YL	181.2					A. M. —	A. M. —		
.....PLAINVIEW JCT.}	181.0	11.45							
.....HAVERHILL.....	176.2	11.35							
.....SIDING NO. 5.....	94 173.8	11.25							
.....ROCHESTER... YL	27 169.7	11.15	A 6.45						
.....BYRON.....	31 160.2	11.00	6.23						
.....KASSON... YL	56 155.0	10.52	6.16						
.....TOWER GW.....	92 150.1	10.42	6.07						
.....DODGE CENTER. YL	13 149.7	10.40	6.05						
.....CLAREMONT.....	29 142.5	10.30	5.55						
.....OWATONNA... YL	22 130.8	10.10	5.38						
.....MERIDEN.....	122.6	9.55	5.23						
.....WASECA... YL	116.4	L 9.45	L 5.15						
.....JANESVILLE... YL	40 106.0	P. M. —	A. M. —					A 7.00	
.....SMITH'S MILL.....	102.6							6.36	
.....EAGLE LAKE.....	96.3							6.30	
.....LIME SIDING.....	100 93.7							6.20	
.....FLETCHER'S SIDING} YL	30 90.0							6.15	
.....MANKATO.....	87.5							6.00	
.....JUDSON.....	116 77.1							5.50	
.....CAMBRIA.....	70.6							4.21	
.....NEW ULM JCT.} YL	62.9							4.12	
.....NEW ULM.....	48 61.3			A. M. — 497				4.02	
.....ESSIG.....	34 52.9			A 7.00				4.00	
.....SLEEPY EYE... YL	78 46.8			6.40				3.36	
.....COLDEN.....	40.5			L 6.30	A. M. —			3.26	
.....SPRINGFIELD. YL	47 33.4			A. M. —				3.06	
.....SANBORN JCT.} YL	26.2			9.15				2.54	
.....SANBORN.....	100 24.9			497				2.42	P. M. —
.....LAMBERTON.....	38 17.8			8.30				2.40	A 7.55
.....REVERE.....	47 12.9			7.47				2.30	7.50
.....WALNUT GROVE... YL	53 7.6			7.45				2.30	7.40
.....TRACY..... YL				7.30				2.23	7.30
				7.05				2.15	7.15
				6.50				L 2.00	L 7.00
				L 6.30				P. M. —	P. M. —

No. 31 IS SUPERIOR TO No. 32 and No. 10.

## Plainview Subdivision

WESTWARD EASTWARD  
(Read Down) (Read Up)

		Time Table No. 19	
		February 2, 1964	
		STATIONS	
		.....PLAINVIEW JCT.}	
		5.0	.....VIOLA.....
		10.2	.....ELGIN.....
		14.9	D.....PLAINVIEW..

## Chatfield Subdivision

WESTWARD EASTWARD  
(Read Down) (Read Up)

		Time Table No. 19	
		February 2, 1964	
		STATIONS	
		.....CHATFIELD JCT.}	
		3.0	.....PLANKS JCT...}
		11.4	D.....CHATFIELD..}

CGW trains must obtain permission to enter C&NW tracks at Planks Jct. and Eastward C&NW trains must obtain permission to proceed beyond Planks Jct. from the operator at Eyota. All trains must receive permission from the operator at Eyota before entering the main track at Chatfield Jct.



## Westward—Huron Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Tracy	Time Table No. 19		Capacity of Sidings	Distance from Huron	SECOND CLASS		
21	495	23			February 2, 1964				2	126	20
Daily except Sunday	Daily except Sunday	Daily except Sunday			STATIONS				Daily except Sunday	Daily except Sunday	Daily except Sunday
	P. M. L 2.00		226.6		D . . . . TRACY . . . . YL	136.4		P. M. A 6.50			
	2.25		233.8	7.2	. . . . GARVIN . . . .	41	129.2	6.40			
	2.35		239.6	13.0	D . . . . BALATON . . . .	52	123.4	6.32			
	2.46		246.1	19.5	. . . . BURCHARD . . . .		116.9	6.23			
	3.00		253.7	27.1	D . . . . TYLER . . . . YL	90	109.3	6.11			
	3.15		261.5	34.9	D . LAKE BENTON . . . .	42	101.5	6.00			
	3.35		267.8	41.2	. . . . VERDI . . . .	46	95.2	5.50			
	3.49		274.4	47.8	. . . . ELKTON . . . .	100	88.6	5.40			
- P. M. -	4.02		285.1	58.5	. . . . AURORA . . . .		77.9	5.25	- P. M. -		
L 6.00	4.20 126-20		290.9	64.3	D . BROOKINGS . . . .	63	72.1	5.15 A 5.05 495-20 495			
A 6.10	4.55		294.3	67.7	. . . . SIOUX VALLEY JCT. . . . YL	40	68.7	5.05 L 4.55 4.55 A 4.00	- P. M. -		
- P. M. -	5.15		297.4	70.8	. . . . VOLGA . . . .		65.6	4.45			
	5.40		308.3	81.7	D . ARLINGTON . YL	45	54.7	4.30			
	5.50		313.8	87.2	. . . . HETLAND . . . .	41	49.2	4.21			
	6.05		321.0	94.4	. LAKE PRESTON . . . .	50	42.0	4.11			
	6.20		329.6	103.0	D . . . . DESMET . . . .	83	33.4	3.58			
	6.35		338.4	111.8	. . . . MANCHESTER . . . .		24.6	P. M. 495 3.45			
	6.59 L 10.20	- P. M. -	344.7	118.1	D . . IROQUOIS . YL	45	18.3	A 6.59 3.35			
	7.10	10.35	354.0	127.4	. . . . CAVOUR . . . .	46	9.0	6.43 3.15			
A 7.30	P. M. 10.50	P. M.	363.0	136.4	C . . . . HURON . . . . YL			L 6.30 L 3.00 P. M. P. M.			

## Westward—Pierre Subdivision—Eastward

SECOND CLASS		Mile Posts	Distance from Huron	Time Table No. 19		Capacity of Sidings	Distance from Pierre	SECOND CLASS	
495	1			February 2, 1964				62	2
Monday Wednesday Friday	Daily except Sunday			STATIONS				Tuesday Thursday Saturday	Daily except Sunday
A. M. L 6.40	A. M. L 3.30	363.0		C . . . . HURON . . . . YL	117.5	A. M. A 11.15	P. M. A 4.15		
6.50	A 3.40 - A. M. -	367.0	4.0	. . . . JAMES VALLEY JCT. . . .	113.5	11.05	L 4.05 - P. M. -		
7.15		376.1	13.1	D . . . . WOLSEY . . . .	50	10.45			
7.40		387.5	24.5	. . . . WESSINGTON . . . .	28	10.20			
7.55		393.2	30.2	. . . . VAYLAND . . . .		10.05			
8.10		400.4	37.4	. . . . ST. LAWRENCE . . . .		9.50			
8.45		402.9	39.9	D . . . . MILLER . . . . YL	68	9.40			
9.15		413.4	50.4	. . . . REE HEIGHTS . . . .	60	9.15			
9.55		425.2	62.2	D . . . . HIGHMORE . . . .	45	8.55			
10.15		433.0	70.0	. . . . HOLABIRD . . . .		8.15			
10.30		440.0	77.0	. . . . HARROLD . . . .	49	8.00			
11.20		452.3	89.3	D . . . . BLUNT . . . . YL	63	7.30			
11.40		461.1	98.1	. . . . CANNING . . . .		6.55			
12.00		471.4	108.4	. . . . ALTO . . . .	48	6.30			
A 12.15 P. M.		480.5	117.5	D . . . . PIERRE . . . . YL		L 6.00 A. M.			

### Astoria Subdivision

WESTWARD (Read Down)      EASTWARD (Read Up)

Time Table No. 19	
February 2, 1964	
STATIONS	
D . . . . TYLER . . . .	} YL
8.0 . . . . ARCO . . . .	
15.0 . . . . IVANHOE . . . .	
24.4 . . . . HENDRICKS . . . .	
31.9 . . . . ASTORIA . . . .	
Distance from Tyler	

# Westward—Gettysburg Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Sioux Valley Jct.	Time Table No. 19 February 2, 1964		Capacity of Sidings	Distance from Blunt	SECOND CLASS		
21	29	29			STATIONS				30	30	20
Daily except Sunday	Tuesday	Wednesday						Thursday	Friday	Daily except Sunday	
P. M. L 6.30					<b>SIoux VALLEY JCT. YL</b>	40	230.4			P. M. 495 A 4.00	
6.45			8.2	8.2	..... BRUCE .....		222.2			3.40	
7.05			18.3	18.3	D. . . . . ESTELLINE .....		212.1			3.17	
7.20			23.1	23.1	..... DEMPSTER .....		207.3			3.07	
7.40			30.5	30.5	..... CASTLEWOOD .....		199.9			2.48	
7.55			37.0	37.0	..... APPLEBY .....		193.4			2.34	
A 8.15 P. M.	-A. M.- L 9.30		319.0	44.2	D. . . . . WATERTOWN. YL	39	186.2		-A. M.- A 11.40	L 2.15 P. M.	
	9.50		327.1	52.3	..... KAMPESKA .....		178.1		11.15		
	10.20		337.0	62.2	..... HENRY .....		168.2		10.50		
	10.35		342.5	67.7	..... ELROD .....		162.7		10.25		
	11.05		350.1	75.3	D. . . . . CLARK .....	33	155.1		10.05		
	11.40		361.3	86.5	..... RAYMOND .....		143.9		9.20		
	12.10		369.4	94.6	D. . . . . DOLAND. . . . . YL		135.8		8.55		
	12.40		379.4	104.6	..... FRANKFORT. . . . .		125.8		8.20		
	A 1.15 P. M.	-A. M.- L 8.15	390.1	115.3	D. . . . . REDFIELD. . . . . YL		115.1	-P. M.- A 2.25	L 7.45 A. M.		
		8.45	10.6	125.9	..... ZELL .....		104.5	1.55			
		9.00	15.3	130.6	..... ROCKHAM .....		99.8	1.40			
		9.20	23.6	138.9	..... MIRANDA .....		91.5	1.15			
		9.45	32.5	147.8	D. . . . . FAULKTON .....		82.6	12.50			
		10.10	42.1	157.4	..... BURKNERE .....		73.0	12.20			
		10.35	51.8	167.1	..... SENECA .....		63.3	11.55			
		11.10	65.0	180.3	..... LEBANON .....		50.1	11.22			
		11.45	74.8	190.1	D. . . . . GETTYSBURG. . . . .		40.3	10.55			
		12.10	83.6	198.9	..... GORMAN .....		31.5	10.26			
		12.30	89.8	205.1	..... AGAR .....		25.3	10.10			
		1.00	99.5	214.8	D. . . . . ONIDA .....		15.6	9.45			
		A 1.50 P. M.	115.1	230.4	D. . . . . BLUNT. . . . . YL	63		L 9.00 A. M.			

## Groton Subdivision

WESTWARD      EASTWARD  
(Read Down)      (Read Up)

Time Table No. 19 February 2, 1964	
STATIONS	
D. . . . . DOLAND. . . . .	} YL
10.9 ..... TURTON. . . . .	
18.4 ..... CONDE. . . . .	
30.3 ..... FERNEY. . . . .	
38.8 ..... GROTON. . . . .	
Distance from Doland	





### Westward—Hawarden Subdivision—Eastward

<b>SECOND CLASS</b> <b>23</b>	Mile Posts	Distance from Sioux City	<b>Time Table No. 19</b> February 2, 1964		Distance from Iroquois	Capacity of Sidings	<b>SECOND CLASS</b> <b>2</b>
Daily except Sunday			<b>STATIONS</b>	Daily except Sunday			
P. M. L 3.30		2.0	..... <b>SIoux CITY..</b> .....	169.3			A. M. A 1.30
			..... <b>C... 22ND STREET..</b> .....	167.3			

Between Wren and Sioux City trains and engines operate over the I. C. R. R. and are governed by rules and time table of that railroad.

P. M.	Mile Posts	Distance from Sioux City	STATIONS	Distance from Iroquois	Capacity of Sidings	A. M.
L 3.55		12.7	C..... <b>WREN</b> .....	156.6		A 1.08
4.12	5.6	18.3	..... <b>MERRILL</b> .....	151.0		12.51
4.39	12.3	25.0	..... <b>BRUNSVILLE</b> .....	144.3		12.24
5.05	18.8	31.5	..... <b>CRAIG</b> .....	137.8		11.55
5.16	24.0	36.7	..... <b>McNALLY</b> .....	132.6		11.47
5.23	28.3	41.0	..... <b>N. I. JUNCTION</b> .....	128.3		11.40
5.40	243.0	43.1	D..... <b>HAWARDEN</b> .....	126.2	YL	11.37
5.53	8.7	51.8	..... <b>ALCESTER</b> .....	117.5	34	11.19
6.06	17.4	60.5	D..... <b>BERESFORD</b> .....	108.8	31	11.06
6.26	27.6	70.7	D..... <b>CENTERVILLE</b> .....	98.6	30	10.46
6.57	40.6	83.7	..... <b>HURLEY</b> .....	85.6		10.15
7.18	49.5	92.6	D..... <b>PARKER</b> .....	76.7	42	9.54
7.34	57.2	100.3	..... <b>MONROE</b> .....	69.0		9.38
7.51	65.8	108.9	..... <b>CANISTOTA</b> .....	60.4	31	9.25
8.11 8.40	75.8	118.9	D..... <b>SALEM</b> .....	50.4	70	9.01 8.40
8.52	82.0	125.1	..... <b>UNITYVILLE</b> .....	44.2		8.27
9.04	88.0	131.1	..... <b>CANOVA</b> .....	38.1	31	8.15
9.25	98.3	141.4	..... <b>VILAS</b> .....	27.9		7.54
9.34	102.9	146.0	..... <b>ARGONNE</b> .....	23.3		7.45
9.50	110.8	153.9	..... <b>CARTHAGE</b> .....	15.4	33	7.29
10.04	117.8	160.9	..... <b>ESMOND</b> .....	8.4		7.15
A 10.20 P. M.	126.2	169.3	D..... <b>IROQUOIS</b> .....		45	L 6.59 P. M.

### Klossner Subdivision

WESTWARD (Read Down)      EASTWARD (Read Up)

Distance from Winthrop	<b>Time Table No. 19</b> February 2, 1964	
	<b>STATIONS</b>	
	..... <b>WINTHROP</b> .....	
6.8	D..... <b>LA FAYETTE</b> .....	YL
12.8	..... <b>KLOSSNER</b> .....	

Bowman Spur ..... 2.3 miles W. of Hopkins  
Fertilizer Spur ..... 0.8 mile W. of Fairfax

### Westward—Morton Subdivision—Eastward

6

<b>SECOND CLASS</b> <b>99</b>	Mile Post	Distance From Minneapolis	<b>Time Table No. 19</b> February 2, 1964		Distance From Morton	Capacity of Siding	<b>SECOND CLASS</b> <b>98</b>
Daily except Saturday			<b>STATIONS</b>	Daily except Sunday			
P. M. L 9.45	14.4	2.6	..... <b>CEDAR LAKE</b> .....		97.1		P. M. A 11.59
	14.6	2.8	..... <b>KENWOOD</b> .....	YL	96.9		
P. M. L 10.05	19.7	7.8	C..... <b>HOPKINS</b> .....		91.9		A 11.40
10.25	27.0	15.1	..... <b>DEEPHAVEN</b> .....		84.6		11.20
10.35	29.8	17.9	D..... <b>EXCELSIOR</b> .....		81.8	61	11.10
	31.1	19.2	..... <b>MANITOU</b> .....		80.5		
98 10.45	35.7	23.8	..... <b>VICTORIA</b> .....		75.9	72	99 10.45
11.10	42.5	30.6	D..... <b>WACONIA</b> .....		69.1		10.25
11.30	50.2	38.3	..... <b>YOUNG AMERICA</b> .....		61.4	52	10.05
11.35	51.4	39.5	..... <b>NORWOOD</b> .....		60.2		10.00
11.45	54.8	42.9	..... <b>HAMBURG</b> .....		56.8		9.50
11.55	59.4	47.5	..... <b>GREEN ISLE</b> .....		52.2		9.40
12.10	65.6	53.7	D..... <b>ARLINGTON</b> .....		46.0	51	9.25
12.30	73.4	61.5	D..... <b>GAYLORD</b> .....		38.2		9.05
12.55	80.5	68.6	D..... <b>WINTHROP</b> .....	YL	31.1	37	8.50
1.15	88.6	76.7	D..... <b>GIBBON</b> .....		23.0		8.15
1.40	98.2	86.3	D..... <b>FAIRFAX</b> .....		13.4		7.50
2.05	106.2	94.3	..... <b>FRANKLIN</b> .....		5.4	49	7.25
A 2.30 A. M.	111.6	99.7	D..... <b>MORTON</b> .....	YL		56	L 7.00 P. M.

### Westward—Watertown Subdivision—Eastward

<b>SECOND CLASS</b> <b>75</b>	Mile Post	Distance From Minneapolis	<b>Time Table No. 19</b> February 2, 1964		Distance From Watertown	Capacity of Siding	<b>SECOND CLASS</b> <b>74</b>
Tuesday Thursday Saturday			<b>STATIONS</b>	Monday Wednesday Friday			
A. M. L 6.00	111.6	99.7	D..... <b>MORTON</b> .....	YL	123.1	56	P. M. A 3.55
6.20	117.7	105.8	..... <b>REDWOOD</b> .....		117.0		3.30
6.40	124.1	112.2	..... <b>DELHI</b> .....		110.6		3.05
7.00	129.9	118.0	..... <b>BELVIEW</b> .....		104.8		2.45
7.20	134.3	122.4	D..... <b>ECHO</b> .....		100.4		2.20
7.40	140.9	129.0	..... <b>WOOD LAKE</b> .....		93.8		1.55
8.00	145.7	133.8	D..... <b>HANLEY FALLS</b> .....		89.0	33	1.30
8.15	151.8	139.9	..... <b>HAZEL RUN</b> .....		82.9		1.10
9.00	157.1	145.2	D..... <b>CLARKFIELD</b> .....		77.6		12.40
9.15	163.5	151.6	..... <b>BOYD</b> .....		71.2		12.10
10.00	172.8	160.9	D..... <b>DAWSON</b> .....		61.9	38	11.40
10.25	181.7	169.8	D..... <b>MADISON</b> .....		53.0		10.55
10.45	192.8	180.9	D..... <b>MARIETTA</b> .....		41.9		10.10
10.59	200.4	188.5	D..... <b>REVILLO</b> .....		34.3		9.45
11.25	211.1	199.2	..... <b>STRANDBURG</b> .....		23.6		9.15
11.40	216.9	205.0	..... <b>TROY</b> .....		17.8		8.55
11.55	223.3	211.4	..... <b>WAVERLY</b> .....		11.4		8.35
A 12.15 P. M.	234.7	222.8	D..... <b>WATERTOWN</b> .....	YL			L 8.00 A. M.

## Westward—Aberdeen Subdivision—Eastward

SECOND CLASS		Mile Post	Distance From Minneapolis	Time Table No. 19 February 2, 1964		Distance From Leola	Capacity of Siding	SECOND CLASS	
215	115			STATIONS				116	216
Tuesday	Monday Wednesday Friday							Thursday Saturday	Tuesday
	A. M.							P. M.	P. M.
	L 6:15	234.7	222.8	D.....	WATERTOWN.....	YL	114.1	A 1:05	A 2:50
	6:25	238.3	226.4	3 6	KAMPESKA.....		110.5	12:45	2:30
	6:53	249.6	237.7	11 3	D.....	FLORENCE.....	99.2	12:10	1:55
	7:15	258.0	246.1	8 4	WALLACE.....		90.8	11:40	1:25
	7:35	266.2	254.3	8 2	BRADLEY.....		82.6	11:10	12:55
	7:55	273.5	261.6	7 3	CROCKER.....		75.3	10:50	12:35
	8:20	283.8	271.9	10 3	CRANDALL.....		65.0	10:15	12:01
	8:50	291.2	279.3	7 4	D.....	CONDE.....	57.6	9:50	11:35
	9:15	299.2	287.3	8 0	RANDOLPH.....		49.6	9:17	11:02
	9:45	306.0	294.1	6 8	STRATFORD.....		42.8	8:56	10:41
	10:06	312.8	300.9	6 8	NAHON.....		36.0	8:35	10:20
-A. M.	L 5:00	319.3	307.4	6 5	D.....	ABERDEEN.....	29.5	L 8:15	9:35
A 5:02	-A. M.	319.6	307.7	0 3	M&STL JCT.....		29.2	-A. M.	L 9:29
L 5:07		320.9	309.4	1 7	MILWAUKEE JCT.....		27.5		A 9:24
5:37		327.4	315.9	6 5	RICHMOND.....		21.0		8:54
6:17		337.5	326.0	10 1	WETONKA.....		10.9		8:14
A 7:05	A. M.	348.4	336.9	10 9	D.....	LEOLA.....		L 7:30	A. M.

Between M&StL Jct. and Milwaukee Jct. trains operate over the tracks of the CMStP&P Railroad and are governed by rules and time table of that Railroad.

## TONNAGE RATINGS\*

WESTWARD					EASTWARD				
DISTRICT	1600 Alco	1500 GP-7	600 EMD	1500-1600 6-Wheeler	DISTRICT	1600 Alco	1500 GP-7	600 EMD	1500-1600 6-Wheeler
Winona to Minnesota City.....	4200	4000		4525	Pierre to Blunt.....	3620	3330		3620
Minnesota City to Lewiston.....		975	450	1100	Blunt to Highmore.....	2600	2475		3025
Lewiston to Rochester.....	2500	2350		2820	Highmore to Huron.....	7100	6480		7920
Rochester to Byron.....	1725	1575		2045	Huron to Arlington.....	2100	1936		2400
Byron to Waseca.....	2575	2400		2880	Arlington to Sioux Valley Jct....	7500	6810		7500
New Ulm to Sleepy Eye.....	1800	1550		2150	Sioux Valley Jct. to Tracy.....	2493	2400		2640
Tracy to Tyler.....	2300	2110		2600	Canby to Marshall.....				6700
Waseca to Mankato.....	3600	3215		4050	Marshall to Tracy.....				2950
Traverse to New Ulm.....			1500	4300	Tracy to Sleepy Eye.....	7000	6675		7800
Mankato to New Ulm.....	3800			4040	Sleepy Eye to Mankato.....	8000	7225		8830
Sleepy Eye to Tracy.....	2675	2340		2860	Mankato to Lime Siding.....	1700	1575		1925
Tracy to Canby.....				4500	Lime Siding to Waseca.....	2500	2315		2825
Canby to Gary.....				2100	Waseca to Rochester.....	2185	2000		2510
Tyler to Sioux Valley Jct.....	2500	2295		2765	Rochester to Eyota.....	1925	1750		2325
Sioux Valley Jct. to Arlington.....	2000	1870		2290	Eyota to Winona.....	1925	1775		2250
Arlington to Wolsey.....	3200	2950		3450	Blunt to Seneca.....				2400
Wolsey to Highmore.....	3400	3100		3600	Seneca to Raymond.....				3700
Highmore to Pierre.....	7000	6480		7900	Raymond to Clark.....				3100
Brookings to Watertown.....				3770	Clark to Watertown.....				5300
Watertown to Clark.....				3350	Watertown to Sioux Valley Jct....				8800
Clark to Raymond.....				2150	Oakes to Redfield.....				8000
Raymond to Redfield.....				5900	Redfield to Huron.....				7500
Redfield to Faulkton.....				3300	Huron to Centerville.....	3450	3150		3850
Faulkton to Onida.....				2800	Centerville to Hawarden.....	2100	1800		2300
Onida to Blunt.....				3700	Wakonda to Centerville.....				2400
Hawarden to Beresford.....	2100	1975		2300	Astoria to Tyler.....				2900
Beresford to Parker.....	2500	2300		2740	Groton to Doland.....				6300
Parker to Monroe.....	1900	1700		2250	New Ulm to Nicollet.....			500	
Monroe to Huron.....	3900	3615		4130	Nicollet to Traverse.....			1200	
Huron to Redfield.....				7500	Hawarden to Wren.....	1900	1760		
Redfield to Oakes.....				8200					

\*These ratings apply under ordinary conditions over maximum grades between the points named; additional tonnage will be handled whenever circumstances and grades will permit.



# SPEED RESTRICTIONS (Continued on page 9)

Speeds shown are maximum authorized between points named but do not modify any rule or special instruction which may require lower speed.

LOCATION	Restrictions	LOCATION	Restrictions
	Miles per Hour		Miles per Hour
<b>BETWEEN WINONA AND WASECA</b>		<b>BETWEEN WASECA AND TRACY</b>	
Maximum speed, All trains: .....	45	Maximum speed, All trains: .....	45
MP 0.0 to 0.5—Around curve and through crossover between west end bridge 708 and yard office at Winona .....	15	MP 102.6—M. & St. L. Division crossing, Waseca .....	20
MP 0.5 to 1.3—Between Yard Office, Winona and Westward home signal, Tower CK .....	40	MP 114.2 to 117.0—Around curves 1.2 miles west of Janesville to 0.8 mile west of Smith's Mill .....	40
MP 1.3 to 1.7—Between home signals and over C. M. St. P. & P. crossing, Tower CK .....	20	MP 125.7 to 128.4—Between 0.5 mile and 3.2 miles west of Lime Siding .....	20
MP 13.0 to 18.7—Between 1.5 miles west of Stockton through the Village of Lewiston .....	30	MP 128.4 to 129.3—Between 3.2 miles west of Lime Siding and east switch Mankato .....	40
MP 48.0 to 49.0—1.0 mile east of Rochester to street crossings just east of Rochester station .....	20	MP 129.5—Over Twin City Division crossing 1.75 miles east of Mankato .....	15
MP 49.0 to 49.2 over crossings at 1st Ave. N. E., Broadway and 1st Ave. N. W. just east and west of passenger station Rochester .....	5	MP 130.5—Around Quarry curve 0.75 mile east of Mankato ..	10
MP 49.2 to MP 50.6—Approach circuits and Sixth Ave. N. W., Eleventh Ave. N. W. and between home signals C. G. W. crossing, Rochester .....	20	MP 130.9 to 131.3—Over Main Street crossing and between home signals of Interlocking, Mankato .....	10
MP 63.5 to 64.0—Through the Village of Kasson .....	30	Over all street crossings Mankato Passenger Station to Bridge M-1605 over Blue Earth River .....	30
MP 68.5 to 69.1—Between home signals and over C. G. W. Railroad crossing at Tower GW .....	20	MP 5.9 to 7.4—Between 5.9 miles and 7.4 miles west of Mankato .....	25
MP 88.0—C. M. St. P. & P. crossing at Owatonna .....	Stop	MP 13.8 to 14.1—Around reverse curves 3.2 miles to 3.5 miles west of Judson .....	40
MP 88.2 to 88.3—Over Elm St. and Cedar St. crossings, Owatonna .....	10	MP 166.3 to 166.6—Around curve 1.0 mile west of New Ulm ..	35
MP 96.4—Over first highway crossing west of station at Meriden (Westward) .....	35	MP 166.8 to 169.0—Between 1.5 miles and 3.7 miles west of New Ulm .....	30
		MP 192.4—Over Brick Yard crossing, 0.75 mile east of station at Springfield .....	20
		MP 208.5 to 209.1—Within the corporate limits of Lamberton ..	40
		MP 225.0 to 225.1—Around curve 1.6 miles east of Tracy .....	30
		MP 226.0 to 227—Around curve 0.6 mile east of Tracy station and thru Tracy Yard .....	25
<b>BETWEEN CHATFIELD JCT. AND CHATFIELD</b>		<b>BETWEEN SANBORN AND WANDA</b>	
Maximum speed, All trains:		Maximum speed, All trains: .....	15
On straight track .....	20		
On curves .....	15		
Junction with Winona Subdivision at Chatfield Jct. ....	Stop		
MP 5.5—Through rock cut at overhead bridge No. C-909—1.6 miles west of Planks Jct. ....	Restricted Speed		
MP 3.9 to MP 12.1 .....	15		
<b>BETWEEN PLAINVIEW JCT. AND PLAINVIEW</b>		<b>BETWEEN TRACY AND GARY</b>	
Maximum speed, All trains: .....	30	Maximum speed, All trains: .....	30
Junction with Winona Subdivision at Plainview Jct. ....	Stop	MP 244.4—Great Northern crossing, Marshall .....	Stop
MP 6.0 to 14.9 .....	15	MP 278.5 to 284.6—Between 0.3 mile east of Burr and Gary ..	25
		<b>BETWEEN EVAN AND MARSHALL JCT.</b>	
		Maximum speed, All trains: .....	25
		MP 54.1—Junction with Gary Subdivision, Marshall Junction ..	Stop

# SPEED RESTRICTIONS (Continued on page 10)

LOCATION	Restrictions	LOCATION	Restrictions
	Miles per Hour		Miles per Hour
<b>BETWEEN SLEEPY EYE AND REDWOOD FALLS</b>			
Maximum speed, All trains:	25	<b>BETWEEN WREN AND IROQUOIS</b> Maximum speed, All trains: 40 Except Class "AA" Diesels between MP 20.2 (3.0 miles west of Beresford) and MP 37.3, (3.0 miles east of Hurley), MP 65.6 (0.2 mile east of Canistota) and MP 87.2, (1.0 mile east of Canova) 30	
Except Class B Diesels:	15		
MP 7.8—Junction with Wabasso Subdivision, Evan:	Stop		
<b>BETWEEN WABASSO AND VESTA</b>			
Maximum speed, All trains:	25	MP 0.0—Between home signals, I. C. Interlocking, Wren 10 MP 0.0 to 18.9—Between Wren and Craig 25 MP 21.9—Around curve, bridge 761—3.0 miles west of Craig 25 MP 28.0 to 28.3—Around reverse curves near M.P. 28, —2.5 miles east of Hawarden 25 MP 0.2—C. M. St. P. & P. crossing, Hawarden Stop MP 4.0—Around curve 4.0 miles west of Hawarden 25 MP 5.5—Around curves 5.5 miles west of Hawarden 25 MP 8.0—Around curve 0.5 mile east of Alcester 25 MP 17.7—Around curve 600 feet west of west switch, Beresford 20 MP 35.4—Between home signals G. N. crossing 20 MP 49.0 to 49.7—Around curves 0.6 mile east of Parker and 0.1 mile west of Parker 30 MP 50.7—Around curve 1.5 miles west of Parker 25 MP 75.8—Twin City Division crossing, Salem Stop MP 98.0—C. M. St. P. & P. crossing 1000 feet east of Vilas Stop MP 126.2—Junction with Huron Subdivision, Iroquois Stop MP 126.2—Trains to or from Hawarden Subdivision, Iroquois 15	
MP 15.0—Junction with Vesta Subdivision, Wabasso:	Stop		
<b>BETWEEN TRAVERSE AND NEW ULM JCT.</b>			
Maximum speed, All trains:	25	<b>BETWEEN CENTERVILLE AND WAKONDA</b> Maximum speed, All trains: 15 MP 0.1—Junction with Hawarden Subdivision, Centerville Stop	
MP 161.9 to 162.7—Through Redstone Cut 0.6 mile east of and over Minnesota River bridge, 1.0 mile east of NewUlm Jct.	15		
MP 163.7—Junction with Winona Subdivision, New Ulm Jct.:	Stop		
<b>BETWEEN TRACY AND HURON</b>			
Maximum speed, All trains:	45	<b>BETWEEN JAMES VALLEY JCT. AND ABERDEEN</b> Maximum speed, All trains: 40 MP 4.0—Junction with Pierre Subdivision, James Valley Jct. Stop MP 37.7—Between home signals C. M. St. P. & P. crossing 3.0 miles east of Redfield 20 MP 40.1—Through south passing track switch, Redfield 15 MP 40.5—Over west switch, Redfield 15 MP 68.5 to 82.1 Between 2.0 miles west of Mansfield and Aberdeen 15 MP 80.9—Crossing—Aberdeen Subdivision Stop MP 82.1—Over 6th Avenue crossing, Aberdeen 6	
MP 240.9 to 241.1—Around curve 1.4 miles west of Balaton:	40		
MP 247.9 to 248.7—Around curves 1.8 miles to 2.6 miles west of Burchard:	30		
MP 259.6 to 259.8—Around curve 2.0 miles east of Lake Benton:	30	<b>BETWEEN ABERDEEN AND OAKES</b> Maximum speed, All trains: 30 MP 82.6—Between home signals G. N. and C. M. St. P. & P. crossings, Aberdeen 20 MP 96.3 to 96.6—Between 0.3 mile east of Columbia and Columbia 20 MP 126.0—Center Street crossing, Ludden 20 MP 127.3—G. N. crossing 1.25 miles west of Ludden Stop MP 134.7—Soo Line crossing, Oakes Stop	
MP 261.9 to 266.7—Around curves:	30		
MP 274.8—Between home signals C. R. I. & P. crossing, 0.5 mile west of Elkton:	20		
MP 290.9—Over Main Avenue crossing, Brookings:	30	<b>BETWEEN DOLAND AND GROTON</b> Maximum speed, All trains: 20 Between MP 30.6 and MP 36.3: 15 MP 0.1—Junction with Gettysburg Subdivision, Doland Stop MP 0.1 to MP 15.0 15 MP 18.5—Aberdeen Subdivision crossing, Conde Stop MP 38.1—C. M. St. P. & P. gate protected crossing 1500 feet east of depot, Groton Stop	
MP 302.1 to 302.6—Around curves 4.7 miles to 5.2 miles west of Volga:	35		
MP 307.3—Between home signals G. N. crossing 1.0 mile east of Arlington:	20		
MP 308.3—Over Main St. crossing, Arlington:	25	<b>BETWEEN TYLER AND ASTORIA</b> Maximum speed, All trains: 25 Except Class "A" Diesels: 20	
MP 321.3—Between home signals C. M. St. P. & P. crossing, Lake Preston:	20		
MP 362.8—Over Dakota Avenue, Huron:	5		
<b>BETWEEN HURON AND PIERRE</b>			
Maximum speed, All trains:	40	<b>BETWEEN WREN AND IROQUOIS</b> Maximum speed, All trains: 40 Except Class "AA" Diesels between MP 20.2 (3.0 miles west of Beresford) and MP 37.3, (3.0 miles east of Hurley), MP 65.6 (0.2 mile east of Canistota) and MP 87.2, (1.0 mile east of Canova) 30	
Except Class "AA" Diesels:	30		
MP 363.4—Between home signals G. N. crossing, Huron:	15		
MP 376.3—Between home signals C. M. St. P. & P. crossing, Wolsey:	20	<b>BETWEEN CENTERVILLE AND WAKONDA</b> Maximum speed, All trains: 15 MP 0.1—Junction with Hawarden Subdivision, Centerville Stop	
MP 459.1—Around curve at Bridge 242—2.0 miles east of Canning:	20		
MP 459.7—Around curve 1.25 miles east of Canning:	20		
MP 463.1—Around curve 2.0 miles west of Canning:	20	<b>BETWEEN JAMES VALLEY JCT. AND ABERDEEN</b> Maximum speed, All trains: 40 MP 4.0—Junction with Pierre Subdivision, James Valley Jct. Stop MP 37.7—Between home signals C. M. St. P. & P. crossing 3.0 miles east of Redfield 20 MP 40.1—Through south passing track switch, Redfield 15 MP 40.5—Over west switch, Redfield 15 MP 68.5 to 82.1 Between 2.0 miles west of Mansfield and Aberdeen 15 MP 80.9—Crossing—Aberdeen Subdivision Stop MP 82.1—Over 6th Avenue crossing, Aberdeen 6	
MP 466.8—Around curve 5.4 miles west of Canning:	20		
MP 481.7—Over Highland Ave., Pierre:	25		
MP 482.5 to 483.1—Around curve east of Missouri River Drawbridge, and over Missouri River Drawbridge:	20	<b>BETWEEN ABERDEEN AND OAKES</b> Maximum speed, All trains: 30 MP 82.6—Between home signals G. N. and C. M. St. P. & P. crossings, Aberdeen 20 MP 96.3 to 96.6—Between 0.3 mile east of Columbia and Columbia 20 MP 126.0—Center Street crossing, Ludden 20 MP 127.3—G. N. crossing 1.25 miles west of Ludden Stop MP 134.7—Soo Line crossing, Oakes Stop	
In addition all movements approaching this drawbridge will be governed by Rule 98.			

# SPEED RESTRICTIONS (Concluded)

LOCATION	Restrictions Miles per Hour
<b>BETWEEN SIOUX VALLEY JCT. AND WATERTOWN</b>	
Maximum speed, All trains:.....	25
MP 0.0—Junction with Huron Subdivision, Sioux Valley Jct. . .	Stop
<b>BETWEEN WATERTOWN AND REDFIELD</b>	
Maximum speed, All trains:.....	35
MP 319.1—Maple Street crossing, Watertown . . . . .	Flag
Watertown—Watertown Subdivision gate protected crossing on mill track . . . . .	Stop
MP 319.6—G. N. crossing, Watertown . . . . .	Stop
MP 319.6 and 337.0—Between G. N. crossing Watertown and Henry . . . . .	25
MP 337.0 to 370.9 . . . . .	30
MP 342.0—C. M. St. P. & P. crossing 0.5 mile east of Elrod . . . . .	Stop
MP 389.7—Between home signals C. M. St. P. & P. crossing, Redfield . . . . .	20
MP 389.9—Over main street crossing Redfield . . . . .	10
<b>BETWEEN REDFIELD AND BLUNT</b>	
Maximum speed, All trains:.....	25
MP 0.2—Over west switch, Redfield . . . . .	15
MP 0.5—Junction with Oakes Subdivision, Redfield . . . . .	Stop
MP 32.2—C. M. St. P. & P. crossing 0.5 mile east of Faulkton . . . . .	Stop
MP 115.0—Junction with Pierre Subdivision, Blunt . . . . .	Stop
<b>BETWEEN HOPKINS AND MORTON</b>	
Maximum speed, All trains:.....	35
MP 20.3—Over Excelsior Avenue and Sixth Avenue crossings, Hopkins . . . . .	15
MP 21.0 to 23.0—On curves . . . . .	30
MP 29.1—Over Solbergs draw bridge . . . . .	20
MP 29.0 to 30.0—On curves . . . . .	25
MP 34.0 to 35.0—On curves . . . . .	25
MP 98.2—Over all street crossings at Fairfax . . . . .	20
MP 104.7 to MP 105.8 . . . . .	25
MP 107.0 to 109.0 . . . . .	15
<b>BETWEEN WINTHROP AND KLOSSNER</b>	
Maximum speed, All trains:.....	20
<b>BETWEEN MORTON AND WATERTOWN</b>	
Maximum speed, All trains:.....	35
MP 111.6 to MP 115.7—Between Morton and 2 miles east of Redwood . . . . .	25
MP 181.6 and MP 181.8—Over 6th Avenue and 8th Avenue crossings, Madison . . . . .	20
MP 203.3—Over bridge 95, 3 miles west of Revillo . . . . .	10
MP 208.4—Over bridge 100, 2.7 miles east of Strandburg . . . . .	10
MP 200.6 to MP 233.8—On curves between Revillo and Watertown . . . . .	25
MP 233.8 to MP 235.1—Over all street crossings at Watertown . . . . .	5
<b>BETWEEN WATERTOWN AND LEOLA</b>	
Maximum speed, All trains:.....	25
MP 234.8—G. N. crossing, Watertown . . . . .	Stop
MP 266.3—C. M. St. P. & P. crossing, Bradley . . . . .	Restricted Speed
MP 279.0 to MP 284.6—On curves between 5 miles west of Crocker and Crandall . . . . .	20
MP 291.0—Groton Subdivision crossing, Conde . . . . .	Stop
MP 291.1 to MP 318.5—Between Conde and Aberdeen . . . . .	20
MP 318.5—Crossing—Oakes Subdivision . . . . .	Stop
MP 318.5 to MP 320.8—Over all street crossings, Aberdeen . . . . .	5
MP 320.8 to MP 348.3—Between Aberdeen and Leola . . . . .	15

(a) Eastward trains must use 20 seconds between the M. & St. L. Division crossing and Second Street at Waseca, Minn. account crossing controls.

(b) Diesel locomotives and diesel truck transfer cars must not run over inundated tracks if water is more than 3 inches above top of lower rail. When trains are operated through water a maximum speed of 5 MPH must not be exceeded.

(c) Trains handling the following Alco diesel switch engines in tow will not exceed a maximum speed of 35 m.p.h.: 56, 57, 69, 90, 91, 92, 93, 101, 102H, 1003 to 1015 incl., 1025 to 1035 incl., 1077 to 1081 incl., 1083 to 1099 incl., 1203, 1204, 1206, 1213, 1223 to 1236 incl., 1247 to 1258 incl. and 1262 to 1267 incl. Trains handling other diesel switch engines or transfer units in tow will not exceed maximum speed of 45 m.p.h. Trains handling diesel switch engines will be governed by time table special instructions where lower speeds are required, or any other restriction affecting the movement of such engines.

(d) The speed of a train moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 miles per hour, except as provided for in the foregoing speed restrictions.

(e) Trains handling wreckers must not exceed the speed shown below:

BETWEEN	Miles per Hour
Winona and Pierre . . . . .	30
Hawarden and Iroquois . . . . .	30
James Valley Jct. and Redfield . . . . .	30
On all other Subdivisions . . . . .	25

Where lower speed is prescribed it will govern.

(f) Trains handling scale test cars must not exceed 25 miles per hour on Winona and Huron Subdivisions, nor 20 miles per hour on other Subdivisions.

Where a lower speed is prescribed, it will govern.

Such cars to be handled only upon specific instructions from chief train dispatcher and placed in train next ahead of caboose.

(g) The maximum speed of trains handling Jordan Ditcher-Spreaders is 35 MPH. Where lower speeds are indicated, they will be observed. When moving in transit, the flanger or plow should be headed in the direction of train movement with the wings trailing.

(h) Trains and engines using a siding or any track other than a main track must move at Restricted Speed.

(i) Wrecking derricks must not be handled in freight trains of more than 40 cars.

(j) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be detached and trailing.

When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

The cotter key or nut at the bottom of the center pin in the trailing truck of the machines mentioned above must be removed, when truck is so equipped; such machines must be hauled next ahead of caboose and trains handling them must not exceed 25 miles per hour.

(k) Trains handling loaded "Magor" air dump cars 11715 to 11813, odd numbers, must not exceed 45 MPH. Empty cars can be handled at time-table speed.

(l) All trains be on the lookout for falling rock between Mile Post 14.5 and Mile Post 16, between Stockton and Lewiston.

(m) Trains handling empty ore cars must not exceed . . . . . 40 MPH  
Trains handling loaded ore cars must not exceed . . . . . 30 MPH  
Where lower speed is prescribed it will govern.

## SPECIAL INSTRUCTIONS

### RULE A

The Consolidated Code of Operating Rules Edition of 1959 governs employees of the Operating Department on the Morton, Klossner, Watertown and Aberdeen Subdivisions. The Chicago and North Western Rules for the government of the Operating Department effective January 1, 1953 govern employees of the Operating Department on all other Subdivisions.

Where the Consolidated Code rule and the Chicago and North Western rule number is different in the rule references contained in the Special Instructions of this time table, the Consolidated Code rule number will be preceded by the letters "cc".



**RULE M CLOSE CLEARANCES**

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employees must familiarize themselves with these conditions in the subdivisions in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars or attempt to alight therefrom. New employees must exercise great care in this respect.

**RULE 3 STANDARD TIME**

Clocks showing Central Time are located as follows:

Winona Yard Office.	Tracy, Enginehouse.
Winona, Enginehouse.	Huron, Operator's Office.
Waseca, Operator's Office.	Huron, Enginehouse.
Mankato, Operator's Office.	Watertown, Operator's Office.
Tracy, Operator's Office.	Pierre, Operator's Office.
Sioux City:	Hawarden, Operator's Office.
22nd street . . .	Winthrop, Operator's Office.
{ Yard Office.	Morton, Operator's Office.
{ Enginehouse.	Aberdeen, Operator's Office.

**RULE 6 (Revised)**

The following letters when placed before the figures of a schedule indicate:

L—Leave.  
A—Arrive.

**RULE 6a (Revised)**

The following letters when placed in the station column indicate:

C—Train order office open continuously.  
D—Train order office open as specified by special instructions.  
YL—Yard Limits.

**RULES 19a AND cc 24(B)**

When an engine consists of more than one unit, the number of one unit only will be illuminated at all times when in service, and will be the identifying number. When practicable the number of the leading unit must be used. The numbers of the other units must not be illuminated.

**RULE 20**

In the application of Rule 20, the display of green flags is discontinued and the display of green lights only, by day and/or by night, is authorized.

On single track, when both green lights fail, the train displaying signals must stop and notify inferior trains which are met or passed and must notify all trains at train order meeting or waiting points of the following sections.

**RULE 21**

In the application of Rule 21, the display of white flags is discontinued and the display of white lights only, by day and/or by night, is authorized.

**RULE 32**

In case of WHISTLE FAILURE, speed must be reduced and the bell rung continuously when approaching and passing thru stations and yards, over public grade crossings and around curves.

**RULE S-72 SUPERIOR DIRECTION**

Unless otherwise provided, EASTWARD trains are superior to WESTWARD trains of the same class.

**RULE S-83 AND cc 83(A) REGISTER STATIONS**

Train registers are located at:

Winona . . . . .	Yard Office.
Sioux Valley Jct. . . . .	for trains to and from Gettysburg Subdivision.
Waseca . . . . .	Mankato
New Ulm . . . . .	Sleepy Eye
Sanborn Jct. (Eastward Trains only)	Tracy
Watertown . . . . .	Brookings
Iroquois (No. 2 only)	Huron
Hawarden . . . . .	Pierre
Redfield . . . . .	Centerville
Oakes . . . . .	Aberdeen
NI Jct. (Eastward Trains only)	
Blunt . . . . .	for Gettysburg Subdivision trains only.

**Sioux City:**

22nd Street Yard Office.

Wren. (by Blank R)

Hopkins

Winthrop (for trains originating or terminating)

Morton

No. 126 will register by Blank R at Brookings when Operator is on duty.

Trains not originating or terminating at Hopkins may register by ticket at Hopkins.

**RULES 83c AND cc 83(B) CLEARANCE FORM A**

(a) All trains must obtain Clearance Form A at Mankato, Waseca, Tracy, Huron and Pierre.

(b) Trains for which Sleepy Eye, Blunt, Watertown, Redfield, Tyler, Aberdeen, Eyota and New Ulm, are initial Subdivision stations must obtain Clearance Form A at these stations during the hours that communicating office is open and operators at the stations indicated herein above may accept train orders for such trains without displaying the train order signal at stop.

(c) All trains must obtain Clearance Form A at Hawarden, when train order office is open. Westward trains must obtain clearance before leaving Hopkins.

Except as provided in (a) (b) and (c) Rule 83c or cc 83(B) does not apply at initial division station when it is a non-communicating office or the office is closed.

In Consolidated Code rule 83(B) where reference is made to the initials of the Superintendent, the initials of the Chief Train Dispatcher will apply.

**RULES 83f AND cc 109 BULLETIN BOARDS**

General Orders or Bulletins effecting the movement or safety of trains and engines will be issued by authority and over the signature of the Superintendent.

General Orders or Bulletins supersede any rules or special instructions with which they conflict.

General Orders, Special Orders and Bulletins will be numbered consecutively on each Division beginning with number one January first each year and will continue in effect to and including December 31, unless cancelled.

Trainmaster's Notices, Master Mechanic's Notices, circulars, etc., containing other instructions or matters of information will also be posted on the same bulletin boards.

Train dispatchers, conductors, trainmen, enginemen, yardmen and others concerned must examine bulletin boards before commencement of each day's work or trip, and failure to do so will not be accepted as an excuse for neglect or violation of instructions contained thereon.

General Orders, Special Orders, Bulletins, notices, circulars and other items of information posted on bulletin boards must not be removed, altered, defaced or modified in any manner by unauthorized persons. Bulletin boards must not be used to post unofficial notices except with approval of proper authority.

Bulletin Boards are located as follows:

Winona . . . . .	Yard Office and Enginehouse.
Waseca . . . . .	Station.
Mankato . . . . .	Yard Office and Enginehouse.
Sleepy Eye . . . . .	Station and Enginehouse.
Tracy . . . . .	Yard Office and Enginehouse.
Huron . . . . .	{ Operator's Office, Enginehouse and Yardmen's Locker Room.
Pierre . . . . .	Freight Station.
Watertown . . . . .	Station and Enginehouse.
Hawarden . . . . .	Station.
Sioux City:	
22nd Street . . . . .	{ Enginemen's locker room. Yard Office. Enginehouse.
Cedar Lake . . . . .	Yard Office and Crew Dispatcher's Office.
Morton . . . . .	Station and Enginehouse.
New Ulm . . . . .	Welfare Room—M&StL Depot.
Aberdeen . . . . .	Welfare Room—M&StL Depot.

### TIME SPACING

**RULES 91, cc 91, AND cc 91(A)**

Unless some form of automatic block signal system is used, trains in the same direction must keep not less than ten (10) minutes apart, except in closing up at stations.

Train order signal and Clearance Form A will be used to space trains.

When train order signal is used to space trains it must be placed to indicate stop immediately after rear of train has passed signal. When clearance is used to space trains, operator must show on Clearance Form A the time train may go and train must not leave before that time.

This in no way relieves train and engine crews from keeping the required distance apart.

**RULE 93 YARD LIMITS**

**WINONA, PLAINVIEW, CHATFIELD, WANDA, REDWOOD FALLS, TRAVERSE, WABASSO, VESTA AND GARY SUBDIVISIONS:**

Winona; Lewiston; St. Charles; Eyota to Chatfield and to Plainview Jct. and Plainview; Rochester; Kasson; Dodge Center; Owatonna; Waseca; Janesville; Fletcher's Siding to and including Mankato; New Ulm to New Ulm Jct. and to Traverse; Sleepy Eye and to Redwood Falls; Evan to Marshall Jct. and to Gary; Wabasso and to Vesta; Springfield; Sanborn Jct.; Sanborn and to Wanda; Tracy.

**HURON AND ASTORIA SUBDIVISIONS:**

Tracy; Tyler and to Astoria; Brookings and to Sioux Valley Jct.; Arlington; Iroquois; Huron.

**PIERRE SUBDIVISION:**

Huron; Miller; Blunt; Pierre.

**HAWARDEN AND WAKONDA SUBDIVISIONS:**

Iroquois; Salem; Hawarden; Centerville and to Wakonda. N. I. Jct. to and including Hawarden.

**GETTYSBURG AND GROTON SUBDIVISIONS:**

Sioux Valley Jct.; Watertown; Doland and to Groton; Redfield; Blunt.

**OAKES SUBDIVISION:**

Redfield; Aberdeen; Oakes.

**MORTON SUBDIVISION:**

Hopkins; Winthrop; Morton.

**KLOSSNER SUBDIVISION:**

Winthrop to and including Klossner.

**WATERTOWN SUBDIVISION:**

Morton; Watertown.

**ABERDEEN SUBDIVISION:**

Watertown; Aberdeen; Leola.

**RULES 98, 98a AND cc 98A**

**CROSSINGS, DRAWBRIDGES AND JUNCTIONS  
(NOT INTERLOCKED) AT WHICH RULES  
98, 98a AND cc 98A GOVERN**

CMSTP&P	Owatonna; Hawarden; Vilas; Groton; Faulkton; Elrod; Aberdeen (M&StL Jct. and CMSTP&P Jct. on Aberdeen Subdivision); Bradley.
GN	Marshall; Ludden (1.25 mi. west); Watertown (Gettysburg Subdivision) Watertown (Aberdeen Subdivision).
SOO LINE	Oakes.
TWIN CITIES DIVISION	Salem.
WINONA SUBDIVISION	Chatfield Jct.; Plainview Jct.; New Ulm Jct.; Sleepy Eye; Sanborn Jct.
HURON SUBDIVISION	Iroquois; Sioux Valley Jct.
PIERRE SUBDIVISION	James Valley Jct.; Blunt; Missouri River Drawbridge, Pierre.

GARY SUBDIVISION	Marshall Jct.
WABASSO SUBDIVISION	Evan.
VESTA SUBDIVISION	Wabasso.
HAWARDEN SUBDIVISION	Centerville.
OAKES SUBDIVISION	Redfield and Aberdeen.
GROTON SUBDIVISION	Conda.
GETTYSBURG SUBDIVISION	Watertown (Mill Track).
TWIN CITIES DIVISION	Hopkins.
WATERTOWN SUBDIVISION	Watertown (Mill Track).
ABERDEEN SUBDIVISION	Conde and Aberdeen.

**RULES 104d AND cc 104 (A)**

Except at interlockings, red posts will identify the location of derails not equipped with switch stands. Where there is no derail on tracks leading to main track, yellow posts will identify the location of clearance points.

**RULES 104e, 104f, 510a SPRING SWITCHES  
512a, 512b**

**WINONA**

At east end of roundhouse lead, normal position is for the track leading to ingoing engine house track.

**RULE cc 201 TRAIN ORDERS**

Train orders will be issued by authority and over the signature of the Chief Train Dispatcher.

**RULES cc 210, cc 211, cc 214 AND cc 223**

In the above Consolidated Code rules where reference is made to the signature or initials of the Superintendent, the signature or initials of the Chief Train Dispatcher will apply.

**RULE 221 TRAIN ORDER SIGNALS**

Unless required by rules or special instructions, trains will not be required to obtain Clearance Form A at train order offices that are not equipped with train order signal, except when instructed to do so by the Chief Train Dispatcher or by the Operator after he has stopped the train for the purpose of delivering train orders.

At a train order office where there is no train order signal the operator will respond "NS" (no train order signal) instead of "SD".

**RULES 501a AUTOMATIC BLOCK SIGNALS  
to 516**

Between Lewiston and Stockton.  
Between CMSTP&P crossing Mankato and 0.9 mile east of Mankato.

**CROSSINGS, JUNCTIONS AND DRAWBRIDGES**

**RULES 601A to 672, cc 605 to 672, cc 240A to 240P**

(a)	C. G. W.	C. M. St. P. & P. Tower CK
	Twin Cities Division } Mankato	C. G. W. Dodge Center
	C. M. St. P. & P. }	
(b)	In addition to observing Rules 601A to 672, cc 605 to 672 and cc 240A to 240P all trains will approach the signal and gate protected crossings shown below at restricted speed. If clear signal indication is given the train must not exceed the speed prescribed in the table below:	

	Miles per Hour
Mississippi River Drawbridge, Winona	10
M. & St. L. Division, Waseca	20
C. G. W. Rochester	20
Twin Cities Division, 1.75 miles east of Mankato	15
C. R. I. & P., 0.5 mile west of Elkton	20
G. N., 1.0 mile east of Arlington	20
C. M. St. P. & P., Lake Preston	20
G. N., Huron	15
C. M. St. P. & P., Wolsey	20
G. N., 7.8 miles west of Centerville	20
C. M. St. P. & P., 2.0 miles east of Redfield, Gettysburg Subdivision	20
C. M. St. P. & P., Redfield, Oakes Subdivision	20
C. M. St. P. & P., 2.0 miles east of Aberdeen	20
G. N. and C. M. St. P. & P., west of Aberdeen	20
G. N. Hopkins and Hanley Falls	20
C. M. St. P. & P., Norwood	20



**RULE 704 CONDUCT OF EMPLOYEES**

(a) Civil, gentlemanly deportment is required of all employes in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employes who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

(b) The general direction and government of a train is vested in the conductor, and all persons employed on the train must obey his instructions. Should there be any doubt as to authority or safety of proceeding, from any cause, he must consult the engineman and be equally responsible with him for the safety and proper handling of the train and for such use of signals and other precautions as the case may require.

(c) Constant presence of mind to insure safety to themselves and others, is the primary duty of all employes.

(d) The designation "Trainmen" or "Enginemen" in any rule includes yardmen and firemen, when applicable.

While general rules are subdivided for convenience, they apply equally to all and must be observed wherever they relate in any way to the proper discharge of the duties of any employe.

**RULE 705 (Revised)****INSPECTION OF TRAINS**

(a) Maintenance of Way and Signal Department employes must, train and engine crews, agents, operators, levermen and other employes will, observe trains closely and if anything unusual or defective is noted such as hot journals, brakes sticking, dragging brake rigging, sliding wheels, broken wheel, indication of fire, lading shifted over side or end of car, protruding objects, swinging car door, or any other defective condition, they must make every effort to call the attention of the crew on the train to such conditions. If train is moving, stop signal must be given.

The proper method of inspecting a moving train from the ground is to watch the train at an angle as it approaches. In this way, if smoke or defect is seen, it may be observed more closely as the car passes. If trains are inspected in this manner, it should not be too difficult to determine the difference between hot journals and sticking brakes.

When meeting or passing other trains and when passing stations and points where track men or other employes are working, members of the crew on moving trains must be on the lookout for signals and take immediate action when necessary. Members of the head end crew must look back when practicable after passing employes on the ground so that they may see stop signal if defect is detected in the head portion of the train.

The conductor and flagman must always be in a position to see signals from both sides when meeting trains on two or more tracks, when meeting or passing trains on sidings, when passing open communicating offices, interlocking stations and points where track men and other employes are working.

When there is only one member of crew riding in the caboose, he must take a position on the rear platform or in open doorway of caboose, under the above circumstances, so that he will be in a position to see signals from both sides of the train. Conductors will report to train dispatcher instances where agents, operators or levermen at open telegraph offices are not on the ground or station platform in a position to inspect train and exchange signals.

When a train is stopped to be met or passed by another train, the crew of the standing train must inspect passing train. When safe to do so, forward trainman must cross track and inspect passing train from the farther side and rear trainman or conductor must inspect the passing train from side nearest his own train.

Maintenance of Way and Signal Department crews must station themselves so that they will be in a position to inspect both sides of passing train.

Unless otherwise directed by the train dispatcher, agents operators and levermen must be on the ground or station platform to inspect passing trains and must have fuses in their possession to give stop signals if necessary.

In departing from stations and at every opportunity on the road, members of the crew must carefully inspect their train, especially when rounding curves, to observe train for defects. If train is moving when defect is discovered, train must be stopped. If possible, defects should be remedied but if this cannot be done and if car is unsafe to run, it must be set out and the train dispatcher notified.

When bad order cars are set out they should be left, when practicable, at locations that can be reached by truck so that employes can make repairs.

It is the responsibility of the conductor and engineer to see that other members of the crew are alert at all times and make frequent inspection of the train. It is the duty of the head trainman to make frequent inspections of both sides of the train.

When trains are stopped for operating reasons, conductors and trainmen must, at every opportunity, walk train and make inspection. In starting freight trains, the speed for the first train length must be such as will permit full inspection by the train crew and permit them to safely board the train.

When practicable, while train is moving, frequent inspection must be made of track from the rear of the train.

In calling train crew's attention to hot journals and brakes sticking, the signals shown below may be used in addition to stop signal, by employes making inspection:

Hot journals	}	By Day —Nose held with one hand and the other hand pointed toward passing train.
		By Night—Lamp swung vertically in a small circle; lamp to be held by guard wire.
Brakes sticking	}	By Day —Hands shoved in sliding motion out from body.
		By Night—Same signal with lamp.

If a dangerous condition is observed and it is impossible to communicate signal to the crew on the train, the train dispatcher must be notified as quickly as possible.

If nothing irregular is noted, proceed signal must be given to rear end of passing train.

Train dispatcher must be immediately notified of any instances in which a train crew fails to exchange signals.

**RULE 747f****WHISTLING ORDINANCES**

Railroad companies shall not cause nor allow the whistle of any locomotive to be sounded within the limits of Mankato, except as may be necessary to prevent injury to persons or damage to property.

Also refrain from whistling for the following crossings in Rochester:

Broadway  
First Avenue N. W.  
Second Avenue N. W.

except in case of emergency.

The use of the locomotive whistle between the Blue Earth River Bridge and the Quarry track Mankato will be modified, but the locomotive bell will be used in this territory.

**RULE 1077 (Paragraph 3 modified)**

"Not less than 15 pounds" instead of "Not less than 10 pounds."

Standard setting of feed valve on locomotive handling freight trains is 75 pounds.

**RULE 1088a (Paragraph 1 modified)**

"Not less than 15 pounds" instead of "Not less than 10 pounds."

**ADDITIONAL SPECIAL INSTRUCTIONS****(A) HOT BOXES**

When car with hot box is found in train, or such car is set out, unusual care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled, all fire thoroughly extinguished and inspection made to ascertain that there is no fire on car body, and that dust guard is not burning or smouldering, taking whatever action is necessary before car is left, to eliminate the possibility of fire.

**(B) EYOTA**

All train movements made over the three southerly industry track crossings by switch crews, or train crews, shall be preceded by a member of the crew, on the crossing to warn highway traffic of the impending train movement over the crossing.

**(C) MANKATO**

The normal position of the switches of the crossover between the Twin Cities Division and the Dakota Division located 200 feet west of Mile Post 2 will be for Eastward movement from the Twin Cities Division main track to the Dakota Division main track and Westward movement from the Dakota Division main track to the Twin Cities Division main track. The Dakota Division side is equipped with a spring switch permitting Eastward trailing movements against the normal position as prescribed by Rules 104e and 104f.



Trains and engines of either Division will use the Dakota Division main track from this crossover to the crossover located just west of Owatonna Street, and may use the track of either Division between Owatonna Street and the crossover at First Avenue, 1.7 miles east of the passenger station. (Rule 93.)

All Eastward trains will stop before fouling the west crossover or using the Dakota Division main track east of this crossover and obtain permission to proceed unless otherwise instructed.

Dakota Division and Twin Cities Division trains and engines may use the Twin Cities Division main track between the crossover at First Avenue and the New Yard. (Rule 93.)

All trains must approach and operate through yard limits under full control expecting to find crossovers in use and main lines occupied.

Trains and engines in either direction when using track back of passenger station, must move under control and at such slow speed as to make the movement entirely safe and must send a flagman ahead over Main Street crossing to warn pedestrians and vehicles.

**(D) NORMAL POSITION OF JUNCTION SWITCHES**

GETTYSBURG SUBDIVISION JCT. ....	For Oakes Subdivision
NEW ULM JCT. ....	For Winona Subdivision
SLEEPY EYE. ....	For Winona Subdivision
SANBORN JCT. ....	For Winona Subdivision
MARSHALL JCT. ....	For Gary Subdivision
EVAN. ....	For Wabasso Subdivision
WABASSO. ....	For Wabasso Subdivision
WINTHROP. ....	For Morton Subdivision
HOPKINS. ....	For Twin Cities Division

**(E) GETTYSBURG LINE JUNCTION—REDFIELD**

The junction switch located 2,800 feet west of the station at Redfield, will be known as Gettysburg Subdivision Junction.

**(F) MILLER**

The west switch of the siding is the west switch of the facing point crossover for Eastward trains, located about 410 feet west of the station. The extension of the siding, west of this crossover, will be considered an auxiliary track.

**(G) IROQUOIS**

For trains arriving Iroquois on Hawarden Subdivision, the east switch of the siding will be the entrance to the siding on Hawarden Subdivision.

**(H) SALEM**

The entrance to the siding at Salem for Westward trains is the east switch of the crossover located about 1000 feet west of the Twin City Division crossing. The extension to the siding east of this crossover is a yard track.

**(I) OAKES**

C. & N. W. and N. P. trains and engines must proceed at restricted speed within yard limits at Oakes.

**(J) GATES AT WATERTOWN**

Watertown Subdivision crossing on Mill Track. Normal position of gate is across Gettysburg Subdivision.

**(K) GATES AT GROTON**

The normal position of gates is across the C. & N. W. main track. Trains will stop at crossing sign 200 feet from the crossing. Standard switch indicators are provided at the crossing to indicate approach of C. M. St. P. & P. trains. If indicators are clear, be governed by instructions on the inside cover of the release box.

**(L) WREN**

All trains must obtain proper authority before entering upon the track of the Illinois Central Railroad.

**(M) SIOUX CITY**

All freight trains will leave or enter upon Illinois Central Railroad tracks at 28th Street switch, Sioux City.

**(N) AUTOMATIC PROTECTION EQUIPPED CROSSINGS**

(1) Crossing protection controls are actuated by trains, engines or cars occupying the track for a pre-determined distance each side of the crossing.

A through movement will cause the devices to operate until the rear of the movement has passed over the crossing. If the movement reduces speed, stops or leaves cars in the circuits and performs switching, such movement must thereafter proceed at slow speed and will not foul crossing until automatic devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew.

(2) Where "CROSSING RESTART" signs are provided, train and engine movements must stop with leading wheels clear of the restart sign which pertains to the direction of movement or the device will be reactivated.

(3) Train or engine with or without cars moving on sidings, house tracks or auxiliary tracks over public crossings protected by automatic devices WILL NOT OBSTRUCT CROSSING UNTIL PROTECTIVE DEVICE IS OPERATING A SUFFICIENT TIME TO PROTECT THE CROSSING OR THE MOVEMENT IS PROTECTED BY A MEMBER OF THE CREW.

(4) Under no circumstances will any portion of a car be spotted, or set out, between the crossing and insulated rail joint nearest the crossing on that track.

(5) Some protected crossings are provided with manual control push buttons which are contained in RED boxes mounted at or in the vicinity of the crossing on instrument cases, posts, etc. In two or more track territory the boxes are marked to correspond to the track which they control.

When train or engine movement has actuated the device and conditions require and warrant releasing highway traffic, the RED push button (for track involved) marked "RAISE" may be used to stop the device from operating. Whenever the RED "RAISE" button has been used a crew member must remain at the control box until the BLACK push button marked "CANCEL" is pushed and box closed and locked.

**(O) PROTECTION ON BRANCH LINES**

On Hawarden, Gettysburg, Gary, Oakes, Morton, Watertown, and Aberdeen Subdivisions, second and third class trains, extra trains, and engines, may occupy the main track at stations between station mile boards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards.

When possible trains will be notified of following extra trains by train order in the following form:

"After . . . . M, protect against Extra . . . . (East or West). Trains receiving this order will, after the specified time, protect as prescribed by Rule 99." Where yard limit signs are shown, Rule 93 will govern.

**(P) MULTIPLE UNIT OPERATION**

To prevent jack-knifing in forward movements, when using more than three units: The engine brake only must never be used for braking trains. All slow downs or stops must be made by using the automatic brake valve, and the brake cylinder pressure on the locomotive must be less than the brake cylinder pressure on the train.

Whenever reverse movement is made by diesels in multiple in excess of three coupled units, power must be isolated or taken off line from the lead units in excess of three in order to avoid jack-knifing.

Enginemen must see that these instructions are strictly observed.

**(Q) OPERATION OVER FOREIGN RAILROADS**

Train service employes of all trains and engines using tracks of other railroad companies must provide themselves with time tables and rules of such companies and be governed by the rules and regulations of such companies.

**(R) NIGHT SIGNALS AT WRECKS**

Conductors and Trainmen using night signals as prescribed in Rule 9 to direct the movements of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the locomotive engineer. Each wrecker will have a supply of yellow colored lantern bulbs as standard equipment and wrecker foreman will issue them to conductors and trainmen for duration of their tour of duty, after which they are to be returned to the wrecker foreman. If conductor and trainmen are relieved by another crew, the bulbs may be transferred to the relieving crew upon approval of the wrecker foreman.

# SPECIAL INSTRUCTIONS (Concluded)

## (S) CLEARANCE AND WEIGHT LIMITS THAT WILL PASS SAFELY OVER THE DAKOTA DIVISION

Maximum Gross Weight of Car and Lading	Routes	Limit of Load Measurement				Maximum Gross Weight of Car and Lading	Routes	Limit of Load Measurement			
		Height above Top of Rail						Height above Top of Rail			
		For Points Between						For Points Between			
		8' Width	9' Width	10' Width	11' 6" Width			8' Width	9' Width	10' Width	11' 6" Width
		Ft. In.	Ft. In.	Ft. In.	Ft. In.			Ft. In.	Ft. In.	Ft. In.	Ft. In.
232,000	Winona and Waseca .....	17 0	17 0	17 0	17 0	210,000	Eyota and Chatfield .....	21 6	21 6	21 6	21 6
263,000	Waseca and Mankato .....	21 11	21 11	21 11	21 11	210,000	Evan and Marshall .....	22 0	22 0	22 0	22 0
232,000	Mankato and Sleepy Eye .....	21 6	21 120	4 19	2 11	210,000	Hopkins and Leola .....	19 5	18 10	18 10	2 17
263,000	Sleepy Eye and Sanborn .....	22 0	22 0	22 0	22 0	210,000	New Ulm and Traverse .....	16 4	15 10	15 10	4 14
263,000	Sanborn and James Valley Jct. ....	20 4	19 10	19 4	18 3	178,000	Redfield and Blunt Via Gettysburg ..	20 4	19 10	19 4	18 8
251,000	James Valley Jct., and Pierre .....	22 0	22 0	22 0	22 0	221,000	Sanborn and Wanda .....	22 0	22 0	22 0	22 0
251,000	Wren and Hawarden .....	22 0	22 0	22 0	22 0	210,000	Sioux Valley Jct., and Redfield Via Watertown .....	20 4	19 10	19 4	18 8
251,000	Hawarden and Iroquois .....	20 6	19 11	19 3	18 2	210,000	Sleepy Eye and Redwood Falls .....	22 0	22 0	22 0	22 0
263,000	Huron and Redfield .....	22 0	22 0	22 0	22 0	210,000	Tracy and Gary .....	22 0	22 0	22 0	22 0
210,000	Redfield and Oakes .....	22 0	22 0	22 0	22 0	210,000	Tyler and Astoria .....	22 0	22 0	22 0	22 0
210,000	Centerville and Wakonda .....	18 6	18 11	17 8	17 0	210,000	Wabasso and Vesta .....	22 0	22 0	22 0	22 0
178,000	Doland and Groton .....	22 0	22 0	22 0	22 0	221,000	Winthrop and Klossner .....	22 0	22 0	22 0	22 0
178,000	Eyota and Plainview .....	22 0	22 0	22 0	22 0						

The clearances shown in the table are based on cars up to 54 feet long with truck centers up to 43 feet 3 inches. Loads exceeding 221,000 pounds must have wheels of 36 inch diameter or be on cars with six or more axles. Cars longer than 54 feet, loads exceeding height of 17 feet except open cars loaded with automobiles, cars having gross weight of 221,000 pounds or less on cars under 35 feet in length or cars having gross weight over 221,000 pounds on cars under 40 feet in length, and loads of greater dimensions or weights than shown in the table must be cleared by the General Superintendent of Transportation before movement over the C&NW Lines.

Widths of 8 ft. and 9 ft. may be extended down to 1 ft. 6 in. above top of rail on all lines. Width of 10 ft. may be extended down to 2 ft. 0 in. on all lines.

Width of 11 ft. 6 in. may be extended down to 3 ft. 0 in. above top of rail on all lines.

**NO LOADS MUST EXCEED 11' 6" IN WIDTH NOR 17' 0" IN HEIGHT EXCEPT ON CLEARANCE AUTHORITY FROM CHIEF TRAIN DISPATCHER.**

Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width, height and weight before placing them in trains or hauling them over the division.