

DIVISION OFFICERS

J. A. ZITO	Superintendent	Mason City
E. F. MAHUTA	Asst. Superintendent	Mason City
W. H. BURMEISTER	Master Mechanic	Minneapolis
W. E. FREEMAN	Master Mechanic	Marshalltown
L. N. HASKINS	Master Mechanic	Huron
R. R. CANTWELL	Trainmaster	Mason City
J. M. HIRSCHBEIN	Trainmaster	Brookings
J. J. LIGAS	Trainmaster	Waseca
J. M. ELLISON	Trainmaster	Eagle Grove
W. G. RAUSCHKE	Traveling Engineer	Albert Lea
W. E. MOHLER	Traveling Engineer	Eagle Grove
R. D. SEEBERGER	Asst. Trainmaster	Mason City
R. L. SCHAEFER	Chief Train Dispatcher	Mason City
S. P. SCHAEFER	Asst. Ch. Train Dispatcher	Mason City
W. H. WAGAMAN	Night Ch. Train Dispatcher	Mason City

Train Dispatchers—Mason City

L. A. ERICKSON	J. W. WEEDMAN	R. H. HANSON
A. P. DeBOER	R. F. WENTWORTH	R. J. MOLANDER
G. L. COLE	R. L. FREDRICK	W. L. HELDENBRAND

R. J. CHRISTENSEN	Division Engineer	Mason City
M. A. EKSMAN	Asst. Division Engineer	Mason City
G. L. HILLMAN	Roadmaster	Mason City
D. W. GATHMAN	Roadmaster	Fort Dodge
V. J. TESAR	Roadmaster	Mason City
W. E. STRUCK	Roadmaster	Hawarden
S. E. NEWMAN	Roadmaster	Fort Dodge
R. G. LISKOW	Roadmaster	Eagle Grove
G. E. FOX	Roadmaster	Winona
C. E. COCKRELL	Roadmaster	Tracy
R. O. ERICKSON	Roadmaster	Brookings
J. A. BRAND	Roadmaster	Watertown
J. J. SCHMITZ	Roadmaster	Randolph
O. C. RHOADES	B&B Supervisor	Winona
D. E. WHITEHEAD	B&B Supervisor	Mason City
J. D. HOVELAND	B&B Supervisor	Eagle Grove
R. R. MILLER	Signal Supervisor	St. Paul
A. F. CHERVENY	Signal Supervisor	Boone
H. L. TOMKINS	Signal Supervisor	Madison
J. C. OLSON	Communication Supervisor	Oelwein
R. G. NOLTING	Chief Lineman	St. Paul
L. O. LIESNER	Chief Lineman	Sioux City
A. O. GRADY	Chief Lineman	Boone
D. D. HED	District General Car Foreman	Oelwein
M. L. SWAIN	District General Car Foreman	Minneapolis

TABLE OF SPEEDS

(Minutes and seconds per mile, in terms of miles per hour)

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.		Min.	Sec.	
1		60.0	1	28	40.9	1	56	31.0
1	02	58.0	1	30	40.0	1	58	30.5
1	04	56.2	1	32	39.1	2		30.0
1	06	54.5	1	34	38.3	2	05	28.8
1	08	52.9	1	36	37.5	2	10	27.7
1	10	51.4	1	38	36.8	2	15	26.7
1	12	50.0	1	40	36.0	2	30	24.0
1	14	48.6	1	42	35.3	2	45	21.8
1	16	47.4	1	44	34.6	3		20.0
1	18	46.1	1	46	34.0	3	30	17.1
1	20	45.0	1	48	33.3	4		15.0
1	22	43.9	1	50	32.7	4	30	13.3
1	24	42.9	1	52	32.1	5		12.0
1	26	41.9	1	54	31.6	6		10.0

CHICAGO & NORTH WESTERN RAILWAY

CENTRAL DIVISION TIMETABLE No. 1

Effective February 1, 1970

AT 12:01 A. M.

CENTRAL STANDARD TIME

For the information and
government of employees only.

H. L. GASTLER, Vice President—Operations
J. W. ALSOP, Asst. Vice President—Operations
and General Manager
W. G. KRANZ, Asst. General Manager
E. A. BURKHARDT, Gen. Supt.—Transportation
R. C. CONLEY, Supt.—Transportation
J. A. ZITO, Superintendent

**STAY ALERT — STAY ALIVE
SAFETY FIRST**

WESTWARD

Marshalltown Subdivision

EASTWARD

SECOND CLASS			Mile Posts	Distance from Albia	STATIONS	Distance from Albert Lea	Capacity of Sidings	SECOND CLASS		
19	11	1						20	12	2
DAILY	Tuesday Thursday Saturday	DAILY						DAILY	Monday Wednesday Friday	DAILY
	A M 10.00		324 6	0 0	ALBIA	206 1				
	10.05		323 2	1 4	MAXON	204 7				
	10.35		313 0	11 6	BRIDGEPORT	194 5				
	10.40		311 2	13 4	EDDYVILLE	192 7				
	10.43		310 1	14 5	CRI&P JCT.	191 6				
	10.55		303 6	21 0	C&NW JCT.	185 1				
	11.10		300 4	24 2	DQ OSKALOOSA	181 9				
	11.35		289 2	35 4	NEW SHARON	170 7	90			
	11.55		280 3	44 3	SEARSBORO	161 8	102			
	12.20		268 8	55 8	DQ GRINNELL	150 3	95			
	12.35		262 4	62 2	NEWBURG	143 9				
	12.45		257 9	66 7	GILMAN	139 4	44			
	12.55		253 3	71 3	PICKERING	134 8	130			
	1.01		250 8	73 8	DILLON	132 3				
P M 3.30	A 1.20 P M	A M 7.30	243 7	80 9	CQ MARSHALLTOWN	125 2		P M 12.15	1.00 P M	A M 12.50
3.40		7.45	239 6	85 0	MINERVA JCT.	121 1	53	12.01		12.35
3.46		7.51	236 5	88 1	ALBION	118 0		11.51		12.25
3.51		7.57	232 6	92 0	BETHEL	114 1	96	11.42		12.16
3.53		8.00	231 0	93 6	D LISCOMB	112 5		11.38		12.12
4.04		8.11	226 0	98 6	D UNION	107 5	98	11.28		12.02
4.11		8.18	222 3	102 3	GIFFORD	103 8		11.21		11.52
4.20		8.35	216 8	107 8	DQ ELORA	98 3	49	11.11		11.42
4.30		8.45	212 5	112 1	STEAMBOAT ROCK	94 0		11.00		11.31
4.45		9.03	205 7	118 9	ABBOTT	87 2	94	10.49		11.20
4.55		9.15	200 6	124 0	ACKLEY	82 1		10.39		11.10
5.02		9.25	196 2	128 4	FAULKNER	77 7	52	10.29		10.33
5.10		9.32	191 4	133 2	GENEVA	72 9		10.20		10.24
5.20		10.10	184 7	139 0	DQ HAMPTON	66 2	95	10.10		10.14
5.30		10.20	178 3	146 3	CHAPIN	59 8	53	9.40		10.02
5.40		10.27	174 2	150 4	SHEFFIELD	55 7	43	9.27		9.55
5.50		10.39	167 7	156 9	ROCKWELL	49 2	53	9.16		9.40
6.00		10.49	161 0	163 6	CAMERON	42 5	49	9.03		9.32
6.10		10.59	158 5	166 1	SWIFTS	40 0		8.55		9.25
A 6.25 P M 7.00		A 11.15 A M 11.50	57 6	168 9	CQ MASON CITY	37 2		8.40 A M 8.05		9.10 P M 8.35
A 7.40 P M		A 12.30 P M	119 0	206 1	DQ MANLY	27 8				
					DQ ALBERT LEA	0 0		7.30 A M		8.00 P M

Between CRI&P Jct. and C&NW Jct. track is used jointly by the CRI&P and C&NW. C&NW special instructions govern.
Between Mason City and Manly trains operate over Missouri Division and are governed by Missouri Division timetable.

Between Manly and Albert Lea trains operate over CRI&P and are governed by CRI&P rules and timetable.

Westward—Albert Lea Subdivision—Eastward

SECOND CLASS				Mile Posts	Distance from Albert Lea	Timetable No. 1		Distance from Minneapolis	Capacity of Sidings	SECOND CLASS			
19	1	181				February 1, 1970	STATIONS			20	2	172	
DAILY	DAILY	DAILY					DAILY	DAILY	DAILY				
P. M. 7.25	A. M. 4.01		119.0	0.0	DQ.....	ALBERT LEA.....	Y	107.2		A. M. A 7.30	A. M. 11.10		
7.35	4.11		112.2	6.8	.....	MANCHESTER.....		100.4	70	7.15	10.45	
7.44	4.20		106.3	12.7	.....	HARTLAND.....		94.5		7.05	10.35	
7.54	4.30		100.1	18.9	D.....	NEW RICHLAND.....		88.3	86	6.55	10.25		
8.04	4.40		94.3	24.7	.....	OTISCO.....		82.5	84	6.45	10.15	
8.15	4.51		87.5	31.5	CQ.....	WASECA.....	Y	75.7	58	6.35	10.05		
8.25	5.01		81.6	37.4	.....	PALMER.....		69.8	74	6.26	9.56	
8.34	5.10		76.9	42.1	D.....	WATERVILLE.....	Y	65.1	17	6.17	9.47		
8.40	5.16		73.7	45.3	.....	ROGERS.....		61.9	85	6.10	9.40	
8.47	5.23		70.0	49.0	.....	KILKENNY.....		58.2		6.00	9.30	
9.00	5.40		61.3	57.7	DQ.....	MONTGOMERY.....	Y	49.5	97	5.40	9.13		
9.15	5.51		53.9	65.1	DQ.....	NEW PRAGUE.....	Y	42.1	86	5.28	8.58		
9.32	6.08		44.0	75.0	.....	JORDAN.....		32.2		5.08	8.38	
9.45	6.21	A. M.— 1.05	38.7	80.3	CQ.....	MERRIAM.....	Y	26.9	131	4.55	8.25	P. M.— A 8.30	
10.00	6.26	1.10	36.0	83.0	.....	CARVER.....		24.2		4.50	8.20	8.20
10.15	6.31	1.15	34.0	85.0	D.....	CHASKA.....	Y	22.2	84	4.45	8.15	8.15	
10.30	6.48	1.32	26.4	92.6	.....	EDEN PRAIRIE.....		14.6	72	4.33	8.03	8.03
10.45	7.04	1.48	19.6	99.4	.....	HOPKINS.....		7.8		4.20	7.50	7.50
			17.4	101.6	.....	ST. LOUIS PARK.....		5.6				
			14.6	104.4	.....	KENWOOD.....		2.8				
			14.4	104.6	.....	CEDAR LAKE.....	Y	2.6		4.00	7.30	7.30
A 11.05	A 7.20	2.05	12.4	106.6	.....	HOLDEN STREET.....		0.6		A. M.—	A. M.—	7.22
P. M.—	A. M.—	A. M.—	107.2	107.2	.....	THIRD AVE. NORTH—MINNEAPOLIS.....		0.0		P. M.—		

Train and engine movements between Hopkins and Third Ave. North—Minneapolis are under the supervision of the yardmaster at Cedar Lake.

Movements against the current of traffic between Hopkins and Holden Street may be made on verbal authority only when authorized by yardmaster at Cedar Lake.

Movements against the current of traffic between Holden St. and Third Ave. North—Minneapolis may be made as follows:

Tracks 4 and 5—On verbal authority only when authorized by switch-tender at First Street North.

Track 6 is designated a yard track.

WESTWARD Belmont Subdivision EASTWARD

Mile Posts		Distance from Hampton		Timetable No. 1		Distance from Denhart	
				February 1, 1970			
				STATIONS			
184.7	0.0	DQ.....	HAMPTON.....	.....	38.8		
193.2	8.5	.....	LATIMER.....	.....	30.3		
199.5	14.8	.....	ALEXANDER.....	.....	24.0		
206.9	22.2	DQ.....	BELMOND.....	Y	16.6		
214.3	29.6	.....	OLAF.....	.....	9.2		
218.7	34.0	.....	KANAWHA.....	.....	4.8		
223.5	38.8	.....	DENHART.....	.....	0.0		

WESTWARD Roland Subdivision EASTWARD

Mile Posts		Distance from Minerva Jct.		Timetable No. 1		Distance from Roland	
				February 1, 1970			
				STATIONS			
239.6	0.0	.....	MINERVA JCT.....	.....	29.5		
247.1	7.5	.....	MINERVA.....	.....	22.0		
250.8	11.2	D.....	CLEMONS GROVE.....	.....	18.3		
252.9	13.3	ST. ANTHONY.....	Y	16.2		
258.6	19.0	ZEARING.....	10.5		
263.4	23.8	McCALLSBURG.....	5.7		
269.1	29.5	D.....	ROLAND.....	0.0		

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Clutier Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Clutier	Timetable No. 1 February 1, 1970	Distance from Mason City
15.2	0.0	CLUTIER Y	92.0
		8.9	
24.1	8.9	TRAER	83.1
		4.9	
29.0	13.8	BUCKINGHAM	78.2
		5.6	
34.6	19.4	VOORHIES	72.6
		3.4	
38.0	22.8	HICKS	69.2
		2.1	
40.1	24.9	ZANETA	67.1
		7.3	
47.4	32.2	DIKE	59.8
		6.5	
53.9	38.7	STOUT	53.3
		6.1	
60.0	44.8	DQ PARKERSBURG	47.2
		8.9	
68.9	53.7	KESLEY	38.3
		6.7	
75.6	60.4	DUMONT	31.6
		6.6	
82.2	67.0	AREDALE	25.0
		6.6	
88.8	73.6	DOUGHERTY	18.4
		5.6	
94.4	79.2	CARTERSVILLE	12.8
		10.0	
104.4	89.2	SWIFTS	2.8
		2.8	
107.2	92.0	CQ MASON CITY	0.0

Truman Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Fairmont	Timetable No. 1 February 1, 1970	Distance from Truman
28.3	0.0	DQ FAIRMONT	12.1
		5.8	
22.5	5.8	NORTHROP	6.3
		6.3	
16.2	12.1	D TRUMAN	0.0

Blue Earth Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Blue Earth	Timetable No. 1 February 1, 1970	Distance from Elmore
33.8	0.0	DQ BLUE EARTH	9.3
		9.3	
43.1	9.3	ELMORE	0.0

Sanborn Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance from Mason City	Timetable No. 1 February 1, 1970	Distance from Sanborn Jct.	Capacity of Sidings	SECOND CLASS
125						126
Daily except Saturday P. M.						Daily except Sunday P. M.
7.00	107.2	0.0	CQ MASON CITY	133.3		A 11.30
			12.6			
7.25	119.8	12.6	HANLONTOWN	120.7		11.02
			7.0			
7.40	126.8	19.6	JOICE	113.7		10.49
			6.0			
7.54	132.8	25.6	D LAKE MILLS	107.7		10.38
			5.7			
8.07	138.5	31.3	SCARVILLE	102.0		10.28
			6.9			
8.22	145.4	38.2	KIESTER	95.1		10.16
			5.4			
8.36	150.8	43.6	D BRICELYN	89.7		10.05
			5.8			
8.49	156.6	49.4	FROST	83.9	43	9.54
			4.4			
9.01	161.0	53.8	MARNA	79.5		9.45
			5.3			125
9.35	166.3	59.1	DQ BLUE EARTH	74.2		9.35
			6.8			
9.47	173.1	65.9	GUCKEEN	67.4		9.23
			6.1			
9.58	179.2	72.0	IMOGENE	61.3		9.12
			6.0			
10.09	185.2	78.0	DQ FAIRMONT	55.3		9.01
			7.8			
10.23	193.0	85.8	WELCOME	47.5		8.45
			2.3			
10.28	195.3	88.1	FOX LAKE	45.2	47	8.40
			6.3			
10.40	201.6	94.4	D TRIMONT	38.9		8.28
			7.5			
10.54	209.1	101.9	ODIN	31.4		8.14
			6.9			
11.07	216.0	108.8	DQ BUTTERFIELD	24.5	42	8.01
			7.0			
11.22	223.0	115.8	DARFUR	17.5		7.40
			5.0			
11.33	228.0	120.8	COMFREY	12.5		7.28
			12.5			
A 11.59 P. M.	240.5	133.3	D SANBORN JCT.	0.0		7.00 P. M.

Alden Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance from Tama	Timetable No. 1 February 1, 1970	Distance from Alden	Capacity of Sidings	THIRD CLASS
13						14
Daily ex. Saturday & Sunday						Daily ex. Saturday & Sunday
P. M.						P. M.
2.00	0.1	0.0	CQ TAMA	65.1		A 8.15
			2.6			
2.07	2.7	2.6	TOLEDO	62.5		8.08
			8.7			
2.28	11.4	11.3	GARWIN	53.8		7.47
			7.3			
2.45	18.7	18.6	GLADBROOK	46.5	23	7.30
			6.3			
3.00	25.0	24.9	BEAMAN	40.2		7.15
			2.7			
3.06	27.7	27.6	CONRAD	37.5		7.09
			7.4			
3.24	35.1	35.0	WHITTEN	30.1		6.51
			9.1			
3.45	5.1	44.1	ELDORA	21.0		6.30
			7.9			
4.05	13.0	52.0	OWASA	13.1		6.08
			7.8			
4.30	20.8	59.8	D IOWA FALLS	5.3		5.45
			5.3			
A 4.45 P. M.	26.1	65.1	ALDEN	0.0		5.30 P. M.

Forest City Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Ft. Dodge	Timetable No. 1		Distance from Albert Lea	Capacity of Sidings
		February 1, 1970			
STATIONS					
222.1	0.0	DQ	FT. DODGE	103.1	
	9.7		BADGER	93.4	
206.1	16.0		ROGERTON	87.1	
203.1	19.0	D	HUMBOLDT	84.1	52
197.0	25.1		ARNOLD	78.0	
192.7	29.4		LIVERMORE	73.7	42
187.0	35.1	DQ	LUVERNE	68.0	42
182.6	39.5		HANNA	63.6	
178.2	43.9		CORWITH	59.2	41
167.5	54.6	D	BRITT	48.5	
152.9	69.2	D	FOREST CITY	33.9	
147.1	75.0		LELAND	28.1	
138.4	83.7	D	LAKE MILLS	19.4	24
132.2	89.9		EMMONS	13.2	
126.2	95.9		TWIN LAKES	7.2	
119.0	103.1	DQ	ALBERT LEA	0.0	

Estherville Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Estherville	Timetable No. 1		Distance from Ormsby
		February 1, 1970		
STATIONS				
168.1		DQ	ESTHERVILLE	31.9
161.5	6.6		HUNTINGTON	25.3
156.7	11.4		DUNNELL	20.5
149.9	18.2		SHERBURN	13.7
142.2	25.9	D	TRIMONT	6.0
136.2	31.9		ORMSBY	

Hanska Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from St. James	Timetable No. 1		Distance from Hanska
		February 1, 1970		
STATIONS				
125.6		DQ	ST. JAMES	13.4
118.8	6.8	D	LA SALLE	6.6
112.2	13.4		HANSKA	0.0

Perry Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Hull Avenue	Timetable No. 1		Distance from Terril	Capacity of Sidings
		February 1, 1970			
STATIONS					
	0.0	DQ	HULL AVENUE	168.8	
305.1	9.0		WEST DES MOINES	159.8	31
295.4	18.7		WAUKEE	150.1	
289.0	25.1	D	DALLAS CENTER	143.7	
282.9	31.2		MINBURN	137.6	
275.9	38.2		PERRY	130.6	
272.0	42.1		ANGUS	126.7	
267.8	46.3		RIPPEY	122.5	
260.5	53.6	DQ	GRAND JUNCTION	115.2	15
255.4	58.7		DANA	110.1	
251.2	62.9		PATON	105.9	
246.9	67.2		LENA	101.6	
242.7	71.4	D	GOWRIE	97.4	
237.1	77.0		CALLENDER	91.8	
231.5	82.6		MOORLAND	86.2	
227.6	86.5		TARA	82.3	
222.1	93.0	DQ	FT. DODGE	88.8	
265.1	86.5		TARA	82.3	
257.9	93.7		CLARE	75.1	
252.8	98.8		PIONEER	70.0	
247.1	104.5	DQ	GILMORE CITY	64.3	
239.7	111.9	DQ	ROLFE	56.9	
233.0	118.6		PLOVER	50.2	
228.0	123.6		MALLARD	45.2	
223.9	127.7	DQ	CURLEW	41.1	
217.5	134.1		AYRSHIRE	34.7	
210.0	141.6	D	RUTHVEN	27.2	
197.2	154.4	DQ	SPENCER	14.4	33
191.3	160.3		LANGDON	8.5	
182.8	168.8		TERRIL	0.0	

Between Hull Avenue and West Des Moines trains operate over the CRI&P and are governed by CRI&P rules and timetable.

Between Ft. Dodge and Tara trains operate over the tracks of the IC and are governed by IC rules and timetable.

Between Ruthven and Spencer trains operate over the tracks of the CMS&P&P and are governed by the CMS&P&P rules and timetable.

Ames Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Hull Avenue	Timetable No. 1		Distance from Eagle Grove	Capacity of Sidings	SECOND CLASS	THIRD CLASS
65	63			64	66				
Daily except Sunday	Daily except Monday			February 1, 1970				Daily except Sunday	Daily except Monday
				STATIONS					
P. M.				DQ HULL AVENUE	82.2			A. M.	
11.00		2.4	0.0	8.2				A 3.50	
		10.6	8.2	DQ ANKENY	74.0			3.10	
		22.0	19.6	11.4					
		23.4	21.0	SHELDALH	62.6			2.46	
		28.2	25.8	1.4				2.42	
		33.9	31.5	4.8				2.30	
A. M.		33.9	31.5	KELLEY	56.4	50			
12.10		33.9	31.5	5.7				P. M.	
A 12.30	1.00	40.0	37.6	6.1	50.7			A 11.15	2.00
A. M.		46.2	43.8	6.2				10.54	A. M.
	1.15	46.2	43.8	D STORY CITY	38.4			10.39	
	1.30	49.6	47.2	3.4				10.30	
	1.39	49.6	47.2	RANDALL	35.0			10.30	
	1.53	68.8	52.9	5.7				10.16	
	2.11	76.0	60.1	D JEWELL	29.3	50		9.58	
	2.31	83.5	67.6	7.2				9.38	
	2.49	90.6	74.7	7.5				9.20	
A 3.10		98.1	82.2	7.5				9.00	
A. M.				DQ EAGLE GROVE	0.0			P. M.	

Burt Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Eagle Grove	Timetable No. 1		Distance from Ledyard
		February 1, 1970		
		STATIONS		
98.1	0.0	DQ	EAGLE GROVE	59.6
103.0	4.9		4.9	54.7
110.5	12.4		7.5	47.2
118.4	20.3		7.9	39.3
124.3	26.2		5.9	33.4
127.0	28.9		2.7	30.7
131.9	33.8	D	4.9	25.8
141.6	43.5	DQ	9.7	16.1
148.2	50.1	D	6.6	9.5
157.7	59.6		9.5	0.0

Ellsworth Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Lawn Mill	Timetable No. 1		Distance from Jewell
		February 1, 1970		
		STATIONS		
44.6	0.0		LAWN HILL	24.2
51.3	6.7		6.7	17.5
58.2	13.6		6.9	10.6
65.6	21.0		7.4	3.2
68.8	24.2	D	3.2	0.0

Halfa Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Burt	Timetable No. 1		Distance from Ceylon
		February 1, 1970		
		STATIONS		
141.6	0.0	DQ	BURT	35.8
147.6	6.0		6.0	29.8
152.7	11.1	D	5.1	24.7
159.7	18.1	D	7.0	17.7
163.7	22.1		4.0	13.7
167.0	25.4		3.3	10.4
172.5	30.9		5.5	14.9
177.4	35.8		4.9	0.0

Onawa Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Jewell	Timetable No. 1 February 1, 1970 STATIONS	Distance from Onawa
68.8	0.0	D..... JEWELL Y	141.3
76.9	8.1	8.1 STANHOPE	133.2
83.8	15.0	6.9 STRATFORD	126.3
92.9	24.1	9.1 DAYTON	117.2
98.4	29.6	5.5 HARCOURT Y	111.7
104.7	35.9	6.3 D..... GOWRIE Y	105.4
110.3	41.5	5.6 FARNHAMVILLE	99.8
117.7	48.9	7.4 LOHRVILLE	92.4
127.0	58.2	9.3 LAKE CITY	83.1
134.8	66.0	7.8 AUBURN	77.3
142.2	73.4	7.4 CARNARVON	67.9
15.5	76.0	2.6 SACTON } Y	65.3
16.6	77.1	1.1 DQ..... WALL LAKE }	64.2
25.7	86.2	9.1 ODEBOLT	55.1
31.4	91.9	5.7 ARTHUR	49.4
38.1	98.6	6.7 IDA GROVE	42.7
45.1	105.6	7.0 BATTLE CREEK	35.7
53.8	114.3	8.7 DANBURY	27.0
59.9	120.4	6.1 D..... MAPLETON	20.9
68.8	129.3	8.9 CASTANA	12.0
73.8	134.3	5.0 TURIN	7.0
80.8	141.3	7.0 D..... ONAWA Y	0.0

Sioux Rapids Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Eagle Grove	Timetable No. 1 February 1, 1970 STATIONS	Distance from N. I. Jct.	Capacity of Sidings
98.1	0.0	DQ..... EAGLE GROVE Y	142.4	
106.4	8.3	8.3 THOR	134.1	
115.7	17.6	9.3 D..... DAKOTA CITY	124.8	
121.0	22.9	5.3 RUTLAND	119.5	28
126.1	28.0	5.1 P&M SIDING	114.4	
128.1	30.0	2.0 BRADGATE	112.4	
133.7	35.6	5.6 DQ..... ROLFE Y	106.8	27
142.7	44.6	9.0 HAVELOCK	97.8	
150.4	52.3	7.7 D..... LAURENS	90.1	32
157.1	59.0	6.7 MARATHON	83.4	
166.4	68.3	9.3 D..... SIoux RAPIDS	74.1	36
172.8	74.7	6.4 LINN GROVE	67.7	
180.4	82.3	7.6 PETERSON	60.1	
189.8	91.7	9.4 SUTHERLAND	50.7	
199.7	101.6	9.9 D..... PAULLINA Y	40.8	
209.3	111.2	9.6 GRANVILLE	31.2	
216.6	118.5	7.3 D..... ALTON Y	23.9	
219.7	121.6	3.1 D..... ORANGE CITY	20.8	
226.0	127.9	6.3 MAURICE	14.5	
233.8	135.7	7.8 IRETON	6.7	
240.5	142.4	6.7 N. I. JCT	0.0	
30.4	144.5	2.1 D..... HAWARDEN Y		

Holstein Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Sacton	Timetable No. 1 February 1, 1970 STATIONS	Distance from Holstein
1.0	0.0	..... SACTON	44.2
4.3	3.3	3.3 LAKE VIEW	40.9
13.4	12.4	9.1 SAC CITY	31.8
21.8	20.8	8.4 EARLY	23.4
29.7	28.7	7.9 SCHALLER	15.5
36.3	35.3	6.6 GALVA	8.9
45.2	44.2	8.9 HOLSTEIN	0.0

Maple River Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Maple River	Timetable No. 1 February 1, 1970 STATIONS	Distance from Carnarvon
0.0	0.0	..... MAPLE RIVER	12.9
7.2	7.2	7.2 BREDA	5.7
12.9	12.9	5.7 CARNARVON	0.0

7 Westward—Huron Subdivision—Eastward

SECOND CLASS			Mile Posts	Distance from Tracy	Timetable No. 1 February 1, 1970 STATIONS	Distance from Huron	Capacity of Sidings	SECOND CLASS		
21	495	23						24	482	22
Daily except Sunday	Daily except Sunday	Daily except Monday						Daily except Sunday	Daily except Sunday	Daily except Sunday
	P. M. 9.00		226.6	0.0	DQ... TRACY... Y	136.4			P. M. A 5.50	
	9.25		233.8	7.2	... GARVIN ...	129.2	41		5.40	
	9.35		239.6	13.0	... BALATON ...	123.4	52		5.32	
	9.46		246.1	19.5	... BURCHARD ...	116.9			5.23	
	10.00		253.7	27.1	D... TYLER... Y	109.3	90		5.11	
	10.15		261.5	34.9	... LAKE BENTON ...	101.5	42		5.00	
	10.35		267.8	41.2	... VERDI ...	95.2	46		4.50	
	10.49		274.4	47.8	... ELKTON ...	88.6	100		4.40	
	11.02		285.1	58.5	... AURORA ...	77.9			4.25	
- P. M.	5.00	11.20	290.9	64.3	DQ... BROOKINGS... Y	72.1	63		4.15	A 4.25
A 5.10	11.55		294.3	67.7	... SIOUX VALLEY JCT. ...	68.7	40		4.05	- P. M. - 4.15
- P. M.	12.15		297.4	70.8	... VOLGA ...	65.6			3.49	
	12.40		308.3	81.7	... ARLINGTON... Y	54.7	45		3.30	
	12.50		313.8	87.2	... HETLAND ...	49.2	41		3.21	
	1.05		321.0	94.4	... LAKE PRESTON ...	42.0	50		3.11	
	1.20		329.6	103.0	... DESMET ...	33.4	83		2.58	
	1.35		338.4	111.8	... MANCHESTER ...	24.6			2.45	
	1.45	A. M. 12.45	344.7	118.1	... IROQUOIS... Y	18.3	45		A 6.59	2.35
	2.00	12.59	354.0	127.4	... CAVOUR ...	9.0	46		6.43	2.15
A 2.15	A 1.15	A. M.	363.0	136.4	DQ... HURON... Y	0.0			6.30	2.00
A. M.	A. M.								P. M.	P. M.

Astoria Subdivision

WESTWARD EASTWARD

Distance from Tyler	Timetable No. 1 February 1, 1970 STATIONS	
	0.0	D... TYLER... Y
8.0	... ARCO ...	
15.0	... IVANHOE ...	
24.4	... HENDRICKS ...	
31.9	... ASTORIA ...	

Groton Subdivision

WESTWARD EASTWARD

Distance from Doland	Timetable No. 1 February 1, 1970 STATIONS	
	0.0	... DOLAND ...
10.9	... TURTON ...	
18.4	... CONDE ...	
30.3	... FERNEY ...	
38.8	... GROTON ...	

Watertown Subdivision

WESTWARD EASTWARD

SECOND CLASS	Mile Posts	Distance from Sioux Valley Jct.	Timetable No. 1 February 1, 1970 STATIONS	Distance from Doland	Capacity of Sidings	SECOND CLASS
21						22
Daily except Sunday						Daily except Sunday
		0.0	SIOUX VALLEY JCT. Y	94.6	40	P. M. A 4.15
	8.2	8.2	... BRUCE ...	86.4		3.40
	6.43	18.3	... ESTELLINE ...	76.3		3.00
	7.02	23.1	... DEMPSTER ...	71.5		2.41
	7.32	30.5	... CASTLEWOOD ...	64.1		2.11
	7.58	37.0	... APPLEBY ...	57.6		1.45
A 8.30	319.0	44.2	DQ... WATERTOWN ...	50.4	39	1.15
- P. M.	327.1	52.3	... KAMPESKA ...	42.3		- P. M. -
	337.0	62.2	... HENRY ...	32.4		
	342.5	67.7	... ELROD ... Y	26.9		
	350.1	75.3	... CLARK ...	19.3	33	
	361.3	86.5	... RAYMOND ...	8.1		
	369.4	94.6	... DOLAND ...	0.0		

Stratford Subdivision

WESTWARD EASTWARD

Mile Posts	Distance from Watertown	Timetable No. 1 February 1, 1970 STATIONS	Distance from Stratford	Capacity of Sidings
238.3	3.6	... KAMPESKA ...	67.7	
249.6	14.9	... FLORENCE ...	56.4	
258.0	23.3	... WALLACE ...	48.0	
266.2	31.5	... BRADLEY ...	39.8	
273.5	38.8	... CROCKER ... Y	32.5	
283.8	49.1	... CRANDALL ...	22.2	
291.2	56.5	... CONDE ...	14.8	39
299.2	64.5	... RANDOLPH ...	6.8	
306.0	71.3	... STRATFORD ...	0.0	

Winona Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance from Winona	Timetable No. 1 February 1, 1970	Distance from Waseca	Capacity of Sidings	SECOND CLASS
495			STATIONS			482
Daily except Sunday						Daily except Sunday
P. M. 9:00	0.2	0.0	WINONA	102.3		A. M. 2:20
9:15	1.7	1.5	CQ. TOWER CK	100.8		2:00
9:25	5.9	5.7	MINNESOTA CITY	96.6	54	1:50
9:40	11.3	11.1	STOCKTON	91.2	57	1:35
9:50	18.4	18.2	LEWISTON	84.1	40	1:25
10:00	22.7	22.5	UTICA	79.8		1:15
10:10	28.3	28.1	ST. CHARLES	74.2		1:05
10:20	32.2	32.0	DOVER	70.3	30	12:55
10:25	36.9	36.7	D EYOTA	65.6	96	12:45
10:35	37.9	37.7	PLAINVIEW JCT.	64.6		12:35
10:40	42.7	42.5	HAVERHILL	59.8		12:25
10:45	45.1	44.9	SIDING NO. 5	57.4	94	12:15
10:50	49.2	49.0	DQ ROCHESTER	53.3	27	12:00
11:10	58.7	58.5	BYRON	43.8	31	11:52
11:20	63.9	63.7	KASSON	38.6	56	11:40
11:40	69.2	69.0	D DODGE CENTER	33.3	92	11:30
11:50	76.4	76.2	CLAREMONT	26.1	29	11:10
12:10	88.1	87.9	D OWATONNA	14.4	22	10:55
12:25	96.3	96.1	MERIDEN	6.2		10:45
A 12:40	102.5	102.3	CQ. WASECA	0.0		P. M.

Waseca Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance from Waseca	Timetable No. 1 February 1, 1970	Distance from Tracy	Capacity of Sidings	SECOND CLASS	
495	125			STATIONS			126	482
Daily except Sunday	Daily except Sunday						Daily except Sunday	Daily except Sunday
A. M. 8:00		102.5	0.0	CQ. WASECA	116.4			P. M. 1:40
8:20		112.9	10.4	JANESVILLE	106.0	40		1:16
8:27		116.1	13.8	SMITH'S MILL	102.6			1:10
8:38		122.6	20.1	EAGLE LAKE	96.3			1:00
8:43		125.2	22.7	LIME SIDING	93.7	100		12:55
8:50		128.9	26.4	FLETCHER'S SIDING	90.0	30		12:40
10:40	482	131.4	28.9	DQ MANKATO	87.5			12:30
11:00		10.4	39.3	JUDSON	77.1	116		9:45
11:16		16.9	45.8	CAMBRIA	70.6			9:25
11:30		24.6	53.5	NEW ULM JCT.	62.9			9:15
11:35		165.3	55.1	DQ NEW ULM	61.3	48		9:03
11:50		173.7	63.5	ESSIG	52.9	34		9:00
12:10		179.8	69.6	DQ SLEEPY EYE	46.8	78		8:36
12:23		186.1	75.9	CORBEN	40.5			8:26
12:55		193.2	83.0	D SPRINGFIELD	33.4	47		8:06
1:06	A. M. 12:01	200.4	90.2	SANBORN JCT.	26.2			7:54
1:09	12:05	201.7	91.5	D SANBORN	24.9	100		7:42
1:23	12:15	208.8	98.6	LAMBERTON	17.8	38		6:55
1:35	12:25	213.7	103.5	REVERE	12.9	47		6:50
1:45	12:35	219.0	108.8	WALNUT GROVE	7.6	53		6:40
A 2:10	A 12:50	226.6	116.4	DQ TRACY	0.0			6:30
P. M.	A. M.							7:23
								7:15
								7:00

Wanda Subdivision

WESTWARD

EASTWARD

Distance from Sanborn	Timetable No. 1 February 1, 1970	STATIONS
0.0	D	SANBORN
8.3		WANDA

Traverse Subdivision

WESTWARD

EASTWARD

Distance from New Ulm Jct.	Timetable No. 1 February 1, 1970	STATIONS
0.0		TRAVERSE
5.6		OSHAWA
10.2		NICOLLET
17.9		COURTLAND
23.0		NEW ULM JCT.

Redwood Falls Subdivision

WESTWARD

EASTWARD

Distance from Sleepy Eye	Timetable No. 1 February 1, 1970	STATIONS
0.0	DQ	SLEEPY EYE
7.3		EVAN
13.5	D	MORGAN
18.0		GILFILLAN
25.9	D	REDWOOD FALLS

Plainview Subdivision

WESTWARD

EASTWARD

Distance from Plainview Jct	Timetable No. 1 February 1, 1970	STATIONS	Distance from Plainview
0.0		PLAINVIEW JCT.	14.9
5.0		VIOLA	9.9
10.2		ELGIN	4.7
14.9		PLAINVIEW	0.0

Westward—Mankato Subdivision—Eastward

SECOND CLASS				Mile Posts	Distance from Red Wing	Timetable No. 1		Distance from Mankato	Capacity of Sidings	SECOND CLASS			
123	MN&S 203	121	MN&S 201			February 1, 1970				202	120	122	MN&S 204
Daily except Sunday	DAILY	Daily except Sat & Sun	DAILY			STATIONS				DAILY	Daily except Sat & Sun	Daily except Sunday	DAILY
P. M. 4.00				94.7	0.0	DQ	RED WING	94.7		P. M. 3.10			
4.10				93.2	1.5		WEST RED WING	93.2		3.00			
5.10				83.5	11.2		WELCH	83.5		2.00			
6.10				73.8	20.9	D	CANNON FALLS	73.8		1.00			
A 6.50 P. M.	P. M. 2.00	A. M. 10.00	A. M. 1.30	67.4	27.3	DQ	RANDOLPH	67.4	220	A 1.00	A 8.15	A 11.00 A. M.	P. M. 1.00
	A 2.30 P. M.	10.30	A 2.00 A. M.	58.7	36.0	D	NORTHFIELD	58.7	31	12.30 A. M.	7.45	11.00 A. M.	A 1.00 P. M.
		10.40		55.7	39.0		DUNDAS	55.7		7.35			
		10.55		51.2	43.5		BRIDGEWATER	51.2		7.21			
		11.11		45.9	48.8		FARIBAULT JCT.	45.9		7.05			
		A 11.20 A. M.		47.3	50.2	DQ	FARIBAULT	45.9		7.00 A. M.			
				45.9	48.8		FARIBAULT JCT.	45.9					
				34.9	59.8		MORRISTOWN	34.9					
				28.8	65.9	D	WATERVILLE	28.8					
				22.9	71.8		ELYSIAN	22.9					
				15.8	78.9		MADISON LAKE	15.8					
				4.0	90.7		BENNING	4.0					
				0.0	91.7	DQ	MANKATO	0.0					

Between Red Wing and Cannon Falls and between Benning and Mankato CMSiP&P trains operate over C&NW Ry. tracks. C&NW Ry. rules and timetable govern.

Between Northfield and Randolph MN&S trains operate over C&NW Ry. tracks. C&NW Ry. rules and timetable govern.

Marshall Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from Tracy	Timetable No. 1		Distance from Gary	Capacity of Sidings
		February 1, 1970			
STATIONS					
226.4	0.0	DQ	TRACY	58.2	
233.6	7.2		AMIRET	51.0	
242.1	15.7		MARSHALL JCT.	42.5	
243.9	17.5	D	MARSHALL	40.7	
250.8	24.4		GHENT	33.8	
256.5	30.1	D	MINNEOTA	28.1	Y
261.0	34.6		TAUNTON	23.6	
266.8	40.4		PORTER	17.8	
274.0	47.6	D	CANBY	10.6	21
278.9	52.5		BURR	5.7	
284.6	58.2		GARY	0.0	

Wabasso Subdivision

WESTWARD EASTWARD

Distance from Marshall Jct.	Timetable No. 1	
	February 1, 1970	
STATIONS		
0.0	MARSHALL JCT.	
3.8	DUDLEY	
10.5	MILROY	Y
17.5	LUCAN	
25.3	WABASSO	
31.8	SEAFORTH	
36.9	VESTA	

Rochester Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance from McIntire	Timetable No. 1		Distance from Pine Island	Capacity of Sidings
		February 1, 1970			
STATIONS					
192.2	0.0	DQ	McINTIRE	65.5	95
185.2	7.0	D	LE ROY	58.5	
177.1	15.1	D	OSTRANDER	50.4	70
171.4	20.8	D	SPRING VALLEY	44.7	
163.7	28.5		RACINE	37.0	
158.3	33.9	D	STEWARTVILLE	31.6	
151.1	41.1		SIMPSON	24.4	
143.5	48.7	DQ	ROCHESTER	16.8	
134.9	57.3		DOUGLAS	8.2	Y
126.7	65.5		PINE ISLAND	0.0	

Engines heavier than 660 h.p. must not operate between Rochester and Pine Island.

Morton Subdivision

WESTWARD

EASTWARD

SECOND CLASS 99	Mile Posts	Distance from Minneapolis	Timetable No. 1 February 1, 1970 STATIONS	Distance from Reville	Capacity of Sidings	SECOND CLASS 98
Sunday Tuesday Thursday P. M. 8.00	14.4	2.6	.....CEDAR LAKE..... 0 2	185.9		Monday Wednesday Friday A. M. 1.00
	14.6	2.8	.....KENWOOD..... } Y	185.7		
-P. M.- 8.15	19.7	7.8	DQ.....HOPKINS.....	180.7		A. M.- 12.40
8.35	27.0	15.1	.....DEEPAVEN.....	173.4		12.20
8.45	29.8	17.9	D.....EXCELSIOR.....	170.6	61	12.10
	31.1	19.2	.....MANITOU.....	169.3		
8.59	35.7	23.8	.....VICTORIA.....	164.7	72	11.45
9.25	42.5	30.6	.....WACONIA.....	157.9		11.25
9.40	50.2	38.3	.....YOUNG AMERICA.....	150.2	52	11.05
9.45	51.4	39.5	.....NORWOOD.....	149.0		11.00
9.55	54.8	42.9	.....HAMBURG.....	145.6		10.50
10.05	59.4	47.5	.....GREEN ISLE.....	141.0		10.40
10.21	65.6	53.7	D.....ARLINGTON.....	134.8	51	10.25
10.41	73.4	61.5	.....GAYLORD.....	127.0		9.35
A11.00 P. M.	80.5	68.6	DQ.....WINTHROP..... } Y	119.9	37	9.15 P. M.
	88.6	76.7	.....GIBBON.....	111.8		
	98.2	86.3	D.....FAIRFAX.....	102.2		
	106.2	94.3	.....FRANKLIN.....	94.2	49	
	111.6	99.7	D.....MORTON..... } Y	88.8	56	
	117.7	105.8	.....REDWOOD.....	82.7		
	124.1	112.2	.....DELHI.....	76.3		
	129.9	118.0	.....BELVIEW.....	70.5		
	134.3	122.4	D.....ECHO.....	66.1		
	140.9	129.0	.....WOOD LAKE.....	59.5		
	145.7	133.8	D.....HANLEY FALLS.....	54.7		
	151.8	139.9	.....HAZEL RUN.....	48.6		
	157.1	145.2	D.....CLARKFIELD.....	43.3		
	163.5	151.6	.....BOYD.....	36.9		
	172.8	160.9	D.....DAWSON.....	27.6	38	
	181.7	169.8	D.....MADISON.....	18.7		
	192.8	180.9	.....MARIETTA.....	7.6		
	200.4	188.5	.....REVILLO.....	0.0		

Klossner Subdivision

WESTWARD

EASTWARD

Distance from Wintthrop	Timetable No. 1 February 1, 1970 STATIONS
0.0	DQ.....WINTHROP.....
6.8	.....LA FAYETTE..... } Y
12.8	.....KLOSSNER.....

Hawarden Subdivision

10

WESTWARD

EASTWARD

SECOND CLASS 23	Mile Posts	Distance from Sioux City	Timetable No. 1 February 1, 1970 STATIONS	Distance from Iroquois	Capacity of Sidings	SECOND CLASS 24
Daily except Sunday P. M. 5.40			DQ.....SIOUX CITY.....	167.8		Daily except Sunday A. M. 1.30
		0.0	.....11 2.....			A. M. 1.08
P. M. 5.55		11.2	C.....WREN.....	156.6		A. M. 12.51
6.12	5.6	16.8	.....MERRILL.....	151.0		12.24
6.39	12.3	23.5	.....BRUNSVILLE.....	144.3		11.55
7.05	18.8	30.0	.....CRAIG.....	137.8		11.47
7.16	24.0	35.2	.....McNALLY.....	132.6		11.40
7.23	28.3	39.5	.....N. I. JCT..... } Y	128.3		11.37
8.01	30.4	41.6	D.....HAWARDEN.....	126.2		11.19
8.20	8.7	50.3	.....ALCESTER.....	117.5	34	11.06
8.40	17.4	59.0	D.....BERESFORD.....	108.8	31	10.46
9.05	27.6	69.2	.....CENTERVILLE..... } Y	98.6	30	10.15
9.34	40.6	82.2	.....HURLEY.....	85.6		9.54
9.54	49.5	91.1	.....PARKER.....	76.7	42	9.38
10.10	57.2	98.8	.....MONROE.....	69.0		9.25
10.27	65.8	107.4	.....CANISTOTA.....	60.4	31	9.01
11.05	75.8	117.4	DQ.....SALEM..... } Y	50.4	70	8.27
11.17	82.0	123.6	.....UNITYVILLE.....	44.2		8.15
11.29	88.0	129.6	.....CANOVA.....	38.1	31	7.54
11.50	98.3	139.9	.....VILAS.....	27.9		7.45
11.59	102.9	144.5	.....ARGONNE.....	23.3		7.29
12.15	110.8	152.4	.....CARTHAGE.....	15.4	33	7.15
12.29	117.8	159.4	.....ESMOND.....	8.4		6.59
A12.45 A. M.	126.2	167.8	.....IROQUOIS..... } Y	0.0	45	P. M.

THERE IS NO SUPERIORITY OF TRAINS BETWEEN NI JCT. AND HAWARDEN. All trains and engines must move at reduced speed, not exceeding 15 MPH between NI Jct. and Hawarden. Rule 97 does not apply between NI Jct. and Hawarden.

Between Wren and Sioux City trains and engines operate over the IC RR and are governed by timetable and rules of that railroad.

Wakonda Subdivision

WESTWARD

EASTWARD

Distance from Centerville	Timetable No. 1 February 1, 1970 STATIONS
0	D.....CENTERVILLE..... } Y
10.5	.....WAKONDA.....

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
MARSHALLTOWN SUBDIVISION BETWEEN ALBIA AND OSKALOOSA		ROLAND SUBDIVISION	
Maximum speed	25 MPH	Maximum speed	10 MPH
MP 323.0—CB&Q crossing, Maxon, within interlocking limits	20	MP 239.6—Minerva Jct., junction with Marshalltown Sub-division	Stop
MP 311.5—Over Des Moines River Bridge	15	MP 264.3—McCallsburg, CRI&P crossing	Stop
BETWEEN OSKALOOSA AND MARSHALLTOWN		CLUTIER SUBDIVISION	
Maximum speed	35 MPH	Maximum speed	25 MPH
MP 269.2 to 268.0—Grinnell, over street crossings and CRI&P crossing	20	MP 104.4—Swifts, junction with Marshalltown Subdivision	Stop
BETWEEN MARSHALLTOWN AND MASON CITY		MP 132.1—C&NW crossing, Dumont, within interlocking limits	20
Maximum speed	40 MPH	MP 38.1—C&NW crossing, Hicks, within interlocking limits	20
MP 243.3—C&NW crossings, Marshalltown, within interlocking limits	20	SANBORN SUBDIVISION	
MP 216.5—C&NW crossing, Eldora, within interlocking limits	20	Maximum speed	40 MPH
MP 219.3 to 212.3	35	MP 107.8—Mason City, junction with Missouri Division	Stop
MP 212.3—Over Iowa River Bridge	25	MP 108.3 to 108.9	20
MP 212.3 to 209.8	35	MP 108.9 to 110.9	35
MP 205.0—CRI&P crossing, Abbott, within interlocking limits	20	MP 110.9—Over highway crossing	35
MP 200.7—IC crossing, Ackley, within interlocking limits	20	MP 132.1 to 133.3—Lake Mills, over street crossings, curves and C&NW crossing	20
MP 184.3—C&NW crossing, Hampton, within interlocking limits, westward	20	MP 150.4—CRI&P crossing, Bricelyn, within interlocking limits	20
MP 158.5—108.3, Swifts to Mason City	20	MP 165.7 to 167.0—Blue Earth	10
MP 119.2—CMStP&P crossing, Albert Lea	Stop	MP 184.4 to 185.5—Fairmont, over street crossings and CMStP&P-C&NW crossings	6
MP 106.5—Mason City, junction with Missouri Division	Stop	MP 203.5—C&NW crossing, west of Trimont, within interlocking limits	20
ALBERT LEA SUBDIVISION		MP 215.9—C&NW crossing, Butterfield, within interlocking limits	20
Maximum speed	40 MPH	MP 215.9 to 240.5	25
MP 87.6—C&NW crossing, Waseca, within interlocking limits	20	MP 240.5—Sanborn Jct.—junction with Waseca Subdivision	Stop
MP 88.1 to 87.0—Waseca, over street crossings	30	TRUMAN SUBDIVISION	
MP 83.0 to 76.7—On curves	35	Maximum speed	15 MPH
MP 77.1—C&NW crossing, Waterville, within interlocking limits	20	BLUE EARTH SUBDIVISION	
MP 71.2 to 70.8—On curves	35	Maximum speed	20 MPH
MP 61.7—CMStP&P crossing, Montgomery, within interlocking limits	20	MP 33.4 to 34.0—Over all street crossings at Blue Earth	5
MP 49.0 to 43.5	35	MP 33.6—Blue Earth, junction with Sanborn Subdivision	Stop
MP 38.6—Merriam, within interlocking limits, westward trains	20	ESTHERVILLE SUBDIVISION	
MP 36.2—Over Minnesota River Bridge	30	Maximum speed	15 MPH
MP 34.3 to 33.9—Chaska, over street crossings and CMStP&P crossing	20	MP 168.9 to 167.3—Estherville, over street crossings	5
MP 23.2—CMStP&P crossing, within interlocking limits	20	MP 150.1—CMStP&P crossing, Sherburn	Stop
MP 19.5 to 19.4—Hopkins, between "Highway Circuit" sign and Excelsior Ave. crossing	10	FOREST CITY SUBDIVISION	
MP 17.4 to 17.3—St. Louis Park, over street crossings	25	Maximum speed	35 MPH
MP 16.0 to 15.6—Between Belco Elevator and Lake Street Bridge:		MP 222.1 to 220.6—Ft. Dodge, over street crossings	5
Westward track	10	MP 209.0 to 207.0—On curves	20
Eastward track	20	MP 204.0 to 188.2	20
MP 15.6 to 12.4—Between Lake Street Bridge and Holden St.	15	MP 193.2—CRI&P crossing, Livermore	Stop
HANSKA SUBDIVISION		MP 186.5—C&NW crossing, LuVerne	Stop
Maximum speed	15 MPH	Between Station one mile signs LuVerne, Reduced Speed not exceeding	20
MP 125.0 to 126.1—St. James, over street crossings	5	MP 166.2—CMStP&P crossing, 1.1 miles west of Britt, within interlocking limits	20
MP 126.8—St. James, junction with Twin Cities Division	Stop	MP 159.5—CRI&P crossing, within interlocking limits	20
BELMOND SUBDIVISION		MP 159.5 to 151.5	30
Maximum speed	10 MPH	MP 138.9—C&NW crossing, Lake Mills, within interlocking limits	20
MP 184.6—Hampton, junction with Marshalltown Subdivision	Stop	MP 138.0 to 136.3—On curves	25
MP 206.1—Belmond, CRI&P crossing	Stop	MP 132.0 to 130.5	25
MP 206.9—Belmond, C&NW crossing	Stop	MP 122.0 to 119.0—Albert Lea, over CMStP&P crossing and around curves	20
		MP 119.2—CMStP&P crossing and junction switch	Stop

SPEED RESTRICTIONS

12

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
PERRY SUBDIVISION		HALFA SUBDIVISION	
BETWEEN WEST DES MOINES AND TARA		Maximum speed 10 MPH	
Maximum speed	25 MPH	MP 142.0—Burt, junction with Burt Subdivision	Stop
MP 295.1—CMStP&P crossing, Waukee	Stop	ELLSWORTH SUBDIVISION	
MP 276.2 to 275.8—Over street crossings Perry	15	Maximum speed 20 MPH	
MP 275.5—CMStP&P crossing, Perry, within interlocking limits	20	MP 68.5—Jewell, junction with Ames Subdivision	Stop
MP 260.9 to 260.5—Over street crossings, Grand Junction	15	ONAWA SUBDIVISION	
MP 243.0—C&NW crossing, Gowrie, within interlocking limits	20	BETWEEN JEWELL AND CARNARVON	
MP 231.5—C&NW crossing, Moorland	Stop	Maximum speed 20 MPH	
Between Station one mile signs Moorland, Reduced Speed not exceeding	20	MP 68.7—Jewell, junction with Ames Subdivision	Stop
BETWEEN TARA AND TERRIL		MP 68.8—Highway No. 69 west of depot, Jewell	6
Maximum speed	20 MPH	MP 98.3—FtDDM&S crossing, Harcourt	Stop
MP 265.1—IC crossing and IC junction switches, Tara	Stop	BETWEEN CARNARVON AND ONAWA	
MP 239.8—C&NW crossing, Rolfe	Stop	Maximum speed 30 MPH	
MP 239.8 to 210.2—Between Rolfe and Ruthven	15	MP 16.4 to 17.4—Between Wall Lake and 1.0 mile west of Wall Lake	15
MP 210.2—Junction with CMStP&P, Ruthven	Stop	MP 59.0 to 59.6—Around reverse curve just east of Mapleton	25
MP 196.8—CMStP&P crossing and junction switch, Spencer	Stop	MP 60.5 to 60.8—Around curve, 0.6 mile west of Mapleton	25
MP 197.4 to 196.0—Spencer, over street crossings	5	MP 68.4 to 68.7—Around curve at Castana	15
MP 196.0 to 182.5—Between Spencer and Terril	15	MP 80.8—Onawa, junction with Iowa Division	Stop
ALDEN SUBDIVISION		HOLSTEIN SUBDIVISION	
Maximum speed	25 MPH	Maximum speed 25 MPH	
MP 0.3 to 1.0—Eastward trains approaching Tama	20	MP 15.5—Sacton, junction with Onawa Subdivision	Stop
MP 19.0—C&NW crossing, Gladbrook, within interlocking limits	20	MP 15.8—Around east leg of wye, Sacton	15
MP 27.9—Over highway No. 185 crossing, 0.2 mile west of Conrad—Westward trains	15	MP 12.9 to 13.7—Sac City	20
MP 5.1 to 6.0—Over all street crossings, Eldora	10	MP 38.8 to 39.2—Around curve, 3.0 miles west of Galva	20
MP 6.2—C&NW crossing, 1.0 mile west of Eldora	Stop	MAPLE RIVER SUBDIVISION	
MP 20.3—Over highway No. 65, east of Iowa Falls	15	Maximum speed 30 MPH	
AMES SUBDIVISION		MP 0.0—Maple River, junction with Iowa Division	Stop
BETWEEN HULL AVENUE AND AMES JCT.		MP 12.9—Carnarvon, junction with Onawa Subdivision	Stop
Maximum speed	30 MPH	SIoux RAPIDS SUBDIVISION	
MP 2.8 to 2.9—Over turnout to east yard lead, Hull Ave.	20	Maximum speed 25 MPH	
MP 2.9 to 6.0—Between Hull Ave. and 3.6 miles west of Hull Avenue:		MP 102.5 to 115.6—Between 4.4 miles west of Eagle Grove and Dakota City, Class AA diesel engines	20
Westward	25	MP 133.8—C&NW crossing, Rolfe	Stop
MP 33.7—Over Lincoln Highway crossing, Ames Jct.	10	Between Station one mile signs, Rolfe	20
MP 33.9—Over Ames Jct. interlocking	10	MP 150.4—Over Main Street crossing, Laurens	6
BETWEEN AMES JCT. AND EAGLE GROVE		MP 150.9—CRI&P crossing, Laurens, within interlocking limits	20
Maximum speed	25 MPH	MP 156.9—CMStP&P crossing, Marathon, within interlocking limits	20
MP 34.4 to 34.5—Around curve, 0.5 mile west of Ames Jct.	20	MP 164.3 to 166.7—Around curves between 2.1 miles east of Sioux Rapids and 0.2 mile west of Sioux Rapids	20
MP 68.8—Over highway No. 69, just west of depot, Jewell	6	MP 174.7 to 174.9—Around curve at west end Bridge No. 2696, 2.0 miles west of Linn Grove	20
MP 82.4 to 84.0—Over all street crossings and IC crossing at Webster City	20	MP 186.8 to 187.1—Around curves, 3.0 miles east of Sutherland	15
MP 97.7—C&NW crossing, Eagle Grove, within interlocking limits	20	MP 199.7—Over Main Street crossing just east of depot, Paullina	8
BURT SUBDIVISION		MP 216.6—C&NW crossing, Alton, within interlocking limits	20
Maximum speed	25 MPH	MP 225.8 to 226.2—Between 0.2 mile east of Maurice and 0.2 mile west of Maurice	15
MP 103.4—CRI&P crossing, Goldfield, within interlocking limits	20	MP 240.5—N. I. Jct., junction with Hawarden Subdivision	Stop
MP 118.2—C&NW crossing, LuVerne	Stop		
Between Station one mile signs LuVerne, Reduced Speed not exceeding	20		
MP 127.0 to 131.9—Between Irvington and Algona	20		
MP 135.7 to 137.3—Between 3.8 miles west of Algona and 5.4 miles west of Algona	20		
MP 142.0 to 157.9—Between Burt and Ledyard	10		

SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
WINONA SUBDIVISION		REDWOOD FALLS SUBDIVISION	
Maximum speed	35 MPH	Maximum speed	10 MPH
MP 0.0 to 0.5—Between west end Bridge 708 and yard office at Winona	15	MP 1.5—Sleepy Eye, junction with Waseca Subdivision	Stop
MP 1.3 to 1.7—Within interlocking limits, Tower CK	20	WANDA SUBDIVISION	
MP 13.0 to 18.7—Between 1.5 miles west of Stockton and 0.3 mile west of Lewiston	30	Maximum speed	10 MPH
MP 48.0 to 49.0—1.0 mile east of Rochester to street crossings just east of Rochester station	20	TRAVERSE SUBDIVISION	
MP 49.0 to 49.2—Over crossings at 1st Ave. N. E., Broadway and 1st Ave. N. W. just east and west of station Rochester	5	Maximum speed	10 MPH
MP 49.2 to 50.6—Approach circuits and Sixth Ave. N. W., Eleventh Ave. N. W. and within interlocking limits, C&NW crossing, Rochester	20	MP 163.7—New Ulm Jct., junction with Waseca Subdivision	Stop
MP 63.5 to 64.0—Kasson	30	MANKATO SUBDIVISION	
MP 68.5 to 69.1—Within interlocking limits, Dodge Center	20	Maximum speed	35 MPH
MP 88.0—CMStP&P crossing at Owatonna	Stop	MP 0.0 to 58.5—Between Mankato and Northfield	20
MP 88.2 to 88.3—Over Elm St. and Cedar St. crossings, Owatonna	10	MP 58.5—CMStP&P crossing, Northfield	Stop
WASECA SUBDIVISION		MP 58.9—CMStP&P crossing, Northfield	Stop
Maximum speed	35 MPH	MP 67.4 to 73.3—Between Northfield and Cannon Falls	10
MP 102.6—C&NW crossing, Waseca, within interlocking limits	20	MP 73.3—CMStP&P crossing, Cannon Falls	Stop
MP 125.7 to 128.4—Between 0.5 mile and 3.2 miles west of Lime Siding	20	MP 73.3 to 93.2—Between Cannon Falls and West Red Wing	10
MP 129.5—Over Twin City Division crossing 1.75 miles east of Mankato	15	MP 93.2—West Red Wing crossing, flag over	Stop
MP 130.5—Around curve 0.75 mile east of Mankato	10	MP 93.2 to 94.2—Between West Red Wing and Red Wing	10
MP 130.9 to 131.3—Over Main Street crossing and within interlocking limits, Mankato	10	MP 94.2 to 94.3—Red Wing, Jefferson Street and Main Street crossings, flag over	Stop
Over all street crossings Mankato to Bridge M-1605 over Blue Earth River	30	STRATFORD SUBDIVISION	
MP 5.9 to 7.4—Between 5.9 miles and 7.4 miles west of Mankato	25	Maximum speed	20 MPH
MP 166.8 to 169.0—Between 1.5 miles and 3.7 miles west of New Ulm	30	MP 234.8—GN crossing, Watertown	Stop
MP 192.4—Over Brick Yard crossing, 0.8 mile east of station at Springfield	20	MP 291.0—Groton Subdivision crossing, Conde	Stop
PLAINVIEW SUBDIVISION		HURON SUBDIVISION	
Maximum speed	15 MPH	Maximum speed	40 MPH
Plainview Jct., junction with Winona Subdivision	Stop	MP 247.9 to 249.0—Around curves	30
ROCHESTER SUBDIVISION		MP 259.6 to 259.8—Around curve	30
Maximum speed	25 MPH	MP 261.9 to 266.7—Around curves	30
MP 185.3—CMStP&P crossing, LeRoy	Stop	MP 290.9—Over Main Avenue crossing, Brookings	25
Ostrander—Highway 63, Mine Spur	15	MP 295.3 to 295.5	35
MP 141.7 to 145.6—Rochester, over street crossings	8	MP 298.3 to 298.7	35
MP 142.4, 142.8 and 143.3—Rochester, 11th and 6th Ave. N. W. and 2nd St. N. E. crossings	Stop	MP 302.1 to 302.6—Around curves	35
MP 143.5 to 126.7—Between Rochester and Pine Island	15	MP 307.3—Within interlocking limits GN crossing 1.0 mile east of Arlington	20
MARSHALL SUBDIVISION		MP 308.3—Over Main St. crossing, Arlington	25
Maximum speed	15 MPH	MP 321.3—Within interlocking limits CMStP&P crossing, Lake Preston	20
MP 244.4—Great Northern crossing, Marshall	Stop	MP 345.3 to 362.8—Between Iroquois and Huron	35
WABASSO SUBDIVISION		MP 362.8—Over Dakota Avenue, Huron	5
Maximum speed	10 MPH	WATERTOWN SUBDIVISION	
MP 54.1—Marshall Junction, junction with Marshall Subdivision	Stop	Maximum speed	15 MPH
ASTORIA SUBDIVISION		MP 0.0—Sioux Valley Jct., junction with Huron Subdivision	Stop
Maximum speed	10 MPH	MP 319.1—Maple Street crossing, Watertown	Flag
		Watertown—Watertown Subdivision gate protected crossing on mill track	Stop
		MP 319.6—GN crossing, Watertown	Stop
		MP 342.0—CMStP&P crossing, 0.5 mile east of Elrod	Stop

SPEED RESTRICTIONS

14

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
GROTON SUBDIVISION		MORTON SUBDIVISION—Continued	
Maximum speed	5 MPH	MP 145.8—GN crossing, Hanley Falls, within interlocking limits	20
MP 0.1—Doland, junction with Clark Subdivision	Stop	MP 181.6 to 181.8—Over 16th Ave. and 8th Ave. crossing, Madison	20
MP 18.5—Stratford Subdivision crossing, Conde	Stop	KLOSSNER SUBDIVISION	
MP 38.1—CMStP&P gate protected crossing 1500 feet east of depot, Groton	Stop	Maximum speed	10 MPH
WAKONDA SUBDIVISION		MP 80.8—Winthrop, junction with Morton Subdivision	Stop
Maximum speed	10 MPH	HAWARDEN SUBDIVISION	
MP 0.1—Centerville, junction with Hawarden Subdivision	Stop	Maximum speed	25 MPH
MORTON SUBDIVISION		MP 0.0—Within interlocking limits IC Interlocking, Wren	10
Maximum speed	25 MPH	MP 28.3 to 0.9—Between NI Jct. and 0.9 mile west of Hawarden, Reduced Speed not exceeding	15
MP 20.0—GN crossing, Hopkins, within interlocking limits	20	MP 0.2—CMStP&P crossing, Hawarden	Stop
MP 20.3—Over Excelsior Avenue and Sixth Avenue crossings, Hopkins	15	MP 17.7—Around curve 600 feet west of west switch, Beresford	20
MP 29.1—Over Solbergs draw bridge	20	MP 35.4—Within interlocking limits GN crossing	20
MP 51.1—CMStP&P crossing, Norwood, within interlocking limits	20	MP 75.8—Twin City Division crossing, Salem	Stop
MP 98.2—Over all street crossings at Fairfax	20	MP 98.0—CMStP&P crossing 1000 feet east of Vilas	Stop
MP 107.0 to 109.0	15	MP 126.2—Iroquois, junction with Huron Subdivision	Stop

ADDITIONAL SPEED RESTRICTIONS

(A) The speed of a train or engine moving through a crossover, turnout to or from main track or to diverging route at a junction, must not exceed 10 MPH unless otherwise provided.

(B) Trains handling wrecking derricks or scale test cars must not exceed speed indicated below:

SUBDIVISIONS	Wrecking Derricks MPH	Scale Test Cars MPH
Marshalltown, Albert Lea, Forest City, Waseca, Winona and Huron	25	25
Other Subdivisions	20	20

Such cars will be handled only upon specific instructions from Chief Train Dispatcher. SCALE TEST cars are to be placed in train next ahead of caboose. Exception: Scale Test car CNWX 263627 is not restricted in speed, but must be handled next ahead of caboose.

(C) JORDAN DITCHERS OR FLANGERS moving dead in train must be headed in the direction of movement with wings trailing and trains handling must not exceed 35 MPH.

(D) When any LOCOMOTIVE CRANE OR DERRICK is moved on its own wheels in any train, the boom must be 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 MPH.

(E) Trains handling loaded "Magor" air dump cars 11715 to 11913 inc., odd numbers, must not exceed 45 MPH. Empty cars can be handled at timetable speed.

(F) Trains handling cars indicated below must not exceed speed indicated:
 Loaded ore cars except C&NW Series 110500-110606 inc. 30 MPH
 Empty ore cars except C&NW Series 110500-110606 inc. 40 MPH
 Hopper cars loaded with ore 40 MPH
 Gondola cars loaded with ore 40 MPH

(G) Trains handling loaded ballast, sand or gravel cars must not exceed a speed of 40 MPH

(H) Coal trains and trains handling 50 or more cars of coal must not exceed a speed of 40 MPH
 In addition, trains and engines handling the above coal must not exceed a speed of 5 MPH on any track other than a main track.

(I) Trains handling the following engines in tow must not exceed a speed of 35 MPH:

11 to 15 inc., 90 to 93 inc., 1007 to 1015 inc., 1027 to 1035 inc., 1077 to 1079 inc., 1083 to 1099 inc., 1223 to 1236 inc., 1248 to 1267 inc.

Trains handling other engines in tow must not exceed a speed of 45 MPH.

(J) A train moving against the current of traffic in two or more track territory must not exceed 20 MPH at any point, and must not exceed 10 MPH through turnouts and over highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed 10 MPH approaching the terminals between which the reverse movement is being made.

(K) Eastward trains must use 20 seconds between the C&NW crossing and Second Street at Waseca, Minn. account crossing controls.

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

SPECIAL INSTRUCTIONS

RULE M (Additions)

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes or fences which are located between tracks, 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 districts 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.

Whip guard installations indicate one or more overhead obstructions ahead that are less than 22 feet above top of rail and will not clear a man riding the top of a car.

Employees in cabooses must be and remain seated at all times except when performing other necessary duties. In cabooses equipped with safety seat belts, employees must be seated in seats so equipped and safety seat belts must be securely fastened at all times. When necessary to be out of the seat, the overhead hand hold must be used and extreme caution exercised.

RULE 1**STANDARD TIME****OPERATOR'S OFFICE**

Waseca	Hopkins	Northfield
Mankato	Oskaloosa	Randolph
Watertown	St. James	*Tracy
Hawarden	Tama	*Huron
Morton	Onawa	*Marshalltown
Montgomery	Jewell	*Eagle Grove
Albert Lea	Faribault	*Rochester
Spencer	Red Wing	Hull Avenue

YARD OFFICE

*Winona	*Cedar Lake	Mason City**
*Sioux City	Fort Dodge	

*also at Enginehouse

**also at Dispatcher's office

RULE 6 (A) (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
- Q—Radio installation
- Y—Yard Limits

RULE 8 (k) (New Rule)

Conductors or trainmen giving lantern signals as prescribed by Rule 8 (a) through 8 (g) to direct the movement of wrecking equipment at the scene of an accident will use a yellow light when giving signals to the engineer. Yellow lantern bulbs will be supplied by and returned to the wrecker Foreman.

RULES 12, 14, 14 (A) AND TRAIN ORDER FORM Y

Flags and lights prescribed by Rules 12, 14, 14 (A) and Train Order Form Y will be displayed as follows:

- (a) **ON SINGLE TRACK.**—To the right of the track as viewed from an approaching train or engine in both directions.
- (b) **ON DOUBLE TRACK AND TWO MAIN TRACK CTC.**—To the outside of the track affected as viewed from an approaching train or engine in both directions on that track.
- (c) **ON THREE OR MORE TRACKS.**—For outside tracks, to the outside of the track affected as viewed from an approaching train or engine in both directions on that track; for inside tracks, to the right of the track as viewed from an approaching train in both directions on that track.

RULE 14 (A) (Revised)

A train or engine finding a red flag or a red light displayed between the rails of the track or to the right of the track (to the left of the track when trains keep to the left) as viewed from an approaching train must stop before any part of the train or engine passes the red signal and must not proceed until a proceed signal given with a yellow flag or a yellow light is received or verbal permission is received.

Red signal must be replaced when found between the rails.

RULE 15**ENGINE WHISTLE SIGNALS**

Regardless of any local ordinances restricting or prohibiting the sounding of the engine whistle or horn, the whistle or horn shall be sounded when vehicles or pedestrians are seen approaching the right of way; when two or more trains are meeting or passing in the vicinity of crossings at grade; when view is restricted by weather, curvature of track, or any other unusual conditions, or when a situation of danger or potential danger arises which may be lessened or eliminated by the sounding of the horn or whistle.

ORDINANCES—SOUNDING WHISTLE

No Railroad Company shall cause or allow whistle of any engine to be sounded within the City Limits of following:

Rochester	Broadway First Avenue N. W. Second Avenue N. W.
Des Moines	Mankato

Engine bell must be rung between the Blue Earth River Bridge and the Quarry track Mankato.

RULE 19

In the application of Rule 19, where electric markers are provided they must be used.

RULE S-71**SUPERIOR DIRECTION**

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

RULE 83 (A)**REGISTER STATIONS**

Cannon Falls	Hull Avenue
Faribault	Eagle Grove
Mankato	Hawarden
McIntire	Fort Dodge
Northfield	Albert Lea
Randolph	St. James
Red Wing	Spencer
Winona	*Mason City
Waseca	*Marshalltown
Tracy	Brookings (No. 22 and No. 21 only)
Watertown	*Wren
Huron	*Hopkins
Sioux City	*Manly
*Merriam (Twin Cities Division trains only)	Iroquois (No. 24 only)
Tama	Sanborn Jct. (No. 126 and No. 482 only)

*Register ticket authorized when station open.

RULE 83 (B) CLEARANCE

Rule 83 (B) does not apply when the initial station on a subdivision is not a train order office or the office is closed except as prescribed below:

Rule 83 (B) does not apply at Red Wing and Northfield. Rule 221 governs. All trains must obtain a clearance at Eagle Grove, Tracy, Mankato, Randolph and Huron.

No. 1 and No. 19 must obtain a clearance at Albert Lea.

No. 20, No. 2, No. 172 and No. 99 must obtain a clearance at Hopkins.

No. 65 must obtain a clearance at Hull Avenue.

No. 21 must obtain a clearance at Brookings.

No. 22 must obtain a clearance at Watertown.

No. 98 must obtain a clearance at Winthrop.

A Central Division clearance must be obtained at Ames Yard before leaving Ames Jct. unless otherwise authorized.

RULE 93 (Revised)

Yard limits will be indicated by yard limit signs.

Within yard limits the main track may be used, clearing first class trains when due to leave the last station where time is shown. In ABS territory, information issued by the train dispatcher, either verbally or by message may be used to determine when delayed first class trains are due to leave the last station where time is shown.

Within yard limits protection as prescribed by Rule 99 is not required except when carrying passengers or in case of failure to clear first class trains as required.

Second and Third class trains, extra trains and engines must move within yard limits at reduced speed unless the main track is known to be clear.

Within yard limits, when authorized to run against the current of traffic or on a portion of double or three or more tracks used as a single track, all trains and engines must move at reduced speed.

Note.—Where ABS System rules are in effect, "known to be clear" includes when track is known to be clear by signal indication.

RULE 97 TRAIN ORDERS

Rule 97 does not apply between the following stations:

Albia and Maxon
Hampton and Denhart
Minerva Jct. and Roland
Fairmont and Truman
Blue Earth and Elmore
Estherville and Ormsby
St. James and Hanska
Tara and Moorland
Gilmore City and Rolfe
Spencer and Terril
Lawn Hill and Jewell
Burt and Ceylon
Burt and Ledyard
Winona and Tower CK
Eyota and Plainview Jct.
Plainview Jct. and Plainview
Rochester and Pine Island
Swifts and Mason City
Hull Avenue and Ankeny
Sacton and Holstein
Red Wing and West Red Wing
Mankato and Fletcher's Siding
New Ulm and New Ulm Jct.
Sanborn and Sanborn Jct.

Marshall Jct. and Vesta
Tracy and Gary
Sanborn and Wanda
Traverse and New Ulm Jct.
Mankato and Faribault
Tyler and Astoria
Doland and Groton
Winthrop and Klossner
Centerville and Wakonda
Hawarden and NI Jct.
Sleepy Eye and Redwood Falls
CRI&P Jct. and C&NW Jct.
Third Ave. North—Minneapolis and Hopkins
Carnarvon and Wall Lake
Carnarvon and Maple River
Siding No. 5 and Rochester
Watertown and Doland
Watertown and Stratford

RULES 98, 98 (A) AND 98 (B) CROSSINGS, JUNCTIONS AND DRAWBRIDGES

(Not-Interlocked)

C&NW	McIntire; Plainview Jct.; Mankato; New Ulm Jct.; Sleepy Eye; Sanborn Jct.; Tracy; Wabasso; Marshall Jct.; Sioux Valley Jct.; Iroquois; Salem; Centerville; NI Jct.; Luverne; Randolph; Watertown; Eagle Grove; Winthrop; Conde; Moorland; Rolfe; St. James; Hopkins; Albert Lea; Minerva Jct.; Oska-loosa; Hampton; Maple River; Sacton; Carnarvon; Onawa; Eldora (1.0 mile west); Jewell; Burt; Belmond; Marshalltown; Doland; Blue Earth; Mason City; Swifts
CMS&P	Owatonna; Hawarden; Vilas; Groton; Elrod; Winona; Cannon Falls; Benning; Mankato; Albert Lea; Spencer; Ruthven; Sherburn; St. Louis Park; Northfield; Le Roy; Bradley; Wauke; Red Wing.
CB&Q	Winona (Lafayette Street).
MN&S	Northfield.
FtDDM&S	Harcourt; Hull Avenue; Gowrie; Webster City.
IC	Ft. Dodge; Tara.
N&W	Albia.
NP	20th Ave. South (Minneapolis), Third Ave. North (Minneapolis).
GN	Holden Street, Third Ave. North—Minneapolis; Marshall; Ludden (1.25 miles west); Watertown.
CRI&P	Albert Lea; C&NW Jct.; CRI&P Jct.; West Des Moines; Belmond; McCallsburg; Livermore; Hull Avenue.

RULE 99

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.

(1) Protection against following trains as required by Rule 99 is not necessary on the Clutier, Alden, Forest City, Perry, Burt, Onawa, Watertown, Hawarden, Rochester and Morton subdivisions, on the Mankato subdivision between Faribault Jct. and Northfield, and on the Marshalltown subdivision between Marshalltown and Albia.

If it becomes necessary to operate a following train when there is still a train in the territory, the train ahead must be instructed by Train Order to protect against the following train. If it is not practical to do so, the following train must be instructed to protect against the train ahead. The following forms of Train Orders will be used:

If it is not practical to contact the train ahead, the following train must be given a train order in this form: "Extra 1707 West protect against Extra 1709 West occupying Main Track between and without flag protection."

SPECIAL INSTRUCTIONS

RULE 99—Concluded

THE NOTE TO RULE 99 DOES NOT APPLY ON THE C&NW RAILWAY AND AFFILIATED LINES.—Concluded

If it is practical for the train ahead to provide protection, both trains must be given a train order in the following form: "Extra 1709 West protects against Extra 1707 West between and after 10:15 A.M."

(2) When trackage is indicated by Yard Limit signs as being within Yard Limits and designated in Timetables, General Orders or Train Orders as being within Yard Limits, Rule 93 (Revised) will govern. To designate new or additional territory as being within Yard Limits by General Order or Train Order, the following form will be used: "Effective (time) (date), the territory from to (or including) is designated as Yard Limits and Rule 93 Revised will apply."

When Items 1 and 2 are not applicable on certain portions of trackage over which an assignment operates, the crew can be relieved of providing protection by Train Orders in the following form:

- (A) "Eastward trains between H and F, except Extra 1709 East, wait at H until 11:01 P.M."
- (B) "Engine 1707 run extra C to A has right over all trains between B and A, 9:15 A.M. until 12:01 P.M."
- (C) "Extra 1730 West has right over all trains between A and C, 6:01 P.M. until 11:01 P.M."
- (D) "Engine 1730 run extra A to D and return to A has right over all trains between A and D, from (time) until (time)"
- (E) Run late or wait orders may be used for overdue or delayed regular trains.

Under the provisions of B, C and D, Extra trains have exclusive rights between the points designated between the times specified.

The above provisions do not apply to work extras. Work extras will be governed by Form H train orders and Rule 93 (Revised) where applicable.

RULE 101 (B) TRACK RESTRICTIONS

During and immediately after heavy rains, trains must approach bulkhead near mile post 42, located 2 miles west of Jordan, expecting to find track covered with dirt and sand.

RULE 101 (C) (Revised)

Unless otherwise authorized, diesel engines must not be moved through water more than 3 inches above top of lower rail. Diesel engines operating through water must not exceed 5 MPH.

RULE 103 (E)

Rule 103 (E) does not apply on C&NW Railway and affiliated lines.

RULE 103 (F)

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.

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 reactuated.

Train or engine with or without cars moving on sidings, house tracks, or auxiliary tracks over public crossing 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.

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.

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 devices 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.

Public crossings at grade must not be blocked unless absolutely necessary and every effort must be made to permit vehicular traffic to proceed when safety permits.

RULE 104 (G) (Addition)

Engines must not be operated over live rails of track scales.

RULE 104 (H) SPRING SWITCHES

Abbott—East end of siding

Union—East end of siding

West Des Moines—To CRI&P Main Track—Westward

Winona—At east end of roundhouse lead, normal position is for track leading to enginehouse.

Mankato—MP 2.16 Junction of Twin Cities Division and Central Division, normal position is for Twin Cities Division.

RULE 104 (J) (Addition)

Except at interlockings, red posts will identify the location of derails not equipped with derail operating stands which have targets and/or lamps. Where there is no derail on tracks leading to main track, yellow posts will identify the location of fouling points.

RULE 109 (Addition) BULLETIN BOARDS

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

General Orders and Special Orders will be numbered consecutively on each division beginning with number one January 1 each year and will continue in effect to and including December 31, unless cancelled.

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

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.

RULE 109 (Addition) BULLETIN BOARDS—Concluded

Bulletin Boards are located as follows:

Winona	Yard office and Enginehouse
Waseca	Station
Mankato	Yard office and Enginehouse
Sleepy Eye	Station
Tracy	Yard office and Enginehouse
Huron	Operator's office, Enginehouse and Yardmen's Locker Room
Cedar Lake	Yard office and Enginehouse
Morton	Station and Enginehouse
New Ulm	Welfare Room
Winthrop	Station
Faribault	Station
Watertown	Station and Enginehouse
Tama	Freight Station
Hull Avenue	Freight Station and Enginehouse
Eagle Grove	Yard office
Hawarden	Freight Station
Jewell	Freight Station
Ft. Dodge	Operator's office
Sioux City	Yard office and Enginehouse
Albert Lea	Operator's office
Belmond	Operator's office
Hopkins	Operator's office
Marshalltown	Operator's office and Enginehouse
Mason City	Dispatcher's office and Yard office
Montgomery	Operator's office
St. James	Operator's office and Enginehouse
Spencer	Operator's office
Northfield	Freight Station
Red Wing	Station
Rochester	Freight Station and Enginehouse
Randolph	Operator's office
Madison	Operator's office

RULE D-151 MAIN TRACKS

Double track is in operation between:

Third Avenue North—Minneapolis and Holden St.
Holden St. and Hopkins

Between Third Avenue North—Minneapolis and Holden Street Tracks 4 and 5 are joint with Great Northern Railway Co. Movements may be made in either direction upon authority of switchtender at First St. North.

Track Number	Current of traffic
4	Eastward trains and engines
5	Westward trains and engines

RULE 207 (A)

Train orders when copied on typewriter must be immediately removed therefrom and placed in clip-boards.

Train orders must be kept unconcealed at all times and each one kept in a clip-board.

RULE 213 (A)

Handing up train orders and messages to moving trains and engines by hand only is prohibited. Train order delivery forks must be used for this purpose. When a train order is to be handed up to a moving train or engine it must be done, when practicable, from the platform side and not from between tracks.

RULE 221 (A)

In ABS and CTC territory, unless otherwise provided, at interlockings that do not have a train order signal, a red disc or red flag by day or red light by night, so placed at the interlocking that it can be seen from an approaching train will be used in lieu of a train order signal. When the red disc, red flag or red light is displayed, trains and engines must stop for train orders, unless

clearance is received. When delivering train orders and clearances in this manner a restricting indication only, as prescribed by Rule 240N, will be used to advance train or engine to the point of delivery.

RULE 222 (D) (E) TRAIN ORDER SIGNAL—HOPKINS

Eastward train order signal at Hopkins is a three-indication color-light type signal and displays aspects conveying indications as follows:

- Red—Stop to clear Monk Avenue.
- Yellow—Proceed to train order office and obtain Clearance.
- Green—Proceed.

RULE 225

Upon the arrival of a train at a closed telephone station where a train is to be met or passed, if it is not in sight, the conductor must immediately communicate with the train dispatcher and report arrival of his train, giving his name, number of train or engine, and name of station or siding.

FORMS OF TRAIN ORDERS

FORM Y (Revised) MAINTENANCE OF WAY STOP

"Men and equipment on _____ track between MP _____ and MP _____ located between (Station) and (Station) from _____ M until _____ M All trains on _____ track proceed through these limits at reduced speed not exceeding _____ MPH unless a different speed is verbally authorized by employe in charge or entire train has passed a green flag."

When a train or engine finds a red flag displayed to the right of the track (to the left of the track where trains keep to the left) as viewed from an approaching train within the limits of a Form Y train order, stop must be made before any part of train or engine passes the red signal.

A green flag displayed to the right of the track indicates the end of the restriction.

Station names will be those designated in timetable. Decimals will be used, when necessary, in stating MP locations. (Example—MP 80 to MP 80.5).

RULE 240 P

The indications of the markers shown in Rule 240 P apply only when the signal to which they are attached displays a stop and proceed aspect as shown in Rule 240 B.

RULE 505 AUTOMATIC BLOCK SIGNAL TERRITORY

Between:
Ames Jct. and Hull Avenue CMSStP&P crossing Mankato and
Stockton and Lewiston 0.9 mile east of Mankato

RULE 512 (A) (New Rule)

A switch must not be opened to permit a movement to a main track when the semaphore arm is horizontal or the disc is visible in the indicator box at the switch, except under protection as per Rule 99.

RULE 513 (Addition)

This will not relieve employes from promptly and properly protecting the movement.

RULES 605-612 MANUALLY CONTROLLED

INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS

- C&NW Merriam, Mankato, Alton, Tama, Ames Jct., Grand Jct.
- CMSStP&P Tower CK, Mankato, Tama.
- CB&Q Maxon.
- CRI&P Des Moines, Manly.

SPECIAL INSTRUCTIONS

RULES 613-614
C&NW

AUTOMATIC INTERLOCKINGS

Waseca
Swifts
Eldora
Gowrie
Marshalltown
Lake Mills
Waterville
Dumont
Rochester
1.75 miles east of Mankato
Eagle Grove

Gladbrook
Dodge Center
Fairmont
Trimont
Butterfield
Hampton
Hicks
Mason City
Benning
Lohrville

CMSI&P

Chaska
Mason City
Marathon
Britt
Fairmont
Norwood
1.0 miles west of Faribault Jct.
3.5 miles east of Hopkins

Montgomery
Lake Preston
Mason City
Slater
Perry
Lohrville

CRI&P

Albert Lea
Abbott
Gridley
Bricelyn
6.6 miles east of Forest City,
2.2 miles east of Faribault Jct.

Grinnell
Hampton
Goldfield
Laurens

IC

Ackley

Webster City

Iowa Terminal

Mason City

GN

Hopkins 7.8 miles west of Centerville
Hanley Falls 1.0 mile east of Arlington
Huron

FtDDM&S

Gowrie and Kelley

Rule 509 will also apply at the automatic interlockings at:

FtDDM&S Kelley
CMSI&P Slater

RULE 614 (New Rule)

The direction of a movement through an automatic interlocking must not be changed unless at least one unit or one car of the movement remains within the interlocking limits. If less than one unit or one car remains within the interlocking limits, the direction of the movement must be continued until rear of movement passes the absolute signal. A return movement into the interlocking limits must be made only on proper signal indication, except as provided by Rule 613.

RULE 713 (F)

BAD ORDER CARS

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.

RULE 713 (G)

INSPECTION OF TRAINS

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 instance in which a train crew fails to exchange signals.

RULE 714 (Revised)

HOT BOXES

When car with hot box is found in train, or such car is set out, special care must be taken to prevent possibility of fire spreading to the body of car or lading. Packing must be pulled from the hot box and all fire extinguished and inspection made to know that no danger of fire exists. Conductors will indicate on their reports whether cars are equipped with pads or waste and give all other information as required.

RULE 714 (Addition)

When a car placarded "DANGEROUS" or "EXPLOSIVES" is found to have a warm or overheated journal, the car must be set out, regardless of whether the car is equipped with friction or roller-bearing trucks, or whether the warm journal is discovered by observation, inspection, or by operation of a hot box detector. When a car is inspected to determine if it has a warm journal, it must at that time be checked to ascertain if the car is placarded "DANGEROUS" or "EXPLOSIVES".

RULE 808 (G)

High-Cube cushion underframed cars, Tri-level cars, Bi-level cars and TTX flat cars must not be left standing on turnouts. When such cars are to be left on tracks they must be shoved a sufficient distance from the turnout to permit coupling to them safely with another long car.

Single empty ore hoppers must not be handled between the cars listed above account danger of being lifted off center when moving through turnouts.

RULE 901

In the application of Rule 901, empty cars equipped with plug doors, refrigerator doors and hopper doors, picked up en route must have doors closed and properly secured.

RULE 957 (Addition)

Train location reports (line-ups) will not be issued on the following subdivisions:

Hanska	Groton	Astoria
Belmond	Klossner	Wakonda
Roland	Plainview	Halfa
Truman	Wabasso	Ellsworth
Blue Earth	Redwood Falls	Marshall
Estherville	Wanda	Watertown
Stratford	Traverse	

Operators of track cars, on-track equipment, or hy-rail vehicles operating on the above subdivisions must ascertain the location of trains. If unable to obtain desired information from agent or operator, the train dispatcher must be contacted, if necessary.

ADDITIONAL SPECIAL INSTRUCTIONS

(A) FOREIGN RAILROADS

Members of crews or trains and engines using tracks of other railroad companies must provide themselves with timetables and rules of such companies and be governed by the timetable and rules of such companies.

C&NW trains operate over the following railroads:

Railroad	Between
Great Northern	Third Ave. North—Minneapolis and G. N. Jct., and Third Ave. North—Minneapolis and Holden Street.
CRI&P	Manly and Albert Lea, West Des Moines and Hull Avenue.
N&W	Albia.
Illinois Central	Ft. Dodge and Tara, Wren and Sioux City.
CMSStP&P	Ruthven and Spencer.

(B) ALBERT LEA

At Albert Lea all train or engine movements made over Front Street crossing must be fully protected by a member of the crew preceding the movement.

(C) ST. JAMES

At St. James, train or engine movements must not be made over Armstrong Avenue crossing on any of the tracks without a member of the crew being located on the crossing and properly flagging it.

(D) SHERBURN

At Sherburn, train or engine movements must not be made over paved highway just west of CMSStP&P main track without a member of the crew being located on the highway at the crossing and properly flagging it.

EYOTA

All train and engine movements over the three southerly industry track crossings, shall be preceded by a member of the crew, on the crossing to warn highway traffic.

(E) MANKATO

The normal position of the switches of the crossover between the Twin Cities Division and the Central Division located 200 feet west of Mile Post 2 will be for eastward movement from the Twin Cities Division main track to the Central Division main track and westward movement from the Central Division main track to the Twin Cities Division main track.

Trains and engines of either division will use the Central 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 station.

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

Central 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.

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

(F) IROQUOIS

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

(G) 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 Cities Division crossing. The extension to the siding east of this crossover is a yard track.

(H) GATES AT WATERTOWN

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

(I) GATES AT GROTON

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

(J) SIOUX CITY

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

(K) ENGINE RESTRICTIONS

GP-30 units 802-823 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 11 inches ATR at 10 feet wide.

GP-35 units 824-866 inc. and ALCO units 401-404 inc. must not be operated on trackage approved for cars having gross weight of less than 232,000 lbs. or less than 15 feet 3 inches ATR at 10 feet wide.

SD-40 units 867-896 inc. and 921 to 929 inc., SD-45 units 901-920 inc. and 937-977 inc., and G. E. units 930-936 inc., must not be operated on trackage approved for cars having gross weight of less than 263,000 lbs. or less than 15 feet 6 inches ATR at 10 feet wide.

CLEARANCE AND WEIGHT LIMITS

Maximum weight, width and height of loaded or empty cars that will pass in safety over the Central Division.

Maximum Gross Weight of Cars and Lading	Routes	Height above Top of Rail			
		For Points Between			
		8' Width	9' Width	10' Width	11' 6" Width
		Ft. In.	Ft. In.	Ft. In.	Ft. In.
315,000	Minneapolis (Lyndale Yard) and Waseca	19 10	19 10	19 9	19 9
315,000	Waseca and Albert Lea	21 1	21 1	21 1	21 1
315,000	Albert Lea and Mason City	21 1	21 1	21 1	21 1
315,000	Mason City and Marshalltown	19 5	18 9	18 2	17 2
263,000	Marshalltown and Oskaloosa	19 0	18 6	17 11	17 0
210,000	Albert Lea and Ft. Dodge	17 11	17 11	17 11	17 3
#210,000	Hanska and Tara	20 10	20 10	20 10	20 10
226,000	Hampton and Belmont	22 0	22 0	22 0	22 0
220,000	Belmond and Denhart	22 0	22 0	22 0	22 0
220,000	Minerva Jct. and Roland	22 0	22 0	22 0	22 0
263,000	Oskaloosa and Albia	19 6	18 11	18 4	17 5
263,000	Clutier and Mason City	19 11	19 11	19 8	18 6
263,000	Mason City and Sanborn	21 4	20 7	19 11	18 9
263,000	Red Wing and Mankato	21 6	21 6	21 6	21 6
263,000	McIntire and Rochester	21 6	21 6	21 6	21 6
220,000	Rochester and Pine Island	21 6	21 6	21 6	21 6

SPECIAL INSTRUCTIONS

CLEARANCE AND WEIGHT LIMITS—(Concluded)

Maximum weight, width, and height of loaded and empty cars that will pass in safety over the Central Division.

Maximum Gross Weight of Car and Lading	Routes	Limit of Load Measurement							
		Height above Top of Rail							
		8' Width		9' Width		10' Width		11' 6" Width	
For Points Between		Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.
263,000	Winona and Eyota	20	8 20	2	19	6	18	5	
263,000	Eyota and Owatonna	17	3 17	3	17	3	17	3	
263,000	Owatonna and Waseca	17	0 17	0	17	0	17	0	
263,000	Waseca and Mankato	21	11 21	11	21	11	21	11	
263,000	Mankato and Sleepy Eye	22	0 21	1	20	4	19	2	
263,000	Sleepy Eye and Sanborn	22	0 22	0	22	0	22	0	
263,000	Sanborn and Huron	20	1 19	8	19	1	18	3	
251,000	Wren and Hawarden	22	0 22	0	22	0	22	0	
251,000	Hawarden and Iroquois	20	4 19	8	19	0	18	0	
232,000	Hopkins and Dawson	19	10 19	3	18	6	17	6	
232,000	Dawson and Revillo	19	5 18	10	18	2	17	3	
220,000	Eyota and Plainview	22	0 22	0	22	0	22	0	
210,000	Wabasso and Marshall	22	0 22	0	22	0	22	0	
210,000	New Ulm and Traverse	16	2 15	8	15	2	14	5	
220,000	Sanborn and Wanda	22	0 22	0	22	0	22	0	
210,000	Sleepy Eye and Redwood Falls	22	0 22	0	22	0	22	0	
#210,000	Tracy and Gary	22	0 22	0	22	0	22	0	
210,000	Tyler and Astoria	22	0 22	0	22	0	22	0	
210,000	Wabasso and Vesta	22	0 22	0	22	0	22	0	
220,000	Winthrop and Klossner	21	4 21	4	21	4	21	4	
210,000	Centerville and Wakonda	18	6 18	1	17	8	17	0	
178,000	Doland and Groton	22	0 22	0	22	0	22	0	
210,000	Sioux Valley Jct. and Doland	20	2 19	9	19	3	18	6	
210,000	Maple River and Onawa via Sacton	19	7 19	2	18	8	18	0	
210,000	Sacton and Holstein	21	0 21	0	21	0	21	0	
210,000	Carnarvon and Jewell	18	9 18	5	17	11	17	0	
263,000	Hull Avenue and West Des Moines								
	NOTE "L"	19	10 18	10	17	10	7	6	
232,000	West Des Moines and Tara	20	7 20	7	20	7	20	7	
263,000	Hull Avenue and Ames	22	0 22	0	22	0	22	0	
263,000	Ames and Jewell	19	6 19	6	19	6	19	6	
263,000	Jewell and Eagle Grove	20	2 19	6	18	9	17	6	
210,000	Eagle Grove and Ledyard	19	4 19	4	19	4	19	4	
210,000	Burt and Ceylon	22	0 22	0	22	0	22	0	
220,000	Eagle Grove and Dakota City	20	6 20	0	19	6	18	10	
210,000	Dakota City and Alton	20	6 20	0	19	6	18	10	
251,000	Alton and Hawarden	21	0 21	0	21	0	21	0	
251,000	Tama and Whitten	21	6 21	6	21	6	21	6	
220,000	Whitten and Iowa Falls	20	9 20	6	20	2	19	6	
178,000	Iowa Falls and Alden	18	5 18	0	17	6	17	0	
251,000	Lawn Hill and Jewell	21	3 21	3	21	3	21	3	

#251,000 Between: MP 242 and MP 246 (Marshall Yard)
MP 140.5 and MP 142 (Trimont)

Loads exceeding 220,000 lbs. gross weight, must have wheels of 36 inch diameter or be on cars with six or more axles.

The following cars must have written clearance authority from Chief Train Dispatcher before movement:

1. Loaded or empty cars exceeding 17 feet high above top of rail, except open cars loaded with automobiles.
2. Loaded or empty cars exceeding 11 feet 6 inches wide.
3. Cars of 35 feet or less in length, except ore cars.

4. Cars under 40 feet in length having a gross weight over 221,000 lbs.

5. Cars of greater weights and dimensions than shown for the line specified in the above table.

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

NOTE "L": Loads 11 feet wide can be handled from 2 ft. 6 in. above top of rail to 14 ft. 0 in. above top of rail, and loads 10 ft. 8 in. wide can be handled from 2 ft. 0 in. above top of rail to 17 ft. 0 in. above top of rail.

NOTE: Cars having maximum gross weight over 263,000 pounds to 315,000 pounds uniformly loaded and at least 64 ft. 8 in. over strikers may be carried on two-axle trucks with minimum axle spacing of 6 ft. 0 in. and 38 inch diameter wheels or three-axle trucks.

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

COMPANY DOCTORS

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Location	Address	Name	Office Phone	Home Phone
CHICAGO	C&NW Dispensary, Psgr. Term.	Thomas A. Speer, Medical Director	332-2121	
		J. K. Stack, M.D., Chief Surgeon	332-2121	944-0988
	(6:30 A.M.—5:00 P.M., Daily except Saturday, Sunday & Holidays) Passavant Hospital, Emergency Room, 303 E. Superior St.		944-4200	
ABERDEEN	423 So. Lincoln	Carson Murdy, M. D.	225-7964	225-0358
ALBERT LEA	1602 Fountain Street	C. E. J. Nelson, M. D.	373-8251	373-4665
	224 Water Street	C. F. Palmer, M. D.	373-1441	373-3037
	224 Water Street	G. C. Wilcox, M. D.	373-1441	373-6974
	224 Water Street	L. E. Steiner, M. D.	373-1441	373-2663
	224 Water Street	T. M. Hansen, M. D.	373-1441	373-4486
ALBIA	208 South Clinton	H. J. Richter, M. D.	932-2121	932-2097
ALGONA	118 N. Moore St.	M. G. Bourne, M. D.	295-2345	295-2277
ALTON	308 10th St.	C. B. Murphy, M. D.	3301	3921
AMES	521 Duff Ave.	L. D. Bond, M. D.	232-4421	232-4614
		T. D. Gartin, M. D.	232-4421	232-8929
BROOKINGS	Brookings Clinic	Curtis Wait, M. D.	692-6236	692-9282
CANBY	215 St. Olaf Ave. N.	L. J. Monson, M. D.	223-7221	223-7333
DAWSON	Dawson, Minn.	V. M. Johnson, M. D.	379-4393	379-2588
DES MOINES	2800 Ingersoll Ave.	D. W. Coughlan, M. D.	244-4208	279-1814
	2801 Ingersoll Ave.	F. E. Thornton, M. D.	244-0384	243-8888
	811 Savings & Loan Bldg.	A. L. Nelson, M. D.	244-2127	(Huxley, Ia. 597-2888)
DODGE CENTER	Dodge Center, Minn.	O. S. Kulstad, M. D.	507-2821	507-3691
EAGLE GROVE	111 N. Commercial Ave. 121 N. Iowa	M. J. Schaeferle, M. D.	448-3203	448-3180
		G. B. Hogenson, M. D.	448-4575	448-4848
ELDORA	1010 Edgington Avenue	J. J. Shurts, M. D.	858-2323	858-3420
ESTHERVILLE	220 North 6th Street	J. L. Powers, M. D.	362-3501	362-2317
		D. E. Wolters, M. D.	362-3501	362-2243
FAIRMONT	322 E. Blue Earth Ave.	J. K. Gardner, M. D.	235-3657	235-3405
		V. H. Gardner, M. D.	235-3657	235-6329
FORT DODGE	1214 Central Avenue 405 Carver Building	W. B. McTagart, M. D. M. Van Patten, M. D.	576-2641 573-8371	573-2148 573-2148
GOWRIE		D. L. Borgen, M. D.	352-6032	352-6032
GRAND JCT.	202 Main St.	M. F. Wetrich, M. D.	738-1295	738-0885
GRINNELL	810—4th Avenue	S. D. Porter, M. D.	236-5213	236-4379
HAWARDEN	607—9th St.	E. M. Eneboe, M. D.	552-2522	552-2355
HOPKINS	15—9th Ave. S.	James A. Blake, M. D.	938-7612	938-7778
HURON	114—4th St. S. E.	H. P. Adams, M. D.	352-8691	352-2431
	114—4th St. S. E.	Wm. Kilpatrick, M. D.	352-8691	352-6884
	114—4th St. S. E.	W. H. Saxton, M. D.	352-8691	352-3412
	455 Kansas Ave. S. E.	Paul Hohm, M. D.	352-8767	352-3710
IDA GROVE	Moorhead Ave.	J. B. Dressler, M. D.	364-3321	364-2913
LAKE CITY	300 E. Main	G. S. Rost, M. D.	464-3194	464-3518
LAKE MILLS	108 North Mill	Nels Olson, M. D.	592-2111	592-0861
LAKE VIEW	208 Main St.	C. E. Lierman, M. D.	657-8513	657-2225
LAURENS	213 Walnut St.	H. L. Pitluck, M. D.	54350	54345

COMPANY DOCTORS

Location	Address	Name	Office Phone	Home Phone
MANKATO	Mankato Clinic, 561 Holly Lane	P. G. Hoepfer, M. D.	387-1811	345-3289
	329 S. & L. Building	R. W. Kearney, M. D.	345-6171	345-3330
	Mankato Clinic, 561 Holly Lane	A. A. Schmitz, M. D.	387-1811	345-4236
MARSHALL	508 E. Mo. St.	B. C. Ford, M. D.	532-4416	532-6812
	Doctor's Plaza	K. A. Peterson, M. D.	532-4416	532-4506
MARSHALLTOWN	407-B East Main Street	E. L. Keyser, M. D.	753-3373	753-8576
	102 Medical Arts Center	Harold E. Sauer, M. D.	752-1443	753-6842
MASON CITY	121—3rd Street N. W.	John M. Baker, M. D.	423-1123	423-7083
	121—3rd Street N. W.	Jay E. Houlahan, M. D.	423-1123	423-7826
	802 Brick & Tile Building	John B. Dixon, M. D., Oculist	423-4655	424-2071
	708 Brick & Tile Building	Roger Smith, M. D., Eye-Ear-Nose	423-1796	423-5202
MINNEAPOLIS	2337 Central Ave.	R. P. Neary, M. D.	789-5403	789-4747
	Physicians & Surgeons Bldg., 9th & Nicollet	B. D. Mitchell, M. D.	333-7533	377-1272
	90 So. 9th St.	J. L. Garten, M. D., Oculist-Aurist	339-4727	922-2503
MONTGOMERY	Sunset View Addition	A. J. Lehrer, M. D.	364-7378	364-8839
NEW PRAGUE	New Prague, Minnesota	C. F. Cervenka, M. D.	758-4461	758-2104
NEW ULM	513 Center	O. B. Fesenmaier, M. D.	354-2119	354-4636
ONAWA	911 Diamond St.	L. A. Gaukel, M. D.	423-1211	423-1039
		P. L. Wolpert, M. D.	423-1211	423-1038
OSKALOOSA	1225 "C" Avenue East	R. M. Collison, M. D.	672-2571	673-6153
	114 So. "A" Street	N. L. Saxton, M. D.	673-8384	673-4231
	1225 "C" Avenue East	S. A. Smith, M. D.	672-2571	673-7685
OWATONNA	134 Southview	A. J. Olson, M. D.	451-1120	451-1850
RED WING	Interstate Clinic	E. A. Juers, M. D.	388-3503	388-5520
ROCHESTER	200—1st S. W.	B. E. Douglas, M. D.	282-2511	289-1002
	200—1st S. W.	Herman Young, M. D.	282-2511	289-4410
	1520—5th St. S. W.	J. S. Welch, M. D.	282-2511	289-3234
SIOUX CITY	507 7th St.	J. E. Dvorak, M. D.	258-5559	258-3181
	507 7th St.	V. R. Heimann, M. D.	258-5559	255-1798
	2417 Pierce St.	H. E. Rudersdorf, M. D.	258-7575	277-1053
	622—4th St.	E. H. Sibley, M. D.	258-0149	277-2521
SLEEPY EYE	101½ East Main	A. P. Goblirsch, M. D.	794-5521	794-5861
SPENCER	3 Grand Avenue	E. E. Munger, M. D.	262-4294	262-3450
	1304 Grand Avenue	E. D. Schlichtemeier, M. D.	262-2140	262-3450
ST. JAMES	502—2nd Ave. So.	R. A. Parsons, M. D. If no answer call	375-3141	375-3752 375-3093
ST. PAUL	821 Lowry Bldg.	Frank Adair, M. D.	224-6633	649-1914
	914 Lowry Bldg.	C. W. Leverenz, M. D.	224-2123	649-4528
	972 Lowry Bldg.	C. E. Rea, M. D.	224-9691	644-6896
	960 Lowry Bldg.	W. P. Ritchie, M. D.	222-3669	226-5032
TAMA	207 W. 3rd St.	A. J. Havlik, M. D.	484-2602	484-3828
		A. J. Wentzien, M. D.	484-2602	484-3443
TRACY	312 Morgan St.	N. J. Lee, M. D.	629-4901	629-3185
TRAER	532—2nd Street	G. M. Dalbey, M. D.	478-2405	478-2387
WATERTOWN	Bartron Clinic	G. B. Bartron, M. D.	886-8471	886-6008
	Bartron Clinic	S. W. Allen, M. D.	886-8471	886-2787
	Brown Clinic, 506 1st Ave. S. E.	T. J. Wrage, M. D.	886-8482	886-4094
WINONA	420 E. Sarnia St.	P. A. Mattison, M. D.	8-3681	2656
	420 E. Surnia St.	F. J. Vollmer, M. D., Oculist	8-3681	3467