

## DIVISION OFFICERS

L. F. FOX	Division Manager	St. Paul
H. C. HAWK	Terminal Superintendent	St. Paul
J. F. Mc HUGO	Terminal Trainmaster	Cedar Lake
H. P. LUKEHART	Div. Mechanical Officer	St. Paul
D. E. SUNDELL	Asst. Div. Mechanical Officer	St. Paul
E. R. STANDING	Div. Gen. Foreman	Altoona
D. C. KURTH	General Foreman	Minneapolis
S. F. KUJAWA	Trainmaster-Trav. Engr.	St. Paul
E. G. FREIER	Trainmaster-Trav. Engr.	St. Paul
T. W. THOMPSON	Trainmaster	Minneapolis
R. G. KRITENBRINK	Trainmaster	Eau Claire
J. C. MALCOM	Trainmaster	Itasca
J. C. DOTY	Trainmaster	Mankato
T. R. SEIZ	Trainmaster	St. Paul
W. C. SCHWIEGER	Chief Train Dispatcher	St. Paul
K. O. BJERKESSET	Night Chief Train Dispatcher	St. Paul
G. L. JOHNSTON	Asst. Chief Train Dispatcher	St. Paul

### Train Dispatchers—St. Paul

C. H. LUNDHOLM	M. O. SCHENDEL	R. W. ALLISON
A. E. CARLSON	J. J. RAHE	R. I. EAKINS
D. B. SUTHERLAND	K. P. BICKNER	E. A. TETZLAFF
L. K. PETERSON		

D. E. OAKLEAF	Division Engineer	St. Paul
R. L. PETERSON	Asst. Division Engineer	St. Paul
E. K. WHITE	B&B Supervisor	St. Paul
L. E. McCOSKY	B&B Supervisor	Eau Claire
J. W. HENDRICKSON	Roadmaster	St. Paul
B. WEILER	Roadmaster	St. Paul
F. J. STOTKA	Roadmaster	Eau Claire
G. H. CLARK	Roadmaster	Spooner
R. F. GILBERG	Roadmaster	Spooner
R. J. STOTKA	Roadmaster	Mankato
W. H. SCHIMELPFENIG	Roadmaster	Worthington
F. HOGAN	Asst. Roadmaster	St. Paul
J. C. HANDLEY	Asst. Roadmaster	Worthington
R. R. MILLER	Signal Supervisor	St. Paul
R. G. NOLTING	Chief Lineman	St. Paul

### 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

## TWIN CITIES DIVISION

# TIMETABLE

# No. 2

Effective Wednesday, July 1, 1970

AT 12:01 A. M.

CENTRAL STANDARD TIME

For the information and  
government of employes only.

H. L. GASTLER, Vice President—Operations

J. W. ALSOP, Asst. Vice President—Operations  
and General Manager

E. A. BURKHARDT, Gen. Supt.—Transportation

R. C. CONLEY, Supt.—Transportation

L. F. FOX, Division Manager

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

## Westward—Elroy Subdivision—Eastward

SECOND CLASS				Mile Posts	Distance From Elroy	Timetable No. 2		Capacity of Sidings	Distance From Altoona	SECOND CLASS			
477	71	483	417			July 1, 1970				488	72	490	406
DAILY	Daily Except Sunday	DAILY	DAILY			STATIONS				DAILY	Daily Except Sunday	DAILY	DAILY
		A. M. 7.34		196.2	0.0	D.....	ELROY.....	Y	103.4			P. M. A 4.40	
		7.44		189.8	6.1	.....	TUNNEL.....		97.3			4.26	
		7.51		185.7	10.3	.....	HUSTLER.....		93.1			4.19	
		7.56		182.8	13.2	D.....	CAMP DOUGLAS.....		36	90.2		4.14	
- P. M. -			A. M. -	173.5	22.5	CQ.....	WYEVILLE.....	Y		80.9	- A. M. -	A 2.25	4.00 A 4.10
10.20		8.10	3.00	172.3	23.7	.....	VALLEY SIDING.....		204	79.7	2.18		3.53 4.03
10.23		8.13	3.03	164.1	31.9	.....	WARREN.....			71.5	2.06		3.41 3.51
10.33		8.23	3.13	155.7	40.2	.....	MILLSTON.....		200	63.2	1.53		3.28 3.38
10.43		8.33	3.23	145.3	49.1	.....	SHEPPARD.....	} Y		54.3	1.40		3.15 3.25
10.53		8.43	3.33	142.1	52.3	.....	LEVIS.....		230	51.1	1.35		3.10 3.20
10.57	- P. M. -	8.47	3.37	131.5	62.8	CQ.....	MERRILLAN.....	Y	230	40.6	1.20	- P. M. -	A 1.39 2.55 3.05
11.10	7.15	9.00	3.50	125.7	68.6	.....	HUMBIRD.....			34.8	1.10	1.29	2.45 2.55
11.17	7.22	9.07	3.57	118.8	75.4	.....	FAIRCHILD.....	Y		28.0	1.00	1.19	2.35 2.45
11.25	7.30	9.15	4.05	115.2	79.0	.....	TIMBERS.....		200	24.4	12.54	1.13	2.29 2.39
11.30	7.35	9.20	4.15	109.5	84.7	D.....	AUGUSTA.....		56	18.7	12.46	1.05	2.21 2.31
11.37	7.42	9.27	4.22	103.9	90.3	.....	RODELL.....		200	13.1	12.37	12.56	2.12 2.22
11.44	7.49	9.34	4.29	99.5	94.6	.....	FALL CREEK.....			8.8	12.30	12.49	2.05 2.15
11.50	7.55	9.40	4.35	93.3	100.8	.....	ALTOONA JCT.....	} Y		2.6	12.20	12.38	1.55 2.05
11.58	8.03	9.48	4.43			CQ.....	ALTOONA.....		E95	0.0	12.15	12.30	1.50
A12.05 A. M.	A 8.10 P. M.	A 9.55 A. M.	A 4.50 A. M.	90.7	103.4	DOUBLE TRACK							

## Marshfield Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts		Distance From Marshfield		Timetable No. 2		Distance From Merrillan		Capacity of Sidings	SECOND CLASS
71					July 1, 1970					72
Daily Except Sunday					STATIONS					Daily Except Sunday
P. M. 5.20	37.9	0.0	DQ.....	MARSHFIELD.....	Y	37.9	79			P. M. A 3.35
5.50	28.4	9.5	.....	CHILI.....		28.4				3.00
6.05	22.4	15.5	.....	GRANTON.....		22.4				2.45
6.10	20.4	17.5	.....	KURTH.....		20.4	54			2.40
6.30	15.1	22.8	D.....	NEILLSVILLE.....	Y	15.1				2.25
A7.10 P. M.	0.0	37.9	CQ.....	MERRILLAN.....	Y	0.0	230			1.45 P. M.

## Mondovi Subdivision

WESTWARD

EASTWARD

Mile Posts		Distance From Fairchild		Timetable No. 2		Distance From Mondovi	
				July 1, 1970			
				STATIONS			
0.0	0.0	.....	FAIRCHILD.....	Y			36.4
13.9	13.9	.....	OSSEO.....				22.5
22.3	22.3	.....	STRUM.....				14.1
26.7	26.7	.....	ELEVA.....				9.7
36.4	36.4	.....	MONDOVI.....				0.0

# Westward—Altoona Subdivision—Eastward

SECOND CLASS					Mile Posts	Distance From Altoona	Timetable No. 2 July 1, 1970					Capacity of Sidings	Distance From St. Paul	SECOND CLASS				
483	173	417	71	477			STATIONS							72	406	490	174	488
DAILY	DAILY	DAILY	DAILY	DAILY										DAILY	DAILY	DAILY	DAILY	DAILY
A. M. 10:20		A. M. 6:30	A. M. 2:50	A. M. 12:35			CQ	ALTOONA	2.9	E 95	88.8	A	A. M. 5:30	A. M. 9:15	P. M. 12:40		P. M. 11:30	
10:30		A 6:40 A. M.	3:00	12:45	87.8	2.9	CQ	EAU CLAIRE TOWER	0.4	Y	85.9		5:17	9:05 A. M.	12:31		11:18	
10:32			3:02	12:47	87.4	3.3	.....	EAU CLAIRE	2.6		85.5		5:14		12:29		11:14	
10:37			3:07	12:52	84.8	5.9	.....	EAU CLAIRE JCT.	1.8		82.9		5:09		12:23		11:09	
10:40			3:10	12:55	82.6	7.7	.....	TRUAX	6.5		81.1		5:06		12:21		11:06	
10:47			3:17	1:02	76.5	14.2	.....	ELK MOUND	3.2		74.6		4:58		12:13		10:58	
10:51			3:21	1:06	73.3	17.4	.....	AJAX	4.3	200	71.4		4:53		12:08		10:53	
10:56			3:26	1:11	68.7	21.7	.....	RUSK	4.6		67.1		4:47		12:02		10:47	
11:01			3:31	1:16	64.0	26.3	.....	D. MENOMONIE JCT.	3.6	Y	66	62.5	4:41		11:56		10:41	
11:05			3:35	1:20	60.4	29.9	.....	TRAMWAY	5.0	200	58.9		4:37		11:52		10:37	
11:11			3:41	1:26	55.4	34.9	.....	KNAPP	4.7		53.9		4:31		11:46		10:31	
11:18			3:48	1:33	50.6	39.6	.....	WILSON	3.2		49.2		4:25		11:40		10:25	
11:36			3:52	1:37	47.1	42.8	.....	HERSEY	3.0	200	46.0		4:21		11:36		10:21	
11:44			4:00	1:41	44.1	45.8	.....	WOODVILLE	3.7		43.0		4:16		11:31		10:16	
11:53			4:10	1:45	39.1	49.5	.....	DQ BALDWIN	4.8	Y	63	39.3	4:10		11:26		10:11	
11:59			4:16	1:51	34.2	54.3	.....	HAMMOND	4.4	225	34.5		4:04		11:20		10:05	
12:05			4:22	1:57	29.9	58.7	.....	ROBERTS	6.7		30.1		3:58		11:13		9:58	
12:14			4:31	2:06	23.6	65.4	.....	SONO JCT.	0.6		23.4		3:48		11:03		9:48	
12:16			4:33	2:08	23.0	66.0	.....	SONO	0.5	W115	22.8		3:46		11:01		9:46	
12:17	A. M. 9:10		4:34	2:09	21.9	66.5	.....	NORTHLINE	3.0	Y	22.3		3:45		11:00	P. M. 12:20	9:45	
12:27	9:20		4:44	2:19	19.0	69.5	.....	CQ HUDSON	0.5		19.3		3:35		10:50	12:10	9:35	
12:29	9:22		4:46	2:21	18.4	70.0	.....	LAKELAND JCT.	6.9		18.8		3:33		10:48	12:08	9:33	
12:39	9:32		4:56	2:31	11.6	76.9	.....	LAKE ELMO	5.0		11.9		3:23		10:38	11:58	9:23	
12:47	9:42		5:04	2:39	6.6	81.9	.....	HAZEL PARK JCT.	4.8		6.9		3:13		10:28	11:43	9:13	
A 1:00 P. M.	A 9:55 A. M.		A 5:15 A. M.	A 2:50 A. M.	1.8	86.7	.....	CQ EAST ST. PAUL	0.6	Y	2.1		3:00		10:15	11:35	9:00	
					1.2	87.3	.....	BUCKLEY	0.2		1.5		A. M.		A. M.	A. M.	P. M.	
					1.0	87.5	.....	WESTMINSTER STREET	1.3		1.3							
					0.0	88.8	.....	ST. PAUL	10.6	Y	0.0							
							.....	MINNEAPOLIS		Y								

Between St. Paul and Minneapolis, trains operate over the tracks of the BN and are governed by BN Rules and Timetable.

Within the St. Paul Union Depot, trains are governed by the rules of the St. Paul Union Depot Co.

All trains must approach crossovers immediately east and immediately west of Payne Avenue Bridge, East St. Paul, prepared to stop, expecting to find switches not properly lined.

Signals 870 and 876 will display approach indication when the eastward Absolute Signal at Eau Claire Tower displays a stop indication. Both signals will indicate clear when the eastward Absolute Signal is cleared. When Signal 870 indicates other than proceed, a member of the crew must communicate with control operator at Eau Claire Tower.

No. 174 will assume the schedule of No. 73 from Northline on New Richmond Subdivision. No. 174 only is authorized to assume the schedule of No. 73.



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## Spooner Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance From Eau Claire	Timetable No. 2 July 1, 1970 STATIONS		Capacity of Sidings	Distance From Spooner	SECOND CLASS
417							406
DAILY							DAILY
A. M. 6.40			CQ.....	EAU CLAIRE TOWER.....		81.6	A. M. 9.05
6.42	0.0	0.0		EAU CLAIRE.....		81.2	9.03
6.46	1.4	1.7		DELLS SIDING.....	17	79.5	8.59
6.50	3.5	3.5		PHILLIPS.....		77.7	8.50
7.00	8.5	9.0		KOLL.....	69	72.2	8.40
7.05	10.0	10.3	D.....	CHIPPEWA FALLS.....		70.9	8.37
7.15	12.2	12.6		NORMA.....	73	68.6	8.32
7.25	17.9	18.2		EAGLE POINT.....		63.0	8.22
7.37	24.8	25.0	D.....	BLOOMER.....	76	56.2	8.10
7.55	33.2	33.5		NEW AUBURN.....	102	47.7	7.55
8.10	42.0	42.2		CHETEK.....		39.0	7.39
8.25	49.9	50.2	D.....	CAMERON.....	75	31.0	7.25
8.40	56.6	56.9	D.....	RICE LAKE.....	74	24.3	7.00
8.55	63.8	64.2	D.....	HAUGEN.....	18	17.0	6.30
9.10	71.2	71.5		SARONA.....	77	9.7	6.10
9.25	79.2	79.5		CHICAGO JCT.....		1.7	5.45
A. M. 9.35	80.8	81.2	DQ.....	SPOONER.....		0.0	5.30

## Itasca Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance From Spooner	Timetable No. 2 July 1, 1970 STATIONS		Capacity of Sidings	Distance From Duluth	THIRD CLASS	
73	417			406	74				
DAILY	DAILY			DAILY	DAILY			DAILY	DAILY
P. M. 4.05	A. M. 10.25	80.8	0.0	DQ.....	SPOONER.....	Y	76.9	A. M. 5.00	A. M. 5.30
4.20	10.40	0.0	6.4		TREGO.....	Y	70.5	4.35	5.15
4.40	11.00	6.2	12.7		LAMPSON.....		64.2	4.20	5.00
4.55	11.15	10.6	17.2		LAKESIDE.....		79	4.05	4.45
5.05	11.25	14.5	21.0		MINONG.....		55.9	3.55	4.35
5.20	11.40	19.9	26.3		WASCOTT.....		83	3.40	4.20
5.35	11.55	24.9	31.4		GORDON.....		45.5	3.25	4.05
5.55	12.15	33.0	39.4	D.....	SOLON SPRINGS.....		37.5	3.05	3.45
6.00	12.20	34.5	40.9		SAUNTRY.....		93	3.00	3.40
6.20	12.40	43.8	50.3		HAWTHORNE.....		26.6	2.40	3.20
6.35	12.55	50.7	56.9		ROCKMONT.....		74	2.25	3.05
A. M. 7.00	A. M. 1.20	59.9	66.5	DQ.....	ITASCA.....	Y	10.4	2.01	2.40
P. M. 7.00	P. M. 1.20	66.1	72.6		SUPERIOR.....	Y	4.3	A. M. 2.01	A. M. 2.40
		70.1	76.9		DULUTH.....	Y	0.0		

## New Richmond Subdivision

WESTWARD

EASTWARD

SECOND CLASS	Mile Posts	Distance From Northline	Timetable No. 2 July 1, 1970 STATIONS		Capacity of Sidings	Distance From Spooner	SECOND CLASS
73							74
DAILY							DAILY
P. M. 12.20	0.0	0.0		NORTHLINE.....		76.9	A. M. 9.10
12.27	2.8	2.8		BURKHARDT.....		74.1	9.02
12.54	13.0	13.0	D.....	NEW RICHMOND.....	91	63.9	8.36
1.20	22.1	22.1		DEER PARK.....		54.8	8.10
1.39	30.2	30.2	D.....	CLEAR LAKE.....		46.7	7.46
1.57	37.6	37.6		CLAYTON.....		39.3	7.28
2.09	42.3	42.3	D.....	TURTLE LAKE.....	83	34.6	7.16
2.26	49.2	49.2		COMSTOCK.....		27.7	6.59
2.40	54.8	54.8	D.....	CUMBERLAND.....	54	22.1	6.45
2.58	62.2	62.2		BARRONETT.....		14.7	6.27
3.19	70.8	70.8		SHELL LAKE.....		6.1	6.06
3.30	75.2	75.2		CHICAGO JCT.....		1.7	5.55
A. M. 3.35	77.1	76.9	DQ.....	SPOONER.....	Y	0.0	5.50

No. 74 will assume the schedule of No. 173 from Northline on Altoona Subdivision. No. 74 only is authorized to assume the schedule of No. 173.

## Bayfield Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Trego	Timetable No. 2 July 1, 1970 STATIONS		Capacity of Sidings	Distance From Bayfield
83.5	0.0		TREGO.....	Y	94.1
87.2	3.0		EARL.....		91.1
91.4	7.3		SPRING BROOK.....		86.8
103.4	19.3	D.....	HAYWARD.....	36	74.8
112.8	28.8		SEELEY.....		65.3
119.8	35.8	D.....	CABLE.....	27	58.3
129.7	45.7		DRUMMOND.....		48.4
137.9	53.9		GRANDVIEW.....		40.2
144.5	60.5	D.....	MASON.....		33.6
149.2	65.2		BENOIT.....		28.9
157.1	73.1		ASHLAND JCT.....	Y	21.0
161.1	77.1		BARKSDALE.....		17.0
165.6	81.6	D.....	WASHBURN.....		12.5
178.1	94.1		BAYFIELD.....		0

# Westward—Valley Subdivision—Eastward

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SECOND CLASS					Mile Posts	Distance From St. Paul	Timetable No. 2 July 1, 1970 STATIONS		Distance from Merriam	Capacity of Sidings	THIRD CLASS			
	25	23					24	26						
	Daily Except Sun.	DAILY								DAILY	Daily Except Mon.			
					0.0	0.0	.....ST. PAUL.....Y	34.0						
					0.8	0.8	0.8 C. CHESTNUT STREET...Y	33.2						
					1.3	1.3	0.5 DT SWITCH.....Y	32.7						
	P. M. 11:30	P. M. 6:00			1.8	1.8	0.5 DQ WESTERN AVENUE...Y	32.2		A. M. A 3:10	A. M. A 4:10			
					4.2	4.2	2.4 CLIFF.....Y	29.8		2:55	3:55			
	Via Black Dog	Via Black Dog				5.6	1.4 ST. PAUL JCT.....Y			Via Black Dog	Via Black Dog			
	12:05	6:35			13.7	13.2	.....BLACK DOG.....	20.8	54	2:30	3:30			
					18.6	18.6	5.4 DQ SAVAGE.....Y	15.4	51	2:15	3:15			
					22.5	22.5	3.9 VALLEY YARD.....Y	11.5	17	2:00	3:00			
					28.2	28.2	5.7 DQ SHAKOPEE.....Y	5.8	53	1:45	2:45			
	A 1:05 A. M.	A 7:35 P. M.			34.0	34.0	5.8 CQ MERRIAM.....Y	0.0	E 96 W 34	1:30 A. M.	2:30 A. M.			

### SPECIAL INSTRUCTIONS GOVERNING CMS&P&C&NW JOINT OPERATION BETWEEN ST. PAUL AND ST. PAUL JUNCTION

(a) Between St. Paul Jct. and Chestnut Street timetable and rules of the C&NW Ry. govern.

(b) Between Chestnut Street and St. Paul timetable and rules of the CMS&P&P RR govern.

(c) Within the St. Paul Union Depot, the rules of the St. Paul Union Depot Co. govern.

(d) Train orders covering track or other conditions for CMS&P&P trains between St. Paul Jct. and Chestnut St. will be issued by authority of Superintendent IM&D Division, CMS&P&P RR.

(e) Trains and engines operating on main track between Chestnut St. and James St., Western Ave. Yard must move at Reduced Speed and be prepared to stop short of switch not properly lined.

#### SPEED RESTRICTIONS

Miles Per Hour

Maximum Speed—All trains, REDUCED SPEED, not exceeding.....	20
MP 1.3—Through spring switch at west end of two main tracks at DT Switch.....	15
MP 2.1 to 2.9—From James Street over bridges No. 15, 15½ and 15¾ and around curve 0.8 mile west of James Street...	15

#### RULES S71 AND D71 SUPERIORITY OF TRAINS

Between St. Paul Jct. and Chestnut Street there is no superiority of trains.

**ALL TRAINS AND ENGINES MUST MOVE AT REDUCED SPEED IN THIS TERRITORY.**

#### RULE 83 (B)

#### CLEARANCE

Rule 83 (B) does not apply at St. Paul Jct. and Chestnut St.

#### RULE 93

#### YARD LIMITS

St. Paul Jct. to Chestnut Street.

#### RULE 97

#### TRAIN ORDERS

Rule 97 does not apply between Chestnut Street and St. Paul Jct.

#### RULE 104

#### JUNCTION SWITCH AT CLIFF

The normal position of the junction switch at Cliff is when lined for St. Paul Jct. All trains must approach this switch prepared to stop.

#### RULE 104 (H)

#### SPRING SWITCH

Spring switch is located at west end of double track at DT Switch.

#### RULE 151

#### TRACKS IN OPERATION

- (a) Single track between St. Paul Jct. and DT Switch.
- (b) Double track between DT Switch and Chestnut Street.

## Westward—St. James Subdivision—Eastward

THIRD CLASS		SECOND CLASS				Mile Posts	Distance From Merriam	Timetable No. 2 July 1, 1970		Distance From St. James	Capacity of Sidings	SECOND CLASS		THIRD CLASS	
21	Daily except Sunday		17	23	18				22			24	Daily except Sunday	Daily	
		DAILY	DAILY					STATIONS			DAILY				
		P. M. 9.55	P. M. 8.00	34.0	0.0	CQ	MERRIAM	Y	84.7	E 96 W 34	A. M. 12.30		A. M. 12.30		
		10.05	8.15	39.0	4.9		JORDAN		79.8		12.16		12.10		
		10.10	8.20	41.5	7.5		LAWRENCE		77.2	96	12.06		12.05		
		10.19	8.30	46.5	12.5	D	BELLE PLAINE	Y	72.2	98	11.58		11.57		
		10.27	8.40	50.9	16.8		BLAKELEY		67.9		11.51		11.50		
		10.40	8.52	57.7	23.6		HENDERSON		61.1	99	11.42		11.40		
		10.48	9.02	62.4	28.2	DQ	LESUEUR	Y	56.5	82	11.36	A. M. 9.30	11.15		
		10.59	9.12	68.5	34.4		OTTAWA		50.3	95	11.28	9.10	10.59		
		11.07	9.20	72.8	38.7	D	ST. PETER	Y	46.0		11.18	8.59	10.50		
		11.13	9.30	77.5	41.7		KASOTA		43.0	155	11.13	8.45	10.45		
		1.30	9.55	85.8	50.0	DQ	MANKATO	Y	34.5	106	10.45	8.30	10.30		
		1.45	P. M.	94.4	58.3		CRAY		26.4	54	9.00	7.45	P. M.		
		1.52		98.4	62.3	D	LAKE CRYSTAL	Y	22.4		8.53	7.38			
		2.11		109.3	78.0	D	MADELIA	Y	11.7	100	8.35	7.20			
		A 4.15	A 2.30	120.9	84.7	DQ	ST. JAMES	Y	0.0		8.15	7.00	A. M.		
		P. M.	A. M.								P. M.				

The siding at Le Sueur extends on both sides of connection east of depot.

### Winnebago Subdivision

WESTWARD

EASTWARD

Mile Posts		Distance From Lake Crystal		Timetable No. 2 July 1, 1970		Distance From Winnebago	
				STATIONS			
0.0	0.0	D	LAKE CRYSTAL	Y	24.6		
4.7	5.2		GARDEN CITY		19.4		
10.8	11.1		VERNON CENTER		13.5		
16.0	16.3	D	AMBOY		8.3		
24.2	24.6		WINNEBAGO		0.0		

### Lewisville Subdivision

WESTWARD

EASTWARD

Mile Posts		Distance From Madelia		Timetable No. 2 July 1, 1970		Distance From Lewisville	
				STATIONS			
0.0	0.0	D	MADELIA	Y	9.7		
9.6	9.7		LEWISVILLE		0.0		

# Westward—Le Mars Subdivision—Eastward

THIRD CLASS		SECOND CLASS			Mile Posts	Distance From St. James	Timetable No. 2		Distance From Sioux City	Capacity of Sidings	SECOND CLASS			THIRD CLASS					
31		85		17			July 1, 1970				STATIONS			84		18		32	
Monday Wednesday Friday		Daily Except Saturday		DAILY										Daily Except Sunday		DAILY		Tuesday Thursday Saturday	
			P. M. 10-00	A. M. 2-40	120.9	0.0	DQ	ST. JAMES	145.8			P. M. A 8-42	P. M. A 8-05						
			10-12	2-55	128.9	8.0	DQ	BUTTERFIELD	137.8	58		8-30	7-50						
			10-23	3-10	136.3	15.3	D	MOUNTAIN LAKE	130.5	42		7-58	7-39						
			10-33	3-22	142.5	21.6		BINGHAM LAKE	124.2	45		7-49	7-29						
			10-39	3-30	147.1	26.1	D	WINDOM	119.7	48		7-42	7-22						
			10-48	3-40	152.7	31.7		WILDER	114.1			7-33	7-13						
			11-00	3-52	159.3	38.4	D	HERON LAKE	107.4	71		7-23	7-03						
			11-05	3-58	162.6	41.7		MILOMA	104.1	32		7-17	6-58						
			11-14	4-10	169.3	48.4	D	BREWSTER	97.4	42		7-07	6-48						
			11-45	4-30	177.7	56.6	DQ	WORTHINGTON	89.2	79		6-55	6-35			-A. M.— A 11-10			
	A. M.— 5-30		11-45	4-30	181.1	60.1		AGATE	85.7			6-41	6-20			10-55			
	5-40		A 11-55	4-38	187.2	66.2		BIGLOW	79.6	56		P. M.— 6-10	6-10			10-45			
	5-50			4-50	195.3	74.4		SIBLEY	71.4	30			5-56			10-30			
	6-30			5-05	201.7	80.8		ASHTON	65.0				5-45			10-20			
	6-45			5-17	206.6	85.7		RITTER	60.1	66			5-34			10-10			
	6-55			5-24	211.5	90.6	DQ	SHELDON	55.2	42			5-25			10-00			
	8-00			5-33	219.4	98.5		HOSPERS	47.3				5-10			9-15			
	8-15			5-45	227.6	106.7	D	ALTON	39.1	57			4-57			9-00			
	9-00			5-58	232.6	111.6		CARNES	34.2	106			4-49			8-20			
	9-10			6-06	239.0	118.1		SENEY	27.7				4-38			8-10			
	9-20			6-16	243.7	122.8	CQ	LE MARS	23.0	31			4-30			8-00			
	A 9-30			A 6-35		145.8	CQ	SIoux CITY	0.0				P. M.— 4-30			-A. M.—			

Between LeMars and Sioux City, trains operate over the tracks of the IC and are governed by IC rules and timetable.

Siding at Heron Lake will include trackage between outer switches including Slayton Subdivision extension.

## Slayton Subdivision

WESTWARD		EASTWARD		
Mile Posts	Distance From Heron Lake	Timetable No. 2		Distance From Lake Wilson
		July 1, 1970		
		STATIONS		
0.0	0.0	D	HERON LAKE	36.2
8.2	8.2		DUNDEE	28.0
13.7	13.7		LIME CREEK	22.5
19.8	19.8		AVOCA	16.4
26.1	26.1	D	SLAYTON	10.1
31.2	31.2		HADLEY	5.0
36.2	36.2		LAKE WILSON	0.0

## Currie Subdivision

WESTWARD		EASTWARD		
Mile Posts	Distance From Bingham Lake	Timetable No. 2		Distance From Currie
		July 1, 1970		
		STATIONS		
0.0	0.0		BINGHAM LAKE	38.3
6.2	6.4		DELFT	31.9
13.9	14.0	D	JEFFERS	24.3
20.4	20.5		STORDEN	17.8
26.1	26.2	D	WESTBROOK	12.1
31.9	32.1		DOVRAY	6.2
38.1	38.3		CURRIE	0.0



# 7 Sioux Falls Subdivision

WESTWARD

EASTWARD

SECOND CLASS		Mile Posts	Distance From Agate	Timetable No. 2 July 1, 1970		Distance From Mitchell	Capacity of Sidings	THIRD CLASS	
85	89			STATIONS	84			88	
P. M. 11:56		0.0	0.0	..... AGATE.....	Y	130.4		P. M. A 6:40	
12.14		8.3	8.3	..... RUSHMORE.....		122.1		6:22	
12.31		15.1	15.1	D..... ADRIAN.....		115.3	27	6:05	
12.55		22.6	22.6	..... MAGNOLIA.....		107.8		5:45	
1.45		29.2	29.2	DQ..... LUVERNE.....	Y	101.2		5:30	
2.10		37.6	37.5	..... BEAVER CREEK...		92.8		5:05	
2.26		43.3	43.2	..... VALLEY SPRINGS...		87.1		4:53	
2.40		49.8	49.8	..... BRANDON.....		80.6		4:40	
A 3:00 -A.M.-	P. M. 5:30	58.4	58.4	DQ SIOUX FALLS...Y		71.9		4:21 -P.M.-	A 10:45
	6:25	72.7	72.7	..... HARTFORD.....		57.7	24	9:45	
	6:50	79.4	79.5	..... HUMBOLDT.....		50.9	22	9:20	
	7:20	86.5	86.5	..... MONTROSE.....		43.9		8:50	
	9:00	98.0	98.0	DQ..... SALEM.....	Y	32.4	12	8:00	
	10:00	108.1	108.1	..... SPENCER.....		22.3		6:40	
	10:25	112.9	112.9	..... FARMER.....		17.5		6:15	
	10:55	119.6	119.6	..... FULTON.....		10.8		5:45	
	11:20	125.8	125.8	..... RIVERSIDE.....		4.6		5:20	
	A 11:45 P.M.	130.4	130.4	D..... MITCHELL...Y		0.0		5:00 P.M.	

# Hutchinson Subdivision

WESTWARD

EASTWARD

Mile Post	Distance From Cedar Lake	Timetable No. 2 July 1, 1970		Distance From Wesota
		STATIONS		
0	0.0	..... CEDAR LAKE.....	Y	116.4
3	4.9	..... GLENWOOD JCT.....		111.5
6	7.3	..... GOLDEN VALLEY.....	Y	109.1
18	19.6	..... STUBBS BAY.....		96.8
30	32.0	..... WATERTOWN.....		84.4
40	41.9	..... WINSTED.....		74.5
49	50.4	..... SILVER LAKE.....		66.0
57	59.2	D..... HUTCHINSON.....		57.2
66	67.9	..... CEDAR MILLS.....		48.5
75	76.9	..... COSMOS.....		39.5
79	81.0	..... THORP.....		35.4
84	85.9	..... LAKE LILLIAN.....		30.5
91	92.9	..... BLOMKEST.....		23.5
95	96.9	..... ROSELAND.....		19.5
99	101.1	..... PRINSBURG.....		15.3
109	110.6	..... CLARA CITY.....		5.8
115	116.4	D..... WESOTA.....		0.0

Between Third Ave. North and Glenwood Jct., trains operate over the trackage of the BN and MN&S and are governed by rules, timetables and/or special instructions of those railroads.



## Black River Falls Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Sheppard	Timetable No. 2 July 1, 1970 STATIONS	Distance From Levis
145.3	0.0	..... SHEPPARD .....	5.2
144.1	3.3	D..... BLACK RIVER FALLS .....	1.9
142.1	5.2	..... LEVIS .....	0.0

## Stillwater Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Lakeland Jct.	Timetable No. 2 July 1, 1970 STATIONS	Distance From Stillwater
0.0	0.0	..... LAKELAND JCT. ....	5.7
2.5	3.0	..... BAYPORT .....	2.7
4.6	4.5	..... JUNCTION SWITCH .....	1.2
5.7	5.7	D..... STILLWATER .....	0.0

CMS&P and Burlington Northern trains operate over C&NW tracks between Jct. Switch and Stillwater and are governed by C&NW rules and timetable.

## Menomonie Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Menomonie Jct.	Timetable No. 2 July 1, 1970 STATIONS	Distance From Menomonie
0.0	0.0	D..... MENOMONIE JCT. ....	2.9
2.9	2.9	..... MENOMONIE .....	0.0

## Cornell Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Norma	Timetable No. 2 July 1, 1970 STATIONS	Distance From Cornell
3.4	0.0	..... NORMA .....	19.3
11.9	8.4	D..... JIM FALLS .....	10.9
22.8	19.3	D..... CORNELL .....	0.0

## Ashland Subdivision

WESTWARD

EASTWARD

Mile Posts	Distance From Ashland Jct.	Timetable No. 2 July 1, 1970 STATIONS	Distance From Ashland
0.0	0.0	..... ASHLAND JCT. ....	4.2
4.2	4.2	DQ..... ASHLAND .....	0.0

## SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
<b>ALTOONA SUBDIVISION</b>		<b>ITASCA SUBDIVISION</b>	
Maximum speed	60	Maximum speed	30
MP 1.0—Over BN connection at Westminster Street	15	MP 0.3—Around first curve west of Trego	25
MP 1.2—Buckley within interlocking limits	10		
Over cross-over routes	10	<b>BETWEEN ITASCA AND DULUTH</b>	
MP 2.2 to 2.8—Around curves east of Payne Avenue	30	Maximum speed	30
MP 3.5 to 4.2—Around two curves near Stillwater Avenue	45	MP 62.7—BN Crossing, Newton Ave.	Stop
MP 5.0 to 5.7	49	MP 65.1—Between absolute signals, over SooLine Crossing at Spruce Ave. 1.0 mile east of Superior	20
MP 6.6—Hazel Park Jct. through turnout at end of double track	30	MP 65.4—Between absolute signals, LST&T Crossing at Catlin Avenue, Superior	20
MP 15.4 to 18.4—Around curves between 3.3 miles east of Lake Elmo and Lakeland Jct.	30	MP 66.2—Over Tower Ave. Crossing at Superior	5
MP 18.5 to 19.0—Over St. Croix River Bridge No. 414 and around curves at each end including through turnout at end of double track	20	MP 66.3—LST&T Crossing, Superior	Stop
MP 19.1 to 19.6—Around first curve east of Hudson	30	MP 66.3 to 70.5—Around all curves between Superior and Duluth	20
MP 20.1 to 22.0—Around six curves between Hudson and Northline. Includes curve at Northline	30	MP 68.0—Interlocking at BN connection, North end of St. Louis Bay Bridge, within interlocking limits	20
MP 21.6—Through crossover turnouts 0.3 mile west of Northline	30	MP 68.7—Over Birch Ave. Crossing Rices Point Duluth	Flag
MP 23.6—Sono Jct. through turnout at end of double track	40	MP 69.0—SooLine Crossing, Rices Point	Stop
MP 44.0 to 56.5	40	MP 69.3—BN Crossing, Rices Point	Stop
MP 84.0 to 84.7—On single track	40	MP 69.5—SooLine Crossing, Railroad Street, Duluth	Stop
MP 84.7 to 86.3—Eastward track	40	MP 69.9—BN Crossing, Sixth Ave., Duluth	Stop
MP 87.3—Over Dewey Street Crossing Eau Claire	10		
MP 87.5 to 88.7—Around first four curves east of Eau Claire station	25	<b>HUTCHINSON SUBDIVISION</b>	
MP 88.8—Around curve at west end of Eau Claire River Bridge No. 267	25	Maximum speed	10
MP 88.9 to 89.1—Through turnouts at each end of Eau Claire River Bridge No. 267	25	MP 115.0—Wesota, highway crossing, flag over	Stop
MP 89.6—Over road crossing 0.5 mile east of Eau Claire River Bridge	40		
		<b>VALLEY SUBDIVISION</b>	
<b>ELROY SUBDIVISION</b>		<b>BETWEEN CHESTNUT STREET AND CLIFF</b>	
Maximum speed	60	Maximum speed, reduced speed, not exceeding	20
MP 93.3—Altoona Jct. through turnout at end of double track	30	MP 1.3—Through spring switch at west end of two main tracks at DT Switch	15
MP 131.6—Over GB&W Crossing at Merrilan	40	MP 2.1 to 2.9—From James Street over bridges No. 15, 15½ and 15¾ and around curve 0.8 mile west of James Street	15
MP 173.3—Through turnout to Wisconsin Division at Wyeville	25		
<b>BETWEEN WYEVILLE AND ELROY</b>		<b>BETWEEN CLIFF AND MERRIAM</b>	
Maximum speed	40	Maximum speed	49
MP 187.6 to 189.3 between west end of curve 2.0 miles east of Hustler and west end of curve just west of tunnel	30	MP 4.2 to 6.1	30
MP 189.3 to 189.6—Through tunnel and around curves at both ends of tunnel	20	MP 6.1—Around curve 1.8 miles west of Cliff	20
Elroy—First curve west of station at Elroy	15	MP 6.2 to 20.3	30
		MP 27.3 to 28.3—Over all street crossings and over CMStP&P Crossing at Shakopee	15
		MP 34.0—Central Division Crossing at Merriam within interlocking limits	20
<b>SPOONER SUBDIVISION</b>		<b>ST. JAMES SUBDIVISION</b>	
Maximum speed	35	Maximum speed	49
MP 0.0 to 0.4—Around curve from Dewey Street at Eau Claire to 0.1 mile north of north wye switch	15	Except between MP 104.0 and 121.0	35
MP 7.7—Soo Line Crossing at Koll, within interlocking limits	20	MP 46.4—Around curve 0.1 mile east of Belle Plaine	40
MP 10.0 to 10.4—Around first two curves west of Chippewa Falls	25	MP 48.0 to 52.0	45
MP 10.4 to 10.9—Around curve at east end of Chippewa River Bridge No. 614	25	MP 61.6 to 67.1—Around all curves between 0.7 mile east of Le Sueur and 1.6 miles east of Ottawa	35
Speed of engines and trains over Chippewa River Bridge No. 614	15	MP 69.8—Over Bridge No. 351 located 1.2 miles west of Ottawa	25
MP 55.8 to 56.8—Over street crossings between Allen and Knapp Streets at Rice Lake	25	MP 72.7 to 73.0—Around curve at St. Peter	45
Through turnout opposite Spooner Depot at Jct. with New Richmond Subdivision	15	MP 79.8—CMStP&P Crossing	30
		MP 82.6—CNW Crossing 3.5 miles east of Mankato	40
		MP 84.1 to 85.7—Around curves	20
		MP 85.7—Within interlocking limits Central Division and CMStP&P Crossings 0.2 mile east of Mankato	20

# SPEED RESTRICTIONS

10

LOCATION	Restrictions Miles Per Hour	LOCATION	Restrictions Miles Per Hour
	All Trains		All Trains
<b>ST. JAMES SUBDIVISION—Continued</b>			
MP 85.8—Over Main St. Crossing, Mankato	10		
MP 85.8 to 87.8—Over all street crossings between Mankato and Blue Earth River Bridge No. 423, 1.6 miles west of Mankato	30		
MP 88.5—Around curve 2.7 miles west of Mankato	30		
MP 111.8—Bridge 522—2.0 miles west of Madelia	25		
MP 121.0—Over Armstrong Boulevard at St. James	5		
<b>LE MARS SUBDIVISION</b>			
Maximum speed	49		
Except between MP 127 and MP 137	35		
MP 121.0 to 122.0	35		
MP 128.9—Central Division Crossing at Butterfield	25		
MP 129.0 to 129.4	25		
MP 136.1 to 136.6—Mountain Lake	30		
MP 146.6 to 147.4—Over all crossings Windom	30		
MP 160.3—CMStP&P Crossing Miloma	30		
MP 177.2 to 177.6—Over all street crossings Worthington	30		
MP 195.5—CRI&P Crossing 0.2 mile west of Sibley, within interlocking limits	20		
MP 211.5—IC and CMStP&P Crossings at Sheldon, within interlocking limits	20		
MP 214.7 to 215.2—Around two curves 3.4 miles west of Sheldon	40		
MP 225.9—Around curve 1.7 miles east of Alton	40		
MP 226.6 to 227.6	35		
MP 227.6—Central Division Crossing at Alton, within interlocking limits	20		
MP 227.6 to 243.8	35		
MP 243.8—Through junction switch at LeMars	10		
MP 243.8—LeMars, within interlocking limits (Westward)	20		
<b>BLACK RIVER FALLS SUBDIVISION</b>			
Maximum speed	25		
Junction with Elroy Subdivision at Levis	Stop		
MP 143.7 to 144.6—Around two curves at Black River Falls	20		
Junction with Elroy Subdivision at Sheppard	Stop		
<b>STILLWATER SUBDIVISION</b>			
Maximum speed	30		
MP 3.0—Over crossing at 5th Avenue North, Bayport	5		
Junction with Altoona Subdivision at Lakeland Jct.	Stop		
<b>MENOMONIE SUBDIVISION</b>			
Maximum speed	25		
MP 2.2—Bridge D-3—0.9 mile east of Menomonie	10		
MP 2.3—Around curve at east end of Bridge No. D-5—0.6 mile east of Menomonie	10		
Junction with Altoona Subdivision at Menomonie Jct.	Stop		
<b>MONDOVI SUBDIVISION</b>			
Maximum speed	15		
Junction with Elroy Subdivision at Fairchild	Stop		
<b>MARSHFIELD SUBDIVISION</b>			
Maximum speed	25		
Junction with Elroy Subdivision at Merrilan	Stop		
MP 15.3 to 15.4—Over Hewett Street, West Street and Grand Avenue at Neillsville	15		
MP 33.7—Over Bridge B-112, 5.0 miles east of Chili	20		
MP 37.4—SooLine Crossing, Marshfield	Stop		
<b>NEW RICHMOND SUBDIVISION</b>			
Maximum speed	25		
MP 13.1—SooLine Crossing, New Richmond	Stop		
<b>BAYFIELD SUBDIVISION</b>			
Maximum speed	25		
Junction with Itasca Subdivision at Trego	Stop		
MP 157.1—BN Crossing, Ashland Junction	Stop		
MP 165.6 to 178.1—Washburn to Bayfield	10		
<b>CORNELL SUBDIVISION</b>			
Maximum speed	20		
Junction with Spooner Subdivision at Norma	Stop		
<b>ASHLAND SUBDIVISION</b>			
Maximum speed	25		
Junction with Bayfield Subdivision at Ashland Jct.	Stop		
MP 0.1—BN Crossing, Ashland Jct.	Stop		
All movements over 7th Avenue West, 9th Avenue West and Beaser Avenue Crossings, Ashland, shall be flagged by member of crew proceeding on ground at crossing ahead of movement.			
<b>WINNEBAGO SUBDIVISION</b>			
Maximum speed	20		
Junction with St. James Subdivision at Lake Crystal	Stop		
MP 16.0—Amboy, Main St. Crossing	Stop		
Eastward trains	5		
Westward trains	5		
MP 24.5—CMStP&P Crossing 0.3 mile west of Winnebago	Stop		
<b>LEWISVILLE SUBDIVISION</b>			
Maximum speed	15		
Junction with St. James Subdivision at Madelia	Stop		
<b>CURRIE SUBDIVISION</b>			
Maximum speed	15		
Junction with LeMars Subdivision at Bingham Lake	Stop		
<b>SLAYTON SUBDIVISION</b>			
Maximum speed	15		
Junction with LeMars Subdivision at Heron Lake	Stop		
<b>SIOUX FALLS SUBDIVISION</b>			
<b>BETWEEN AGATE AND SIOUX FALLS</b>			
Maximum speed	35		
Junction with LeMars Subdivision at Agate	Stop		
MP 41.3—BN Crossing 2.0 miles east of Valley Springs, within interlocking limits	20		
MP 50.6—Over bridge P-106 located 7.7 miles east of Sioux Falls	15		
MP 53.2—Over bridge P-112 located 5.1 miles east of Sioux Falls	30		
MP 54.5—BN Crossing 3.9 miles east of Sioux Falls, within interlocking limits	20		
MP 57.9—Over Webber Ave. Crossing, Sioux Falls	15		
MP 58.1—IC and BN Crossings at Sioux Falls	Stop		
MP 58.2—Over 6th Street Crossing, Sioux Falls	5		
MP 58.4—Over 8th Street Crossing, Sioux Falls	5		
<b>BETWEEN SIOUX FALLS AND MITCHELL</b>			
Maximum speed	20		
MP 58.6—CMStP&P Crossing at Sioux Falls	Stop		
MP 58.6 to 61.5—Over all street crossings at Sioux Falls except Grange Ave.	15		
MP 58.8—CRI&P Crossing at Sioux Falls	Stop		
MP 60.15—Over Grange Ave. Crossing, Sioux Falls	5		
MP 97.7 to 97.8—Over Main Street and Nebraska St. Crossings at Salem	5		
MP 98.0—Central Division Crossing at Salem	Stop		
MP 109.0—Lead track to quarry at Spencer	10		
MP 130.4—Mitchell, Main St. Crossing, flag over	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
Altoona, Elroy, Valley, St. James, and LeMars . . . . .	35	30
Marshfield, Spooner and Itasca . . . . .	20	30
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, PILE DRIVER, OR DERRICK** is moved on its own wheels in any train, the boom must be trailing and counterweight leading.

**PILE DRIVER** 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

Loaded ore cars must not be handled over Chippewa River Bridge No. 614 if gross weight exceeds 169,000 pounds.

When handling loaded ore cars between Ashland and Spooner where gross weight exceeds 180,000 pounds per car up to maximum of 210,000 pounds, each car of ore will be separated by 1 car 40 feet or longer not to exceed a gross weight of 100,000 pounds.

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

(H) Coal and grain trains and trains handling 50 or more cars of coal and grain must not exceed a speed of . . . . . 40 MPH

In addition, trains and engines handling the above coal and grain 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:

90 to 93 inc., 1007 to 1015 inc., 1027 to 1035 inc., 1077 to 1079 inc., 1083 to 1099 inc., 1216 to 1236 inc., 1248 to 1267 inc.

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

Diesel units in the 5000 and 4000 series and "F" type diesel units in the 100 series may be handled at any location in the train, and the dead units need not be separated by cars unless multiple-unit operation is otherwise prohibited.

All other diesel units (i. e., road-switcher and switch engine type units) should be handled not more than 25 cars from the hauling engine, separating each unit by at least 5 cars other than flat cars.

Steam locomotives or diesel units other than those described above may be handled dead in train only upon authority of the Chief Train Dispatcher.

These instructions apply to C&NW diesel units and to units owned by other companies.

(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) Trains or engines must not exceed 10 MPH when using wye between Sono and west switch New Richmond Subdivision.

(L) Trains or engines must not exceed 5 MPH when using wye track at Hudson and wye track at Chicago Jct.

(M) Freight trains handling loaded arch bar truck cars must not exceed 35 MPH.

(N) Class C engines only may be operated on Old Line at Eau Claire (doubleheading prohibited).

(O) Eastward freight trains hauling pulpwood must stop and inspect train before passing over Chippewa River Bridge 614 about 0.7 mile west of Chippewa Falls.

(P) Eastward freight trains hauling pulpwood must stop and inspect train before passing over Bridge B-112 five miles east of Chili.

## SPECIAL INSTRUCTIONS

### RULE M (New Paragraph)

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.

### RULE 1 STANDARD TIME

Clocks showing Central Standard Time are located at:

Elroy . . . . .	Operator's Office
Merrillan . . . . .	Operator's Office
Marshfield . . . . .	Operator's Office
Altoona . . . . .	Operator's Office
East St. Paul . . . . .	Operator's Office
Itasca . . . . .	Operator's Office
Ashland . . . . .	Operator's Office
Spooner . . . . .	Operator's Office
East Minneapolis . . . . .	Yard Office
West Minneapolis . . . . .	Lower Yard Office

### RULE 1—Continued STANDARD TIME

St. Paul . . . . .	Train Dispatcher's Office
	Operator's Office, Union Depot
Western Avenue . . . . .	Yard Office
Mankato . . . . .	Operator's Office
St. James . . . . .	Operator's Office
Worthington . . . . .	Operator's Office
Sioux City . . . . .	22nd St. Yard, Operator's Office
Sioux Falls . . . . .	Operator's Office
Mitchell . . . . .	Operator's Office
Cedar Lake . . . . .	Yard Office
Wesota . . . . .	Operator'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 installations
- Y—Yard Limits

### RULE 8 (k) (New Rule)

Conductors or trainmen giving lantern signals as prescribed by Rules 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.



## RULE 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 where 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:

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

## RULE S-71 SUPERIOR DIRECTION

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

## RULE 83 (A) REGISTER STATIONS

Trains registers are located at the following stations:

<ul style="list-style-type: none"> <li>*East St. Paul</li> <li>Altoona</li> <li>Marshfield</li> <li>*Wyeville</li> <li>Elroy</li> <li>Eau Claire Tower (Spooner Subdivision trains only.)</li> <li>Spooner</li> <li>Trego (Westward trains only)</li> <li>Ashland</li> <li>Itasca</li> <li>Western Ave.</li> </ul>	<ul style="list-style-type: none"> <li>*Merriam</li> <li>Le Sueur (No. 21 and No. 22 only)</li> <li>*Mankato</li> <li>St. James</li> <li>Sioux Falls</li> <li>*Worthington</li> <li>*LeMars</li> <li>Sioux City—Yard office</li> <li>Cedar Lake</li> <li>Wesota</li> <li>Mitchell</li> </ul>
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\*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:

All trains must obtain a Clearance at Mankato, St. James, Spooner, Itasca, Marshfield, Western Ave. and Mitchell.

Hutchinson Subdivision trains must obtain Clearance at Cedar Lake.

## 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:

- Glenwood Jct. and Golden Valley
- Lakeland Jct. and Stillwater
- Hudson and Lakeland Jct.
- Ashland Jct. and Ashland
- Menomonie Jct. and Menomonie
- Sheppard and Levis—Black River Falls Subdivision
- Madelia and Lewisville
- Salem and Spencer
- St. Paul Jct. and Chestnut St.

Rule 97 also does not apply in double track territory.

## RULE 98 CROSSINGS, DRAWBRIDGES AND JUNCTIONS AND 98 (A) (B) (NOT-INTERLOCKED)

SooLine	0.4 mile west of Marshfield; New Richmond; Elevators EHI, Rices Point, Duluth; Railroad St., Duluth.
BN	Newton Ave., Superior; Elevator A, Rices Point, Duluth; Railroad St., Duluth; 6th Ave., Duluth; Ashland Jct. on Bayfield and Ashland Subdivisions; Sioux Falls; Clara City.
IC	Sioux Falls.
CMS&P	Winnebago; Sioux Falls Ry. Transfer, Minneapolis, 10th Ave., Eau Claire.
CRI&P	Sioux Falls.
MN&S	Glenwood Jct.; MN&S crossing 1.3 miles west of Glenwood Jct.
C&NW	Levis; Sheppard; Eau Claire; Merrillan; Fairchild; Menomonie Jct.; Norma; Trego; Ashland Jct.; Mankato; Lake Crystal; Madelia; Heron Lake; Bingham Lake; Agate; Salem.

## 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 Marshfield, Bayfield, Mondovi, Cornell, Slayton, Currie, Winnebago, and Sioux Falls Subdivisions.

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."

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) Where there are Yard Limit signs or where the trackage has been designated as within Yard Limits, Rule 93 (Revised) is in effect.

## SPECIAL INSTRUCTIONS

**RULE 99—Continued**

If the above referred to Items 1 and 2 are not applicable on certain portions of trackage over which this assignment operates, this crew will be issued train orders relieving the crew of providing protection to the rear of the train when necessary.

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) (or including) the territory from (time) (date) to (time) (date) (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 (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) (New Rule)**

Crossing protection controls are actuated by trains, engines or cars occupying the track for 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.

**RULE 104 (G) (New Paragraph)**

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

**RULE 104 (H) SPRING SWITCHES****HAZEL PARK JCT.:**

\*\*#At end of two tracks, normal position is for the westward main track.

**HUDSON:**

\*\*#At end of two tracks, normal position is for the eastward main track.

**RULE 104 (H)—Continued****SONO JCT.:**

\*\*#At end of two tracks, normal position is for the westward main track.

**HAMMOND:**

\*\*#At both ends of siding, normal position is for the main track.

**HERSEY:**

\*\*#At both ends of siding, normal position is for the main track.

**TRAMWAY:**

\*\*#At both ends of siding, normal position is for the main track.

**AJAX:**

\*\*#At both ends of siding, normal position is for the main track.

**EAU CLAIRE JCT.:**

\*\*#At end of two tracks, normal position is for the eastward main track.

**ALTOONA JCT.:**

\*\*#At end of two tracks, normal position is for the westward main track.

**RODELL:**

\*\*#At both ends of siding, normal position is for the main track.

**TIMBERS:**

\*\*#At both ends of siding, normal position is for the main track.

**MERRILLAN:**

\*\*#At both ends of siding, normal position is for the main track.

**LEVIS:**

\*\*#At both ends of siding, normal position is for the main track.

**MILLSTON:**

\*\*#At both ends of siding, normal position is for the main track.

**VALLEY SIDING:**

\*\*#At west end of siding, normal position is for the main track.

#Indicates location where spring switches are equipped with facing point locks.

\*Indicates maximum speed of 30 MPH through spring switches entering or leaving the siding.

\*\*See Speed restrictions on Page 9.

**RULE 104 (J) (New Rule)**

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 (Additions) 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.

Bulletin boards are located as follows:

Minneapolis	Railway Transfer Yard office
East Minneapolis	Yard office, Diesel Servicing Facility, Crew Welfare Bldg.
Cedar Lake	Yard office, Enginehouse
East St. Paul	Yard office—Enginehouse
St. Paul	Train Dispatcher's office
Eau Claire	Yardmen's Room
Altoona	Yard office—Enginehouse
Marshfield	Operator's office
Spooner	Yard office
Ashland	Operator's office
Itasca	Yard office
Western Ave.	Yard office
Mankato	Yard office—Enginehouse
St. James	Yard office—Enginehouse
Worthington	Yard office
Sioux Falls	Operator's office—Enginehouse
Sioux City	Yard office—Enginehouse



**RULE D-151 MAIN TRACKS**

Double track is in operation between:

Westminster Street and Hazel Park Jct.; Hudson and Sono Jct.; Eau Claire Jct. and Altoona Jct.; DT Switch and Chestnut Street.

Normal position of switches connecting double track with single track is when lined for eastward track, except at Hazel Park Jct., Sono Jct., and Altoona Jct. where switches will be lined for the westward track.

**RULE 207 (A) (New Rule)**

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) (New Rule)**

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) (New Rule)**

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.

**RULES 222 (D) and 222 (E)**

Color light train order signals must be lighted continuously, day and night, when office is open or closed. Semaphore type train order signals must be lighted at night or when visibility is restricted by weather conditions when communicating office is open. Semaphore type train order signals will not be lighted when communicating office is closed.

**RULE 225 (New Rule)**

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:

Elroy and East St. Paul Mankato and Merriam  
MP 63.5 and MP 64.6 between Itasca and Superior.

**HUDSON**

When westward Automatic Block Signal 197, located at Mile Post 19.7 indicates Stop, westward trains must communicate with operator at Hudson from this signal and be governed by his instructions.

**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 (New Paragraph)**

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

**RULES 605-612**

**MANUALLY CONTROLLED INTERLOCKINGS, DRAWBRIDGES, AND JUNCTIONS**

BN-C&NW	Westminster St.
CMStP&P-C&NW	Lakeland Jct.
CMStP&P-C&NW	Eau Claire Tower
CMStP&P-C&NW	Mankato
GB&W	Merrillan
IC	LeMars
C&NW	Buckley
C&NW	Northline
C&NW	Wyeville
C&NW	Merriam
C&NW	Alton
Eau Claire River Bridge	Eau Claire
*St. Croix River Drawbridge	Hudson
*Mississippi River Drawbridge No. 15	Western Ave.

\*During Navigation Season.

**RULES 613-614 AUTOMATIC INTERLOCKINGS**

CMStP&P	Camp Douglas
SooLine	Turtle Lake
SooLine	Cameron
SooLine	Chippewa Falls
SooLine	1.0 mile east of Superior
SooLine	3.3 miles east of Rice Lake
SooLine	1.0 mile east of Koll
Coal Ry	0.7 mile west of Itasca
LST&T	0.7 mile east of Superior
BN	1.0 mile west of Itasca
BN	2.0 miles east of Valley Springs
BN	4.0 miles east of Sioux Falls
CMStP&P	Shakopee
CMStP&P	2.4 miles west of Kasota
CMStP&P	Miloma
CMStP&P-IC	Sheldon
CRI&P	Sibley
C&NW	3.5 miles east of Mankato
C&NW	Butterfield
C&NW	Fairmont

Rule 509 will also apply at the automatic interlockings at:

CMStP&P	MP 79.8 east of Mankato
CMStP&P	Camp Douglas

**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) (New Rule)**

**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) (New Rule)**

**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.

## SPECIAL INSTRUCTIONS

**RULE 713 (G) (New Rule)—Continued**

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 (A) (New Rule)****HOT BOX DETECTORS**

Location of hot box detectors and indicators will be indicated in timetable special instructions. Three lunar white lights in a vertical row indicates that no abnormal journals were detected. Three lunar white lights in a horizontal row indicates an abnormal journal has been detected; train will stop at designated location and a member of the crew will call train dispatcher for instructions.

Engine or train brakes must not be applied while passing detectors unless absolutely necessary.

(a) Hot box detector is located at MP 123.3 Elroy Subdivision and indicators are located for westward trains at MP 121.3 and for eastward trains at MP 126.2. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at indicator location.

(b) Hot box detector is located at MP 68.9 Altoona Subdivision and indicators are located for westward trains at MP 66.3 and for eastward trains at MP 71.3. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at indicator location.

(c) Hot box detector is located at MP 21.3 Altoona Subdivision and indicators are located for eastward trains at MP 23.2 on Altoona Subdivision and for westward trains at MP 2.0 on New Richmond Subdivision. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at indicator location.

(d) Hot box detector is located at MP 21.5 Itasca Subdivision and indicators are located for eastward trains at MP 19.7 and for westward trains at MP 24.2. When lunar signals are in horizontal row, train crews will stop and call the train dispatcher from telephone at indicator location.

**RULE 714 (B)**

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) (New Rule)**

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:

Hutchinson	Currie	Mondovi
Winnebago	Cornell	Slayton
Lewisville		

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) TRANSFER ENGINES**

TR-2 type engines 58 (AB) to 66 (AB) inc. must not be towed in trains without authority from Chief Train Dispatcher. When handled in tow switching movements must not be made.

**(B) 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.

**(C) EAU CLAIRE**

Eastward trains, from Spooner Subdivision must stop at crossover from Spooner Subdivision main track to Altoona Subdivision main track west of Dewey Street and communicate with operator at Eau Claire Tower for permission to use track No. 5 or crossover to westward track.

If switch indicator at crossover switch indicates Stop, a member of the crew must, before opening the switch, communicate with the operator at Eau Claire Tower and be governed by his instructions.

**(D) DULUTH AND SUPERIOR**

Between Superior and Duluth, trains operate over tracks of the Burlington Northern Railroad from C&NW connection, 0.3 mile west of Superior, to Bridge Switch, Rices Point, Duluth, and are governed by timetable and rules of that railroad.

Trains and engines of the Soo Line and Burlington Northern Railroad operate over C&NW main track between MP 62.7 and MP 63.1 and are governed by timetable and rules of the C&NW Railway. All trains and engines must proceed at reduced speed.

Trains and engines of the Soo Line Railroad operate over C&NW main track from a point just west of Tower Ave. at Superior MP 66.20 to the BN main track switch MP 66.48 and are governed by timetable and rules of the C&NW Railway. All trains and engines must proceed at reduced speed.

Trains and engines of the Soo Line Railroad and the BN Railroad operate over C&NW main track from MP 68.07 just after leaving the BN main track on St. Louis Bay Bridge to the BN Railroad switch at MP 68.32 and are governed by timetable and rules of the C&NW Railway. All trains and engines must proceed at reduced speed.

Trains and engines of the Soo Line Railroad operate over C&NW main track from MP 68.32 to MP 69, Soo Line connection, Rices Point, and are governed by timetable and rules of the C&NW Ry. All trains and engines must proceed at reduced speed.

**(E) C&NW-BN CROSSING, FIRST STREET, MINNEAPOLIS**

All train and engine movements over First Street crossing must be protected by a member of crew at crossing to prevent opposing movements.

**(F) MARSHFIELD**

The main track within yard limits as fixed by yard limit signs on the Twin Cities Division and Wisconsin Rapids Subdivision and Marshfield Subdivision of the Lake Shore Division, will be used jointly and in common by trains and engines of the C&NW and of the Soo Line. Rule 93 (Revised) governs.

If there are any cars standing on the siding west of Marshfield, all train and engine movements over Lincoln Avenue will be preceded by a member of the crew prior to crossing Lincoln Ave.





## SPECIAL INSTRUCTIONS

## CLEARANCE AND WEIGHT LIMITS—Cont'd

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

Maximum Gross Weight of Car and Lading	Routes For Points Between	Limit of Load Measurement				
		Height above Top of Rail				
		8' Width	9' Width	10' Width	11' 6" Width	
263,000	E. Minneapolis and W. Minneapolis via Nicollet Island	19	0 19	0 19	0 19	0
263,000	E. Minneapolis and Minneapolis, (Lyndale Ave.) NOTES "E" and "M"	16	8 16	8 14	2 0	0
263,000	Mpls., Lyndale Ave. and 1st Ave. No. (Eastward) NOTES "E" and "M"	16	8 16	8 14	2 0	0
263,000	Minneapolis, Lyndale Ave. and 1st Ave. No. (Westward) NOTE "M"	16	10 16	10 14	6 14	6
315,000	Merriam and Minneapolis, Lyndale Ave.	19	10 19	10 19	9 19	9
263,000	E. St. Paul, Westminster St. and St. Paul Union Depot	19	0 19	0 19	0 19	0
263,000	St. Paul Union Depot and Chestnut St. NOTE "G"	19	0 19	0 19	0 0	0
263,000	Chestnut St. and Western Ave.	22	0 22	0 22	0 22	0
263,000	Western Ave. and Mankato	21	5 21	5 21	5 21	5
263,000	Mankato and Sioux City, 28th St. *	20	0 19	9 19	6 18	9
263,000	28th St. and 22nd St. Yard	22	0 22	0 22	0 22	0
263,000	Eau Claire and Trego	19	11 19	5 18	11 18	0
263,000	Trego and Duluth *	20	6 20	6 20	6 19	9
263,000	Northline and Trego	21	9 21	9 21	9 21	9
210,000	Trego and Ashland Jct. NOTE B	19	9 19	2 18	8 17	9
263,000	Ashland Jct. and Ashland	22	0 22	0 22	0 22	0
263,000	Ashland Jct. and Washburn	19	8 19	3 18	10 18	3
220,000	Washburn and Bayfield	22	0 22	0 22	0 22	0
263,000	Minneapolis, 1st Ave. No. and 20th Ave. So. (Eastward)—NOTE N	16	6 16	6 16	6 16	6
263,000	Minneapolis, 1st Ave. No. and 20th Ave. So. (Westward)—NOTE N	16	11 16	11 16	10 16	10
263,000	Minneapolis, 20th Ave. So. and St. Paul (Miss. St. Yard)	20	6 20	6 20	6 20	0
263,000	St. Paul (Miss. St. Yard) and 4th St. Yard NOTE "M"	16	2 15	4 14	6 12	6
263,000	Minneapolis, Ry. Transfer and Glenwood Jct. NOTE "K"	16	6 16	6 16	6 16	0
220,000	Glenwood Jct., and Wesota NOTE "K"	17	9 17	9 16	6 13	0
263,000	Merrillan and Marshfield	21	1 20	6 19	11 19	0
210,000	Agate and Mitchell	18	6 18	1 17	8 17	0
220,000	Bingham Lake and Currie	22	0 22	0 22	0 22	0
263,000	Black River Falls Subdivision	22	0 22	0 22	0 22	0
251,000	Winnepago and Lake Crystal	21	11 21	11 21	11 21	11
210,000	Fairchild and Mondovi	20	9 20	9 20	9 20	9
220,000	Heron Lake and Lake Wilson	22	0 22	0 22	0 22	0
263,000	Hudson and Stillwater	20	5 19	10 19	3 18	5
220,000	Madelia and Lewisville	22	0 22	0 22	0 22	0
220,000	Menomonie Jct. and Menomonie NOTE "J"	18	6 18	0 17	6 10	0
220,000	Norma and Cornell	19	11 19	5 18	11 18	0

## NOTE "B":

210,000 pounds for 70 ton cars.  
230,000 pounds for 100 ton capacity cars.

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 preceding table.

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. above top of rail 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 except those noted by \* which are listed below:

Mankato and Sioux City (28th St.)	3 ft. 6 in.
Trego and Duluth	4 ft. 9 in.
St. Paul (Western Ave. Yd.) and North Omaha, Neb. via Sioux City	3 ft. 6 in.

NOTE "E": Loads 11 feet wide can be handled from 3 ft. 0 in. above top of rail to 14 ft. 2 in. above top of rail.

NOTE "G": Loads 11 feet wide can be handled from 3 ft. 6 in. above top of rail to 19 ft. 0 in. above top of rail.

NOTE "J": Loads 11 feet wide can be handled from 2 ft. 0 in. above top of rail to 14 ft. 6 in. above top of rail.

NOTE "K": Loads 11 feet wide can be handled from 2 ft. 0 in. above top of rail to 16 ft. 3 in. above top of rail.

NOTE "M": Cars coming within the limits of the outline for Plate "C" can move unrestricted on all lines except:

East Minneapolis and Minneapolis (Lyndale Ave. So.),  
St. Paul, Mississippi St. Yard and 4th Street Yard.  
Minneapolis (Lyndale Ave. So.) and 1st Ave. North.

NOTE "N": East Bound and West Bound between Minneapolis, 1st Ave. N. and 20th Ave. S. are the tracks through the Railway Transfer.

NOTE "O": Cars having maximum gross weight between 263,000 pounds and 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 after clearing with the Chief Train Dispatcher for each movement.

Also refer to instructions governing movement of loaded ore cars on Spooner, Itasca, Bayfield and Ashland subdivisions as indicated in paragraph (F) on page 11.

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, 127 N. Clinton St. (6:30 A.M.—5:00 P.M., C.S.T. Daily except Saturday, Sunday & Holidays)	J. K. Stack, M. D.	332-2121	944-0988
	Passavant Hospital, Emergency Room, 303 E. Superior St.		944-4200	
ADAMS	Roche-A-Cri Clinic	A. R. Wiehe, M. D.	339-2311	339-2311
		M. L. Janssen, M. D.	339-2311	339-2311
ALTON	Alton, Ia.	C. B. Murphy, M. D.	756-3301	756-3921
ASHLAND	206—6th Ave. West	W. E. Bargholtz, M. D.	682-6622	682-2089
AUGUSTA	106 East Lincoln Street	O. G. Moland, M. D.	286-2462	286-2340
BALDWIN	Baldwin, Wisconsin	C. A. Olson, M. D.	684-3326	684-2119
BELLE PLAINE	127 So. Cedar	H. M. Juergens, M. D.	873-6161	873-6271
	337 So. Meridian	Roger Hallgran, M. D.	873-2276	873-2900
BLACK RIVER FALLS	221 Main Street	Robt. Krohn, M. D.	6305	3395
		John H. Noble, M. D.	6305	2505
BLOOMER	1518 Main Street	D. F. Hudek, M. D.	568-6110	568-3220
	1320—15th Ave.	C. T. Clauson, M. D.	568-2150	568-3260
CHIPPEWA FALLS	133 West Central Street	F. B. Sazama, M. D.	723-2866	723-3730
DULUTH	Medical Arts Bldg., 324 West Superior	C. M. Smith, M. D.	722-3907	724-1955
EAU CLAIRE	1620 Ohm Ave.	P. J. Finucane, M. D.	834-2035	832-4155
	131 So. Barstow	P. G. Spelbring, M. D., Oculist-Aurist	834-4144	835-6483
FAIRMONT	322 E. Blue Earth Ave.	*J. K. Gardner, M. D.	235-3657	235-3405
	322 E. Blue Earth Ave.	*V. H. Gardner, M. D.	235-3657	235-6321
		*If no answer call	235-3375	
HAYWARD	116 West 2nd St.	D. H. Callaghan, M. D.	257	207
HOPKINS	15—9th Ave. So.	J. A. Blake, M. D.	938-7612	938-7778
HUDSON	226 Locust St.	M. G. Anderson, M. D.	386-2311	386-2512
HUTCHINSON	25 Second Ave., S. W.	L. H. Blackwell	896-1455	896-4845
LE SUEUR	229 So. 2nd St.	N. N. Sonnesyn, M. D.	665-2577	665-2329
LUVERNE	102 So. McKenzie St.	F. W. Boffenkamp, M. D.	283-4757	283-8451
		If no answer call	283-2321	
MADelia	17 Center Ave. North	H. Boysen, M. D.	642-3314	642-3637
MANKATO	Mankato Clinic, 561 Holly Lane	P. G. Hoepfer, M. D., Oculist-Aurist	387-1811	345-3289
		A. A. Schmitz, M. D.	387-1811	345-4236
	329 S&L Bldg.	R. W. Kearney, M. D.	345-8171	345-3330
MARSHFIELD	Marshfield Clinic, 630 So. Central	Karl H. Doege, M. D.	387-1711	384-8358
	650 So. Central Ave.	Robert W. Mason, M. D.	387-1711	384-5391
	630 So. Central Ave.	G. H. Williams, M. D.	387-1711	384-5557
MENOMONIE	710 2nd St.	P. A. Quilling, M. D.	235-3244	235-2331
	Red Cedar Clinic, 103 First Ave. West	A. E. McMahon, M. D.	235-5565	235-5851
	Red Cedar Clinic, 103 First Ave. West	Michael J. Miech	235-5565	235-0238
MINNEAPOLIS	90 So. 9th St.	J. L. Garten, Oculist-Aurist	339-4727	922-2503
	Physicians & Surgeons Bldg., 9th & Nicollet	B. D. Mitchell, M. D.	333-7533	377-1272
	2337 Central Ave.	R. P. Neary, M. D.	789-5403	789-4747
MITCHELL	818 West Haven	V. R. Vonburg, M. D.	996-7526	996-4574
	Med. Arts Bldg., 203 North Main	H. R. Lewis, M. D.	996-5474	996-3774
MONDOVI	495 Lakewood	D. S. Sharp, M. D.	926-4914	926-4264
MOUNTAIN LAKE	302 North 10th St.	Alvin Weins, M. D.	427-2121	427-3236
RICE LAKE	24 West Marshall St.	J. F. Maser, M. D.	234-7068	234-2604
ST. JAMES	502—2nd Ave., So.	R. A. Parsons, M. D.	375-3141	375-3752
		If no answer call	375-3093	
ST. PAUL	Lowry Med. Arts Bldg.	Chas. E. Rea, M. D.	224-9691	644-6896
		Chas. A. Roach, M. D. Oculist	222-5838	484-7065
		C. W. Leverenz, M. D.	224-2123	699-4528
	Central Medical Bldg.	Frank Adair, M. D., Oculist	646-1841	699-1914
ST. PETER	210 West Nassau St.	C. S. Strathern, M. D.	931-6350	931-2651
SHAKOPEE	116 So. Holmes	B. F. Pearson, M. D.	445-1232	445-1751
SHELDON	712—4th Ave.	R. E. Griffin, M. D.	324-2511	324-2349
SHELL LAKE	Shell Lake, Wisc.	D. V. Moen, M. D.	468-7881	468-2553
SIBLEY	502—2nd St.	J. H. Thomas, M. D.	754-2211	754-2179
SIOUX CITY	Badgerow Bldg., 4th & Jackson	E. H. Sibley, M. D.	258-0149	277-2521
	Insurance Exchange Bldg., 8th & Pierce	J. E. Dvorak, M. D., Oculist-Aurist	258-5559	258-3181
SIOUX FALLS	1505 So. Minnesota Ave.	Robt. R. Donahoe, M. D.	336-1820	336-2185
	1505 So. Minnesota Ave.	Loren H. Amundson, M. D.	336-1820	336-2488
	1701 So. Minnesota Ave.	R. E. VanDemark, M. D.	336-1573	338-6432
SPOONER	222 Oak	Lester J. Olson, M. D.	635-2151	635-2432
STILLWATER	Greeley St. Clinic, 305 So. Greeley St.	F. M. McCarten, M. D.	439-2215	439-3020
SUPERIOR	1507 Tower Ave.	V. E. Ekblad, M. D.	394-3510	394-4630
		T. J. Doyle, M. D., Oculist	394-5171	392-4942
	310 Telegram Bldg.	E. G. Stack, M. D.	394-6110	394-7166
WINDOM	304—10th St.	H. C. Stratte, M. D.	831-2393	831-2604
WORTHINGTON	Worthington Clinic, 508—10th St.	**P. W. Harrison, M. D.	376-6121	376-4214
	701—11th St.	**E. A. Kilbride, M. D.	376-4660	376-5412
		**If no answer call	376-4141	after 9 P.M.

