

**DISTRICTS**

<b>ST. PAUL—</b>		
Minneapolis to Oelwein.....	189.1	Miles
Tripoli Branch.....	16.5	"
<b>MASON CITY—</b>		
Hayfield to Clarion.....	101.0	"
<b>CLARION—</b>		
Oelwein to Clarion.....	98.8	"
<b>COUNCIL BLUFFS—</b>		
Clarion to Omaha.....	164.0	"
<b>MANKATO—</b>		
Mankato to Randolph.....	67.4	"
<b>McINTIRE—</b>		
Randolph to Osage.....	141.2	"
Winona Branch.....	50.2	"
Altura Branch.....	9.6	"
<b>Total.....</b>	<b>837.8</b>	<b>Miles</b>

**SAFETY**  
**Is of**  
**FIRST IMPORTANCE**  
**in the**  
**Discharge of Duty**

**TRAINMASTERS AND DISPATCHERS**

W. O. McCann, Trainmaster.....	Hayfield, Minn.		
G. E. Traynor, ".....	Clarion, Ia.		
J. M. Wheeler, ".....	Oelwein, Ia.		
J. F. Parkinson, Asst. Trainmaster.....	St. Paul, Minn.		
J. F. Michels, Chief Dispatcher.....	Oelwein, Ia.		
D. F. Gifford, Night Chief Dispatcher.....	" "		
C. K. Cole, Dispatcher.....	" "		
B. J. Vaughn, ".....	" "		
H. Oakley, ".....	" "		
R. E. Hagelberg, ".....	" "		
E. G. Jordan, ".....	" "		
N. J. Kjar, ".....	" "		
R. L. Folkers, ".....	" "		
P. M. Ketchum, ".....	" "		
J. W. Nish, ".....	" "		

**CHICAGO GREAT WESTERN  
RAILWAY COMPANY**

**MINNESOTA  
DIVISION**

**TIME TABLE  
No. 18**

**EFFECTIVE AT 12:01 A. M.  
SUNDAY, OCTOBER 30, 1955**

**FOR EMPLOYEES ONLY**

**E. T. REIDY,**  
Vice President & General Manager,  
Chicago, Illinois

**H. W. JOHNSON,**  
Asst. Vice President & Asst. General Manager,  
Oelwein, Iowa

**H. R. HALVERSON,**  
Superintendent,  
Oelwein, Iowa

**J. C. DODD,**  
Assistant Superintendent,  
Oelwein, Iowa

**C. B. ANGELO,**  
Assistant Superintendent,  
St. Paul, Minnesota

## LIST OF SURGEONS — MINNESOTA DIVISION

	Phone Number			Phone Number	
	Office	Residence		Office	Residence
Austin, Minn.....Dr. David P. Anderson	Hemlock	Hemlock	Minneapolis, Minn..Northwestern		
Belmond, Ia.....Dr. S. P. Leinbach	32355	35170	Hospital	Ma. 7266	
Cannon Falls,	492	397	Minneapolis, Minn..For ambulance, call	Ma. 5341	
Minn. ....Dr. M. R. Williams	110	5	Oelwein, Ia.....Dr. L. W. Ward	199	122
Carroll, Ia.....Dr. Roland B.			Oelwein, Ia.....Dr. G. M. Thein	313	492
Morrison	3543	3630	(Oculist)		
Clarion, Ia.....Dr. R. C. Eaton	224	884	Oelwein, Ia.....Dr. J. W. Feld	341	436
Clarion, Ia.....Dr. R. A. Young	224	549	(Dental Surgeon)		
Clarksville, Ia.....Dr. E. M. Mark	2851	2412	Omaha, Nebr.....Dr. J. S. Alexander	Ja. 0130	Ja. 6896
Council Bluffs, Ia..Dr. J. P. Cogley	6677	3-0733	815 City Nat. Bank		
Council Bluffs, Ia..Dr. A. C. Brown	3-7504	8114	or call	Gl. 1127	
Dodge Center,			Osage, Ia.....Dr. R. L. Whitley	44	22
Minn. ....Dr. C. E. Bigelow	2461	2462	Pine Island, Minn..Dr. C. B. McKaig	62182	62187
Eagle Grove, Ia...Dr. E. M. Smith	8	378	Red Wing, Minn...Dr. R. F. Hedin	3528	3240
Faribault, Minn....Dr. C. M. Robillard	8	516 or 1310	Riceville, Ia.....Drs. Walker & Walker	122	168
Fort Dodge, Ia....Dr. E. F. Beeh	Wa 1774	Wa 1337	Rochester, Minn....Dr. W. A. Merritt	2-2511	5230
Fort Dodge, Ia....Dr. S. B. Chase	Wa 2760	Wa 1394	S. St. Paul, Minn..Dr. Thomas A. Lowe	La. 1182	La. 1424
(Oculist)			S. St. Paul, Minn..Dr. Earl Lowe	La. 1182	La. 1157
Fredericksburg, Ia..Dr. S. B. Zoller	45X	45Y	Spring Valley,		
Hampton, Ia.....Dr. S. G. Walton	420	195	Minn. ....Dr. L. W. Clark	137	134
Harlan, Ia.....Dr. L. W. Savage	135	135-X	St. Paul, Minn....Dr. John A. Moga	CA 4-4573	MI 5-3310
Kenyon, Minn....Dr. R. R. Moses	2442	2448	(485 Rice St., corner		
LeRoy, Minn....Dr. M. P. Morse	30	30-J	University Ave.)		
Mankato, Minn....Dr. W. C. Stillwell	4651	3508	St. Paul, Minn....Dr. R. O. Leavenworth	CA 2-8717	MI 8-3615
Manning, Ia.....Dr. A. W. Carlile	131	131	(Oculist, 835 Lowry		
Mason City, Ia....Dr. Joseph E.			Bldg.)		
Christopherson	2700	4151	St. Paul, Minn....St. Joseph's Hospital	CA 2-6321	
Mason City, Ia....Dr. H. D. Fallows	721	1645	St. Paul, Minn....For ambulance, call	CA 2-0555	
(Oculist)			Stewartville, Minn..Dr. A. F. Risser	3451	233
Minneapolis, Minn..Dr. O. W. Yoerg	Ge. 1700	Co. 1606	Sumner, Ia.....Dr. J. E. Whitmire	234	212
1853 Medical Arts			Waverly, Ia.....Dr. O. C. Hardwig	735	147
Bldg. or call	FI. 1411		Winona, Minn....Dr. R. B. Tweedy	3397	2606

## SPECIAL RULES

## MOVEMENT OF TRAINS

1. Superiority of trains by direction is shown at the bottom of schedule pages. See Rule No. 71.

## 2. MOVEMENT OF C.G.W. TRAINS OVER FOREIGN LINES:

Between St. Paul and Minneapolis trains will be governed by Great Northern Railway time table and rules.

At Austin, Minn., trains Nos. 13 and 14 will use Milwaukee Road passenger station, entering on to Milwaukee Road tracks southbound at Austin Jct., M.P. 15.8, and northbound at C.G.W. Jct., M.P. 18.3. Be governed by Milwaukee Road time table and rules.

Between Peter and Rigg, joint track with C.R.I.&P. Ry.-C.T.C. operation—all trains and engines will be governed by signal indications, C.R.I.&P. Rules 400 to 406, inclusive. All speed restrictions will use C.R.I.&P. Mile Post numbers, which are 15.5 miles less than C.G.W. Mile Post numbers.

Between Council Bluffs, Omaha and South Omaha trains will be governed by Union Pacific rules. Each member of train and engine crews must have a copy of Union Pacific Bridge Subdivision Special Rules and Bridge Subdivision time table.

Between 6th Street and Burlington Passenger Station, Omaha, trains will be governed by C.B.&Q. time table and rules, and proceed only on hand signal from switch tender at 6th Street.

Between Planks Junction and Lafayette Street, Winona, C.&N.W. time table and rules will govern. Trains must not enter upon C.&N.W. main track without proper authority.

Between Lafayette Street, Winona, and C.G.W. Yard, Winona, C.B.&Q. rules will govern. Movement over any portion of the C.B.&Q. track between East Winona and Winona, 2.21 miles, will be made by C.B.&Q., G.B.&W. and C.G.W. trains and engines at restricted speed as the way is seen to be clear, and must stop before crossing Walnut and Franklin Streets, Winona, protect movement over the crossing, and stop for C.M.St.P.&P. crossing. Maximum speed fifteen (15) miles per hour. Trains carrying passengers must be protected as prescribed by Rule 99.

3. The automatic block signal system is operated between Oelwein, Mile Post 352.75, and north end of Mississippi River lift bridge, St. Paul, Mile Post 529.7. Be governed by Rules 501 to 519, inclusive.

4. Between West St. Paul and St. Paul Union Depot color light type signals govern movement of all trains and engines, superseding time table authority.

The switch at end of two main tracks, West St. Paul, is an interlocked power operated switch with associated color light type signals governing movements over this switch, and is remotely controlled by operator at South St. Paul.

If any of these signals display aspects which will not allow train or engine to proceed over this power operated interlocked switch, communicate with operator at South St. Paul, who will either clear route and signals for movement, or give authority to operate switch by hand.

Instructions for operating switch by hand are posted on the wall in instrument house immediately west of the switch.

All southbound trains, transfers or engines, before leaving St. Paul Union Depot, will have their movements over the single track between St. Paul Union Depot and West St. Paul cleared by Train Director at Sibley Street through operator at South St. Paul.

All northbound train and engine movements starting from State Street or South Park Yard, before entering on main track, will clear their movements over the single track between West St. Paul and St. Paul Union Depot through operator at South St. Paul.

5. Two main tracks are operative between:

Armour Avenue and West St. Paul  
Tenth Avenue, Council Bluffs, and U.P. Junction

Normal position of switch at end of two main tracks at Tenth Avenue, Council Bluffs, is for westbound track. (See Rule D-151.)

## 6. Register stations:

Austin Jct.....	Nos. 13 & 14 will register arrival and departure time and signals carried, but will not make register check, Form 26.
Benning.....	All trains.
Cannon Falls.....	All trains.
Clarion.....	All trains.
Council Bluffs.....	All trains.
Harlan.....	All first class trains. (For information of trains starting.)
Hayfield.....	All trains starting or terminating.
Mankato.....	All trains.
McIntire.....	All trains starting or terminating, and all first class trains for information of McIntire District trains.
Northfield.....	All trains.
Oelwein.....	All trains.
Randolph.....	All trains starting or terminating.
Red Wing.....	All trains starting or terminating.
Rochester.....	All trains.
Simpson.....	All trains.
State Street.....	All trains. First class trains will register by Form 188 but will not make register check, Form 26.
St. Paul Union Depot.....	All trains.
South St. Paul.....	All trains will register by Form 188 except when displaying signals.
Sumner.....	All trains starting or terminating.
Winona.....	All trains.
Manly.....	} See C.G.W.-C.R.I.&P. joint time table.
Mason City.....	
Clear Lake Junction.....	

## 7. Standard Clocks:

Boom Island—Roundhouse
Minneapolis—Great Northern Passenger Station
St. Paul—Union Depot
State Street—Enginemen's locker room
State Street—Yard office
Randolph—Telegraph office
Hayfield—Telegraph office
McIntire—Telegraph office
Oelwein—Dispatcher's office
Oelwein—Telegraph office
Oelwein—Enginemen's locker room
Clarion—Passenger station
Clarion—Telegraph office
Clarion—Roundhouse office
Council Bluffs—Telegraph office
Council Bluffs—Roundhouse office
Mankato—Telegraph office
Red Wing—Telegraph office
Rochester—Telegraph office
Rochester—Roundhouse

## 8. General Order Boards:

Boom Island—Roundhouse	Mankato—Roundhouse
Minneapolis—	Mankato—Tower
G. N. Passenger Station	Northfield—Freight station
Minneapolis—	Red Wing—Passenger station
East Yard, yard office	Rochester—Freight station
State Street—Enginemen's locker room	Rochester—Roundhouse
State Street—Yard office	Winona—Freight office
Randolph—Telegraph office	
Hayfield—Passenger station	
Hayfield—Roundhouse	
McIntire—Telegraph office	
Oelwein—Yard office	
Oelwein—Enginemen's locker room	
Clarion—Passenger station	
Clarion—Tower	
Clarion—Roundhouse	
Council Bluffs—Roundhouse	
Council Bluffs—Passenger station	

## 9. Stations protected by Yard Limit Boards are as follows:

Armour Avenue	Cannon Falls
Austin	Clarion
Belmond	
North Yard	Mason City
Ft. Dodge	Northfield Junction
Carroll	McIntire
Council Bluffs	Northfield
Faribault	Oelwein
Faribault Junction	Osage
Mankato	Ostrander
All Stations—	Randolph
Tripoli Branch	Red Wing
All Stations—	Rochester
Winona Branch	Simpson
Clear Lake Junction	South St. Paul
Hampton, Iowa	State Street
Hayfield	St. Paul
Little Cedar	Waverly
Manly	West Red Wing
West Manly	

## 10. At the following train order offices trains must obtain clearance card, Form 14, as indicated:

Council Bluffs.....	All trains.
McIntire.....	All McIntire District trains.
Randolph.....	All Mankato and McIntire District trains.
Red Wing.....	All trains except No. 124 when train order signal is in clear position.
Rochester.....	All trains.
Faribault.....	All trains except No. 127 when train order signal is in clear position.
Northfield.....	All trains starting, except No. 202 when train order signal is in clear position.
St. Paul Union Depot....	All trains.

## 11. Auxiliary Lines:

Clarion.....	Mason City District
Hayfield.....	Mason City District
Oelwein.....	Clarion District
McIntire.....	McIntire District
Randolph.....	Mankato and McIntire Districts
Simpson.....	Winona Branch
Sumner.....	Tripoli Branch
	(See Rules 14dd and 14ee.)

## 12. Conditional Flag Stops:

Nos. 5 and 6 will stop at any station to receive or discharge pay passengers.

Nos. 13 and 14 will stop at any station on Mason City and Council Bluffs Districts to receive or discharge pay passengers.

13. Cars must not be left on sidings without permission from Chief Dispatcher, except at:

McIntire.....	McIntire District Siding
Hampton, Iowa.....	Siding

15. Junction switch at West Red Wing will be set for trains to and from Red Wing as normal position.

## USE OF TRACKS

16. Trains or engines operating between Sumner and Bremer on the Tripoli Branch, between Osage and McIntire on the McIntire District, and between Simpson and Planks Junction, and between Utica Junction and Altura on the Winona Branch, will be governed by Rule 93 and will not require train orders.

17(a). All first class trains will move with caution within the switching district of Oelwein terminal.

17(b). All first class trains will move with caution between South Park Yard and St. Paul Union Depot.

17(c). All first class trains will move with caution within yard limits at Clarion.

17(d). All first class trains will move with caution within the switching district of Council Bluffs terminal.

## RESTRICTIONS IN OPERATION OF LOCOMOTIVES

18. Diesels heavier than D-2 Class must not be operated in following territories:

St. Paul District  
Between Sumner and Bremer

**McIntire District**

Between McIntire and Osage  
Between Utica Junction and Altura  
On house track at Dover.

19. Diesels heavier than D-7 Class must not be operated in road service on the following districts:

At Waverly—D4 and D6 class must use siding only over Bridge 275.3

Council Bluffs District, except Clarion to McClelland  
McIntire District, except between McIntire and Rochester  
Mason City District, except between Hayfield and Austin  
Mankato District, except between Randolph and Northfield  
Winona Branch

Maximum depth of water, over top of rail, through which equipment may be handled is as follows, except where greater depths are authorized by special instructions:

Diesel engine..... 5 inches  
Passenger cars..... 9 inches  
Freight cars.....25 inches

When trains are operated through water, a maximum speed of five (5) miles per hour must not be exceeded.

**20. CLOSE CLEARANCES:**

<b>INVER GROVE</b>	Pockrandt Lumber Company, Warehouse track, door will not clear man on top or side of car.
<b>WAVERLY</b>	No. 2 track, Carnation Company—movements made carefully and at slow speed due to close clearance and short turnout.
<b>ROWAN</b>	Transfer track—move carefully account sharp curve.
<b>FORT DODGE</b>	East Side Lumber Company—close clearance fence and building.
<b>LANESBORO</b>	Gravel loading ramp—engines or cars must not be moved past ramp when aprons are down.
<b>HARLAN</b>	C.&N.W. Transfer—engines must not go more than one car length beyond frog, and close clearance overhead bridge.
<b>ROCHESTER</b>	Concrete platform at rear end spur track between First and Center Streets will not clear man on side of car or engine. When switching cars to or from this platform, trains will stop at STOP SIGN at end of platform, and foreman or conductor in charge will see that all members of crew are in safe position and no one riding on side of cars or engines on platform side.
<b>OSTRANDER</b>	Ore loading ramp. Engines or house cars must not be moved past ramp when aprons are down.
<b>FARIBAULT</b>	SHEFFIELD MILL. Engines must not pass over bridge at mill.

21. The following signs placed in column provided on face of schedule pages indicate:

W—Water  
O—Fuel for Diesel locomotives  
T—Turntable  
S—Track scales  
Y—Wye  
PH—Telephone or telegraphone  
R—Radio base station  
Ry—Radio yard station

22. When snow plows are operated ahead of or following other trains, absolute block between open stations must be maintained between such trains in territory involved. When necessary, dispatchers must call operators to establish necessary communications. These requirements do not modify Rule 99.

Snow plows, while in road operation, will not exceed a speed of five (5) miles per hour when meeting, passing, or being passed by a passenger train.

23. Precautions to be taken to insure safe train operation during and following severe storms:

**OPERATORS**—Notify Train Dispatcher promptly of nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

**TRAIN AND ENGINEMEN**—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is doubt as to safety of movement, take siding and wait until advised track is safe.

**TRAIN DISPATCHERS**—On receipt of report of storm, notify trains likely to be affected; see that Superintendent, Division Engineer and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains as quickly as possible. If necessary, have Operator call Section Foreman.

24. Agents and Operators (with card form 874, ready for use) must take a position on station platform and closely observe all passing trains, signaling trainmen or enginemen to stop if anything is noticed that might imperil the safety of the train or employees. Card Form 874 shall be properly filled out and handed to rear end when a hot box, a flat wheel, a brake beam dragging, etc., is noticed. If nothing irregular is detected, a proceed signal must be given.

All employes at work in yards and between stations must also inspect passing trains.

When trains are entering or leaving sidings and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make a similar inspection.

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals to indicate whether or not train movement has the appearance of being normal.

Train and engine employes must be on the alert to receive, transmit, and act promptly on these signals.

25. High tension electric wires are located on south side of right-of-way between Clarion and Eagle Grove, and between river north of Belmond and highway crossing at M. P. 170.0.

**MINNESOTA STATUTES 1927**

26. Every engineer, driving a locomotive, on any railway, who shall fail to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded, at least eighty rods from any place where such railway crosses a traveled road or street, on the same level (except in cities), or to continue the ringing of such bell or sounding of such whistle at intervals until such locomotive and the train thereto attached shall have completely crossed such road or street, shall be guilty of a misdemeanor.

**27. OPERATION OF RADIO:**

Radio communication systems are under the jurisdiction of the Federal Communications Commission. The Railroad Company and its employes are governed by the Commission's Operating Rules. Violation is a Federal Offense for which severe penalties are provided.

Federal Communications Commission Rule 2 reads as follows:

"No employe shall knowingly transmit any false distress communication, any unnecessary, irrelevant or unidentified communication, nor utter any obscene, indecent or profane language via radio."

Communication via the radio must NOT be utilized by any employe in any manner that would have the effect of supplanting or modifying strict compliance with transportation rules and special instructions.

Radio will NOT be used in the transmission of train order directly to a train or engine, except in extreme emergencies. When so used, every precaution must be taken to prevent any misunderstanding. Transportation rules covering train orders transmitted by telephone will be followed.

Employes are prohibited from advising approaching trains as to the position of train order signal or informing them of the contents of any train orders for their train or for any other train. Train and engine crews are prohibited from requesting such information by radio.

28. LOCATION OF SPRING SWITCHES:

Station	Location	Normal Position
Armour Avenue	End of two main tracks	For northbound track
Oelwein Yard	North end	For inbound main track
Council Bluffs	East switch siding	For main track

Movement over spring switches will be governed by signal indications and following instructions:

At Armour Avenue:

- (1) Northbound movements from single track to northbound main track are governed by a three-indication semaphore type signal, Rules 501, 501-A, and 501-B.
- (2) Southbound movements from southbound main track to single track are governed by a two-indication semaphore type signal, Rules 501 and 501-B.
- (3) Southbound movements from northbound main track to single track are governed by a two-indication color light type dwarf signal, Rules 501-B and 501-C.

When signals indicate "STOP," trains must stop before reaching switch and movement must not be made contrary to signal indication except by authority of caution card, Form 11, issued by Train Dispatcher and not then until some member of crew shall have examined switch points and operated and secured switch by hand for the movement to be made. When switch has been operated by hand and after the train has completely cleared the switch, the conductor (or engineer if there be no conductor) must see that switch is restored to and locked in normal position.

In nonautomatic signal territory at north end of Oelwein yard, a two-indication color light type signal is in use in advance of facing point of spring switch. A proceed signal indicates only that switch points are in normal position.

If any train moving through a spring switch is stopped before entire train has passed through the spring switch, NO REVERSE MOVEMENT SHALL BE MADE, NOR SLACK PERMITTED TO RUN BACK, UNTIL SWITCH IS LINED OVER BY HAND AND LATCHED IN REVERSE POSITION.

29..... SPEED RESTRICTIONS

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
<b>OELWEIN TO ST. PAUL</b>		
Main track except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or other proper notice:		
Between Oelwein and Hayfield.....	58	45
Between Hayfield and Kenyon.....	58	50
Except: Dodge Center to M.P. 460.0..	50	35
Between Kenyon and M. P. 517.0.....	58	45
Except: Nerstrand to Dennison.....	45	30
Between M.P. 517.0 and State Street....	40	25
Between State Street and St. Paul Union Depot.....	10	10
<b>OELWEIN TO COUNCIL BLUFFS</b>		
Between Oelwein and Clarion.....	50	40
Except: M.P. 247.5 to M.P. 260.5.....	40	35
M.P. 274.2 to M.P. 281.2.....	40	35
Over Bridge at M.P. 275.3... ..	15	15
M.P. 289.0 to M.P. 293.0		
(Eastbound).....	40	30

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Between Clarion and Carroll.....	50	40
Except: Ft. Dodge—Gypsum Line....	10	10
High Bridge—M.P. 373.6.....	20	10
Between Carroll and Council Bluffs.....	50	40
Except: M.P. 462.0 to M.P. 469.0		
(Eastbound).....	45	35
M.P. 484.0 to M.P. 487.0		
(Eastbound).....	45	35
Curve M.P. 502.5 to M.P. 503.2.....	35	With Caution
Council Bluffs—Tostevin St. to U.P. Junction.....	With Caution	.....
<b>HAYFIELD TO CLARION</b>		
Between Hayfield and Clear Lake Junction.....	55	45
Except: M.P. 17.4 to M.P. 21.3.....	35	20
M.P. 21.3 to Manly Tower... ..	25	20
M.P. 58.3 to Clear Lake Junction.....	20	20
Between Clear Lake Junction and Clarion.	50	35
Except: M.P. 67.10 to M.P. 68.20....	30	25
<b>MANKATO TO OSAGE</b>		
Between Mankato and M.P. 4.0.....	25	20
Between M.P. 4.0 and M.P. 18.2.....	20	20
Between M.P. 18.2 and M.P. 30.0.....	35	30
Between M.P. 30.0 and M.P. 44.0.....	15	15
Between M.P. 44.0 and M.P. 61.5.....	20	20
Between M.P. 61.5 and Randolph.....	35	30
Between Randolph and Red Wing.....	45	35
Except: Around curves and bluffs, Cannon Falls to Red Wing.		
M.P. 81.0 to 83.5.....	30	20
M.P. 87.8 to M.P. 89.0.....	20	10
M.P. 89.0 to M.P. 91.8.....	10	10
M.P. 89.0 to M.P. 91.8.....	20	10
Between Wye switches West Red Wing and Red Wing.....	With Caution	With Caution
Between Red Wing and Rochester—	40	30
Except: Around curves and bluffs Red Wing to Claybank.....	30	20
M.P. 113.0 and Zumbrota....	30	20
Between Rochester and McIntire.....	45	35
Except: M.P. 146.5 to Simpson.....	35	25
M.P. 154.0 to M.P. 156.0....	35	25
M.P. 168.0 to M.P. 170.0....	30	20
D4 and D6 class engines between Rochester and Simpson, between Simpson and Spring Valley.....	20	20
.....	25	25
Between McIntire and Osage.....	10	10
Except: Over Bridge at M.P. 200.1....	5	5
<b>SUMNER AND BREMER</b>		
Between Sumner and M.P. 6.0.....	20	20
Except: M.P. 6.0 and Bremer.....	15	15
Over Bridge M.P. 4.....	10	10
<b>WINONA AND SIMPSON</b>		
Between Simpson and Planks Jct.....	15	15
Except: Utica Jct. and Altura.....	10	10

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
<b>MISCELLANEOUS:</b>		
All trains and engines operating through spring switch turnouts will not exceed.....	20	20
All trains and engines operating through crossover, junction, siding and yard switches, except spring switches, will not exceed.....	15	15
Passenger trains handling box cars equipped for passenger train service.	58	.....
<b>Trains handling:</b>		
Mixed freight and passenger equipment.....	45	45
Steam derricks, pile driver, or cranes on their own wheels.....	.....	30
Derricks X-200 and X-250 class Cooper's rating E-72.3) must not be operated on the following districts:		
At Waverly, on Clarion District, siding must be used when going over Bridge 275.3.		
Council Bluffs District, except Clarion to McClelland		
Mason City District, except Hayfield to Austin.		
McIntire District, except McIntire to Ostrander.		
Mankato District, except Randolph to Northfield.		
Scale test car restricted to movement in way freight trains only.....	.....	25

30. Maximum Speed over Railroad Crossings as follows:

CROSSING	Mile	Passenger Trains	Freight Trains
<b>ST. PAUL DISTRICT:</b>			
C. & N. W.....	458.3	50	35
C. M. St. P. & P.....	423.6	50	25
C. M. St. P. & P.....	385.3	20	20
<b>MASON CITY DISTRICT:</b>			
C. M. St. P. & P.....	12.7	20	20
C. M. St. P. & P.....	15.9	20	20
I. C.....	28.3	Stop	Stop
C. R. I. & P.—M. & St. L..	48.4	20	20
C. & N. W.....	57.0	20	20
C. M. St. P. & P.....	58.5	20	20
M. C. & C. L.....	59.1	20	20
C. R. I. & P.....	89.3	Stop	Stop
M. & St. L.....	90.6	Stop	Stop
<b>CLARION DISTRICT:</b>			
I. C.....	276.0	20	20
C. R. I. & P.....	288.8	40	30
C. & N. W.....	305.5	20	20
M. & St. L.....	317.7	20	20
M. & St. L.....	317.8	20	20
C. R. I. & P.....	318.1	20	20
C. R. I. & P.....	334.9	15	15

CROSSING	Mile	Passenger Trains	Freight Trains
<b>COUNCIL BLUFFS DISTRICT:</b>			
C. R. I. & P.....	344.8	20	20
C. & N. W.....	354.9	40	30
Ft. D. D. M. & S.....	372.8	10	10
M. & St. L.....	380.3	20	20
C. R. I. & P.....	388.8	15	15
Ft. D. D. M. & S.....	392.6	15	15
C. & N. W.....	398.2	20	20
C. M. St. P. & P.....	398.2	20	20
C. B. & Q.....	504.6	Stop	Stop
C. & N. W.....	505.2	Stop	Stop
C. B. & Q.....	505.3	Stop	Stop
O. B. & T.....	505.3	Stop	Stop
<b>MANKATO DISTRICT:</b>			
C. & N. W.....	0.6	20	20
C. St. P. M. & O.....	0.6	20	20
C. St. P. M. & O.....	3.6	15	15
C. St. P. M. & O.....	4.2	20	20
M. & St. L.....	28.6	20	20
C. M. St. P. & P.....	44.9	20	20
C. R. I. & P.....	48.1	20	20
C. M. St. P. & P.....	58.5	Stop	Stop
C. M. St. P. & P.....	58.9	Stop	Stop
<b>McINTIRE DISTRICT:</b>			
C. M. St. P. & P.....	73.8	Stop	Stop
C. M. St. P. & P.....	117.5	Stop	Stop
C. & N. W.....	141.8	20	20
C. M. St. P. & P.....	185.3	Stop	Stop

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
31. Through city limits of the following towns, speed of trains is restricted as follows by city ordinance:		
South St. Paul—Grand Avenue....	10	10
South St. Paul—Armour Avenue....	20	20
Inver Grove—street crossings.....	30	25
Hayfield—street crossings.....	15	15
Austin—street crossings.....	15	15
Austin—Oak Street (Main line)....	10	10
Austin—Oak Street (Switching)....	.....	5 & Flag
Austin—Oak Street (Sundays)....	Stop & Flag	Stop & Flag
Mason City—street crossings.....	25	25
Belmond—street crossings.....	15	10
Waverly—street crossings.....	With Caution	With Caution
Eagle Grove—street crossings.....	15	15
Carroll—street crossings.....	15	15
Council Bluffs—Main and 6th Streets.....	Stop & Flag	Stop & Flag
Council Bluffs—7th and 8th Streets.	5	Stop & Flag
Council Bluffs—17th Street.....	Stop & Flag	Stop & Flag
Dundas—Main Street.....	10	10
Red Wing—Jefferson Street.....	Stop & Flag	Stop & Flag
Red Wing—Main Street.....	Stop & Flag	Stop & Flag
West Red Wing—Crossings.....	Stop & Flag	Stop & Flag
Trout Brook—Highway No. 1.....	5	5
Pine Island—Highway No. 52.....	10	10
Rochester—street crossings.....	8	8

32. Except where other restrictions require slower speed, all trains will reduce speed to twenty-five (25) miles per hour while meeting or passing another train occupying a siding.

33. At stations where telephones are located, conductors should communicate with dispatcher within 15 minutes after arrival, unless expected train is heard, or seen approaching, but will not be required to handle train orders except in emergency.

At stations where office is closed, conductors must call operator to office when delay has reached 30 minutes in excess of time expected, in case the expected train is not seen, or heard approaching.

# OFFICIAL WATCH INSPECTORS

Webb C. Ball Co., General Watch Inspector, 6 North Michigan Ave., Chicago, Illinois  
Watch Inspectors (see Rule 2) are located as follows:

- |                         |                         |                           |                           |
|-------------------------|-------------------------|---------------------------|---------------------------|
| Austin, Minn.....       | MIER, WOLF & SONS, INC. | Minneapolis, Minn.....    | ELMER W. RUDD             |
| Carroll, Ia.....        | GLENN WEEKS             |                           | 702 Washington Ave., S.E. |
| Clarion, Ia.....        | GEO. L. KYSETH & CO.    | Northfield, Minn.....     | LIPPERT JEWELERS          |
| Council Bluffs, Ia..... | C. R. CHAFFEE           | New Hampton, Ia.....      | J. W. SANDUSKEY & CO.     |
|                         | 16 Pearl Street         | Oelwein, Ia.....          | DAVIS JEWELRY & GIFTS     |
| Council Bluffs, Ia..... | WARFORD JEWELERS        | Omaha, Nebr.....          | BERSHEIN & DORCY CO.      |
|                         | 238 West Broadway       |                           | 1621 Howard Street        |
| Fort Dodge, Iowa.....   | OLSON JEWELRY CO.       | Red Wing, Minn.....       | KAISER JEWELRY CO.        |
| Hayfield, Minn.....     | H. O. SPIESS            | Rochester, Minn.....      | HENRY BLICKLE             |
| Mankato, Minn.....      | BRENDLER JEWELRY CO.    |                           | 21 2nd Street, S.W.       |
| Manning, Ia.....        | LEWIS REINHOLD          | St. Charles, Minn.....    | DAVID RUDISUHLE           |
| Mason City, Ia.....     | C. E. BLANCHARD         | St. Paul, Minn.....       | NORTHERN WATCH CO.        |
| Minneapolis, Minn.....  | OSCAR P. GUSTAFSON CO.  |                           | 342 N. Robert St.         |
|                         | 404 Nicollet Ave.       | St. Paul, Minn.....       | EARL THIETS               |
|                         |                         |                           | 142 Concord Street        |
| Minneapolis, Minn.....  | OLSON JEWELRY CO.       | South St. Paul, Minn..... | HARRIS JEWELERS           |
|                         | 211 East Hennepin Ave.  | Waterville, Minn.....     | S. E. SHARRATT            |
|                         |                         | Winona, Minn.....         | STAGER JEWELRY STORE      |

## ST. PAUL DISTRICT — ST. PAUL TO OELWEIN

SOUTHBOUND				TIME TABLE			HOURS OF TELEGRAPH SERVICE						
SECOND CLASS		FIRST CLASS		No. 18			Distance from Kansas City.	Station Numbers.	Office Calls.	Monday Thru Friday		Saturdays, Sundays, Holidays	
41 Manifest Freight	43 Manifest Freight	13 Passenger	5 Passenger	Effective October 30, 1955						Monday Thru Friday		Saturdays, Sundays, Holidays	
Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Saturday										
		8.10PM	2.00PM	PH. . . . . MINNEAPOLIS. . . . . 3.49 St. Anthony Park 3.91 Como 3.17 PH. . . . . ST. PAUL—U. D. . . . . 0.5 { PH    West St. Paul End of Two Main Tracks. Lift Bridge—Miss. River 0.7 PH-R-Ry. . . . . STATE STREET. . . . . 3.6 PH-R. . . . . SOUTH ST. PAUL. . . . . 0.8 PH. { . . . . . ARMOUR AVE. . . . . } End of Two Main Tracks. 2.1 PH. . . . . INVER GROVE. . . . . 5.8 . . . . . ROSEPORT. . . . . 13.1 PH. . . . . HAMPTON. . . . . 5.9 PH-R. . . . . RANDOLPH. . . . . 8.6 PH. . . . . DENNISON. . . . . 5.3 PH. . . . . NERSTRAND. . . . . 6.5 PH. . . . . KENYON. . . . . 9.4 PH. . . . . WEST CONCORD. . . . . 9.1 PH. { . . . . . C. & N. W. Crossing DODGE CENTER. . . . . } 9.4 PH-R. . . . . HAYFIELD. . . . . 6.4 PH. . . . . SARGEANT. . . . . 11.0 PH. . . . . ELKTON. . . . . 7.9 PH. { . . . . . TAOPI. C. M. St. P. & P. Crossing 8.7 PH-R. . . . . McINTIRE. . . . . 5.6 PH. . . . . RICEVILLE. . . . . 10.4 PH. . . . . ELMA. . . . . 3.4 PH. . . . . ALTA VISTA. . . . . 10.2 C. M. St. P. & P. Crossing 0.7 PH-R. . . . . NEW HAMPTON. . . . . 8.7 PH. . . . . FREDERICKSBURG. . . . . 9.9 PH. . . . . SUMNER. . . . . 7.9 PH. . . . . WESTGATE. . . . . 6.9 PH-R-Ry. . . . . OELWEIN. . . . .			540.27	1211	S	Continuous	Continuous		
		8.35 8.45	2.25 2.35				542.5	1001	U	6.00 AM to 12 Mid.	6.00 AM to 12 Mid.		
4.45PM	5.00AM	8.50	2.39	524.9	1005	KG	Continuous	Continuous					
5.20	5.45	8.55	2.45	524.1									
5.25	5.50	8.57	2.47	522.0	1008								
5.30	5.55 <sup>14</sup>	9.01	2.51	516.2	1015	RP	8.45 AM to 12 Noon 1.00 PM to 5.45 PM						
5.50	6.20	9.09	2.59	503.1	1027	HN	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
6.15	6.45	9.25 <sup>42</sup>	3.14	497.2	1033	JN	Continuous	Continuous					
7.01	7.10 <sup>6</sup>	9.33	3.22	488.6	1041	WH							
7.20	8.35	9.43	3.33	483.3	1047	NX	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
7.40	8.55	9.51	3.43	476.8	1053	KY	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
7.50 <sup>42</sup>	9.05	10.00	3.52	487.4	1063	CD	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM						
8.05	9.20	10.12	4.05	458.3	1072	FQ	4.30 AM to 12.30 PM 3.00 PM to 11.00 PM	4.30 AM to 12.30 PM 3.00 PM to 11.00 PM (Except Sunday) 4.00 AM to 12 Noon 4.00 PM to 12 Mid.					
8.20	9.40 <sup>92</sup>	10.24	4.20	448.9	1081	HB	4.00 AM to 12 Noon 4.00 PM to 12 Mid.						
8.55	11.00	10.35PM	4.35	442.5	1088	SG	8.00 AM to 12.30 PM 1.30 PM to 5.00 PM						
9.10	11.15		4.46	431.5	1099	PQ	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
9.33	11.35		5.00 <sup>42</sup>	423.6	1106								
9.50	11.55AM		5.10	414.9	1115	MC	8.00 PM to 12 Mid. 1.00 AM to 5.00 AM	(Saturdays Only) 8.00 PM to 12 Mid. 1.00 AM to 5.00 AM					
10.40	12.15PM		5.21	409.3	1121	RS	8.45 AM to 12 Noon 1.00 PM to 5.45 PM						
10.50	12.30		5.30	398.9	1131	AY	8.45 AM to 12 Noon 1.00 PM to 5.45 PM						
11.10	12.50		5.43	395.5	1135	VS	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
11.18	12.58		5.49	385.3									
11.40PM	1.20		6.05	384.6	1146	HA	8.00 PM to 12 Noon 1.00 PM to 5.00 PM						
12.01AM	1.40		6.17	375.9	1155	FN	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM						
12.20	2.00		6.35	366.0	1164	SU	8.00 AM to 12 Noon 1.00 PM to 5.00 PM						
12.35	2.30 <sup>42</sup>		6.47	358.1	1172	GU	8.00 AM to 12.30 PM 1.30 PM to 5.00 PM						
1.00AM	3.00PM		7.00PM	351.2	1180	WI	Continuous	Continuous					
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Saturday	189.1									
8.15	10.00	2.25	5.00	Time on District									

**Southbound trains are superior to northbound trains of the same class. Rule 71.**

### SIDINGS AND SPURS BETWEEN STATIONS

	STATION NO.	MILE POST	CAR CAPACITY	CONNECTED
Rosemont	1018	511.2	12	North end
Empire	1023	507.1	11	Both ends
Farm Service	1072	458.9	20	North end
Renova	1093	437.5	15	North end

### LOCATION OF MAIL CRANES

	Mile No.
Westgate	. . . . . 353.1
Nerstrand	. . . . . 483.3
Stanton	. . . . . 493.4



## ST. PAUL DISTRICT — OELWEIN TO ST. PAUL

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from St. Paul.	TIME TABLE				NORTHBOUND				
			No. 18				FIRST CLASS		SECOND CLASS		
			Effective				14	6	92	42	
			October 30, 1955				Passenger	Passenger	Manifest Freight	Manifest Freight	
					Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily			
W-O-T	.....	10.57	PH.....MINNEAPOLIS.....	G. N. Rules Govern Two Main Tracks	s	7.35 <sup>AM</sup>	s	8.50 <sup>AM</sup>			
		7.08	St. Anthony Park								
		3.17	Como								
T	.....	0.0	PH.....ST. PAUL—U. D....		s	7.10	s	8.25			
		0.5	{ PH. West St. Paul			6.55	s	8.10			
		0.5	End of Two Main Tracks.								
		0.5	Lift Bridge—Miss. River								
Yard-W-O-T-S	.....	1.2	PH-Ry. STATE STREET.....		Two Main Tracks		6.43	s	8.00	s	10.30 <sup>PM</sup>
Yard	.....	4.8	PH-R. SOUTH ST. PAUL.....				6.36	s	7.52	12.35	10.15
		5.6	{ PH. ARMOUR AVE.....				6.34	s	7.50	12.30	10.10
		5.6	End of Two Main Tracks.								
15	61	7.7	PH.....INVER GROVE.....			6.30	s	7.46	12.25	10.05	
Yard	200	13.5	ROSEPORT			6.20 <sup>43</sup>	s	7.36	12.10 <sup>PM</sup>	9.50	
15	91	26.6	PH.....HAMPTON.....			6.03	s	7.19	11.45 <sup>AM</sup>	9.25 <sup>13</sup>	
Yard-W-O-Y	222	32.5	PH-R. RANDOLPH.....			5.54	s	7.10 <sup>43</sup>	11.30	9.00	
12	93	41.1	PH.....DENNISON.....			5.43	s	6.58	10.40	8.10	
15	48	46.4	PH.....NERSTRAND.....			5.35	s	6.50	10.30	8.00	
50	222	52.9	PH.....KENYON.....		5.27	s	6.42	10.20	7.50 <sup>41</sup>		
40	94	62.3	PH.....WEST CONCORD.....		5.13	s	6.28	10.00	7.20		
Auto. Signals 37	93	71.4	{ PH. DODGE CENTER.....		4.59	s	6.15	9.40 <sup>43</sup>	6.55		
Yard-W-O-T-Y	315	80.8	PH-R. HAYFIELD.....		4.40 <sup>AM</sup>	s	6.01	9.15	6.30		
15	94	87.2	PH.....SARGEANT.....			f	5.52	8.00	5.50		
12	94	98.2	PH.....ELKTON.....			f	5.36	7.40	5.30		
Auto. Signals	130	106.1	{ PH. TAOPI.....			f	5.23	7.20	5.10 <sup>5</sup>		
Yard-W-Y	95	114.8	PH-R. MCINTIRE.....			s	5.10	7.00	4.45		
20	118	120.4	PH.....RICEVILLE.....			s	4.59	6.20	4.25		
45	110	130.8	PH.....ELMA.....			s	4.43	6.00	4.05		
20	52	134.2	PH.....ALTA VISTA.....			f	4.35	5.50	3.55		
Auto. Signals	144.4		C. M. St. P. & P. Crossing								
Yard	190	145.1	PH-R. NEW HAMPTON.....			s	4.20	5.30	3.35		
15	82	159.2	PH. FREDERICKSBURG.....			s	4.00	5.10	3.20		
Yard	113	163.7	PH.....SUMNER.....			s	3.43	4.50	3.00		
20	161	171.6	PH.....WESTGATE.....			s	3.27	4.30	2.30 <sup>43</sup>		
Yard-W-O-S-Y	.....	178.5	PH-R-Ry. OELWEIN.....				3.15 <sup>AM</sup>	4.00 <sup>AM</sup>	2.00 <sup>PM</sup>		
			189.1		Depart Daily	Depart Daily Ex. Sunday	Depart Daily	Depart Daily			
			Time on District		2.55	5.35	9.00	8.30			

**Southbound trains are superior to northbound trains of the same class. Rule 71.**

### TRIPOLI BRANCH — STATIONS

	STATION NO.	MILES FROM SUMNER	CAR CAPACITY	CONNECTED
Spring Fountain.....	6168	4.0	3	West end
Tripoli.....	6173	8.9	18	Both ends
Potters Siding.....	6176	11.9	3	West end
Bremer.....	6181	16.5	27	Both ends

**CLARION DISTRICT — OELWEIN TO CLARION**

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	WEST BOUND		Capacity of Sidings.	Station Numbers.	Distance from Chicago.	TIME TABLE		Distances from Council Bluffs.	Office Calls.	EAST BOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS					No. 18				SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	91 Manifest Freight					Effective				90 Manifest Freight			
	Depart Daily					October 30, 1955				Arrive Daily			
Yard W-O-S-Y	1.30 <sup>90</sup> PM	4180	245.8	PH-R-Ry.....	OELWEIN.....	258.8	WI	1.30 <sup>91</sup> PM	Continuous	Continuous			
17	1.50	56	4255	254.5	PH.....	ORAN.....	250.1						
34	2.02	70	4262	262.2	PH.....	READLYN.....	242.4	RD	1.05	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
Yard-Y Connection Auto. Signals	2.20	143	4275	275.0	PH.....	WAVERLY.....	229.6	WB	12.46	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
22	2.32	66	4281	276.0		I. C. R. R. Crossing	228.6						
25	2.44	63	4288	281.5	PH.....	SHELL ROCK.....	223.1	SK	12.34	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
Connection Auto. Signals				288.4	PH.....	CLARKSVILLE.....	216.2	CV	12.22	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
24	2.56	53	4295	288.8		C. R. I. & P. Crossing	215.8						
40	3.07	96	4301	295.4	PH-R.....	ALLISON.....	209.2	AJ	12.10 <sup>PM</sup>	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
17	3.15	55	4305	301.3	PH.....	BRISTOW.....	203.3	BS	11.59 <sup>AM</sup>	12.30 PM to 5.00 PM			
Auto. Signals				305.3	PH.....	DUMONT.....	199.3		11.52				
17	3.27	54	4312	305.5		C. & N. W. Crossing	199.1						
20	3.37	66	4317	312.1	PH.....	HANSELL.....	192.5	HS	11.40	8.30 AM to 12.30 PM 1.30 PM to 5.30 PM			
Connection Auto. Signals				317.7		M. & St. L. Crossing	186.9						
Auto. Signals				317.8		M. & St. L. Crossing	186.8						
Connection Auto. Signals				318.1		C. R. I. & P. Crossing	186.5						
27	3.55	98	4325	325.8	PH.....	COULTER.....	178.8	CJ	11.10	8.00 AM to 12 Noon 1.00 PM to 5.00 PM			
15	4.15	50	4334	334.9	PH... {	ROWAN.....	169.7	OV	10.50	7.45 AM to 12.30 PM 1.30 PM to 4.45 PM			
Gated Conn.						C. R. I. & P. Crossing							
Yard W-O-T	4.40 <sup>PM</sup>	4345	344.6	PH-R.....	CLARION.....	160.0	PO	10.00 <sup>AM</sup>	8.00 AM to 4.00 PM 7.00 PM to 3.00 AM	8.00 AM to 4.00 PM 7.00 PM to 3.00 AM			
	Arrive Daily					98.8		Depart Daily					
	3.10					Time on District		3.30					

**Eastbound trains are superior to westbound trains of the same class. Rule 71.**

**SIDINGS AND SPURS BETWEEN STATIONS**

NAME	MILE POST	STATION NO.	CAR CAPACITY	CONNECTED
Solberg .....	338.3	4337	10	East end

# COUNCIL BLUFFS DISTRICT — CLARION TO COUNCIL BLUFFS

Capacity of Other Tracks. Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	WESTBOUND				TIME TABLE				EASTBOUND		HOURS OF TELEGRAPH SERVICE			
	SECOND CLASS	FIRST CLASS	Capacity of Sidings.	Station Numbers.	Distance from Chicago.	No. 18	Distance from Council Bluffs.	Office Calls.	FIRST CLASS	SECOND CLASS	Monday, Thru Friday	Saturday, Sundays, Holidays		
	91 Manifest Freight	13 Passenger							14 Passenger	90 Manifest Freight				
	Depart Daily	Depart Daily	Arrive Daily	Arrive Daily	Effective October 30, 1955				Arrive Daily	Arrive Daily				
Yard W-O-T Connection Auto. Signals	4.40 PM	1.40 AM	.....	4345	344.6	PH-R.....CLARION.....	180.0	PO	s	1.01 AM	10.00 AM	8.00 A to 4.00 P 7.00 P to 3.00 A	8.00 A to 4.00 P 7.00 P to 3.00 A	
18	4.50	1.47	56	4349	344.8	C. R. I. & P. Crossing	159.8							
29 Connection Auto. Signals	5.00	1.58	98	4354	354.4	PH.....FLORENCE.....	155.2			12.44	9.50			
21	5.13	2.10	53	4363	354.9	PH.....EAGLE GROVE.....	150.2		s	12.36	9.41			
17	5.21	2.16	46	4367	362.7	C. & N. W. Crossing	149.7					8.00 A to 12 Noon 1.00 P to 5.00 P		
Yard Y-S Connection Auto. Signals	5.30	2.45	48	4373	367.1	PH.....VINCENT.....	141.9		AQ	12.24	9.27			
21-Spur	5.49	2.58	62	4382	367.8	PH.....INDUSTRY.....	137.5			12.18	9.19	7.00 P to 12.30 A 1.30 A to 4.00 A	7.00 P to 12.30 A 1.30 A to 4.00 A	
20	5.56	3.05	52	4386	372.5	PH-R...FORT DODGE.....	132.1		RM	s	12.10 AM	9.10		
26 Conn. Gated	6.05	3.12	52	4390	372.8	Ft. D., D. M. & S. Crossing	131.8					8.00 A to 12 Noon 1.00 P to 5.00 P		
Conn. Gated 38—West 18—West Auto. Signals	6.13	3.18	.....	4395	380.3	{ PH.....MOORLAND..... }	124.3		PK	11.42 PM	8.52			
28-Spur	6.25	3.28	98	4400	384.3	.....ROELYN.....	120.3			11.37	8.45			
31	6.40	3.41	98	4410	388.8	{ PH.....SOMERS..... }	115.8		SO	11.31	8.37	8.00 A to 12.30 P 1.30 P to 5.00 P		
46	6.51	3.51	.....	4416	392.6	{ PH.....RINARD..... }	112.0			11.25	8.30			
W-Yard	7.02	4.10	132	4422	398.2	C & N W-CM St P & P Crossing	106.4							
23	7.17	4.22	65	4431	398.8	PH.....LOHRVILLE.....	105.8		s	11.15	8.20			
29	7.32	4.35	74	4439	408.0	PH.....LANESBORO.....	96.6		IZ	11.03	8.06	8.00 A to 12.30 P 1.30 P to 5.00 P		
36	7.50	4.51	53	4451	414.4	PH.....LIDDERDALE.....	90.2		JQ	10.55	7.56	8.00 A to 12.30 P 1.30 P to 5.00 P	Holidays 8.00 A to 4.00 P 9.00 P to 5.00 A	
32	8.00	5.00	63	4457	420.8	PH.....CARROLL.....	83.8		CZ	s	10.45	7.46		
Yard	8.10	5.15	95	4463	429.1	PH.....HALBUR.....	75.5			10.28	7.34			
28	8.30	5.30	53	4471	430.8	N. W. Junction	73.8					8.00 A to 12 Noon 1.00 P to 5.00 P		
22	9.10	6.00	47	4489	437.9	PH.....MANNING.....	66.7		MU	10.16	7.22	8.00 A to 12.30 P 1.30 P to 5.00 P		
	9.17	6.05	.....	490.2	449.1	PH.....IRWIN.....	55.5		ZX	10.01	7.05	8.00 A to 12.30 P 1.30 P to 5.00 P		
	9.20	6.08	73	4494	455.0	PH.....KIRKMAN.....	49.6			9.53	6.55			
	9.45	6.20	.....	501.9	461.1	PH-R...HARLAN.....	43.5		PY	s	9.45	6.45	6.30 A to 11.30 A 12.30 P to 3.30 P	
			14	4481	460.3	PH.....TENNANT.....	35.3			9.33	6.30			
			90	4481	479.8	PH.....MINDEN.....	24.8			9.20	6.00			
			.....	490.2	487.5	PH.....BENTLEY.....	17.1			9.10	6.00			
			.....	492.1	492.1	PH.....PETER.....	14.4			9.06	5.50			
			.....	501.9	492.1	PH.....McCLELLAND.....	12.5			9.04	5.45			
			.....	501.9	501.9	PH.....RIGG.....	2.7			8.50	5.15			
Yard W-O-T-S Gated	10.15 PM	6.30	.....	4506	504.6	End of Two Main Tracks—10th Ave.	0.0		FS	s	8.45	5.00 AM	8.30 P to 12.30 A 1.30 A to 5.30 A	8.30 P to 12.30 A 1.30 P to 5.30 A
Not Gated—Stop Connection					505.2	{ PH. COUNCIL BLUFFS }	0.6							
Not Gated—Stop					505.3	{ R C. B. & Q. Crossing }	0.7							
Not Gated		7.00			505.7	C. & N. W. Crossing	1.1			8.35				
		7.30 AM			4510	O.B. & T.-C.B. & Q. Cross.	4.0		Unio n Pacif ic	Time Table and Rules govern.				
					508.6	U. P. JUNCTION.....								
						.....OMAHA.....				8.15 PM				
						(Burlington Station)								
	Arrive Daily	Arrive Daily				164.0				Depart Daily	Depart Daily			
	5.35	5.50				Time on District				4.46	5.00			

**Eastbound trains are superior to westbound trains of the same class. Rule 71. At Council Bluffs, the time of First Class trains applies at the passenger station.**

### SIDINGS AND SPURS BETWEEN STATIONS

STATION NO.	MILE POST	CAR CAP.	CONNECTED
Nuel .....	4359	358.8	10 East end
West Fort Dodge.	4377	375.4	20 Both ends
Wightman .....	4404	402.6	31 Both ends
Minden .....	4481	479.8	14 Both ends

### LOCATION OF MAIL CRANES

Station	Mile No.	Station	Mile No.
Moorland .....	380.3	Halbur .....	429.1
Somers .....	388.8	Irwin .....	449.1
Rinard .....	392.6	Kirkman .....	455.0
Lohrville .....	398.8	Tennant .....	469.8
Lanesboro .....	408.0	Bentley .....	487.5
Lidderdale .....	414.4	McClelland .....	492.1

MASON CITY DISTRICT — HAYFIELD TO CLARION

Capacity of Other Tracks, Location of Water and Fuel Stations, Tunnels, Track Scales, Wyes.	SOUTH BOUND		Capacity of Sidings.	Station Numbers.	Distance from Hayfield	TIME TABLE		Distance from Council Bluffs.	Office Calls.	NORTH BOUND		HOURS OF TELEGRAPH SERVICE	
	FIRST CLASS					No. 18				FIRST CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	13					Effective				14			
	Passenger	Depart Daily				October 30, 1955				Passenger	Arrive Daily		
Yard W-O-T-Y 13	10.40PM	3081	0	PH-R.....	HAYFIELD.....	261.0	HB s	4.33AM	4.00 AM to 12 Noon 4.00 PM to 12 Mid.				
	10.47	3086	5.0	PH.....	WALTHAM.....	256.0	DW s	4.25	8.00 AM to 12 Noon 1.00 PM to 5.00 PM				
	10.53	13 3091	9.5		MAYVILLE.....	251.5		4.18					
Auto. Signals Connection			12.7		C. M. St. P. & P. Crossing	248.3							
Auto. Signals	11.01		15.9	PH...	C. M. ST. P. & P. CROSSING..	245.1							
Yard-S	s 11.10	68 3098	16.7	PH-R.....	AUSTIN.....	244.3	AU s	4.05	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	8.00 AM to 12 Noon 1.00 PM to 5.00 PM	(Saturday)		
Connection Not Gated-10	s 11.35	56 3109	28.3	PH.....	{ I. C. R. Crossing LYLE }	232.7	PX s	3.39	8.45 PM to 12.30 AM 1.30 AM to 5.45 AM				
26	11.44	3115	34.0		MELTONVILLE.....	227.0		3.27					
25	11.54PM	3122	41.0		BOLAN.....	220.0		3.14					
30 Connection Interlocked	12.05AM		48.2	PH.....	MANLY.....	212.8	JU	3.00	Continuous	Continuous			
			48.4		C. R. I. & P.-M. St. L. Crossings	212.6							
		66	48.9		West Manly	212.1							
Connection Interlocked		55	56.4	PH	North Yard	204.6							
Yard O-S Connection Auto. Signals		W-19 E-47 3130	57.0		C. & N. W. Crossing	204.0							
			57.6	PH.....	MASON CITY.....	203.4	DF		8.00 AM to 11.30 AM 12.30 PM to 5.00 PM				
Connection Interlocked	12.33	18 3141	59.1	PH-R..	{ CLEAR LAKE JCT.. M. C. & C. L. Crossing }	201.9	K	2.20	Continuous	Continuous			
22	12.42	3146	64.9		BURCHINAL.....	196.1		2.10					
23	12.52	3153	71.2	PH.....	SWALEDALE.....	189.8	SW	1.59	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM				
15	12.59	56 3157	75.8	PH.....	THORNTON.....	185.2	PZ	1.51	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM				
18 Connection Not Gated	1.08	3163	81.3	PH.....	MESERVEY.....	179.7	VZ	1.42	8.00 AM to 11.30 AM 12.30 PM to 5.00 PM				
20 & 25 Connection Not Gated	s 1.22	14 15 3172	89.3		C. R. I. & P. Crossing	171.7							
			90.4	PH.....	BELMOND.....	170.6	PV s	1.22	8.00 AM to 12 Noon 1.00 PM to 5.00 PM				
			90.6		M. & St. L. Crossing	170.4							
28	1.30	3177	95.9	PH.....	CORNELIA.....	165.1		1.10					
Yard W-O-T	s 1.40AM	3345	101.0	PH-R.....	CLARION.....	160.0	PO	1.01AM	8.00 AM to 4.00 PM 7.00 PM to 3.00 AM	8.00 AM to 4.00 PM 7.00 PM to 3.00 AM			
	Arrive Daily				101.0			Depart Daily					
	3.00				Time on District			3.32					

Southbound trains are superior to northbound trains of the same class. Rule 71.

SIDINGS AND SPURS

NAME	MILE POST	STATION NO.	CAR CAPACITY	CONNECTED
Bellemans Spur.....	101.3	3101	25	North end

LOCATION OF MAIL CRANES

	Mile No.
Meltonville .....	115.0
Burchinal .....	145.9
Swaledale .....	152.2
Thornton .....	156.8
Meservey .....	162.3

**McINTIRE DISTRICT — RANDOLPH TO OSAGE**

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	SOUTHBOUND			Capacity of Sidings.	Station Numbers.	Distance from Osage.	TIME TABLE		Distance from Mankato.	Office Calls.	NORTHBOUND		HOURS OF TELEGRAPH SERVICE				
	SECOND CLASS		125 Way Freight Depart Daily				123 Way Freight Depart Daily Ex. Sunday	No. 18			SECOND CLASS		124 Way Freight Arrive Daily Ex. Sunday	126 Way Freight Arrive Daily	Monday Thru Friday	Saturdays, Sundays, Holidays	
	Effective							October 30, 1955									
	October 30, 1955																
Yard-W-Y Not Gated		6.00PM	220	5033	141.2	PH-R.. RANDOLPH.....	67.4	JN	9.00AM		Continuous	Continuous					
21		6.30	5039	134.8	PH... CANNON FALLS.....	73.8	CG	8.15		8.00 A to 12 Noon 1.00 P to 5.00 P							
20		7.00	5048	125.1	PH..... WELCH.....	83.5		7.45									
Y		7.30			115.4	..... WEST RED WING.....	93.2		7.15								
Yard-S-W-O		7.45PM	5060	116.9	PH..... RED WING.....	94.7	RW	7.00AM		8.00 A to 12 Noon 1.00 P to 5.00 P							
Y					115.4	..... WEST RED WING.....	93.2										
35 Connection Not Gated				5075	100.8	..... GOODHUE.....	107.8	HU		8.00 A to 12 Noon 1.00 P to 5.00 P							
31				5085	91.1	C. M. St. P. & P. Crossing	117.5										
23				5094	90.7	..... ZUMBROTA.....	117.9	BZ		8.00 A to 12 Noon 1.00 P to 5.00 P							
21				5103	81.9	..... PINE ISLAND.....	126.7	VW		8.00 A to 12 Noon 1.00 P to 5.00 P							
Auto. Signals					73.7	..... DOUGLAS.....	134.9										
Yard-W-O-T	4.30PM		5111	65.1	PH-R... ROCHESTER.....	143.5	FW		2.30AM	8.00 A to 12.30 P 1.30 P to 5.00 P							
29-Y	5.00		5118	57.5	PH..... SIMPSON.....	151.1			2.00								
19	6.00		5149	50.3	PH... STEWARTVILLE.....	158.3	GX		1.30	8.00 A to 12 Noon 1.00 P to 5.00 P							
35	6.20		5144	44.9	PH..... RACINE.....	163.7	RC		1.00	8.00 A to 12 Noon 1.00 P to 5.00 P							
35	6.50		5136	37.2	PH... SPRING VALLEY.....	171.4	VY		12.30AM	8.00 A to 12 Noon 1.00 P to 5.00 P							
20-Y	7.10		70	5130	31.5	PH.... OSTRANDER.....	177.1	PE		8.00 A to 12 Noon 1.00 P to 5.00 P							
20 Connection Not Gated	7.40		5122	23.4	PH..... LE ROY.....	185.2	RY		11.59PM	8.00 A to 12 Noon 1.00 P to 5.00 P							
Yard-W-Y	8.15PM		95	5115	16.4	PH-R... McINTIRE.....	192.2	MC		11.00PM	8.00 P to 12 Mid. 1.00 A to 5.00 A	(Saturdays Only) 8.00 P to 12 Mid. 1.00 A to 5.00 A					
Yard-Y				5131	0.0	PH..... OSAGE.....	208.6	OG			1.00 P to 5.00 P						
	Arrive Daily	Arrive Daily Ex. Sunday				141.2			Depart Daily Ex. Sunday	Depart Daily							
	3.45	1.45				Time on District			2.00	3.30							

**Southbound trains are superior to northbound trains of the same class. Rule 71.**

**Except No. 124 is superior to No. 123.**

At Redwing, No. 124 will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position.

**SIDINGS AND SPURS**

MILE POST	STATION NO.	CAR CAPY.
Little Cedar.....	200.5	5123 33
Stone Spur.....	184.8	5121 2
Hanna Mine.....	176.8	5130 (3 miles to end of tail track)
Trout Brook.....	94.5	5063 25
Hastings Crossing..	89.1	5053 7
Oil Spur.....	72.8	5038 3

**WINONA BRANCH—STATIONS**

MILES FROM SIMPSON	STATION NO.	CAR CAPY.
Planks Jct. ....	8.5	(Connection C.&N.W. Ry.)
Dover .....	16.9	5171 34
St. Charles .....	20.9	5175 34
Utica Jct. ....	25.9	(Connection C.&N.W. Ry.)
Utica .....	26.9	5180 19
Altura .....	35.5	5189 9
Winona .....	50.2	5211 Yard-W-O-Y

**MANKATO DISTRICT — RANDOLPH TO MANKATO**

WESTBOUND				TIME TABLE No. 18 Effective October 30, 1955	Distance from Origin.	Station Numbers.	Office Calls.	HOURS OF TELEGRAPH SERVICE	
SECOND CLASS								Monday Thru Fridays	Saturdays, Sundays, Holidays
203 M. N. & S. Freight	121 Way Freight	127 Way Freight	201 M. N. & S. Freight						
Depart Daily	Depart Daily Ex. Sunday	Depart Daily Ex. Sunday	Depart Daily						
5.00PM	10.30AM		<sup>202</sup> 1.30AM	PH-R.....RANDOLPH.....	141.2	5033	JN	Continuous	Continuous
s 5.30PM	11.05		S 2.00AM	{ NORTHFIELD JUNCTION C. M. St. P. & P. Crossing	149.7				
	11.20			PH.....NORTHFIELD.....	149.9	5041	NR	8.45 A to 12.30 P 1.30 P to 5.45 P	
	11.35			C. M. St. P. & P. Crossing	150.1				
	12.15			.....DUNDAS.....	152.9	5044			
	s 12.30PM	2.00AM		C. R. I. & P. Crossing	160.5				
		2.15		.....FARIBAULT JUNCTION... .....FARIBAULT.....	162.7	5054	KX	8.00 A to 12 Noon 1.00 P to 5.00 P	
		3.00		.....FARIBAULT JUNCTION... C. M. St. P. & P. Crossing	163.7				
		3.30		.....MORRISTOWN.....	173.7	5065	MO	8.00 A to 12 Noon 1.00 P to 5.00 P	
		4.00		.....WATERVILLE.....	179.8	5071	WU	8.00 A to 12 Noon 1.00 P to 5.00 P	
		4.40		M. & St. L. Crossing	180.0				
		5.40		R.....ELYSIAN.....	185.7	5077	SY	8.00 A to 12 Noon 1.00 P to 5.00 P	
				.....MADISON LAKE.....	192.8	5084	MD	8.00 A to 12 Noon 1.00 P to 5.00 P	
				C. St. P. M. & O. Crossing	204.4				
				{ C. M. St. P. & P. Junction .....BENNING.....	204.6				
	SEE JOINT TIME TABLE			C. St. P. M. & O. Crossing	205.0				
				C. & N. W. and C. St. P. M. & O. Crossings	208.0				
		s 6.00AM		.....MANKATO.....	208.6	5099	UD	Continuous	Continuous
Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily Ex. Sunday	Arrive Daily	67.4					
.30	2.00	4.00	.30	Time on District					

**Westbound trains are superior to eastbound trains of the same class. Rule 71. Except No. 202 is superior to No. 201.**

At Faribault, No. 127 will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position. At Northfield Junction, No. 202 will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position.

**Between Mankato and Benning trains will be governed by C.G.W. and C.M.St.P.&P. joint time table.**

**SIDINGS AND SPURS**

NAME	MILE POST	STATION NO.	CAR CAPACITY	CONNECTED
Bridgewater .....	51.3	5049	20	Both ends
Sheffield Mill.....	44.0	5055	8	Both ends
Watters .....	9.4	5091	2	East end

## MANKATO DISTRICT — MANKATO TO RANDOLPH

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyss.	Capacity of Sidings.	Distance from Mankato.	TIME TABLE				
			No. 18				
			Effective				
			October 30, 1955				
			EASTBOUND				
			SECOND CLASS				
			202 M. N. & S. Freight	128 Way Freight	204 M. N. & S. Freight	122 Way Freight	
			Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily Ex. Sunday	
Yard-W-Y	220	67.4	PH-R.....RANDOLPH.....	S <sup>201</sup> <b>1.00AM</b>		S <b>1.00PM</b>	s <b>4.30PM</b>
Not Gated		58.9	{.....NORTHFIELD JUNCTION.....	<b>12.30AM</b>		<b>12.30PM</b>	<b>3.50</b>
Conn. Not Gated			8.5				
18 & 15	31	58.7	PH.....NORTHFIELD.....				3.45
Not Gated		58.5	0.2				
16		55.7	C. M. St. P. & P. Crossing				
Auto. Signals		48.1	.....DUNDAS.....				3.30
Y		45.9	0.2				
Yard-O		47.3	C. R. I. & P Crossing				
Y		45.9	.....FARIBAULT JUNCTION.....				2.45
Auto. Signals		44.9	1.4				
36		34.9	.....FARIBAULT.....	S <b>12.01PM</b>			2.30PM
37		28.8	1.4	11.45AM			
Connection		28.6	1.0				
Auto. Signals		22.9	C. M. St. P. & P. Crossing				
28		22.9	.....MORRISTOWN.....		11.00		
23		15.8	6.1		10.30		
Auto. Signals		4.2	.....WATERVILLE.....		10.00		
Not Gated		4.0	0.2		10.00		
Gates		3.6	M. & St. L. Crossing		9.20		
Connection		0.6	.....ELYSIAN.....		8.20		
Interlocked		0.6	5.7				
Yard T-W-S		0.0	.....MADISON LAKE.....		8.00AM		
			11.6				
			C. St. P. M. & O. Crossing				
			0.2				
			C. M. St. P. & P. Junction				
			.....BENNING.....				
			0.4				
			C. St. P. M. & O. Crossing				
			3.0				
			C. & N. W. and C. St. P. M. & O. Crossings				
			0.6				
			.....MANKATO.....				
			0.6				
			67.4				
			Time on District	.30	4.01	.30	2.00

**Westbound trains are superior to eastbound trains of the same class. Rule 71. Except No. 202 is superior to No. 201.**

At Faribault, No. 127 will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position. At Northfield Junction, No. 202 will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position.

**Between Mankato and Benning trains will be governed by C.G.W. and C.M.St.P.&P. joint time table.**

**WEIGHT OF EMPTY PASSENGER CARS**

CLASS	Numbers	Length in Feet	Tons
Baggage.....	36, 37, 38	72	64
".....	39	72	66
".....	40	72	65
".....	42, 43	73	72
".....	44	73	69
".....	45	73	69
".....	46 to 49	60	57
".....	80 to 82	70	45
Mail-Baggage.....	60 to 66	61	58
".....	68, 69	73	75
Mail.....	95, 96	60	62
Chair.....	274 AC	72	69
".....	275 AC	72	79
".....	278 AC	72	68
".....	280 AC	72	69
Coach.....	230 AC	60	55
".....	231 AC	60	57
".....	232 AC	60	58
".....	238 AC	60	54
Coach-Baggage.....	282 to 285 AC	70	76
Official Car.....	99 AC	73	81
".....	100 AC	83	95
".....	101 AC	73	84

**RECAPITULATION OF PASSENGER EQUIPMENT**

Coach.....	4
Coach-Baggage.....	4
Chair.....	4
Mail.....	2
Baggage.....	16
Mail-Baggage.....	9
Official.....	3
<b>Total.....</b>	<b>42</b>

**LOAD LIMIT AND CARRYING CAPACITY OF BAGGAGE CARS**

Car No.	Journal Size	Load Limit at Rail	Weight of Car	Carrying Capacity of Car
36	5x 9	178,700	128,700	50,000
37	5x 9	178,700	128,700	50,000
38	5x 9	178,700	128,700	50,000
39	5x 9	181,700	131,700	50,000
40	5x 9	179,000	129,000	50,000
42	5x 9	194,300	144,300	50,000
43	5x 9	194,300	144,300	50,000
44	5x 9	177,700	137,700	40,000
45	5x 9	177,700	137,700	40,000
46	5x 9	153,000	113,000	40,000
47	5x 9	153,000	113,000	40,000
48	5x 9	153,000	113,000	40,000
49	5x 9	153,000	113,000	40,000
80	6x11	120,000	90,000	30,000
81	6x11	120,000	90,000	30,000
82	6x11	120,000	90,000	30,000
282 to 285	5x 9	176,200	151,200	25,000

**COOPER'S RATING OF C.G.W. LOCOMOTIVES**

D-1.....	E-47
D-2.....	E-40
D-3.....	E-49
D-4.....	E-49
D-5.....	E-46
D-6.....	E-50
D-7.....	E-47

**OPERATING INSTRUCTIONS FOR MARS COMBINATION WHITE AND RED FIGURE "8" HEADLIGHT**

**WHITE LIGHT**

To be used in figure "8" position whenever the standard locomotive headlight is in operation.

**RED LIGHT**

**ON SINGLE TRACK**

When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with fourth paragraph of Rule 99.

When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track awaiting arrival of opposing train.

**ON TWO MAIN TRACKS**

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display RED HEADLIGHT. Enginemen on approaching trains on adjacent tracks will immediately stop and proceed only after knowing track is clear.

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99, 102 and D152.

**TABLE OF TRAIN SPEEDS**

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

**CLASSIFICATION OF LOCOMOTIVES**

Class	Units	Locomotive Numbers
D-1	1	2
D-2	8	5, 6, 7, 11, 12, 13, 14, 15
D-3	30	8, 9, 10 and 16 to 42, inc.
D-4	18	58 A-B to 66 A-B, inc.
D-5	8	50 to 57, inc.
D-6	2	120-121
D-7	4	101 A-B-C-D
"	4	102 A-B-C-D
"	4	103 A-B-C-D
"	4	104 A-B-C-D
"	4	105 A-B-C-D
"	4	106 A-B-C-D
"	4	107 A-B-C-D
"	4	108 A-B-C-D
"	4	109 A-B-C-D
"	4	110 A-B-C-D
"	4	111 A-B-C-D
"	4	112 A-B-C-D
"	4	113 A-B-C-D
"	4	114 A-B-C-D
"	4	115 A-B-C-D
"	7	116 A-B-C-D-E-F-G
"	7	150 to 156, inc.
<b>Total.....</b>	<b>141</b>	



**TONNAGE RATINGS – MINNESOTA DIVISION**

DISTRICT	Direction	FROM STATION	TO STATION	Class D-1	Class D-2	Class D-3	Class D-4	Class D-5	Class D-6	CLASS D-7 Diesel Frt. and Pass. Locos.				
										3000	4500	6000	7500	
ST. PAUL	South	St. Paul .....	Hayfield .....	1000	750	1325	2650	1380	1540	2730	4100	5460	6830	
		Hayfield .....	Oelwein .....	2250	1900	2680	5360	2400	3460	4900	7350	9800	12250	
	North	Oelwein .....	Hayfield .....	1800	1590	2225	4450	2150	2220	4370	6560	8740	10930	
		Hayfield .....	St. Paul .....	1580	1180	1860	3910	1820	1830	3650	5470	7300	9130	
CLARION	West	Oelwein .....	Clarion .....	1600	1230	1940	3880	2300	2300	3840	5730	7680	9600	
	East	Clarion .....	Oelwein .....	2240	1890	2800	5600	2500	3130	4770	7150	9540	11930	
COUNCIL BLUFFS	West	Clarion .....	Carroll .....	1660	1310	2130	4260	2300	2620	3230	4850	6460	8080	
		Carroll .....	Council Bluffs .....	1580	1290	2070	4140	2300	2460	3230	4850	6460	8080	
	East	Council Bluffs .....	Harlan .....	1800	1540	2260	4520	2750	2940	4010	6000	8020	10030	
		Harlan .....	Clarion .....	2275	1880	2960	5920	2500	3130	4010	6000	8020	10030	
MASON CITY	North	Clarion .....	Mason City .....	1800	1510	2190	4380	2300	2350	3870	5810	7740	9680	
		Mason City .....	Hayfield .....	2050	1740	2420	4840	2300	2480	3870	5810	7740	9680	
	South	Hayfield .....	Mason City .....	2050	1740	2410	4820	2300	2410	3750	5630	7500	9380	
		Mason City .....	Clarion .....	1800	1400	2110	4220	2300	2390	3750	5630	7500	9380	
McINTIRE	South	Randolph .....	Red Wing .....	1825	1610	2230	4460	2100	2230	3880	5820	6760	9700	
		Red Wing .....	Rochester .....	1000	800	1290	2580	1400	1580	2500	3750	5000	6250	
		Rochester .....	Simpson .....	1050	850	1370	2740	1500	1720	2680	4020	5360	6700	
		Simpson .....	McIntire .....	1500	1200	1800	3600	2000	2100	3600	5400	7200	9000	
		McIntire .....	Osage .....	1790	1460	2100	4200	2020	2250	4040	6060	8080	10100	
		Simpson .....	Winona .....	1600	1300	1840	3680	1850	1970	3420	5130	6840	8550	
	North	Osage .....	McIntire .....		1625	1340	1910	3820	2000	2100	3580	5370	7160	8950
		McIntire .....	Rochester .....		1580	1180	1820	3640	2000	2100	3500	5250	7000	8750
		Rochester .....	Red Wing .....		1075	870	1380	2760	1500	1650	2660	3990	5320	6650
		Red Wing .....	Randolph .....		1520	1200	1880	3760	1785	2010	3580	5370	7160	8950
Winona .....		Simpson .....		650	520	840	1680	1000	1070	1640	2460	3280	4100	
MANKATO	East	Mankato .....	Dundas .....	1175	850	1425	2850	1475	1550	2850	4275	5700	7125	
		Dundas .....	Randolph .....	1500	1200	1800	3600	1900	2000	3600	5400	7200	9000	
	West	Randolph .....	Dundas .....	1500	1200	1800	3600	1900	2000	3600	5400	7200	9000	
		Dundas .....	Mankato .....	1175	900	1425	2850	1475	1550	2850	4275	5700	7125	

## SPECIAL SAFETY CODE FOR EMPLOYEES IN TRAIN, ENGINE, AND YARD SERVICE

1. Safety is of first importance in the discharge of duty.
2. Avoid all risks. Watch for unsafe conditions and correct and report them.
3. Look both ways before crossing any track. Avoid crossing track in front of movement after signal is given to move. Do not stand or walk on track when avoidable.
4. Step over rails, frogs, switch guard rails, interlocking machinery or connections and not on them. Do not sit on rails or ties or take refuge under car.
5. Look out for approaching movements and alight outside of rails when getting off engine or cars.
6. When alighting from or boarding rear end of freight train, use rear platform of caboose.
7. When boarding or alighting from a locomotive, caboose, or car face in, as on a ladder. Observe footing and clearances before alighting from moving or standing engine or car. Keep firm grip on handhold until foot is firmly placed on ground or other support when engine or car is standing.
8. Keep away from side or end while riding top of car, except for time required to operate brake or perform other duty there.
9. Do not ride on facing end of leading car or trailing end of rear car when possible to avoid it.
10. When riding side or top of car, keep close watch for unsafe clearances.
11. Before going under or between standing cars or engines, first see or know they will not be moved. Otherwise obtain suitable protection. No signal should be given to move engine or cars when anyone is under or between.
12. One man will be permitted to ride the leading footboard of switch engine on short switch moves. He will board the footboard from a position outside of the rails, remaining in sight of engineer or fireman. He will alight from the footboard before coupling into other equipment. Enginemen will not permit their engine to couple into other equipment while a man is riding the leading footboard.
13. Employees will not attempt to board oncoming footboards when the movement is of such speed to be unsafe, or when engine is moving over frogs, crossovers, turnouts, or where a safe footing on the ground or footboards is in doubt.
14. Firm grip and safe foothold are essential to safety when on sillstep, side ladder, end platform, or in transferring or changing position.
15. When alighting from moving equipment extreme care should be exercised. Avoid getting off in an awkward manner that will result in strains or sprains.
16. When engineman sees or knows that ground man is about to get on or off, he will regulate speed down to point of assured safety. Consider the footing, visibility and other conditions.
17. In setting or releasing brakes, be alert to the hazard of slipping or losing hold, sudden lurch, stop or start of car, brake club breaking or slipping, brake chains kinking or overlapping, also grabbing or kicking of brake. (Study the peculiarities and proper handling of different types of brakes.) Pressure on brake should be exerted toward body of car. Do not hold brake tension by hand—use the dog and ratchet.
18. Leave cars in clear and tied down to avoid possibility of fouling other tracks or man on side of car. Do not leave cars standing on tracks too near street or highway crossing, preferably 60 feet away from the crossing.
19. Be prepared constantly for sudden start or stop and for the shock of brake or slack action.
20. Use cut-lever to uncouple cars. If lever is inoperative, tie the movement down before crossing to opposite side.
21. It is prohibited to use foot or hand to adjust drawbar, knuckle or lock pin while car or locomotive is in motion or when another car is approaching within a car length.
22. Angle cocks will be closed before uncoupling air hose when there is pressure in train line. When setting brakes by turning angle cock, keep firm grip on hose.
23. Do not place hands, feet, or any part of body between inside end of car and lumber, pipe, or other lading likely to shift. Keep clear of unsecured drop end doors. Do not use gate of gondola for handhold.
24. Slack cuts apart half car length before going between couplers to make adjustments of knuckles or for other purposes.
25. Do not attempt to cross track close in front of moving engine or car.
26. Wear safe shoes and other apparel, and use suitable clear (or Calobar) goggles when needful to protect against sand, cinders, or other eye hazards.
27. Keep feet in clear of the path of counterweights on ground throw switch levers. Do not handle switch stand lever when switch is being run through.
28. A habit of too much idle conversation across cab or caboose may contribute to serious accident.
29. Keep the mind on the work and have a clear and mutual understanding of the moves to be made.

### DIESEL LOCOMOTIVE HAZARDS

30. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
31. Never place hands or face near main generator or any high voltage equipment while it is working under load.
32. Do not smoke or have open flame in engine room.
33. Rings and wrist watches will not be worn while working around electrical equipment.
34. Fuses will not be pulled while under load.
35. High voltage cabinet will not be opened while motor is running, other than idling.
36. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
37. At any time an engine is overheated or shut down for mechanical defect, no handhold cover plates should be removed until sufficient time has elapsed to permit engine to cool down sufficiently to prevent possibility of an explosion (minimum one hour).

## Chicago Great Western Railway Company

### CONSOLIDATED SCHEDULES OF FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND							Distance from Chicago.	TIME TABLE No. 18 Effective October 30, 1955	Distance from Kansas City.	NORTH OR EAST BOUND						
FREIGHT TRAINS				PASSENGER TRAINS						PASSENGER TRAINS			FREIGHT TRAINS			
143	91	41	43	13	7	5				6	8	14	92	42	90	192
				Lv 8.10PM		Lv 2.00PM	435.3	MINNEAPOLIS	540.3	Ar 8.50AM		Ar 7.35AM				
		Lv 4.45PM	Lv 5.00AM	Lv 8.45PM		Lv 2.35PM	424.7	ST. PAUL	529.7	Ar 8.10AM		Ar 6.55AM	Ar 1.00PM	Ar 10.30PM		
		Lv 7.01PM	Lv 8.15AM	Lv 9.33PM		Lv 3.22PM	392.2	RANDOLPH	497.2	Lv 7.10AM		Lv 5.54AM	Lv 11.30AM	Lv 9.00PM		
		Lv 8.55PM	Lv 11.00AM	Lv 10.40PM		Lv 4.35PM	343.9	HAYFIELD	448.9	Lv 6.01AM		Lv 4.40AM	Lv 9.15AM	Lv 6.30PM		
		Lv 10.40PM				Lv 5.21PM	309.9	McINTIRE	414.9	Lv 5.10AM			Lv 7.00AM	Lv 4.48PM		
Ar 7.30PM	Ar 9.20AM Lv 1.30PM	Ar 1.00AM Lv 11.30AM	Ar 3.00PM Lv 9.00PM		Ar 7.35AM	Ar 7.00PM Lv 7.40PM	245.8	OELWEIN	351.2	Lv 3.15AM Ar 2.50AM	Lv 12.15PM		Lv 4.00AM Ar 1.40AM	Lv 2.00PM Ar 1.00PM	Ar 4.15PM Ar 1.30PM	Lv 2.00AM
Lv 4.10PM	Lv 7.01AM				Ar 5.10AM		172.1	DUBUQUE	424.9		Lv 2.15PM				Lv 7.10PM	Lv 5.20AM
Lv 8.55AM	Lv 12.45AM						13.1	BELLWOOD	583.9						Ar 1.00AM	Ar 11.00AM
Lv 8.30AM	Lv 11.00PM				Lv 11.30PM		0.0	CHICAGO	597.0		Ar 7.15PM				Ar 2.00AM	Ar 12.15PM
	Lv 4.40PM			Lv 1.40AM			344.6	CLARION	450.0			Lv 1.01AM			Lv 10.00AM	
	Lv 5.30PM			Lv 2.45AM			372.5	FT. DODGE	477.9			Lv 12.10AM			Lv 9.10AM	
	Ar 10.15PM			Lv 6.30AM			504.6	COUNCIL BLUFFS	610.0			Lv 8.45PM			Lv 5.00AM	
				Ar 7.30AM			508.6	OMAHA	614.0			Lv 8.15PM				
		Lv 1.50PM	Lv 10.50PM			Lv 8.25PM	271.7	WATERLOO	325.3	Lv 2.10AM			Lv 12.25AM	Lv 11.45AM		
		Lv 4.00PM	Lv 1.40AM			Lv 9.55PM	319.5	MARSHALLTOWN	277.5	Lv 12.25AM			Lv 9.50PM	Lv 8.30AM		
		Lv 7.00PM	Lv 5.00AM			Lv 12.10AM	378.2	DES MOINES	218.8	Lv 10.30PM			Lv 7.20PM	Lv 5.00AM		
		Lv 2.00AM	Lv 10.40AM			Lv 4.30AM	536.3	ST. JOSEPH	80.7	Lv 5.50PM			Lv 1.20PM	Lv 10.30PM		
		Ar 5.00AM	Ar 2.00PM			Ar 6.45AM	597.0	KANSAS CITY	0.0	Lv 4.00PM			Lv 8.30AM	Lv 7.00PM		

