

DISTRICTS

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

SAFETY
Is of
FIRST IMPORTANCE
in the
Discharge of Duty

D. F. Gifford, Supvr. of Safety and Rules.....Oelwein, Ia.

TRAINMASTERS AND DISPATCHERS

G. E. Traynor, Trainmaster.....	Clarion, Ia.
A. R. Fronsdaahl, ".....	St. Paul, Minn.
R. L. Gustin, Trainmaster.....	Rochester, Minn.
R. E. Hagelberg, Chief Dispatcher.....	Oelwein, Ia.
J. L. Rueber, Night Chief Dispatcher.....	" "
C. K. Cole, Dispatcher.....	" "
E. G. Jordan, ".....	" "
N. J. Kjar, ".....	" "
R. L. Folkers, ".....	" "
P. M. Ketchum, ".....	" "
J. P. Davison, ".....	" "
W. T. Nish, ".....	" "
W. W. Gardner, ".....	" "
A. C. Halfpap, ".....	" "
R. Frederick, ".....	" "

**CHICAGO GREAT WESTERN
RAILWAY COMPANY**

**MINNESOTA
DIVISION**

22
TIME TABLE
No. 22
EFFECTIVE AT 12:01 A. M.
SUNDAY, MAY 28, 1961

FOR EMPLOYEES ONLY

J. C. DODD,
General Manager,
Kansas City, Missouri

H. A. PETERSON,
Superintendent,
Oelwein, Iowa

L. R. GARDNER,
Asst. Superintendent,
Oelwein, Iowa

T. R. SEIZ,
Term. Superintendent,
St. Paul, Minnesota

LIST OF SURGEONS — MINNESOTA DIVISION

	Phone Number			Phone Number	
	Office	Residence		Office	Residence
Allison, Ia.....	Dr. F. J. McKean	3641	4981		
		Hemlock	Hemlock		
Austin, Minn.....	Dr. David P. Anderson	37351	35170		
Belmond, Ia.....	Dr. S. P. Leinbach	492	397		
Cannon Falls, Minn.	Dr. M. R. Williams	CO-32511	CO-32050		
Carroll, Ia.....	Dr. Roland B. Morrison	3543	3630		
Clarion, Ia.....	Dr. R. C. Eaton	224	884		
Clarion, Ia.....	Dr. R. A. Young	224	549		
Clarksville, Ia.....	Dr. E. M. Mark	2851	2412		
Council Bluffs, Ia..	Dr. J. P. Cogley	328-1801	323-0733		
Council Bluffs, Ia..	Dr. A. C. Brown	323-7504	323-8114		
Dodge Center, Minn.	Dr. C. E. Bigelow	2461	2462		
Eagle Grove, Ia....	Dr. E. M. Smith	8	378		
Fort Dodge, Ia.....	Dr. E. F. Beeh	61774	61337		
Fort Dodge, Ia.....	Dr. S. B. Chase (Oculist)	27601	63941		
Hampton, Ia.....	Dr. S. G. Walton	GI-62553	GI-64103		
Harlan, Ia.....	Dr. R. E. Donlin	SK-51126	SK 51638		
Kenyon, Minn.....	Dr. R. R. Moses	2442	2448		
LeRoy, Minn.....	Dr. M. P. Morse	45305	45305		
Mankato, Minn.....	Dr. W. C. Stillwell	4651	3508		
Mason City, Ia....	Dr. Joseph E. Christopherson	Ga 34120	Ga 36890		
Minneapolis, Minn..	Dr. O. W. Yoerg	Fe 6-1700	Ta 2-1606		
	1853 Medical Arts Bldg. or call	Fe 9-1411			
Minneapolis, Minn..	Northwestern Hospital			Fe 2-7266	
Minneapolis, Minn..	For ambulance, call			Fe 2-5341	
Oelwein, Ia.....	Dr. L. W. Ward			199	122
Oelwein, Ia.....	Dr. J. W. Feld (Dental Surgeon)			341	436
Omaha, Nebr.....	Dr. H. H. McCarthy			342-5442	451-0688
	326 Medical Arts Bldg.				
Osage, Ia.....	Dr. R. L. Whitley			44	22
Red Wing, Minn...	Dr. E. H. Juers			Du 8-3528	Du 8-5520
Riceville, Ia.....	Drs. Walker & Walker			122	168
Rochester, Minn...	Dr. W. A. Merritt			AT 2-2511	AT 9-5230
S. St. Paul, Minn..	Dr. Thomas A. Lowe			GI 1-1182	GI 1-1424
S. St. Paul, Minn..	Dr. Earl Lowe			GI 1-1182	GI 1-1157
St. Paul, Minn.....	Dr. Vernon D. E. Smith			CA 25596	CA 63137
	Lowry Med. Arts Bldg.				
St. Paul, Minn.....	Dr. E. A. Post (Oculist, 835 Lowry Bldg.)			CA 2-8717	MI 9-1094
St. Paul, Minn.....	Chas. T. Miller Hospital			CA 43783	
St. Paul, Minn.....	For ambulance, call			CA 2-0555	
Stewartville, Minn..	Dr. A. F. Risser			633	233
Sumner, Ia.....	Dr. J. E. Whitmire			234	212
Waverly, Ia.....	Dr. O. C. Hardwig			735	147
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 TRAINS OVER FOREIGN LINES:

BETWEEN ST. PAUL AND MINNEAPOLIS: Trains will be governed by Great Northern Railway 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. Time Table, 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.

At OMAHA, BETWEEN 6TH STREET AND BURLINGTON PASSENGER STATION: C.T.C. operation. All trains and engines will be governed by signal indication and C.B.&Q. rules.

BETWEEN PLANKS JUNCTION AND LAFAYETTE STREET, WINONA: Trains will be governed by C.&N.W. Time Table and rules.

BETWEEN LAFAYETTE STREET, WINONA AND C.G.W. RY. YARD, WINONA: Trains will be governed by C.B.&Q. rules. Train movement over any portion of C.B.&Q. tracks between East Winona and Winona will be made by C.B.&Q., G.B.&W. and C.G.W. Ry. trains and engines at restricted speed as the way is seen to be clear, and must stop before crossing Walnut and Franklin Streets and protect movement over crossings. Stop for C.M.St.P.&P. crossing. Maximum speed fifteen (15) M.P.H. 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 Fillmore Ave., St. Paul and St. Paul Union Depot, color light type signals govern movement all trains and engines, superseding time table authority.

The switch at end of two main tracks, Fillmore Ave., 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.

When 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 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 of 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 Fillmore Ave., 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 Fillmore Ave., St. Paul and St. Paul Union Depot through operator at South St. Paul.

5. Two main tracks are operative between:

Armour Avenue and Fillmore Avenue, St. Paul.

Tostevin Street, Council Bluffs, and U.P. Junction.

Normal position of switch at end of two main tracks at Tostevin Street, Council Bluffs, is for westbound traffic.

All trains and engines will move with the current of traffic (Rule D-151) and "With Caution" within the yard limits of Council Bluffs Terminal.

Exception:

(a) Between 8:30 PM and 10:30 PM, daily, current of traffic will be reversed on two main tracks between Tostevin Street, Council Bluffs, and U.P. Junction to enable No. 14 to use station platform at passenger station.

Rule D-151: "Where two main tracks are in service trains must keep to the right unless otherwise provided."

Speed—"With Caution"—to run at reduced speed, according to conditions, but not exceeding ten (10) miles per hour, prepared to stop short of train, engine, obstruction, or before reaching a stop signal.

6. Register stations:

Benning.....	All trains.
Cannon Falls.....	All trains.
Clarion.....	All trains.
Council Bluffs.....	All trains.
Carroll.....	All first class trains and trains starting or terminating.
Ft. Dodge.....	All first class trains.
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.
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
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—Freight Station
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	
Carroll—Telegraph Office	
Council Bluffs—Roundhouse	
Council Bluffs—Passenger station	

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

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

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

Council Bluffs.....	All trains.
McIntire.....	All McIntire District trains.
Manly.....	All trains.
Randolph.....	All Mankato and McIntire District trains.
Red Wing.....	All trains starting will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position.
Rochester.....	All trains.
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. When cars or equipment are set out on sidings for any reason, Chief Dispatcher must be notified promptly by wire.

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 yard limits 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 yard limits 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 Thermo-Gas Siding and Bremer

McIntire District

Between McIntire and Osage
Between Utica Junction and Altura

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

McIntire District,
Between Rochester and Red Wing

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.

19-A, D-4 Class Diesels (TR-2), Nos. 58 AB to 66 AB, inc., must not be towed in trains without specific authority of Chief Dispatcher, and then must not be switched with.

20. CLOSE CLEARANCES:

INVER GROVE Pockrandt Lumber Company, Warehouse track, door will not clear man on top or side of car.
ROSEPORT Great Northern Refinery Coke Dock—Close clearance. Trainmen will not operate beyond "No Clearance" signs posted.
AUSTIN Hormel Plant No. 2 Track, overhead conveyor. When conveyor is in down position, car at conveyor spot must not be coupled into or moved until conveyor is raised.
WAVERLY No. 2 track, Carnation Company—movements made carefully and at slow speed due to close clearance and short turnout.
ROWAN Transfer track—move carefully account sharp curve.
FORT DODGE East Side Lumber Company—close clearance fence and building.
LANESBORO Gravel loading ramp—engines or cars must not be moved past ramp when aprons are down.
HARLAN C.&N.W. Transfer—engines must not go more than one car length beyond frog, and close clearance overhead bridge.
ROCHESTER 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.
STEWART-VILLE Ore loading ramp. Will not clear man on side of car.
OSTRANDER Ore loading ramp. Engines or house cars must not be moved past ramp when aprons are down.
FARIBAULT SHEFFIELD MILL. Engines must not pass over bridge at mill.
DUNDAS Midland Coop., Inc. track, along dock, will not clear man on side of car.

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 282, 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 282 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 color light signal, Rules 501, 501-A, and 501-B.
- (2) Southbound movements from southbound main track to single track are governed by a three-indication color light signal, Rules 501, 501-A, and 501-B.
- (3) Southbound movements from northbound main track to single track are governed by a three-indication color light type dwarf signal, Rules 501, 501-A, and 501-B.

At Oelwein (Jeff):

Lunar light indicator located on signal mast below the searchlight signal at (Jeff).

The lunar indicator will indicate position of first switch south of spring switch entering Oelwein Yard.

When lunar indicator is lit, the first switch south of spring switch is lined in normal position for main line movement. When lunar indicator is dark, switch is lined for movement to yard track.

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 block signal territory at north end of Oelwein yard, and east switch siding Council Bluffs, 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
OELWEIN TO ST. PAUL		
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.....	60	45
Except: McIntire to Hayfield.....		40
Between Hayfield and Kenyon.....	60	50
Except: Dodge Center to M.P. 460.0..	50	35
Between Kenyon and M. P. 517.0.....	60	45
Except: Nerstrand to Dennison.....	40	30
Between M.P. 517.0 and State Street....	40	25
Between State Street and St. Paul Union Depot.....	With Caution	With Caution

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
OELWEIN TO COUNCIL BLUFFS		
Between Oelwein and M.P. 310.0.....	55	45
Between M.P. and 310.0 and M.P. 335.0.	30	20
Between M.P. 335.0 and Clarion.....	40	30
Between Clarion and Lanesboro.....	50	40
Except: Ft. Dodge—Gypsum Line.....	10	10
High Bridge—M.P. 373.6....	20	10
Between Lanesboro and Tennant.....	55	45
Between Tennant and Council Bluffs.....	50	40
Except: Peter to Rigg (CRI&P Time-table Speeds Govern) Curve M.P. 502.5 to M.P. 503.2...	35	With Caution
Council Bluffs—Tostevin St. to U.P. Junction.....	With Caution	With Caution
HAYFIELD TO CLARION		
Between Hayfield and M.P. 21.....	50	40
Between M.P. 21 and M.P. 37.....	40	30
Between M.P. 37 and Manly Tower.....	50	40
Between Manly Tower and M.P. 58.3....	55	45
Between M.P. 58.3 and Clear Lake Junction.....	20	20
Between Clear Lake Junction and Clarion.....	40	30
MANKATO TO OSAGE		
Between Mankato and M.P. 8.0.....	25	20
Between M.P. 8.0 and M.P. 35.0.....	30	25
Between M.P. 35.0 and M.P. 61.5.....	15	15
Between M.P. 61.5 and Randolph.....	35	30
Between Randolph and Red Wing.....	15	15
Between Wye switches West Red Wing and Red Wing.....	With Caution	With Caution
Between Red Wing and Rochester.....	30	20
Between Rochester and McIntire.....	25	25
Between McIntire and Osage.....	5	5
SUMNER AND BREMER		
Between Sumner and Bremer.....	15	15
WINONA AND SIMPSON		
Between Simpson and Planks Jet.....	25	25
Between Utica Jet. and Altura.....	10	10

LIMITS	CLASS OF SERVICE		CROSSING	Mile	Passenger Trains	Freight Trains
	Passenger Trains	Freight Trains				
MISCELLANEOUS:						
All trains and engines operating through crossovers, junctions, sidings, yard switches, and spring switches, will not exceed.....	15	15	COUNCIL BLUFFS DISTRICT:			
All trains handling special ore hoppers (jennies), loaded or empty.....	35	35	C. R. I. & P.....	344.8	20	20
All trains handling Slag.....	35	35	C. & N. W.....	354.9	40	30
Passenger trains handling box cars equipped for passenger train service.	60	.....	Ft. D. D. M. & S.....	372.8	10	10
Trains handling:			M. & St. L.....	380.3	20	20
Mixed freight and passenger equipment.....	45	45	C. R. I. & P.....	388.8	15	15
Steam derricks, pile driver, or cranes on their own wheels.....	.....	30	Ft. D. D. M. & S.....	392.6	15	15
Derricks X-200 and X-250 class (Cooper's rating E-72.3) must not be operated on the following districts:			C. & N. W.....	398.2	20	20
McIntire District, except McIntire to Rochester, Simpson to Planks Junction.			C. M. St. P. & P.....	398.2	20	20
Mankato District, except Randolph to Northfield.			C. B. & Q.....	504.6	10	10
When two of these derricks are handled in freight trains, they must be separated by at least 3 freight cars.			C. & N. W.....	505.2	Stop	Stop
Scale test car.....	.....	25	C. B. & Q.....	505.3	Stop	Stop
			O. B. & T.....	505.3	Stop	Stop
			MANKATO DISTRICT:			
			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
			McINTIRE DISTRICT:			
			C. M. St. P. & P.....	73.3	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

30. Maximum Speed over Railroad Crossings as follows:

CROSSING	Mile	Passenger Trains	Freight Trains
ST. PAUL DISTRICT:			
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
MASON CITY DISTRICT:			
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
CLARION DISTRICT:			
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

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
Rochester—11th and 6th Ave. Northwest.....	Stop & Flag	Stop & Flag
Ostrander—Hiway 63 mine spur....	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.

34. All trains approaching Oelwein must, before passing yard limit board, contact the Yardmaster by radio to ascertain what track is to be used.

35. The Railway Company is responsible for proper handling of perishable freight on road. Conductors on trains handling perishable freight will ascertain from waybills class of service required and light or extinguish heaters and manipulate vents in accordance with current instructions provided for handling perishable freight issued by the National Perishable Freight Committee.

36. Trainmen riding in cab units on diesel locomotives will not manipulate any of the control buttons on engineer's side of cab. If light in cab is desired, use the switch on fireman's side of cab.

RULES REGARDING THE HANDLING OF PLACARDED CARS

Placarded loaded tank cars handled in through freight trains shall not be nearer than 6th car from engine, occupied caboose or passenger car.

Cars placarded "Explosives," "Inflammable," "Corrosive Liquids," or "Poison Gas" handled in through freight trains, local and mixed trains, shall not be nearer than 16th car from engine, occupied caboose or passenger car.

When length of train will not permit handling of cars as prescribed above—ANY PLACARDED CAR, loaded with above commodities—shall be placed near middle of train, but not nearer than the 2nd car from engine, occupied caboose or passenger car.

When switching such cars in terminal yards they must be separated from engine by at least one non-placarded car.

When placarded cars described above are handled in freight trains made up in "blocks" or classifications, placarded car or

cars shall be placed near middle of the "block" or classification, but not nearer than 6th car from engine, occupied caboose or passenger car.

When such placarded cars are placed in trains they must not be placed next to each other, next to refrigerators equipped with gas burning heaters, stoves or lanterns, or next to loaded flat cars, or gondola cars containing lading higher than ends of car that is liable to shift. Carload express shipments of explosives, sealed and placarded, may be handled on passenger trains; LCL shipments may be made in so-called peddler car with messenger in charge when such car is assigned to the handling of express and baggage exclusively.

Terminal or pick-up points en route must furnish conductor and engineer Form 161 showing consecutively location in train of all cars placarded "Explosives." At points other than terminals where crews change, notice will be transferred from crew to crew.

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.	New Hampton, Ia.....	J. W. SANDUSKEY & CO.
Carroll, Ia.....	GLENN WEEKS	Oelwein, Ia.....	DAVIS JEWELRY & GIFTS
Clarion, Ia.....	GEO. L. KYSETH & CO.	Omaha, Nebr.....	BERSHEIN & DORCY CO. 1621 Howard Street
Council Bluffs, Ia.....	ROGERS JEWELRY CO. 16 Pearl Street	Red Wing, Minn.....	KAISER JEWELRY CO.
Council Bluffs, Ia.....	CHAFFEE WATCH SHOP 16 Pearl Street	Rochester, Minn.....	HENRY BLICKLE 21 2nd Street, S.W.
Fort Dodge, Iowa.....	OLSON JEWELRY CO.	St. Charles, Minn.....	DAVID RUDISUHLE
Mankato, Minn.....	ROHLF'S JEWELRY CO.	St. Paul, Minn.....	NORTHERN WATCH CO. 135 Endicott Arcade
Manning, Ia.....	LEWIS REINHOLD	St. Paul, Minn.....	EARL THIETS 466 S. Roberts Street
Mason City, Ia.....	C. E. BLANCHARD	South St. Paul, Minn.....	G. LINWELL, JEWELERS 205 N. Concord Street
Minneapolis, Minn.....	OSCAR P. GUSTAFSON CO. 505 Marquette Avenue	Waterville, Minn.....	S. E. SHERRATT
Minneapolis, Minn.....	POMERLEAU & SON 211 E. Hennepin Avenue	Winona, Minn.....	W. S. WARMINGTON 3rd and Main Streets
Northfield, Minn.....	LIPPERT JEWELERS		

ST. PAUL DISTRICT — ST. PAUL TO OELWEIN

SOUTHBOUND				TIME TABLE			HOURS OF TELEGRAPH SERVICE				
SECOND CLASS		FIRST CLASS		No. 22							
Effective May 28, 1961											
41 Manifest Freight	43 Manifest Freight	13 Passenger	5 Passenger				Monday Thru Friday	Saturdays, Sundays, Holidays			
Depart Daily	Depart Daily	Depart Daily	Depart Daily Ex. Saturday								
		7.10PM	10.00PM	PH.....MINNEAPOLIS..... 3.49 St. Anthony Park 3.91 Como 3.17 0.5 PH.....ST. PAUL—U. D..... PH { Lift Bridge—Miss. River End of Two Main Tracks Fillmore Ave. } 0.7 PH-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 PH-R.....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..... 8.0 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
		7.30 7.45	10.25 10.35				529.7	1000	U	6.00 AM to 12 Mid.	6.00 AM to 12 Mid.
4.45PM	5.00AM	7.50	10.39	529.2							
5.20	5.45	7.55	10.45	528.5	1001						
5.25	5.50	7.57	10.47	524.9	1005	KG	Continuous	Continuous			
5.30	5.55	8.01	10.51	524.1							
5.50	6.35	8.09	10.59	522.0	1008						
6.15	7.19	8.24	11.15	516.2	1015	RP	8.45 AM to 5.45 PM				
6.30	8.15	8.30	11.23	503.1	1027	HN	8.00 AM to 5.00 PM				
6.42	8.35	8.41	11.33	497.2	1033	JN	Continuous	Continuous			
7.00	8.55	8.49	11.42	488.6	1041						
7.15	9.05	8.57	11.53PM	483.3	1047	NX	8.00 AM to 5.00 PM				
7.35	9.20	9.09	12.05AM	476.8	1053	KY	8.00 AM to 5.00 PM				
7.55	9.40	9.22	12.20	467.4	1063	CD	8.00 AM to 5.00 PM				
8.55	10.45	9.35PM	12.35	458.3	1072	FQ	5.00 AM to 1.00 PM 5.00 PM to 1.00 AM	5.00 AM to 1.00 PM 5.00 PM to 1.00 AM { Saturdays only } 5.00 AM to 1.00 PM 8.00 PM to 4.00 AM			
9.10	11.00		12.46	448.9	1081	HB	5.00 AM to 1.00 PM 8.00 PM to 4.00 AM				
9.33	11.20AM		1.00	442.5	1088	SG	8.00 AM to 5.00 PM				
10.40	12.01PM		1.23	431.5	1099						
10.50	12.15		1.31	423.5							
11.10	12.50		1.45	414.9	1115	MC	8.45 PM to 5.45 AM	{ Saturdays only } 8.45 PM to 5.45 AM			
11.18	12.58		1.50	409.3	1121	RS	8.00 AM to 5.00 PM				
11.40PM	1.20		2.05	398.9	1131	AY	8.00 AM to 5.00 PM				
12.01AM	1.40		2.18	395.5	1135	VS	8.00 AM to 5.00 PM				
12.20	2.00		2.35	385.3							
12.35	2.15		2.46	384.6	1146	HA	8.00 AM to 5.00 PM				
1.00AM	2.30PM		3.00AM	375.9	1155	FN	8.00 AM to 5.00 PM				
Arrive Daily	Arrive Daily	Arrive Daily	Arrive Daily Ex. Sunday	366.0	1164	SU	8.00 AM to 5.00 PM				
8.15	9.30	2.25	5.00	358.1	1172	GU	8.00 AM to 5.00 PM				
				351.2	1180	WI	Continuous	Continuous			
				189 1							
				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	50	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

Westgate	358.1	West Concord	467.4
Fredericksburg	375.8	Kenyon	476.8
Alta Vista	395.5	Nerstrand	483.3
Elma	398.8	Stanton	493.4
Riceville	409.3		

ST. PAUL DISTRICT — OELWEIN TO ST. PAUL

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyea.	Capacity of Sidings.	Distances from St. Paul.	TIME TABLE				NORTHBOUND			
			No. 22				FIRST CLASS		SECOND CLASS	
			Effective				14	6	92	42
			May 28, 1961				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	7.35 ^{AM}	4.50 ^{PM}				
		7.08	3.49 St. Anthony Park							
		3.17	3.91 Como							
T	0.0	PH.....ST. PAUL—U. D....		7.15	4.25				
		0.5	0.5 { Lift Bridge—Miss. River End of Two Main Tracks Fillmore Ave.		7.00	4.15				
Yard-W-O-T-S	1.2	0.7 PH-Ry. STATE STREET.....		6.55	4.08	10.00 ^{AM}	10.30 ^{PM}		
Yard	4.8	3.6 PH-R. SOUTH ST. PAUL.....		6.49	4.03	9.40	10.15		
	5.6	0.8 PH... { ..ARMOUR AVE..... } End of Two Main Tracks		6.46	4.01	9.35	10.10		
15	61	7.7	PH.....INVER GROVE.....		6.43	3.57	9.30	10.05		
Yard-Y	200	13.5	PH-R.....ROSEPORT.....		6.35 ⁴³	3.47	9.15	9.50		
15	91	26.6	PH.....HAMPTON.....	6.22	3.30	8.30	9.24			
Yard-W-Y	220	32.5	PH-R.....RANDOLPH.....	6.16	3.21	8.15 ⁴³	8.30 ¹³			
12	93	41.1	PH.....DENNISON.....	6.07	3.09	7.40	8.00			
15	48	46.4	PH.....NERSTRAND.....	6.00	3.01	7.30	7.30 ⁴¹			
50	222	52.9	PH.....KENYON.....	5.53	2.53	7.20	7.15 ⁴¹			
40	94	62.3	PH... WEST CONCORD.....	5.43	2.38	7.00	6.45			
Auto. Signals 37	93	71.4	PH... { C. N. W. Crossing DODGE CENTER..... } 9.4	5.33	2.25	6.40	6.20			
Yard-W-O-T-Y	315	80.8	PH-R.....HAYFIELD.....	5.20 ^{AM}	2.10	6.15	6.05			
15	94	87.2	PH.....SARGEANT.....		1.55	5.30	5.50			
12	200	98.2	PH.....ELKTON.....		1.40	5.00	5.30			
Auto. Signals			8.0 C. M. St. P. & P. Crossing							
Yard-W-Y	95	114.8	PH-R.....McINTIRE.....		1.16	4.20	4.45			
20	118	120.4	PH.....RICEVILLE.....		1.05	4.05	4.25			
45	60	130.8	PH.....ELMA.....		12.50 ⁴³	3.45	4.05			
20	52	134.2	PH.....ALTA VISTA.....		12.45	3.35	3.55			
Auto. Signals		144.4	10.2 C. M. St. P. & P. Crossing							
Yard	190	145.1	PH-R... NEW HAMPTON.....		12.30	3.15	3.35			
15	82	153.8	PH... FREDERICKSBURG.....		12.09 ^{PM}	2.55	3.20			
Yard	113	163.7	PH.....SUMNER.....		11.55 ^{AM}	2.35	3.00			
20	161	171.6	PH.....WESTGATE.....		11.42	2.15	2.45			
Yard-W-O-S-Y	.....	178.5	PH-R-Ry... OELWEIN.....		11.30 ^{AM}	2.00 ^{AM}	2.30 ^{PM}		
			189.1		Depart Daily	Depart Daily Ex. Sunday	Depart Daily	Depart Daily		
			Time on District		2.15	5.20	8.00	8.00		

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 Sta- tions, Turntables, Track Scales, Wyss.	WEST BOUND				TIME TABLE			EAST BOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS				No. 22			SECOND CLASS			
	91 Manifest Freight				Effective			90 Manifest Freight			
	Depart Daily				May 28, 1961			Arrive Daily			
	Capacity of Sidings.	Station Numbers.	Distance from Chicago.	Distance from Council Bluffs.	Office Calls.			Monday Thru Friday	Saturdays, Sundays, Holidays		
Yard W-O-S-Y		4180	245.8	258.4	WI	PH-R-Ry.....	OELWEIN.....	2.30 ^{PM} ₉₀	Continuous	Continuous	
34	200	4262	262.2	242.0	RD	PH.....	READLYN.....	2.02	8.00 AM to 5.00 PM		
Yard-Y Connection Auto. Signals	143	4275	275.0	229.2	WB	PH-R.....	WAVERLY.....	1.35	8.00 AM to 5.00 PM		
22	66	4281	281.5	228.4			I. C. R. R. Crossing 1.0				
25 Connection Auto. Signals	63	4288	288.4	215.8	CV	PH.....	SHELL ROCK.....	1.15			
24	53	4295	295.4	215.4			6.9 C. R. I. & P. Crossing	1.05	8.00 AM to 5.00 PM		
40	96	4301	301.3	208.8	AJ	PH-R.....	ALLISON.....	12.50	8.00 AM to 5.00 PM		
Auto. Signals			305.5	202.9			4.2 BRISTOW.....	12.40			
17	54	4312	312.1	198.7			6.6 C. & N. W. Crossing				
20 Connection Auto. Signals	66	4317	317.5	192.1	HS	PH.....	HANSELL.....	12.27	8.00 AM to 5.00 PM		
Auto. Signals Connection Auto. Signals			317.7	186.7	NP	PH.....	HAMPTON.....	12.17	8.00 AM to 5.00 PM		
27	98	4325	325.8	180.5			0.2 M. & St. L. Crossing				
15 Gated Conn.	50	4334	334.9	180.4			0.1 M. & St. L. Crossing				
Yard W-O-T		4345	344.6	186.1	CJ	PH.....	COULTER.....	12.02 ^{PM}	8.00 AM to 5.00 PM		
				178.4			7.7 ROWAN.....	11.45 ^{AM}			
				169.3			9.7 C. R. I. & P. Crossing		8.00 AM to 4.00 PM	8.00 AM to 4.00 PM	
				159.6	PO	PH-R.....	CLARION.....	11.20 ^{AM}	7.00 PM to 3.00 AM	7.00 PM to 3.00 AM	
							98.8				
							Time on District				
								3.10			

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
Oran	254.5	4255	25	West end
Dumont	305.3	4305	20	West end
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		Capacity of Sidings.	Station Numbers.	Distance from Chicago.	TIME TABLE		Distance from Council Bluffs.	Office Calls.	EASTBOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS	FIRST CLASS				No. 22				FIRST CLASS	SECOND CLASS	Monday, Thru Friday	Saturday, Sundays, Holidays
	91 Manifest Freight	13 Passenger				Effective				14 Passenger	90 Manifest Freight		
	Depart Daily	Depart Daily				May 28, 1961				Arrive Daily	Arrive Daily		
Yard W-O-T Connection Auto. Signals	4.40 ^{PM}	1.45 ^{AM}	4345	344.6	PH-R. CLARION	159.6	PO	1.40 ^{AM}	11.20 ^{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	1.53	56	344.8	..... C. R. I. & P. Crossing	159.4		1.20	11.11			
29 Connection Auto. Signals	5.00	2.05	98	354.4	PH. FLORENCE	154.8		1.10	11.01				
21	5.13	2.20	53	354.9	..... EAGLE GROVE	149.8						
Yard Y-S Connection Auto. Signals	5.30	2.55	48	362.7	PH. C. & N. W. Crossing	149.3		12.53	10.46	8.00 A to 5.00 P			
20	5.49	3.05	62	372.5	PH-R. VINCENT	141.5	AQ	12.40	10.30	8.45 P to 5.45 A	8.45 P to 5.45 A		
26 Conn. Gated	5.56	3.12	52	372.8	..... FORT DODGE	131.7	RM	12.20	10.19	8.00 P to 5.00 A		
Conn. Gated	6.05	3.20	52	372.8	..... Ft. D., D. M. & S. Crossing	131.4		12.10	10.11			
28-Spur	6.25	3.37	98	380.3	PH. { M. & St. L. Crossing MOORLAND	123.9	FK	12.01 ^{AM}	10.03	8.00 A to 5.00 P			
31	6.40	3.50	98	384.3	..... ROEYRN	119.9		11.43 ^{PM}	9.45			
46	6.51	4.00		388.8	PH. { C. R. I. & P. Crossing SOMERS	115.4	SO	11.29	9.26	8.00 A to 5.00 P			
W-Yard	7.02	4.20	132	392.6	..... Ft. D., D. M. & S. Crossing	111.6		11.20	9.17	8.00 A to 5.00 P 8.00 A to 4.00 P		
23	7.17	4.29	52	398.2	..... C & N W-C-M St P & P Crossing	106.0		11.12	9.08	10.00 P to 6.00 A	10.00 P to 6.00 A	
29	7.32	4.39	74	400.6	PH. LOHRVILLE	105.4		10.57	8.53				
36	7.50	4.52	53	408.0	PH. LANESBORO	96.2	IZ	10.47	8.37	8.00 A to 5.00 P			
Yard	8.15	5.10	95	414.4	PH. LIDDERDALE	89.8	JQ	10.33	8.20	8.45 P to 5.45 A			
28	8.45	5.22	53	422.8	PH-R. CARROLL	83.4	CZ	10.17	8.00	6.30 A to 3.30 P			
22	9.39	5.51	47	431.7	PH. HALBUR	75.1		10.04	7.45				
	9.46	5.55		433.8	PH. N. W. Junction	73.4		9.39	7.15				
	9.50	5.57	73	443.9	PH. MANNING	66.3	MU	9.35	7.10				
	10.10	6.07		445.1	PH. IRWIN	55.1	ZX	9.32	7.05				
				449.2	PH. HARLAN	43.1	PY	9.20	6.40				
				449.2	PH. TENNANT	34.9							
				448.5	PH. BENTLEY	16.7							
				402.2	PH. { PETER McCLELLAND RIGG	14.0							
				402.1	PH. U. P. JUNCTION	12.1							
				501.9	PH. OMAHA (Burlington Station)	2.3							
Yard W-O-Y-S Gated	10.30 ^{PM}	6.10 ^{AM}	4506	504.2	End of Two Main Tracks—Tastevin Street	0.0	FS	9.17	6.10 ^{AM}	6.15 A to 3.15 P	6.15 A to 3.15 P		
Not Gated—Stop Connection				504.6	..... C. B. & Q. Crossing	0.4						
Not Gated—Stop				505.2	..... C. & N. W. Crossing	1.0						
				505.3	..... O.B. & T.-C.B. & Q. Cross.	1.1						
				505.7	..... U. P. JUNCTION	1.5		9.07				
				4510	..... OMAHA (Burlington Station)	4.4		8.45 ^{PM}				
	Arrive Daily	Arrive Daily			164.0			Depart Daily	Depart Daily				
	5.50	5.15			Time on District			4.55	5.10				

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

LOCATION OF MAIL CRANES

	Station No.	Mile Post	Car Cap.	Connected		Mile No.	Mile No.	
Nuel	4359	358.8	10	East end	Rinard	392.6	Irwin	449.1
Industry	4367	367.1	15	West end	Lohrville	398.8	Kirkman	455.0
West Fort Dodge	4377	375.4	20	Both ends	Lanesboro	408.0	Tennant	469.3
Rinard	4395	392.6	38	West end	Lidderdale	414.4	Bentley	487.5
			18	West end	Halbur	429.1	McClelland	492.1
Wightman	4404	402.6	31	Both ends				
Minden	4481	479.8	14	Both ends				

MASON CITY DISTRICT — HAYFIELD TO CLARION

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, 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. 22				FIRST CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	13					Effective				14			
	Passenger	Depart Daily				May 28, 1961				Passenger	Arrive Daily		
Yard W-O-T-Y 13 Auto. Signals Connection Auto. Signals Yard-S	9.40PM			3081	0	PH-R.....	HAYFIELD.....	260.6	HB s	5.15AM	5.00 AM to 1.00 PM 8.00 PM to 4.00 AM	{ (Saturdays only) 5.00 AM to 1.00 PM 8.00 PM to 4.00 AM	
Connection Not Gated-10	10.20	68		3098	12.7 15.9	PH.....	C. M. St. P. & P. Crossing C. M. St. P. & P. Crossing	247.9 244.7					
Connection Not Gated-10	10.44	56		3109	17.5 28.3	PH-R.....	AUSTIN..... { I. C. R. R. Crossing LYLE..... }	243.1 232.3	AU s f	4.45 4.15	8.45 PM to 5.45 AM	8.45 PM to 5.45 AM	
Connection Interlocked	11.30			3129	48.2	PH.....	MANLY.....	212.4	JU	3.35	Continuous	Continuous	
Connection Auto. Signals	SEE JOINT TIME TABLE	66			48.4		C. R. I. & P.-M. St. L. Crossings	212.2					
Yard W-O-S Connection Auto. Signals		55			48.9	PH	West Manly North Yard	211.7 204.2					
Connection Interlocked		W-19 E-47			3139	57.0	PH.....	MASON CITY.....	203.0	DF	8.00 AM to 5.00 PM		
Connection Interlocked		11.58PM	18		3141	58.5 59.1	PH-R.. {	C. & N. W. Crossing C. M. St. P. & P. Crossing M. C. & C. L. Crossing CLEAR LAKE JCT.. }	202.1 201.5	K	3.12	Continuous	Continuous
23	12.23AM			3153	71.2	PH.....	SWALEDALE.....	189.4	SW	2.50	8.00 AM to 5.00 PM		
15	12.35	56		3157	75.8	PH.....	THORNTON.....	184.8	PZ	2.38	8.00 AM to 5.00 PM		
18 Connection Not Gated	12.48			3163	81.3	PH.....	MESERVEY.....	179.3	VZ	2.25	8.00 AM to 5.00 PM		
20 & 25 Connection Not Gated	1.19	15		3172	89.3 90.4	PH.....	C. R. I. & P. Crossing BELMOND.....	171.3 170.2	PV s	1.59	8.00 AM to 5.00 PM		
Yard W-O-T	1.40AM			3345	90.6 101.0	PH-R.....	M. & St. L. Crossing CLARION.....	170.0 159.6	PO	1.40AM	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			
	4.00						Time on District			3.35			

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

SLIDINGS AND SPURS BETWEEN STATIONS

NAME	MILE POST	STATION NO.	CAR CAPACITY	CONNECTED
Waltham	5.0	3086	13	Both ends
Mayville	9.5	3091	13	Both ends
Bellmans Spur	20.3	3101	18	North end
Meltonville	34.0	3115	26	Both ends
Bolan	41.0	3122	25	Both ends
Burchinal	64.9	3146	22	Both ends
Cornelia	95.9	3177	28	Both ends

LOCATION OF MAIL CRANES

	Mile No.
Meltonville	34.0
Burchinal	64.9

McINTIRE DISTRICT — RANDOLPH TO OSAGE

Capacity of Other Tracks, Location of Water and Fuel Stations, Tunnels, 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					No. 22				SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	125 Way Freight	123 Way Freight				124 Way Freight	126 Way Freight						
	Depart Daily	Depart Daily Ex. Sunday				Arrive Daily Ex. Sunday	Arrive Daily						
Yard-W-Y Not Gated		1.00PM	220	5033	141.2	PH-R... RANDOLPH.....	67.4	JN s	9.00AM		Continuous	Continuous	
21		1.45		5039	135.3	C. M. St. P. & P. Crossing	73.3						
Y		2.45			134.8	PH... CANNON FALLS.....	73.8	CG	8.15		8.00 A to 5.00 P		
Yard-S-W-O		3.00PM		5060	116.9	PH... RED WING.....	93.2		7.15				
Y					115.4	PH... WEST RED WING.....	94.7	RW	7.00AM		7.30 A to 4.30 P		
35					115.4	PH... WEST RED WING.....	93.2						
Connection Not Gated					100.8	GOODHUE.....	107.8	HU			8.00 A to 5.00 P		
31					91.1	C. M. St. P. & P. Crossing	117.5						
23					5085	ZUMBROTA.....	117.9	BZ			8.00 A to 5.00 P		
Auto. Signals					5094	PINE ISLAND.....	126.7	VW			8.00 A to 5.00 P		
Yard-W-O-T	4.00PM			5111	65.1	PH-R... ROCHESTER.....	143.5	FW		2.30AM	8.00 A 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 5.00 P		
35	6.20			5144	44.9	PH... RACINE.....	163.7	RC		1.00	8.00 A to 5.00 P		
35	6.50			5136	37.2	PH... SPRING VALLEY.....	171.4	VY		12.30AM	6.15 A to 3.15 P		
20-Y	7.10		70	5130	31.5	PH... OSTRANDER.....	177.1	PE		11.59PM	8.00 A to 5.00 P		
20 Connection Not Gated	7.40			5122	23.4	PH... LE ROY.....	185.2	RY		11.30	8.00 A to 5.00 P		
Yard-W-Y	8.15PM		95	5115	16.4	PH-R... McINTIRE.....	185.3			11.00PM	8.45 P to 5.45 A	{ (Saturdays only) 8.45 P to 5.45 A	
Yard-Y				5131	0.0	PH... OSAGE.....	192.2	MC			8.00 A to 5.00 P		
	Arrive Daily	Arrive Daily Ex. Sunday			141.2				Depart Daily Ex. Sunday	Depart Daily			
	4.15	2.00				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 Red Wing, all trains starting will not require Train Order Clearance Card, Form 14, when Train Order Signal is in clear position.

SIDINGS AND SPURS BETWEEN STATIONS

	MILE POST	STATION NO.	CAR CAPY.
Little Cedar.....	200.5	5123	33
Hanna Mine.....	176.8	5130	(3 miles to end of tail track)
Douglas.....	134.9	5103	21
Hastings Crossing.	89.1	5053	7
Welch.....	83.5	5048	20
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

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	Capacity of Sidings.	Distance from Mankato.	WESTBOUND			TIME TABLE No. 22 Effective May 28, 1961	EASTBOUND			Station Numbers.	Office Call.	HOURS OF TELEGRAPH SERVICE	
			SECOND CLASS				SECOND CLASS					Monday Thru Fridays	Saturdays, Sundays, Holidays
			121 Way Freight Depart Daily Ex. Sunday	203 M. N. & S. Freight Depart Daily	201 M. N. & S. Freight Depart Daily		202 M. N. & S. Freight Arrive Daily	122 Way Freight Arrive Daily Ex. Sunday	204 M. N. & S. Freight Arrive Daily				
Yard-W-Y Not Gated Conn. Not Gated 18 & 15	220	67.4	9.30AM	5.00PM	1.30AM	PH.R..... RANDOLPH.....	9.00AM	12.45PM	1.00PM	5033	JN	Continuous	Continuous
Not Gated	31	58.9	10.05	5.30PM	2.00PM	{ NORTHELD JUNCTION C. M. St. P. & P. Crossing	12.30AM	12.20	12.30PM	5041	NR	8.45 AM to 5.45 PM	
Not Gated		58.7	10.20			PH..... NORTHELD.....		12.15PM					
Auto. Signals		58.5				C. M. St. P. & P. Crossing 10.4							
Y		48.1				C. R. I. & P. Crossing							
Yard-O		45.9	11.30AM			FARIBAUDT JUNCTION.....	11.30AM	121		5054	KX	8.00 AM to 5.00 PM	
Y		47.3	11.30AM			FARIBAUDT.....	11.30AM	121					
Auto. Signals		45.9				FARIBAUDT JUNCTION.....							
36		34.9	12.15PM			C. M. St. P. & P. Crossing 10.0		10.00		5065	MO	8.00 AM to 5.00 PM	
37		28.8	12.45			MORRISTOWN.....		9.30		5071	WT	8.00 AM to 5.00 PM	
Auto. Signals		28.6				WATERVILLE.....							
28		22.9	1.15			M. & St. L. Crossing							
23		15.8	1.45			ELYSIAN.....		9.00		5077	SY	8.00 AM to 5.00 PM	
Auto. Signals		4.2				MADISON LAKE.....		8.20		5084			
Not Gated		4.0	2.30			C. St. P. M. & O. Crossing 11.6							
Gates Connection Interlocked		3.6				C. M. St. P. & P. Junction 0.2		7.20					
Yard T-W-S		0.6				C. St. P. M. & O. Crossing 0.4							
		0.0	3.00PM			C. & N. W. and C. St. P. M. & O. Crossings 0.6				5099	TD	Continuous	Continuous
			5.30			MANKATO.....							

Eastbound trains are superior to westbound trains of the same class. Rule 71.
Except: No. 121 is superior to No. 204.
 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.

SIDING AND SPURS BETWEEN STATIONS

NAME	MILE POST	STATION NO.	CAR CAPACITY	CONNECTED
Dundas	55.7	5044	16	Both ends
Sheffield Mill	44.0	5055	8	Both ends
Walters	9.4	5091	2	East end

WEIGHT OF EMPTY PASSENGER CARS

CLASS	Numbers	Length in Feet	Tons
Baggage.....	36, 38	72	64
".....	39	72	66
".....	40	72	65
".....	43	73	72
".....	44	73	69
".....	45	73	69
".....	46 to 49	60	57
".....	80 to 82	70	45
Mail-Baggage.....	60 to 65	61	58
".....	68	73	75
Mail.....	95, 96	60	62
Chair.....	274 AC	72	69
".....	275 AC	72	79
Coach.....	200 AC	72	58
".....	201 AC	72	58
Coach-Baggage.....	282 to 286 AC	70	76
Official Car.....	99 AC	73	81
".....	100 AC	83	95

RECAPITULATION OF PASSENGER EQUIPMENT

Coach.....	2
Coach-Baggage.....	4
Chair.....	2
Mail.....	2
Baggage.....	14
Mail-Baggage.....	6
Official.....	2
Total.....	32

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 286	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 at night.

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	7	6, 7, 11, 12, 13, 14, 15
D-3	31	5, 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.
Total.....	141	

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.....	Hayfield Oelwein.....	1000 2250	750 1900	1325 2680	2650 5360	1380 2400	1540 3460	2730 4900	4100 7350	5460 9800	6830 12250
	North	Oelwein Hayfield.....	Hayfield St. Paul.....	1800 1580	1590 1180	2225 1860	4450 3910	2150 1820	2220 1830	4370 3650	6560 5470	8740 7300	10930 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.....	Carroll..... Council Bluffs.....	1660 1580	1310 1290	2130 2070	4260 4140	2300	2620 2460	3230 3230	4850 4850	6460 6460	8080 8080
	East	Council Bluffs..... Harlan.....	Harlan..... Clarion.....	1800 2275	1540 1880	2260 2960	4520 5920	2750 2500	2940 3130	4010 4010	6000 6000	8020 8020	10030 10030
MASON CITY	North	Clarion..... Mason City.....	Mason City..... Hayfield.....	1800 2050	1510 1740	2190 2420	4380 4840	2300	2350 2480	3870 3870	5810 5810	7740 7740	9680 9680
	South	Hayfield..... Mason City.....	Mason City..... Clarion.....	2050 1800	1740 1400	2410 2110	4820 4220	2300	2410 2390	3750 3750	5630 5630	7500 7500	9380 9380
McINTIRE	South	Randolph.....	Red Wing.....	1825	1610	2230	4460	2100	2230	3880	5820	7760	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
	North	Simpson.....	Winona.....	1600	1300	1840	3680	1850	1970	3420	5130	6840	8550
		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
MANKATO	East	Mankato..... Dundas.....	Dundas..... Randolph.....	1175 1500	850 1200	1425 1800	2850 3600	1475 1900	1550 2000	2850 3600	4275 5400	5700 7200	7125 9000
	West	Randolph..... Dundas.....	Dundas..... Mankato.....	1500 1175	1200 900	1800 1425	3600 2850	1900 1475	2000 1550	3600 2850	5400 4275	7200 5700	9000 7125

C. G. W. WRECKERS

Number	Location	Capacity	Cooper's Rating
X-3	Council Bluffs.....	60 Ton	E-34.2
X-25	St. Paul.....	75 Ton	E-29.9
X-200	Des Moines.....	200 Ton	E-72.3
X-250	Chicago.....	250 Ton	E-72.3
X-251	Oelwein.....	250 Ton	E-72.3

Diesel Units Equipped With Steam Boilers

114-B	115-B	115-D	116-A	116-B	116-C
116-D	116-E	116-F	116-G	150	151
152	153	154	155	156	

Diesel Units Equipped With Steam Connections But No Boilers

102-D	104-D	112-D	113-B	113-D	114-D
		120	121		

Chicago Great Western Railway Company

CONSOLIDATED SCHEDULES OF FREIGHT AND PASSENGER TRAINS

SOUTH OR WEST BOUND					Distance from Chicago.	TIME TABLE No. 22 Effective May 28, 1961	Distance from Kansas City.	NORTH OR EAST BOUND					
FREIGHT TRAINS				PASSENGER TRAINS				PASSENGER TRAINS			FREIGHT TRAINS		
143	91	41	43	13				5 Ex. Sat.	6 Ex. Sat.	14	92	42	90	192
				Lv 7.10PM	Lv 10.00PM	435.3	MINNEAPOLIS	540.3	Ar 4.50PM	Ar 7.35AM			
			Lv 4.45PM	Lv 5.00AM		424.7	ST. PAUL	529.7	Ar 4.15PM	Lv 7.15AM	Ar 10.00AM	Ar 10.30PM	
			Lv 6.30PM	Lv 8.15AM		392.2	RANDOLPH	497.2	Lv 3.21PM	Lv 6.16AM	Lv 8.15AM	Lv 8.30PM	
			Lv 8.55PM	Lv 10.45AM		343.9	HAYFIELD	448.9	Lv 2.10PM	Lv 5.20AM	Lv 6.15AM	Lv 6.05PM	
			Lv 10.40PM			309.9	McINTIRE	414.9	Lv 1.16PM		Lv 4.20AM	Lv 4.45PM	
Ar 11.01PM	Ar 9.20AM Lv 1.30PM	Ar 1.00AM Lv 11.30AM	Ar 2.30PM Lv 9.00PM		Ar 3.00AM Lv 3.15AM	245.9	OELWEIN	351.2	Lv 11.30AM Ar 10.15AM		Lv 2.00AM Ar 1.40AM	Lv 2.30PM Ar 1.00PM	Lv 4.15PM Ar 2.30PM
Lv 8.10PM	Lv 7.01AM					172.1	DUBUQUE	424.9				Lv 7.10PM	Lv 5.20AM
Lv 12.25PM	Lv 12.45AM					13.1	BELLWOOD	583.9					Ar 1.00AM
Lv 12.01PM	Lv 11.00PM					0.0	CHICAGO	597.0					Ar 2.00AM
	Lv 4.40PM			Lv 1.45AM		344.6	CLARION	450.0		Lv 1.40AM			Lv 11.20AM
	Lv 5.30PM			Lv 2.55AM		372.5	FT. DODGE	477.9		Lv 12.40AM			Lv 10.30AM
	Ar 10.30PM			Lv 6.10AM		504.2	COUNCIL BLUFFS	609.6		Lv 9.17PM			Lv 6.10AM
				Ar 7.00AM		508.6	OMAHA	614.0		Lv 8.45PM			
		Lv 1.50PM	Lv 10.50PM		Lv 4.00AM	271.7	WATERLOO	325.3	Lv 9.30AM		Lv 12.25AM	Lv 11.45AM	
		Lv 4.00PM	Lv 1.40AM		Lv 5.25AM	319.5	MARSHALLTOWN	277.5	Lv 7.40AM		Lv 9.55PM	Lv 9.00AM	
		Lv 7.00PM	Lv 5.15AM		Lv 7.30AM	378.2	DES MOINES	218.8	Lv 5.45AM		Lv 7.15PM	Lv 6.00AM	
		Lv 1.30AM	Lv 11.45AM		Lv 11.45AM	536.3	ST. JOSEPH	60.7	Lv 1.20AM		Lv 11.22AM	Lv 10.15PM	
	Ar 4.30AM	Ar 2.15PM			Ar 1.45PM	597.0	KANSAS CITY	0.0	Lv 11.30PM		Lv 8.30AM	Lv 7.00PM	

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.
- THE FOLLOWING IS ALSO PROHIBITED:**
30. Giving signal to move an engine or cars and then crossing track in front of movement.
 - (a) Giving signal to move an engine or cars without first placing switch in proper position.
 - (b) Throwing or attempting to throw switch too short a distance ahead of an approaching train or engines.
 - (c) Enginemen drifting down too close to switches that are to be thrown.
 31. Permitting any car with a defective or missing handhold to be moved or set out without first notifying all employees on the train and making wire report to the Superintendent. Throwing any object from a train or engine without first ascertaining whether any person is nearby who might be struck and injured.
 32. **THE PROPER INTERPRETATION OF EACH AND EVERY RULE AND TRAIN ORDER IS THE ONE THAT WILL INSURE THE GREATEST DEGREE OF SAFETY TO EACH EMPLOYEE AND HIS FELLOW MAN.**
- DIESEL LOCOMOTIVE HAZARDS**
33. Enginemen and others will use hard rubber or nonmetallic cased flashlights in and around Diesel locomotives.
 34. Never place hands or face near main generator or any high voltage equipment while it is working under load.
 35. Do not smoke or have open flame in engine room.
 36. Rings and wrist watches will not be worn while working around electrical equipment.
 37. Fuses will not be pulled while under load.
 38. High voltage cabinet will not be opened while motor is running, other than idling.
 39. Stepping out of side doors of moving Diesel units to elevated platform or other side elevation is prohibited.
 40. 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).

THIS PAGE LEFT BLANK INTENTIONALLY.

