

EASTERN DIVISION

DISTRICTS

CHICAGO—

Chicago to Oelwein.....245.8 Miles
DeKalb Branch 6.0 "

DES MOINES—

Oelwein to Des Moines.....132.4 "
Cedar Falls Branch..... 7.7 "

KANSAS CITY—

Des Moines to Kansas City.....220.5 "

Total.....**612.4 Miles**

MINNESOTA DIVISION

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 "

Total.....**828.2 Miles**

TRAINMASTERS AND DISPATCHERS

G. E. Traynor, Trainmaster.....	Clarion, Ia.
P. A. Stephenson, "	Des Moines, Ia.
J. C. Doty, "	St. Paul, Minn.
R. L. Gustin, "	Rochester, Minn.
T. E. Brown, "	Oelwein, Ia.
R. E. Hagelberg, Chief Dispatcher.....	" "
J. L. Rueber, Night Chief Dispatcher.....	" "
I. H. Latimer, Dispatcher	" "
C. K. Cole, "	" "
E. G. Jordan, "	" "
N. J. Kjar, "	" "
R. L. Folkers, "	" "
P. M. Ketchum, "	" "
J. P. Davison, "	" "
W. T. Nish, "	" "
W. W. Gardner, "	" "
A. C. Halfpap, "	" "
D. L. Colby, "	" "

CHICAGO GREAT WESTERN RAILWAY COMPANY

TIME TABLE No. 1

**EFFECTIVE
SUNDAY**

**AT 12:01 A.M.
AUGUST 12, 1962**



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

E. E. Bielas,
Term. Superintendent,
Chicago, Illinois

LIST OF SURGEONS — EASTERN DIVISION

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Bellwood, Ill.....	Dr. Edmund G. Brust 154 Broadway, Melrose Park, Ill.	Fillmore 3-0800	Fillmore 4-0802	Dubuque, Ia.....	Dr. D. K. Packard	583-3571	583-9576
Byron, Ill.....	Dr. R. F. Dearborn	2611	2551	Dyersville, Ia.....	Dr. B. C. Luehrsmann	Trinity 5-7415	Trinity 5-7415
Chicago, Ill.....	Dr. J. R. Ulrich 523 So. Cicero Ave.	Austin 7-2433	Hopkins 9-3570	Freeport, Ill.....	Dr. J. M. Linden	Adams 2-3131	Adams 2-1234
	Dr. Geo. J. Pope Rm. 1132, Trans Bldg. 608 S. Dearborn St.	Wab. 2-3908	Irving 8-9449	Hanover, Ill.....	Dr. Ralph E. Speer	121R6	121R7
	Dr. Earl S. McRoberts (Oculist) 55 East Washing- ton St.	Cent. 6-6751	Greenleaf 6-4428	Kansas City, Mo...	Dr. Graham J. Owens	Victor 2-2813	Endicott 2-8160
	Barker Ambulance Service		Kedzie 3-2864		Dr. E. A. Wilkinson	Delmar 3-8361	Endicott 2-7224
	Berz Ambulance Service		Seeley 3-2400		Dr. W. R. Eubank (Oculist)	Harrison 1-1030	Logan 1-3649
Creston, Ia.....	Dr. Robert H. Kuhl	782-2131	782-7889	Leavenworth, Ks..	Dr. Robert H. Moore	Park View 7-3414	MU 2-1616
Des Moines, Ia....	Dr. Arnold L. Nelson	CH 4-2127	Huxley, Ia. LY 7-4481	Marshalltown, Ia...	Dr. E. L. Keyser	3373	8576
	Dr. James B. Fraser	CH 4-2127	AM 6-4830	Oelwein, Ia.....	Dr. L. W. Ward	283-4631	283-1299
	Dr. Walter Kirch (Oculist)	AT 8-1951	CR 7-0743	Pearl City, Ill....	Dr. R. L. Walgren	17	17
				St. Charles, Ill....	Dr. C. A. Potter	Juno 4-0167	Juno 4-2771
				St. Joseph, Mo....	Dr. F. G. Thompson	AD 3-1311	AD 2-8808
				Stockton, Ill.....	Dr. L. A. Rachuy	Main 100	Main 100
				Sycamore, Ill.....	Dr. W. G. Thomas	2184	3231
						Adams	Adams
				Waterloo, Ia.....	Dr. F. H. Reuling (Oculist)	4-5557	4-6714
						Adams	Adams
				Weston, Mo.....	Dr. C. J. Mikelson	4-7546	3-0633
				Winterset, Ia.....	Dr. Lewis C. Calvert	FU 6-2202	FU 6-2202
					Dr. Raymond W. Carson	321	302

LIST OF SURGEONS — MINNESOTA DIVISION

		Phone Number				Phone Number	
		Office	Residence			Office	Residence
Allison, Ia.....	Dr. F. J. McKean	3641	4981	Minneapolis, Minn..	Dr. Wm. H. Rucker	Federal 6-1700	WE 8-1222
Austin, Minn.....	Dr. David P. Anderson	Hemlock 37351	Hemlock 35170		Northwestern Hospital	Fe 2-7266	
Belmond, Ia.....	Dr. S. P. Leinbach	492	397		For ambulance, call	Fe 2-5341	
Cannon Falls, Minn.....	Dr. M. R. Williams	CO-32511	CO-32050	Oelwein, Ia.....	Dr. L. W. Ward	283-4631	283-1299
Carroll, Ia.....	Dr. Roland B. Morrison	3543	3630	Omaha, Nebr.....	Dr. H. H. McCarthy 326 Medical Arts Bldg.	342-5442	451-0688
Clarion, Ia.....	Dr. R. C. Eaton	224	384	Osage, Ia.....	Dr. R. L. Whitley	44	22
	Dr. R. A. Young	224	549	Red Wing, Minn...	Dr. E. H. Juers	Du 8-3528	Du 8-5520
Clarksville, Ia....	Dr. E. M. Mark	2851	2412	Riceville, Ia.....	Drs. Walker & Walker	122	168
Council Bluffs, Ia..	Dr. J. P. Cogley	328-1801	323-0733	Rochester, Minn...	Dr. W. A. Merritt	AT 2-2511	AT 9-5230
	Dr. A. C. Brown	323-7504	323-8114	S. St. Paul, Minn..	Dr. Thomas A. Lowe	GI 1-1182	GI 1-1424
Dodge Center, Minn.....	Dr. C. E. Bigelow	2461	2463		Dr. Earl Lowe	GI 1-1182	GI 1-1157
Eagle Grove, Ia....	Dr. E. M. Smith	8	378	St. Paul, Minn....	Dr. Vernon D. E. Smith Lowry Med. Arts Bldg.	CA 25596	CA 63137
Fort Dodge, Ia....	Dr. E. F. Beeh	61774	61337		Dr. E. A. Post (Oculist, 835 Lowry Bldg.)	CA 2-8717	MI 9-1094
	Dr. S. B. Chase (Oculist)	27601	63941		Chas. T. Miller Hospital For ambulance, call	CA 43783	CA 2-0556
Hampton, Ia.....	Dr. S. G. Walton	GI-62553	GI-64103	Stewartville, Minn..	Dr. A. F. Risser	633	233
Harlan, Ia.....	Dr. R. E. Donlin	SK-51126	SK 51638	Sumner, Ia.....	Dr. J. E. Whitmire	234	212
Kenyon, Minn.....	Dr. R. R. Moses	2442	2448	Waverly, Ia.....	Dr. O. C. Hardwig	735	147
LeRoy, Minn.....	Dr. M. P. Morse	45305	45305	Winona, Minn.....	Dr. R. B. Tweedy	3397	2808
Mankato, Minn....	Dr. W. C. Stillwell	3238	3508				
Mason City, Ia....	Dr. Joseph E. Christopherson	Ga 34120	Ga 36890				
	Dr. John E. Dixon (Oculist)	423-4655	424-2071				

SAFETY Is of FIRST IMPORTANCE
in the Discharge of Duty

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

SPECIAL RULES MOVEMENT OF TRAINS EASTERN DIVISION

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 CHICAGO (GRAND CENTRAL STATION) AND C.G.W. JUNCTION, FOREST PARK: Trains will be governed by B.&O.C.T. time table and rules.

BETWEEN SYCAMORE AND DEKALB: Trains will be governed by C.&N.W. Ry. time table and rules.

BETWEEN GALENA JUNCTION AND PORTAGE: Trains will be governed by C.B.&Q. rules. Trains will not require clearance or train orders. Movements will be governed by signal indication.

Passenger trains powered by diesels, maximum speed thirty (30) M.P.H. and freight trains powered by diesels, twenty-five (25) M.P.H. over Galena River Bridge at Galena Junction, C.B.&Q. Mile Post 171.64.

Maximum speed for freight trains handling iron ore moving in regular equipment will be thirty-five (35) M.P.H.

Trains handling G.N. and D.M.I.R. ore cars, loaded or empty, will not exceed maximum speed of thirty (30) M.P.H. and must further reduce speed to ten (10) M.P.H. over Bridge 171.64 over Galena River at Galena Junction.

BETWEEN PORTAGE AND DUBUQUE JUNCTION: Trains will be governed by I.C.R.R. rules. Trains will not require train orders or clearance. Movements will be governed by signal indication.

Track No.	Location	Use
1.	North	Westward Trains
2.	South	Eastward Trains

Between Dubuque Junction and East Cabin, controlled manual block signals govern the use of the blocks; their indications supersede time table superiority. They do not dispense with the use or observance of other signals whenever and wherever they may be required.

Between Dubuque Junction and Portage, trains will display signals as provided by train orders of their respective roads.

Second class, third class, and extra trains, except work extras, receiving clear train order signal at East Cabin, or clear home signal at Portage, may run ahead of overdue first class trains between these stations.

Trains may pass "STOP AND PROCEED" signals without stopping, proceeding at restricted speed through entire block expecting to find train in block, broken rail, obstruction, or switch not properly lined.

ALL TRAINS will not exceed ten (10) M.P.H. between East Cabin and Dubuque Junction.

AT ST. JOSEPH

C.G.W. trains and engines will be governed by instructions contained in Special Instructions No. 2, effective July 5, 1960, governing movements between St. Joseph and B.C. Junction over the C.B.&Q. Ry., the St. Joseph Terminal R.R. Co., and the A.T.&S.F. Ry. Co.

Between Leavenworth and Kansas City:

Freight trains between Missouri Pacific Connection, Leavenworth, and Kaw Point will operate over tracks of the Missouri Pacific R.R.

For movements over the Missouri Pacific R.R. tracks trains will be governed by M.P. R.R. time table and rules. For movements over Kansas City Terminal tracks trains will be governed by K.C.T. Ry. rules.

3. The automatic block signal system is operated:

Between Forest Park (M.P. 10.3) and Galena Jct. (M.P. 157.6).

Between Eleventh Street, Dubuque (M.P. 172.1) and C.R.I.&P. crossing Oelwein (M.P. 245.2).

Between Marshalltown (M.P. 275.9) and Easton Boulevard, Des Moines (M.P. 222.2).

Between Southwest 30th Street, Des Moines (M.P. 217.1) and Diagonal (M.P. 145.6).

Be governed by Rules 501 to 519, inclusive.

4. Automatic protection signals are operated between Q Junction (M.P. 26.3) and south end Leavenworth Bridge (M.P. 25.3).

All trains and engines will run with caution between Q Junction and Leavenworth Bridge, expecting to find main track occupied and unprotected, or draw span of Leavenworth Bridge open.

C.B.&Q. southbound trains or engines before entering on C.G.W. tracks at Q Junction will first make certain there are no C.G.W. trains approaching and then may operate the switch and be governed by indication of signal per Rules 501 and 501-A. If signal does not immediately clear, after waiting five minutes the movement may proceed with caution, following flagman through the block.

C.B.&Q. northbound trains or engines will be governed by indications of signal located at south end of Missouri River Bridge as per Rules 501 or 501-B. If signal does not clear, movement may proceed with caution following flagman through block.

5. Two main tracks are operative between

- Forest Park and Elmhurst
- East Stockton and Golden
- Alken and Galena Junction
- Portage and East Cabin—I.C.R.R. tracks
- Felton and Oelwein
- Francis Street and Fifth Street—C.B.&Q. R.R. tracks

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

C.G.W. Jct., Forest Park—All trains starting from Grand Central Station, Chicago, also obtain train order register check.

7. Register Stations:

- Chicago Transfer All trains.
- C.G.W. Jct., Forest Park. All trains by register ticket, Form 188.
- Portage All trains by register ticket, Form 188.
- East Cabin..... All trains by register ticket, Form 188.
- Oelwein All trains.
- Des Moines All trains.
- Terminal Yard..... All trains by register ticket, Form 188, for information of A.T.&S.F. Ry.
- Ohio Avenue Yard..... All trains starting or terminating.

8. Standard Clocks:

- Chicago Transfer—Yard office
- Chicago Transfer—Engine house
- Sycamore—Telegraph office
- Stockton—Telegraph office
- Fair Ground—Telegraph office
- Oelwein—Dispatcher's office
- Oelwein—Telegraph office
- Oelwein—Enginemen's locker room
- Marshalltown—Telegraph office
- Des Moines—Telegraph office
- Des Moines—Roundhouse foreman's office
- Conception—Telegraph office
- St. Joseph—Telegraph office
- Kansas City—Ohio Avenue Yard office

EASTERN DIVISION

9. General Order Boards:

Chicago Transfer—Yard office
 Chicago Transfer—Engine house
 Sycamore—Telegraph office
 Stockton—Telegraph office
 Fair Ground—Telegraph office
 Oelwein—Telegraph office
 Oelwein—Enginemen's locker room
 Waterloo—Telegraph office
 Marshalltown—Telegraph office
 Des Moines—Telegraph office
 Des Moines—Roundhouse locker room
 Conception—Telegraph office
 St. Joseph—Telegraph office
 Kansas City—Ohio Avenue Yard office
 Kansas City—Enginemen's locker room, Ohio Avenue
 C.B.&Q.—Yard office—Des Moines
 C.B.&Q.—Yard office—Creston

10. Stations protected by Yard Limit Boards:

Forest Park	Cedar Falls Branch
Maywood	Powerville
Bellwood	North Marshalltown
Sycamore	Marshalltown
East Stockton	Reddy
Stockton	Des Moines
Golden	Conception
Aiken	St. Joseph
Galena Jct.	B.C. Junction
Dubuque	Q Junction
Fair Ground	Kirmeyer
Felton	Leavenworth
Oelwein	Kansas City Ohio Avenue yard
Waterloo	

11. Auxiliary Lines:

Sycamore.....	DeKalb Branch
Oelwein.....	Des Moines District
Cedar Falls Jct.....	Cedar Falls Branch
B.C. Junction.....	C.G.W. Ry.

(See Rules 14dd and 14ee.)

USE OF TRACK

12. Trains or engines operating between Cedar Falls Junction and Cedar Falls will be governed by Rule 93 and will not require train orders.

13. Unless otherwise instructed, trains taking siding at Conception will meet in South Yard.

14. Engines using packing house track, Marshalltown, must flag movements over main track and sidings in addition to making regular crossing stops.

RESTRICTIONS IN OPERATION OF LOCOMOTIVES

15. Diesels heavier than D-2 class must not be operated on the Cedar Falls Branch, except for 1,000 feet north of house track switch at Cedar Falls Jct.

16. CLOSE CLEARANCES:

CHICAGO	Viaducts and trolley wires over various foreign line tracks in Chicago terminals used by C.G.W. trains, transfers and yard engines will not clear man on top or side of car.
BELLWOOD	IHB railway bridge will not clear man on top or side of car.
GRETNA	Platform at Ball Coal Co. will not clear man on side of car.
ST. CHARLES	Platform at Edward Hines Lumber Co. will not clear man on side of car.
STOCKTON	Retaining wall north side of Spahn and Rose track will not clear man on side of car.
GALENA JCT.	Bridge over Galena River will not clear man on top or side of car.

MARSHALLTOWN Guard against close clearances between main track and siding between First and Second Avenue. Between South track and adjacent tracks serving coal and oil companies.

DES MOINES 7th St. viaduct will not clear man on top of car.

TALMAGE C.B.&Q. overhead bridge will not clear man on top or side of car.

CONCEPTION Wabash overhead bridge will not clear man on top or side of car.

LEAVENWORTH Bridge over Missouri River will not clear man on top or side of car.

17. State of Illinois. Illinois Commerce Commission General order No. 176, dated August 16, 1957, excuses Railroads from sounding warning horns and whistles at all crossings protected by automatic circuit control flashing light signals, with or without short arm gates.

Engineers be governed accordingly, keeping in mind that this applies only to protected crossings and only in the State of Illinois. In case of any emergency, or unusual circumstances, at any protected crossing in the State of Illinois, whistle or horn will be sounded.

18. LOCATION OF SPRING SWITCHES:

Station	Location	See Note	Normal Position
East Stockton	—End of two main tracks	(1)	For westbound track
Golden	—End of two main tracks	(1)	For eastbound track
North Hanover	—West switch siding	(2)	For main track
Aiken	—End of two main tracks	(1)	For westbound track
Fair Ground	—East Switch Siding	(1)	For main track
Almoral	—West switch siding	(2)	For main track
Felton	—End of two main tracks	(1)	For westbound track
Fairbank	—South switch siding	(3)	For main track
Des Moines	—North entrance to yard	(3)	For main track
Des Moines	—South entrance to yard	(3)	For main track
Cumming	—South switch siding	(2)	For main track
Sheridan	—North switch siding	(3)	For main track
Savannah	—South switch siding	(3)	For main track

All trains and engines operating through spring switch turn-outs at end of two main tracks at Felton, Fair Ground, Aiken, Golden and East Stockton, will not exceed twenty (20) MPH FOR FULL TRAIN LENGTH.

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

In automatic block signal territory, three-indication color light type signals are in use, located in advance of spring switches for approaching trains in either direction.

In non-automatic block signal territory, two-indication color light type signals are in use in advance of facing point of spring switch. A proceed signal indicates only that switch points are in normal position.

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 is no conductor) must see that switch is restored to and locked 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.

(Note 1.) Trains moving against the current of traffic onto single track will be governed by color light type dwarf signal and must stop clear of signal. Crew member shall proceed to dwarf signal and insert switch key in key clearing slot on side of dwarf signal, turning key clockwise as far as possible and remove key. After a time interval varying from three (3) minutes to six (6) minutes, depending on location, dwarf signal will clear.

Dwarf signal will remain clear for approximately three (3) minutes, or until movement is made past the signal. If movement is not made within three (3) minutes after signal clears, the signal will again display "STOP" indication.

18.—(Continued).

(Note 2.) For movements from siding to main track a color light type dwarf signal will govern.

These signals have a clearing section identified by a (signal clearing point) sign in advance of signal.

Trains on siding waiting to be met or passed by other trains, must stay clear of the signal clearing point sign until trains to be met or passed have cleared; trains or engines on siding may then move into clearing section of signal. As soon as block in advance is clear, dwarf signal will then display indication to proceed.

(Note 3.) A two-indication color light type signal is placed in advance of facing point of spring switch. A proceed signal indicates only that switch points are in normal position. They are not a part of the block signal system.

19. DRAGGING EQUIPMENT DETECTORS:

Dragging equipment detectors connected with the automatic block signal system are in operation at various locations between Dyersville and Fair Ground.

Dragging equipment signal indication light is located on the mast of the automatic signal, five feet below the signal head, and will display red indication when the detector arms have been broken by dragging equipment.

Trains finding the dragging equipment signal displaying red indication will immediately stop, thoroughly inspect entire train, correcting trouble if possible.

Dispatcher must be notified as to cause. After train is in condition for movement dispatcher will instruct trainmen to operate knife switch located in the small iron box on top of signal case and locked with a switch lock. Placing the knife switch in the down position will cause the red detector light on the signal mast to be extinguished, and will permit automatic signal to clear providing there is no train or other obstruction in the block.

SIDINGS AND SPURS BETWEEN STATIONS

CHICAGO DISTRICT

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED	
Villa Park.....	407	18.5	20	Both ends
Lombard.....	405	20.9	20	Both ends
Commonwealth Edison Spur.....	.....	22.4	35	West end
North Glen Ellyn.....	402	23.3	3	West end
Fox River.....	388	37.3	97	Both ends
Five Points.....	365	59.3	15	East end
Clare.....	361	64.1	27	Both ends
Lindenwood.....	350	74.9	35	Both ends
Stillman Valley.....	342	83.4	24	Both ends
Egan.....	329	96.7	27	Both ends
Bolton.....	311	114.3	25	East end
Kent.....	301	124.9	20	East end
Woodbine.....	287	138.6	21	Both ends
Rice.....	271	153.6	10	Both ends
Aiken Spur.....	.....	155.1	9	East end
Durango.....	245	180.1	25	East end
Parley.....	229	196.0	64	Both ends
Petersburg.....	217	207.5	32	Both ends
Thorpe.....	205	220.2	5	East end
Dundee.....	200	225.3	15	West end
Stanley.....	185	239.7	28	Both ends
DeKalb.....	7374	On branch 6 miles south of Sycamore Yd.		

KANSAS CITY DISTRICT

STATION NO.	MILE POST	CAR CAPACITY	CONNECTED	
Millman.....	2316	214.8	9	Both ends
Martensdale.....	2332	199.1	11	South end
Hanley.....	2340	191.2	10	South end
Peru.....	2346	184.4	11	Both ends
Benton.....	2394	137.0	40	South end
Parnell.....	2419	111.9	10	North end
Rea.....	2447	84.2	40	South end
Sanitorium Spur.....	.....	74.0	7	North end
Faucett.....	2483	48.5	10	North end
Haydite.....	2490	40.8	34	Both ends
Beverly.....	2501	29.9	42	Both ends
Kirmeyer.....	2505	25.9	30	Both ends

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
Main track except as otherwise restricted by yard limits, specific slow orders, slow boards, slow flags, special rules, or other proper notice.		
Between Forest Park and M.P. 76.0.....	60	45
Except: Junction switches at Forest Park.....	10	10
Over Fox River bridge M.P. 36.5.....	35	35
West siding switch Sycamore and Sycamore Depot.....	40	40
Between M.P. 76.0 and M.P. 107.0.....	65	50
Except: Over Rock River bridge M.P. 87.2.....	25	25
Between M.P. 107.0 and Galena Jet.....	60	45
Except: M.P. 133.0 to M.P. 135.0.....	50	35
Winston Tunnel M.P. 152.4.....	20	20
Over Junction switches at Galena Jet.....	10	10
Between Dubuque and Oelwein.....	60	45
Except: M.P. 171.8 to M.P. 174.5.....	25	20
M.P. 174.5 to M.P. 195.0.....	40	30
Between Oelwein and Marshalltown.....	55	45
Except: Oelwein to M.P. 350.....	20	20
Between Marshalltown and Reddy.....	60	45
Except: M.P. 239.2 to M.P. 235.1 (Santiago Hill).....	35	35
Grand Ave., East Des Moines and Reddy.....	45	30
Between Des Moines and Diagonal.....	60	40
Between Diagonal and Leavenworth.....	55	45
Except: On St. Joseph Terminal R. R.....	10	10
M.P. 32 and M.P. 30.....	50	35
M.P. 28.5.....	20	15
M.P. 26.3.....	20	15
Q. Jet. and Leavenworth Bridge.....	20	15
Over Leavenworth Bridge and Mo. P. connection.....	10	8
21. Through the following stations speed of trains is restricted as follows:		
Maywood—over street crossings.....	30	25
Bellwood—over street crossings.....	30	25
Dubuque—over streets.....	30	25
Dyersville—Union and Chestnut Streets.....	45	45
Oelwein—Frederick Street.....	10	10
Waterloo—over street crossings.....	20	20
Armour—On south leg of wye.....	5	5
Marshalltown—over street crossings.....	30	25
22. Maximum Speed Over Railroad Crossings as Follows:		

CROSSING	Mile	Passenger Trains	Freight Trains			
Chicago District:						
I. C.....	17.2	40	30			
C. M. St. P. & P.....	61.9	40	30			
C. B. & Q.....	78.4	25	25			
C. M. St. P. & P.....	88.3	35	25			
C. B. & Q.....	171.3	25	25			
C. M. St. P. & P.....	172.1	15	15			
C. M. St. P. & P.....	215.2	35	20			
C. R. I. & P.....	245.2	15	15			
Des Moines District:						
I. C.....	325.3	20	20			
C. R. I. & P.....	324.8	20	20			
C. & N. W.....	310.9	35	25			
C. R. I. & P.....	306.5	20	20			
C. & N. W.....	293.9	20	20			
C. & N. W.....	277.7	Stop	Stop			
C. & N. W.....	276.7	20	20			
M. & St. L.....	276.7	20	20			
C. R. I. & P.....	221.7	20	20			
C. R. I. & P.....	220.9	Stop	Stop			
D. M. U.....						
C. B. & Q.....	} Crossings	Stop	Stop			
Kansas City District:						
Missouri Pacific.....				61.5	With Caution	With Caution
C. B. & Q.....				60.5	"	"
C. R. I. & P.....				60.5	"	"
C. B. & Q.....				60.0	"	"
C. R. I. & P.....				60.0	"	"
H. & St. J.....				59.7	"	"
C. R. I. & P.....				59.3	"	"
C. B. & Q.....				29.9	20	20
Mo. Pac.....				25.3	10	8

EASTERN DIVISION - CHICAGO DISTRICT

Capacity of Other Classes of West- bound Trains at Chicago District Stations and Interlocking Points and Track Scales, etc.	WESTBOUND				TIME TABLE					EASTBOUND		HOURS OF TELEGRAPH SERVICE		
	SECOND CLASS		Capacity of Sitings.	Distance from Council Bluffs.	No. 1			Distance from Chicago.	Station Numbers.	Office Calls.	SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	91 Manifest Freight	143 Manifest Freight			Effective						192 Manifest Freight	90 Manifest Freight		
					August 12, 1962										Arrive Daily	Arrive Daily
Depart Daily	Depart Daily				Depart Daily	Depart Daily								
			504.2	PH	CHICAGO	0.0	425							
Yard W-O-S-Y	11.00 ^{PM}	12.01 ^{PM}	496.9	PH-R	CHICAGO TRANSFER.	7.3	417	JR	12.01 ^{PM}	2.00 ^{AM}	6.30 AM to 2.30 PM 8.30 PM to 4.30 AM	9.30 AM to 2.30 PM 2.30 PM to 4.30 AM		
Interlocked	11.45 ^{PM}	12.15	493.9	PH	{ C. G. W. Jct. FOREST PARK }	10.3	415	KC			Continuous	Continuous		
Yard			492.0	PH	MAYWOOD	11.6	414							
Yard	12.45 ^{AM}	12.25	491.1	PH-R	BELWOOD	13.1	412	BQ	11.00 ^{AM}	1.00 ^{PM}	8.30 PM to 5.30 AM	8.30 PM to 5.30 AM (Sat. Only)		
Connection Interlocked Interlocked	1.00 ^{PM}	12.40	487.4	PH	BLMHEURST	16.8	409	PR	10.30	12.45 ^{PM}	7.00 AM to 4.00 PM			
			487.0		{ End of Two Main Tracks. I. C. R. R. Crossing }	17.2								
80-East & 25	1.20	1.00	478.0	PH	GREYNA	25.6	400	GA	10.10	12.20	7.00 AM to 4.00 PM			
Yard	1.30	1.30	473.5	PH-R	INGALTON	30.7	395	NI	10.00	12.01 ^{AM}	8.00 AM to 5.00 PM			
20	1.40	1.40	468.3	PH	ST. CHARLES	35.9	390	SB	9.50	11.49 ^{AM}	7.00 AM to 4.00 PM			
16	1.50	1.50	462.8	PH	WASCO	41.4	384		9.37	11.37				
16	2.00	2.00	458.0	PH	LILY LAKE	45.6	380		9.30	11.30				
55-West & 15	2.05	2.05	455.5	PH	VIRGIL	48.0	377		9.25	11.25				
Yard	2.20	2.20	447.0	PH-R	SYCAMORE	56.6	369	DX	9.13	11.10	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM (Sat. Only)		
Auto. Signals			442.3	PH	C. M. St. P. & P. Crossing	61.9								
26	2.55	2.45	434.4	PH	ESMOND	69.8	356	UY	8.51	10.45	8.00 AM to 5.00 PM			
Connection Auto. Signals Connection Auto. Signals	3.15	3.02	425.8	PH	{ C. B. & Q. Crossing HOLCOMB }	78.4	347		8.35	10.28				
37	3.35	3.20	416.4	PH-R	BYRON	87.8	337	BY	8.23	10.12	0.15 AM to 3.15 PM			
			415.9		{ C. M. St. P. & P. Crossing GERMAN VALLEY }	100.9	325	GY	8.00	9.50	8.00 AM to 5.00 PM			
22-East	4.05	3.45	403.3	PH	SOUTH FREEPORT	100.7	319		7.50	9.40				
Yard	4.15	4.15	397.5	PH	PEARL CITY	120.0	308	BG	7.25	9.15	8.00 AM to 5.00 PM			
43	4.45	4.50	384.2	PH	{ End of Two Main Tracks. EAST STOCKTON }	120.0			7.10	9.00	4.00 AM to 12 Noon 4.00 PM to 12 Mid.	4.00 AM to 12 Noon 4.00 PM to 12 Mid.		
	5.05	5.10	375.2	PH	STOCKTON	131.1	294	NS	7.05	8.55				
Yard-W	5.10	6.00	373.1	PH-R	GOLDEN	131.5			7.00	8.50				
	5.15	6.30	372.7	PH	{ End of Two Main Tracks ELIZABETH }	143.3	282	ZA			8.00 AM to 5.00 PM			
31			380.9	PH	NORTH HANOVER	146.6	270		6.35	8.20				
24	5.45 ^{PM}	7.00 ^{PM}	357.0	PH	{ C. M. St. P. & P. Crossing AIKEN }	165.4	269		6.10	7.55				
	6.10	7.20	348.8	PH	{ End of Two Main Tracks GALENA JCT. }	157.6	268	RQ	6.00	7.50	Continuous	Continuous		
44-Connection Interlocked	6.15	7.25	346.6	PH	PORTAGE	158.1								
Interlocked			346.1	PH	EAST CABIN	170.0		CB			Continuous	Continuous		
Interlocked			333.3	PH	{ C. B. & Q. Crossings DUBUQUE JCT. }	171.3		JC	5.30	7.20	Continuous	Continuous		
Interlocked	6.45	7.55	332.3	PH	{ C. M. St. P. & P. Crossing DUBUQUE }	172.1	253							
Auto. Signals			332.1	PH	FAIR GROUND	174.2	251	RZ	5.20	7.10	5.00 AM to 1.00 PM 4.00 PM to 12 Mid.	(Except Holidays) 5.00 AM to 1.00 PM 4.00 PM to 12 Mid.		
Yard W-O-S	7.01	8.10	330.0	PH-R	GRAF	187.9	237		4.45	6.45				
	7.30	8.40	316.3	PH	DYERSVILLE	202.5	223	DY	4.05	6.13	8.00 AM to 5.00 PM			
40 & 10	8.05	9.15	301.7	PH	ALMORAL	210.6	215		3.50	6.01				
0-East	8.20	9.35	293.6	PH	{ C. M. St. P. & P. Crossing LAMONT }	215.2								
Auto. Signals			289.0	PH	AURORA	230.4	195	DJ	3.10	5.15	8.00 AM to 5.00 PM			
23	8.50	10.25	273.8	PH	FELTON	235.2	190	OU			8.00 AM to 5.00 PM			
32			269.0	PH	{ End of Two Main Tracks C. R. I. & P. Crossing }	244.0			2.45	4.45				
	9.10	10.55	260.2	PH	OLWEIN	245.8	180	WI	2.00 ^{AM}	4.15 ^{PM}	Continuous	Continuous		
Connection Auto. Signals Yard W-O-S-Y	9.20 ^{AM}	11.01 ^{PM}	259.0	PH-R-Ry		245.2								
			258.4			245.8								
	Arrive Daily	Arrive Daily			245.8				Depart Daily	Depart Daily				
	10.20	11.00			Time on District				10.01	9.45				

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

EASTERN DIVISION — DES MOINES DISTRICT

Capacity of Other Trunks, Locations of Water and Fuel Stations, Turn-tables, Track Scales, Wye, etc.	SOUTHBOUND				TIME TABLE			NORTHBOUND				HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS		Capacity of Sidings.	Distance from St. Paul	No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays		
	43 Manifest Freight	41 Manifest Freight			Effective			42 Manifest Freight	92 Manifest Freight				
	Depart Daily	Depart Daily	August 12, 1962			Arrive Daily	Arrive Daily						
Yard-W-O-S-Y	9.00 ^{PM}	1.00 ^{PM}	178.5	PH-R-Rty	OELOWEIN	351.2	2180	WI	1.00 ^{PM}	1.40 ^{AM}	Continuous	Continuous	
21	9.45	2.00	180	185.9	PH	FAIRBANK	343.8	2187					
17			183.6	189.6	PH	DUNKERTON	336.1	2195	KN		8.00 AM to 5.00 PM		
Yard-W-O-S Conn. Interlocked	10.50	3.20	12R	204.4	PH-R	WATERLOO	325.3	2205	WA	11.45 ^{AM}	12.25 ^{AM}	Continuous	Continuous
Auto. Signals				204.9		C. R. I. & P. Crossing	324.8						
11			163	210.6	PH	CEDAR FALLS JCT.	319.1	2212					
45	11.10	3.45	80	213.9	PH	HUDSON	315.8	2215	CF	10.50	12.10 ^{AM}	8.00 AM to 5.00 PM	
Auto. Signals				218.8		C. & N. W. Crossing	310.9						
Connection 23 Auto. Signals				223.2	PH	REINBECK	306.5	2224	RK			8.00 AM to 5.00 PM	
25	11.40 ^{PM}	4.20	108	230.3	PH	LINCOLN	299.4	2231	RN	10.20	11.40 ^{PM}	8.00 AM to 5.00 PM	
Auto. Signals 28 Conn. No. End	12.01 ^{AM}	4.35		235.8	PH	GLADBROOK	293.9	2237	GB	10.06	11.30	8.00 AM to 5.00 PM	
28			56	244.7	PH	GREEN MOUNTAIN	285.0	2246	GM			8.00 AM to 5.00 PM	
Yard				249.9		POWERVILLE	279.8	2252					
Not Gated	12.50	5.05	117	250.4	PH	NORTH MARSHALLTOWN	279.3			9.30	11.00		
Yard W.O.S.Y.	1.40	5.30	28	252.2	PH-R	MARSHALLTOWN	277.5	2254	RA	9.00	10.55	8.45 PM to 5.45 AM	
40-Connections Auto. Signals	2.10	6.00	66	253.0		C. & N. W.-M. & St. L. Crossings	276.7						
51				265.8	PH	MELBOURNE	263.9	2267		8.25	10.15		
22	2.50	6.40	50	274.9	PH	BAXTER	254.8	2276	BX			7.00 AM to 4.00 PM	
25	3.15	7.05	131	284.1	PH	MINGO	245.6	2285	MI	7.45	9.35	7.00 AM to 4.00 PM	
25-North	3.30	7.20		296.8	PH	BONDURANT	232.9	2298	BU	7.15	9.10	6.15 AM to 3.15 PM	
20				303.5	PH	NORWOOD	226.2	2305					
Interlocked				305.1		HIGHLAND	224.6	2306					
Connections Not Gated	3.45	7.45	39	308.0		C. R. I. & P. Crossing	221.7						
Yard-W-O-S	4.00 ^{AM}	8.15 ^{PM}		308.7	PH	REDDY	221.0	2310		6.48	8.40		
				308.8		C. R. I. & P.—D. M. U. and C. B. & Q. Crossings	220.9					3.00 AM to 11.00 AM { 4 PM to Midnite	3.00 AM to 11.00 AM { 4.00 PM to Midnite
	Arrive Daily	Arrive Daily		310.9	PH-R	DES MOINES	216.8	2313	SF	6.00 ^{AM}	8.15 ^{PM}		
	7.00	7.15				132.4				Depart Daily	Depart Daily		
						Time on District				7.00	5.25		

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

SIDINGS AND SPURS BETWEEN STATIONS

	STATION NO.	MILE	CAR CAPACITY	CONNECTED
Dewar	2199	331.5	9	North end
Armour	2201	329.5	19	Both ends
Valeria	2290	240.9	12	North end

CEDAR FALLS BRANCH—STATIONS

	STATION NO.	FALLS JCT.	CAR CAPACITY	CONNECTED
Normal School Spur..	8217	6.2	—	North end
Cedar Falls.....	8219	7.7	Yard	Both ends

EASTERN DIVISION — KANSAS CITY DISTRICT

Capacity of Other Classes of Water and Fuel Sta- tions, Turn-Tables, Track Scales, Wyes.	SOUTHBOUND				TIME TABLE No. 1 Effective August 12, 1962			NORTHBOUND			HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS		Capacity of Sidings.	Distance from St. Paul.				SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays	
	41 Manifest Freight	43 Manifest Freight			92 Manifest Freight	42 Manifest Freight						
	Depart Daily	Depart Daily	Arrive Daily	Arrive Daily	Distance from Kansas City	Station Numbers.	Office Calls.					
Yard W-O-S	8.30 ⁹² PM	5.15 ⁴² AM	310.9	PH-R	DES MOINES	218.8	2313	SF	6.00 ⁴¹ PM	4.00 ⁴³ AM	3.00 AM to 11.00 AM 4.00 PM to Midnight	3.00 AM to 11.00 AM 4.00 PM to Midnight
25	9.15	5.45	321.9	PH	CUMMING	207.8	2323		5.15	3.30		
40	10.25	6.45	356.0	PH-R	LORIMOR	173.1	2358	RF	4.00	2.25	8.00 AM to 5.00 PM	
	10.40	7.05	364.4	PH	TALMAGE	165.3	2365		3.40	2.05		
19	11.00	7.25	372.0		ARISPE	157.1	2374		3.25	1.50		
30-South	11.30 ^{PM}	7.50	384.7	PH	DIAGONAL	146.0	2396	GI	3.00	1.25	8.00 AM to 5.00 PM	
30	12.10 ^{AM}	8.25	402.0	PH	BLOCKTON	127.7	2403	CK	2.15	12.50	8.00 AM to 5.00 PM	
13	12.30 ^{AM}	8.45	412.4	PH	SHERIDAN	117.3	2413	NE	1.55	12.30 ⁴¹	8.00 AM to 5.00 PM	
60	1.00	9.10	424.6	PH	RAVENWOOD	105.1	2420	RX	1.30	12.10 ^{AM}	8.00 AM to 5.00 PM	{ Except Holidays }
Yard W	1.25	9.40	430.4	PH-R	CONCEPTION	90.3	2431	HY	1.15	11.55 ^{PM}	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
15	1.40	9.55	438.0	PH	GUILFORD	91.7	2439		12.45	11.20	10.00 PM to 6.00 AM	10.00 PM to 6.00 AM
34	2.15	10.30	455.1	PH	SAVANNAH	74.0	2456	VN	12.01 ^{PM}	10.40	8.45 AM to 5.45 PM	{ Ex. Sun. & Holidays }
Yard W-O-S	3.00	11.22 ^{AM}	468.7	PH-R	ST. JOSEPH	63.0	2468	FB	11.22 ^{AM}	10.15	8.00 AM to 4.00 PM	8.00 AM to 4.00 PM
Interlocked	3.15	11.50 ^{AM}	467.9		FRANCOIS STREET	61.8			11.10	9.50	9.45 PM to 5.45 AM	9.45 PM to 5.45 AM
Not Gated			468.2		Mo. Pac. Crossing	61.5						
			468.8		Fifth Street	60.9						
Not Gated			469.2		C. B. & Q.-C. R. I. & P. Crossings	60.8						
			469.3		TERMINAL YARD	60.4		MK			Continuous	Continuous
Not Gated			469.7		Hickory Street	60.0						
Not Gated			470.0		C. B. & Q.-C. R. I. & P. Crossings							
Not Gated	4.00	12.30 ^{PM}	476.8		H. & St. J. Crossing	59.7						
			470.4		C. R. I. & P. Crossing	59.3						
			478.8		B. C. JCT.	52.9	2478		10.40	9.15		
63-North	4.05	12.35	478.9	PH	WILLOW BROOK	50.8	2480		10.35	9.10		
Connection Auto. Signals	4.20	12.50	488.8	PH	DEARBORN	42.9	2488	BV	10.15	8.50	8.00 AM to 5.00 PM	
Not Gated	4.50	1.25	499.3	PH	C. B. & Q. Crossing	29.9						
	4.55	1.29	503.4		Q JCT.	28.3			9.35	8.05		
Interlocked			504.3	PH	LEAVENWORTH	25.4	2506	RH	9.30	8.00	Continuous	Continuous
			504.4		Mo. Pac. Crossings	25.3						
Interlocked	5.00	1.30	504.7		MO. PAC. CONNECTION	25.0			9.28	7.58		
			528.0	PH-R	OHIO AVENUE	1.7	2630	RO	8.30 ^{AM}	7.00 ^{PM}	7.00 AM to 3.00 PM	{ Ex. Sun. & Holidays }
Yard W-O-S-Y	6.00 ^{AM}	2.15 ^{PM}	528.0		Kansas City Freight Yard						3.00 PM to 11.00 PM	3.00 PM to 11.00 PM
			528.52									
			531.4	C. T. C.	KANSAS CITY, KANS.	1.18	2629					
					Central Avenue							
					KANSAS CITY	— 1.7	2631	US			Continuous	Continuous
					(Union Station)							
	Arrive Daily	Arrive Daily			220.5				Depart Daily	Depart Daily		
	9.30	9.00			Time on District				9.30	9.00		

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

MINNESOTA DIVISION 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.
 - 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.....
 - Mason City.....
 - Clear Lake Junction.....
- } See C.G.W.-C.R.I.&P. Joint time table.

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
- Rochester—Telegraph office
- Red Wing—Telegraph office
- Rochester—Roundhouse

8. General Order Boards:

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

MINNESOTA DIVISION

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. Auxillary 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. 13 and 14 will stop at any station to receive or discharge pay passengers.

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

USE OF TRACKS

14. 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 will be governed by Rule 93 and will not require train orders.

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

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

15(c). All first class trains will move with caution within the yard limits of Council Bluffs terminal.

RESTRICTIONS IN OPERATION OF LOCOMOTIVES

16. 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

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

McIntire District,
 Between Rochester and Red Wing

18. 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.

19. 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.
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.
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.

20. 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.

MINNESOTA DIVISION

21. **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
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 Timetable 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

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22. 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.

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
23. Through the following stations speed of trains is restricted as follows:		
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).....	Stop & Flag	5 & Flag
Austin—Oak Street (Sundays).....	25	Stop & Flag
Mason City—street crossings.....	15	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.....	15	15
Rochester—street crossings.....	8	8
Rochester—11th and 6th Ave.....		
Northwest.....	Stop & Flag	Stop & Flag
Ostrander—Hiway 63 mine spur.....	8	8

24. Maximum Speed over Railroad Crossing 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. & L. St.....	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
COUNCIL BLUFFS DIST.:			
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	10	10
C. & N. W.....	505.2	Stop	Stop
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

MINNESOTA DIVISION — ST. PAUL DISTRICT

Capacity of Other Tracks, Location of Water Towers, Telephone Trunk Scales, Wyes.	SOUTHBOUND			Capacity of Sidings.	Distance from St. Paul.	TIME TABLE			Distance from Kansas City	Station Numbers	Office Calls.	NORTHBOUND			HOURS OF TELEGRAPH SERVICE
	SECOND CLASS		FIRST CLASS			No. 1						FIRST CLASS	SECOND CLASS		
	41 Manifest Freight	43 Manifest Freight	13 Passenger			Effective						14 Passenger	92 Manifest Freight	42 Manifest Freight	
	Depart Daily	Depart Daily	Depart Daily			August 12, 1962						Arrive Daily	Arrive Daily	Arrive Daily	
W-O-T			7.10PM		10.57	PH.....MINNEAPOLIS.....	540.27	1211	S	8.00AM			Continuous		
					7.08	3.49	St. Anthony Park								
					3.17	3.91	Como								
T			7.45		0.0	PH.....ST. PAUL—U. D.....	529.7	1080	U	7.40 7.25			6.00 AM to 12 Mid. Daily		
					0.5	0.5	Lift Bridge—Miss. River								
						0.7	End of Two Main Tracks								
Yard-W-O-T-S	4.45PM	5.00AM	7.50		1.2	PH-Ry...STATE STREET.....	528.5	1001		7.15	10.00AM	10.30PM			
Yard	5.20	5.45	7.55		4.8	PH-R...SOUTH ST. PAUL.....	524.0	1005	KG	7.09	9.40	10.15	Continuous		
	5.25	5.50	7.57		5.6	PH...ARMOUR AVE.....	524.1			7.06	9.35	10.10			
						0.7	End of Two Main Tracks								
15	5.30	5.55	8.01	61	7.7	PH...INVER GROVE.....	522.0	1008		7.08	9.30	10.05			
Yard-Y	5.50	6.55	8.09	200	13.5	PH-R...ROSEPORT.....	516.2	1015	RP	6.55	9.15	9.50	(8.45 AM to 5.45 PM) Mon. Thru Sat.		
15	6.15	7.19	8.24	91	26.6	PH...HAMPTON.....	503.1	1027		6.43	8.30	9.24			
Yard-W-Y	6.30	8.15	8.30	220	32.5	PH-R...RANDOLPH.....	497.2	1033	JN	6.36	8.15	8.30	Continuous		
12	6.42	8.35	8.41	93	41.1	PH...DENNISON.....	488.6	1041		6.27	7.40	8.00			
15	7.00	8.55	8.49	48	46.4	PH...NERSTRAND.....	483.3	1047	NX	6.20	7.30	7.30	8.00 AM to 5.00 PM		
50	7.15	9.05	8.57	222	52.9	PH...KENYON.....	476.8	1053	KY	6.13	7.20	7.15	8.00 AM to 5.00 PM		
40	7.35	9.20	9.09	94	62.3	PH...WEST CONCORD.....	467.4	1063	CD	6.03	7.00	6.45	8.00 AM to 5.00 PM		
Auto. Signals 37	7.55	9.40	9.22	93	71.4	PH...DODGE CENTER.....	458.3	1072	FQ	5.53	6.40	6.20	6.15 PM to 3.15 AM Ex. Sun. & Holidays 5.00 AM to 1.00 PM 8.00 PM to 4.00 AM Daily		
Yard-W-O-T-Y	8.55	10.45	9.35PM	315	80.8	PH-R...HAYFIELD.....	448.9	1081	HB	5.40AM	6.15	6.05	8.00 AM to 5.00 PM		
15	9.10	11.00		94	87.2	PH...SARGEANT.....	442.5	1088	SG		5.30	5.50			
12	9.33	11.20AM		200	98.2	PH...ELKTON.....	431.5	1099			5.00	5.30			
						0.4	C. M. St. P. & P. Crossing								
Auto. Signals						8.7	McINTIRE	414.9	1115	MC		4.20	4.45	(Ex. Sun. & Holidays) 8.45 PM to 5.45 AM	
Yard-W-Y	10.40	12.01PM		95	114.8	PH...RICEVILLE.....	409.3	1121	RS		4.05	4.25	8.00 AM to 5.00 PM		
20	10.50	12.15		118	120.4	PH...ELMA.....	398.9	1131	AY		3.45	4.05	8.00 AM to 5.00 PM		
45	11.10	12.50		60	130.8	PH...ALTA VISTA.....	395.5	1135	VS		3.35	3.55	8.00 AM to 5.00 PM		
20	11.18	12.58		52	134.2	PH-R...NEW HAMPTON.....	384.6	1146	HA		3.15	3.35	8.00 AM to 5.00 PM		
Auto. Signals						10.2	C. M. St. P. & P. Crossing								
Yard	11.40PM	1.20		190	145.1	PH...FREDERICKSBURG.....	375.9	1155	FN		2.55	3.20	8.00 AM to 5.00 PM		
16	12.01AM	1.40		82	153.8	PH...SUMNER.....	366.0	1164	SU		2.35	3.00	8.00 AM to 5.00 PM		
Yard	12.20	2.00		113	163.7	PH...WESTGATE.....	358.1	1172	GU		2.15	2.45	8.00 AM to 5.00 PM		
20	12.35	2.15		161	171.6	PH-Ry...OELWEIN.....	351.2	118C	WI		2.00AM	2.30PM	Continuous		
Yard-W-O-S-Y	1.00AM	2.30PM		178.5		189.1				Depart Daily	Depart Daily	Depart Daily			
	8.15	9.30	2.25			Time on District				2.20	8.00	8.00			

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
Rosemount	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

West Concord	467.4
Kenyon	476.8
Nerstrand	483.3
Stanton	493.4

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	6178	11.9	3	West end
Bremer	6181	16.5	27	Both ends

MINNESOTA DIVISION — CLARION DISTRICT

Capacity of Other Tracks, Location of Water and Fuel Stations, Tunnels, Trestles, Track Stakes, Wyes.	WEST BOUND			TIME TABLE				EAST BOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS			No. 1				SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	91 Manifest Freight			Effective August 12, 1962				192 Manifest Freight			
	Depart Daily	Capacity of Sidings	Station Numbers	Distance from Chicago	Distance from Council Bluffs	Office Calls	Arrive Daily				
Yard W-O-S-Y	1.30 PM	4180	246.8	258.4	WI	8.45 PM	Continuous	Continuous			
34	2.02	200 4262	262.2	242.0	RD	8.10	8.45 AM to 5.45 PM				
Yard-Y Connection Auto. Signals	2.20	143 4275	275.0	229.2	WB	7.45	8.00 AM to 5.00 PM				
22	2.32	66 4281	276.0	228.4							
25 Connection Auto. Signals	2.44	63 4288	281.5	227.7		7.30					
24	2.56	53 4295	288.4	215.8	CV	7.17	8.00 AM to 5.00 PM				
40	3.07	96 4301	288.8	215.4							
Auto. Signals			295.4	208.8	AJ	7.05	8.00 AM to 5.00 PM				
17	3.27	54 4312	301.3	202.9		6.50					
20 Connection Auto. Signals			306.5	198.7							
Auto. Signals Connection Auto. Signals			312.1	192.1	HS	6.25	8.00 AM to 5.00 PM				
27	3.55	98 4325	317.5	186.7	NP	6.15	8.00 AM to 5.00 PM				
15 Gated Conn.	4.15	50 4334	317.7	186.5							
Yard W-O-T	4.55 PM	4345	317.8	186.4							
			318.1	186.1							
			325.8	178.4	CJ	5.50	8.00 AM to 5.00 PM				
			334.0	169.3		5.30					
			344.6	159.6	PO	4.55 PM	12.01 PM to 8.00 PM 9.00 PM to 5.00 AM	12.01 PM to 8.00 PM 9.00 PM to 5.00 AM			
	Arrive Daily					Depart Daily					
	8.15			98.8		3.50					
				Time on District							

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

CLOSE CLEARANCES:

- 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.

MINNESOTA DIVISION — COUNCIL BLUFFS DISTRICT

Capacity of Other Tracks. Location of Water and Fuel Stations, Turntables, Track Scales, Wye.	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. 1				FIRST CLASS	SECOND CLASS	Monday, Thru Friday	Saturday, Sundays, Holidays
	91 Manifest Freight	13 Passenger				Effective August 12, 1962				14 Passenger	192 Manifest Freight		
	Depart Daily	Depart Daily				Arrive Daily	Arrive Daily			Arrive Daily	Arrive Daily		
Yard W-O-T Connection Auto. Signals	4.55 ¹⁹² PM	1.45 ¹⁴ AM	4345	344.6	PH-R.....CLARION.....	159.6	PO s	1.45 ¹³ AM	4.55 ⁹¹ PM	12.01 P to 8.00 P 9.00 P to 5.00 A	12.01 P to 8.00 P 9.00 P to 5.00 A		
18	5.05	1.53	50	344.8	C. R. I. & P. Crossing	159.4							
29 Connection Auto. Signals	5.15 s	2.05	98	344.4	.....FLORENCE.....	154.8		1.30	4.25			
21	5.25	2.20	53	354.4	PH.....EAGLE GROVE.....	149.8	s	1.20	4.15				
Yard Y-S Connection Auto. Signals Connection Auto. Signals 21-Spur	5.45 s	2.55	48	354.9	C. & N. W. Crossing	149.2							
20	5.57	3.05	53	362.7	PH.....VINGENT.....	141.5	AQ	1.03	4.01	8.00 A to 5.00 P			
20	6.03	3.12	48	372.5	PH-R...FORT DODGE.....	131.7	RM s	12.50	3.40	8.45 P to 5.45 A	8.45 P to 5.45 A (Except Sunday)		
26 Conn. Gated	6.11	3.20	62	372.8	Ft. D., D. M. & S. Crossing	131.4							
26 Conn. Gated Auto. Signals	6.26	3.37	62	380.3	{ M. & St. L. Crossing MOORLAND..... }	123.9	PK	12.28	3.23	8.00 P to 5.00 A			
28-Spur	6.40	3.50	52	384.3	.....ROELYN.....	119.9		12.20	3.15			
31	6.51	4.00	52	388.8	PH.....SOMERS.....	115.4	SO	12.11 AM	3.05	8.00 A to 5.00 P			
46	7.02 s	4.20	392.6	392.6	Ft. D., D. M. & S. Crossing	111.6							
W-Yard	7.17	4.29	398.2	398.2	C & N W-CM St P & P Crossing	106.0							
23	7.32	4.39	4400	398.8	PH....LOHRVILLE.....	105.4		11.53 PM	2.50				
29	7.50	4.52	4410	408.0	PH....LANESBORO.....	98.2	IZ	11.39	2.30	8.00 A to 5.00 P			
Yard	8.16 s	5.10	4416	414.4	PH....LIDDERDALE.....	89.8		11.30	2.17				
28	8.45	5.22	4422	420.8	PH-R...CARROLL.....	83.4	CZ s	11.22	2.01	8.00 A to 4.00 P 10.00 P to 6.00 A	10.00 P to 6.00 A		
22	9.47	5.51	4431	429.1	PH....HALBUR.....	75.1		11.07	1.45				
30	9.53	5.55	4433	430.8	N. W. Junction	73.4							
30	9.57	5.57	4439	437.9	PH....MANNING.....	66.3	MU	10.57	1.30	8.00 A to 5.00 P			
30	10.10	6.07	4451	449.1	PH....IRWIN.....	55.1	ZX	10.43	1.10	8.45 P to 5.45 A			
Yard W-O-Y-S Gated	10.30 PM s	6.10	4463	461.1	PH-R...HARLAN.....	43.1	PY s	10.27	12.45	6.30 A to 3.30 P			
Not Gated—Stop Connection			4471	469.3	PH....TENNANT.....	34.0		10.13	12.30 PM				
Not Gated—Stop			4480	487.5	PH....BENTLEY.....	16.7		9.47	11.50 AM				
			4494	490.2	PH....PETER.....	14.0		9.43	11.45				
			4494	492.1	PH { C.R.I. & P. Crossing McCLELLAND..... }	12.1		9.40	11.40				
			4501.9	501.9	PH { C.R.I. & P. Crossing RIGG..... }	2.3		9.28	11.10				
			4506	504.2	End of Two Main Tracks— Testevin Street	0.0	FS s	9.25	11.01 AM	8.45 A to 5.45 P	8.45 A to 5.45 P		
				504.6	C. B. & Q. Crossing	0.4							
				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		9.15					
				4510	508.6	OMAHA (Burlington Station)	4.4		8.45 PM				
						164.0							
						Time on District							
								Depart Daily	Depart Daily				
								5.00	5.54				

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
Industry	4367	367.1	15 West end	Lohrville	398.8
West Fort Dodge	4377	375.4	20 Both ends	Lanesboro	408.0
Rinard	4395	392.6	38 West end	Lidderdale	414.4
			18 West end	Halbur	429.1
Wightman	4404	402.6	31 Both ends		
Minden	4481	479.8	14 Both ends		
				Irwin	449.1
				Kirkman	455.0
				Tennant	469.3
				Bentley	487.5
				McClelland	492.1

MINNESOTA DIVISION — MASON CITY DISTRICT

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	13 Passenger				No. 1					FIRST CLASS	14 Passenger	Monday Thru Friday	Saturdays, Sundays, Holidays
	13					Effective					14			
	Depart Daily					August 12, 1962					Arrive Daily			
Yard W-O-T-Y	9.40PM	3081	0	PH-R.....	HAYFIELD.....	280.6	HB	s	5.35AM	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			
13 Auto. Signals Connection			12.7		C. M. St. P. & P. Crossing	247.9								
Auto. Signals			15.9	PH	C. M. St. P. & P. Crossing	244.7								
Yard-S	10.20	68	3098	PH-R.....	AUSTIN.....	243.1	AU	s	5.10	8.45 PM to 5.45 AM	8.45 PM to 5.45 AM			
Connection Not Gated-10	10.44	56	3109		{ I. C. R. R. Crossing } LYLE.....	232.3		f	4.40					
30 Connection Interlocked	11.30PM		3129	PH.....	MANLY.....	212.4	JU		4.00AM	Continuous	Continuous			
Connection Auto. Signals			48.2		C. R. I. & P-M. St. L. Crossings	212.2								
Yard W-O-S			48.4		West Manly	211.7								
Connection Auto. Signals		66	48.9		North Yard	204.2								
Connection Interlocked		55	56.4	PH	C. & N. W. Crossing	203.6								
		W-19 E-47	3139	PH.....	MASON CITY.....	203.0	DF			8.00 AM to 5.00 PM				
			57.0		C. M. St. P. & P. Crossing	202.1								
	11.58PM	18	3141	PH-R..	{ CLEAR LAKE JOT. } M. C. & C. L. Crossing	201.5	K		3.30AM	Continuous	Continuous			
23	12.23AM		3153	PH.....	SWALEDALE.....	189.4			3.15					
15	12.35	56	3157	PH.....	THORNTON.....	184.8	PZ		2.53	8.00 AM to 5.00 PM				
18 Connection Not Gated	12.48		3163	PH.....	MESERVEY.....	179.3	VZ		2.40	8.00 AM to 5.00 PM				
20 & 25 Connection Not Gated	1.15	15	3172	PH.....	C. R. I. & P. Crossing	171.3								
Yard W-O-T	1.40AM		3345	PH.....	BELMOND.....	170.2	PV	s	2.15	8.00 AM to 5.00 PM	8.00 AM to 5.00 PM (Sat. Only)			
			90.6		M. & St. L. Crossing	170.0								
			101.0	PH-R.....	CLARION.....	159.6	PO		1.50AM	12.01 PM to 8.00 PM 9.00 PM to 5.00 AM	12.01 PM to 8.00 PM 9.00 PM to 5.00 AM			
	Arrive Daily				101.0				Depart Daily					
	4.00				Time on District				3.45					

**Southbound trains are superior to northbound trains of the same class. Rule 71.
At Austin, the time of first class trains applies at the passenger station.**

SIDINGS 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

MINNESOTA DIVISION — McINTIRE DISTRICT

Capacity of Other Tracks, Location of Water and Fuel Stations, Turntables, Track Scales, Wyes.	SOUTHBOUND					TIME TABLE			NORTHBOUND		HOURS OF TELEGRAPH SERVICE	
	SECOND CLASS		Capacity of Sidings.	Station Numbers.	Distance from Osage.	No. 1			SECOND CLASS		Monday Thru Friday	Saturdays, Sundays, Holidays
	125 Way Freight	123 Way Freight				Effective			124 Way Freight	126 Way Freight		
	Depart Daily	Depart Daily Ex. Sunday				August 12, 1962			Arrive Daily Ex. Sunday	Arrive Daily		
Yard-W-Y Not Gated		1.00PM	220	5033	141.2	PH-R... RANDOLPH	67.4	JN	9.00AM		Continuous	Continuous
21		1.45		5039	134.8	C. M. St. P. & P. Crossing PH... CANNON FALLS	73.3	CG	8.15		8.00 A to 5.00 P	8.00 AM to 5.00 PM (Sat. Only)
Y		2.45			115.4	WEST RED WING	93.2		7.15			
Yard-S-W-O		3.00PM		5060	116.9	PH... RED WING	94.7	RW	7.00AM		7.30 A to 4.30 P	
Y					115.4	WEST RED WING	93.2					
35 Connection Not Gated				5075	100.8	GOODHUE	107.8	HU			8.00 A to 5.00 P	
31				5085	91.1	C. M. St. P. & P. Crossing ZUMBERTA	117.5	BZ			8.00 A to 5.00 P	
23 Auto. Signals				5094	81.9	8.8 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	
20-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	183.7	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	C. M. St. P. & P. Crossing PER... McINTIRE	185.3	MC		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	208.6	OG			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 tall 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.....	26.9	5180	19
Winona.....	50.2	5211	Yard-W-O-Y

CLOSE CLEARANCES:

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.

STEWARTVILLE

Ore loading ramp. Will not clear man on side of car. Loading apron will not clear equipment higher than standard hopper.

OSTRANDER

Ore loading ramp. Engines or house cars must not be moved past ramp when aprons are down.

MINNESOTA DIVISION — MANKATO DISTRICT

Capacity of Other Tracks, Location of Water and Fuel Stations, Turbines, Trunk Stables, Wyes.	Capacity of Sidings.	Distance from Mankato.	WESTBOUND			TIME TABLE No. 1 Effective August 12, 1962	EASTBOUND			Station Numbers.	Office Calls.	HOURS OF TELEGRAPH SERVICE	
			SECOND CLASS				SECOND CLASS					Monday Thru Fridays	Saturdays, Sundays, Holidays
			121 Way Freight	203 M. N. & S. Freight	201 M. N. & S. Freight		202 M. N. & S. Freight	122 Way Freight	204 M. N. & S. Freight				
			Depart Daily Ex. Sunday	Depart Daily	Depart Daily		Arrive Daily	Arrive Daily Ex. Sunday	Arrive Daily				
Yard-W-Y	220	67.4	9.30 ^{AM}	5.00 ^{PM}	1.30 ^{AM}	PH-R.....RANDOLPH.....	8.1.00 ^{AM}	12.45 ^{PM}	1.00 ^{PM}	5033	JN	Continuous	Continuous
Not Gated		58.9	10.05	5.30 ^{PM}	2.00 ^{AM}	{ NORTHFIELD JUNCTION } C. M. St. P. & P. Crossing	12.30 ^{AM}	12.20	12.30 ^{PM}				
Conn. Not Gated													
18 & 15	31	58.7	10.20			PH.....NORTHFIELD.....		12.15 ^{PM}		5041	NR	8.45 AM to 5.45 PM	
Not Gated		58.5				C. M. St. P. & P. Crossing							
Auto. Signals		48.1				C. R. I. & P. Crossing							
Y		45.9	11.30 ^{AM}			R.....FARIBAULT JUNCTION...		11.30 ^{AM}					
Yard-O		47.3				R.....FARIBAULT.....				5054	KX	8.00 AM to 5.00 PM	
Y		45.9	11.30 ^{AM}			R.....FARIBAULT JUNCTION...		11.30 ^{AM}					
Auto. Signals		44.0				C. M. St. P. & P. Crossing							
36		34.9	12.15 ^{PM}			MORRISTOWN.....		10.00		5085			
37		28.8	12.45			WATERVILLE.....		9.30		5071	WU	8.00 AM to 5.00 PM	
Connection		28.6				M. & St. L. Crossing							
Auto. Signals		22.9	1.15			ELYSIAN.....		9.00		5077	BY	8.00 AM to 5.00 PM	
28		15.8	1.45			MADISON LAKE.....		8.20		5084			
23		4.2				C. St. P. M. & O. Crossing							
Auto. Signals		4.0	2.30			{ BENNING }		7.20					
Not Gated		3.6				C. M. St. P. & P. Junction							
Gates		0.6	SEE JOINT TIME TABLE			C. St. P. M. & O. Crossing		SEE JOINT TIME TABLE					
Connection		0.0	3.00 ^{PM}			C. & N. W. and C. St. P. M. & O. Crossings							
Interlocked						MANKATO.....		7.00 ^{AM}		5099	UD	Continuous	Continuous
Yard T-W-S													
			Arrive Daily Ex. Sunday	Arrive Daily	Arrive Daily	67.4		Depart Daily	Depart Daily Ex. Sunday	Depart Daily			
			5.30	.30	.30	Time on District		.29	5.45	.30			

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
Watters	9.4	5091	2	East end

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, slide 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).

SPECIAL INSTRUCTIONS FOR ALL EMPLOYEES IN TRAIN, ENGINE AND YARD SERVICE

LIMITS	CLASS OF SERVICE	
	Passenger Trains	Freight Trains
1. MISCELLANEOUS:		
All trains and engines operating through cross-overs, junctions, sidings, yard switches, and spring switches, will not exceed	15	15
All trains handling special ore hoppers (jennies), loaded or empty	35	35
All trains handling Slag	35	35
Trains handling triple loads on open top equipment	35	35
Passenger trains handling box cars equipped for passenger train service	60	
2. TRAINS HANDLING:		
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 over Missouri River bridge at Leavenworth or on the DeKalb and Cedar Falls branch lines.		
McIntire District, except McIntire to Rochester, Simpson to Planks Junction.		
Mankato District, except Randolph to Northfield.		
When two of these derricks are handled in freight trains, they must be separated by at least 3 freight cars.		
Scale test car		25

3. 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.

4. 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.

5. 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.

6. 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.

7. 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.

8. 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.

9. 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 employees 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 employees must be on the alert to receive, transmit, and act promptly on these signals.

10. 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.

11. The Railway Company is responsible for proper handling of perishable freight on road. Conductors on trains handling perishable freight will ascertain from waybills class or 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.

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

13. The following signs placed in column provided on face of schedule pages indicates:

- 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

14. When cars or equipment are set out on sidings for any reason, Chief Dispatcher must be notified promptly by wire. Form Signal 51.

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 Inspectors, 7101 N. Lincoln Ave., Chicago, Ill.
Watch Inspectors (see Rule 2) are located as follows:

EASTERN DIVISION

LOCATION	NAME
Bellwood, Ill.....	McKEE JEWELERS 4113½ St. Charles Rd.
Berwyn, Ill.....	E. R. MILLER & SON 6235 Cermak Rd. CECIL JEWELERS 3267 Harlem Avenue
Byron, Ill.....	NELSON, K. H.
Cedar Falls, Ia.....	CUMMINGS, G. R.
Chicago, Ill.....	THE BALL R.R. TIME SERVICE 7101 N. Lincoln Ave. BERN, C. H., Inc. 5019 S. Ashland Ave. MILLER, M. R. 405 Northwestern Station
	CARL'S JEWELRY SHOP 5405 Devon Ave.
Cicero, Ill.....	LARAMIE JEWELRY 3028 S. Laramie Ave.
Des Moines, Ia.....	DANIELS JEWELRY 522 West Walnut St.
Dubuque, Ia.....	E. L. SCHEPPELE 1420 Central Ave.
Kansas City, Mo.....	GOLDMAN JEWELRY CO. 1103 Walnut St. J. H. MACE CO. Union Station

LOCATION	NAME
No. Kansas City, Mo.....	CLAY ADAMS 2012 Swift
Kansas City, Kans.....	J. & H. JEWELERS 841 Minnesota Ave.
Leavenworth, Kans.....	E. H. LAVERY JEWELRY CO. 404 Delaware St.
Marshalltown, Ia.....	HOFFMAN JEWELRY CO.
Maywood, Ill.....	R. G. WELLS 1006½ South 5th Ave.
Oelwein, Ia.....	VANDENOVER JEWELRY & GIFTS 1928 St. Joseph Ave. M. K. GUNN 624 Edmond St.
Stockton, Ill.....	STEPHENSON'S JEWELRY 111 West Front St.
Sycamore, Ill.....	COOPER'S JEWELRY CO. 245 West State St.
Waterloo, Ia.....	ASQUITH JEWELRY CO. 221 West 4th St. FESSLER & CO. 929 East 4th St.

MINNESOTA DIVISION

Austin, Minn.....	MIER, WOLF & SONS, INC.
Carroll, Ia.....	GLENN WEEKS
Clarion, Ia.....	GEO. L. KYSETH & CO.
Council Bluffs, Ia.....	WARFORD JEWELERS 238 W. Broadway
Fort Dodge, Iowa.....	OLSON JEWELRY CO.
Mankato, Minn.....	ROHLF'S JEWELRY CO.
Manning, Ia.....	LEWIS REINHOLD
Mason City, Ia.....	C. E. BLANCHARD
Minneapolis, Minn.....	OSCAR P. GUSTAFSON CO. 505 Marquette Avenue RUDD, E. W. 720 Washington, S. E.
Northfield, Minn.....	LIPPERT JEWELERS

Oelwein, Ia.....	VANDENOVER JEWELRY & GIFTS
Omaha, Nebr.....	BERSHEIN & DORCY CO. 1621 Howard Street
Red Wing, Minn.....	BENSON JEWELRY CO.
Rochester, Minn.....	HENRY BLICKLE 21 2nd Street, S.W.
St. Paul, Minn.....	NORTHERN TIME SERVICE Endicott Arcade EARL THIETS 466 S. Roberts Street
South St. Paul, Minn.....	G. LINWELL, JEWELERS 205 N. Concord Street
Waterville, Minn.....	S. E. SHERRATT
Winona, Minn.....	W. S. WARMINGTON 3rd and Main Streets

C. G. W. WRECKERS

Number	Location	Capacity	Cooper's Rating
X-3	Council Bluffs.....	60 Ton	E-34.2
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		

TONNAGE RATINGS — EASTERN DIVISION

DISTRICT	Direc- tion	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	
CHICAGO	East	Oelwein.....	Fair Ground.....	1500	1240	1800	3690	1700	1940	3400	5100	6800	8500	
		Fair Ground.....	Galena Jct.....	2875	2750	3000	7500	3750	3750	7500	11250	15000	18750	
		Galena Jct.....	Stockton.....	1250	940	1510	3090	1660	1820	2850	4280	5700	7130	
	Stockton.....	Chicago.....	1780	1410	2340	4890	2300	2700	4600	6900	9200	11500		
CHICAGO	West	Chicago.....	Stockton.....	1650	1310	1980	4030	1920	2090	3840	5760	7680	9600	
		Stockton.....	Galena Jct.....	1280	990	1560	3190	1600	1840	3030	4550	6060	7580	
		Galena Jct.....	Fair Ground.....	2680	2460	3000	7500	3710	3710	7500	11250	15000	18750	
		Fair Ground.....	Oelwein.....	1160	880	1430	2920	1600	1790	2800	4200	5600	7000	
DES MOINES	South	Oelwein.....	Waterloo.....	1510	1250	1820	3710	1800	1950	3600	5400	7200	9000	
		Waterloo.....	Marshalltown.....	1410	1140	1680	3440	1760	1870	3320	4980	6640	8300	
		Marshalltown.....	Des Moines.....	1250	1000	1500	3070	1600	1710	2840	4270	5680	7100	
	DES MOINES	North	Des Moines.....	Marshalltown.....	1200	930	1480	3030	1500	1770	2820	4240	5640	7050
Marshalltown.....			Waterloo.....	1390	1130	1650	3380	1535	1810	3070	4610	6140	7680	
Waterloo.....			Oelwein.....	1390	1110	1650	3370	1540	1840	3080	4620	6160	7700	
KANSAS CITY	South	Des Moines.....	Diagonal.....	1250	1000	1500	3070	1600	1710	2840	4270	5680	7100	
		Diagonal.....	Rea.....	1490	1200	1780	3650	1755	1980	3510	5260	7020	8780	
		Rea.....	B. C. Jct.....	1200	950	1500	3080	1600	1720	2850	4280	5700	7130	
		B. C. Jct.....	Kansas City.....	1950	1640	2400	4950	2500	2620	4650	6980	9300	11630	
	KANSAS CITY	North	Kansas City.....	B. C. Jct.....	2500	2060	3000	5310	2950	3480	4900	7350	9800	12250
			B. C. Jct.....	Rea.....	1200	930	1480	3040	1500	1790	2820	4230	5640	7050
		Rea.....	Diagonal.....	2550	2130	3000	6410	2970	3320	5940	8910	11880	14850	
		Diagonal.....	Des Moines.....	1200	930	1480	3030	1500	1770	2820	4240	5640	7050	

TONNAGE RATINGS — MINNESOTA DIVISION

DISTRICT	Direc- tion	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	
ST. PAUL	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	
COUNCIL BLUFFS	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	
MASON CITY	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	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	
		Simpson.....	Winona.....	1600	1300	1840	3680	1850	1970	3420	5130	6840	8550	
	McINTIRE	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	
MANKATO	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	

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
Mall-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
Mall.....	2
Baggage.....	14
Mall-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	178,200	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	

SPECIAL INSTRUCTIONS GOVERNING TRAIN INSPECTION

Employees must frequently review and thoroughly understand the following Operating Rules and Special Instructions regarding subject of train inspection:

Rules 111, 112, 709, 766, and 787 of Rules and Regulations of the Operating Department, effective January 1, 1954.

General Rule N of the Book of Rules of Maintenance of Way Department, effective September 1, 1938.

1. Timetable Special Rules specifying twenty-five (25) MPH speed restrictions when meeting or passing other trains occupying a siding must be adhered to by all trains.

2. Immediately when hot box or defect is seen or reported or presence of hot box or defect is suspected, train will be stopped for inspection, and hot box or defect conditioned for safe movement forward to nearest siding or track and set out, if necessary.

3. Trainmen and enginemen must maintain constant vigil of train while moving, and trainmen must inspect train as much as possible without excessive delay while stopped to do station switching. Train must be thoroughly inspected if defect is suspected. There are many cases when conductor or rear brakeman can get to head end to look over entire train while departing a station.

4. Conductors and engineers in charge of trains in weather conditions which restrict visibility, such as fog, blowing snow, any unusual track condition, etc., will stop for inspection when in their judgment it is deemed necessary for safe operation. In case of doubt or uncertainty, the safe course must be taken (Rule 108).

5. All crew members of train are responsible for inspection of their train while running and must inspect at every opportunity, both on straight track and curves, especially rounding curves. Enginemen must not rely upon the head brakeman or other employees, who may be riding on rear or head units, to inspect train. Enginemen and head brakemen must look back rounding curves, and continue their observation in order to see as much of the train as possible, rather than just few head cars.

6. Yard enginemen and yard trainmen must maintain close watch for defects, derailed cars, etc., while making yard and transfer movements.

7. Engineers must strictly adhere to Rule 111, starting trains, in order that trainmen may give their train a close inspection and safely board the rear end.

8. Engineers in charge of trains approaching meeting or passing points will not "kill" time in order to avoid stopping their train, which prohibits trainmen from getting over at least part of the train for inspection while waiting for other train, and also as a rule will not permit trainmen to inspect both sides of train to be met or passed.

9. Engineers on passenger trains taking siding or holding main line to meet freight trains will stop their train in such a place that trainmen can conveniently take positions on both sides of freight train to be met in order to give close inspection. Similar action will be taken by crews of freight trains meeting other freight trains.

10. Conductors or rear brakemen of trains stopped at meeting or passing point must make every effort to inspect their entire train if train to be met or passed is not in sight; head brakeman must look over as many cars as possible while stopped at meeting or passing point. This also applies to trains stopped at interlocking plants, trains ahead, or for any other reason.

11. Train crews of trains taking sidings at locations equipped with spring switches will look over entire train if possible while awaiting train to be met.

12. Trainmen on rear end of trains must, in addition to maintaining inspection of running gear while moving, keep close lookout for burning waste or other material on track shoulders which might indicate hot journal. Also, whenever practicable, and possible, rear trainmen must observe bridges, road crossings, and track for any indication of dragging equipment.

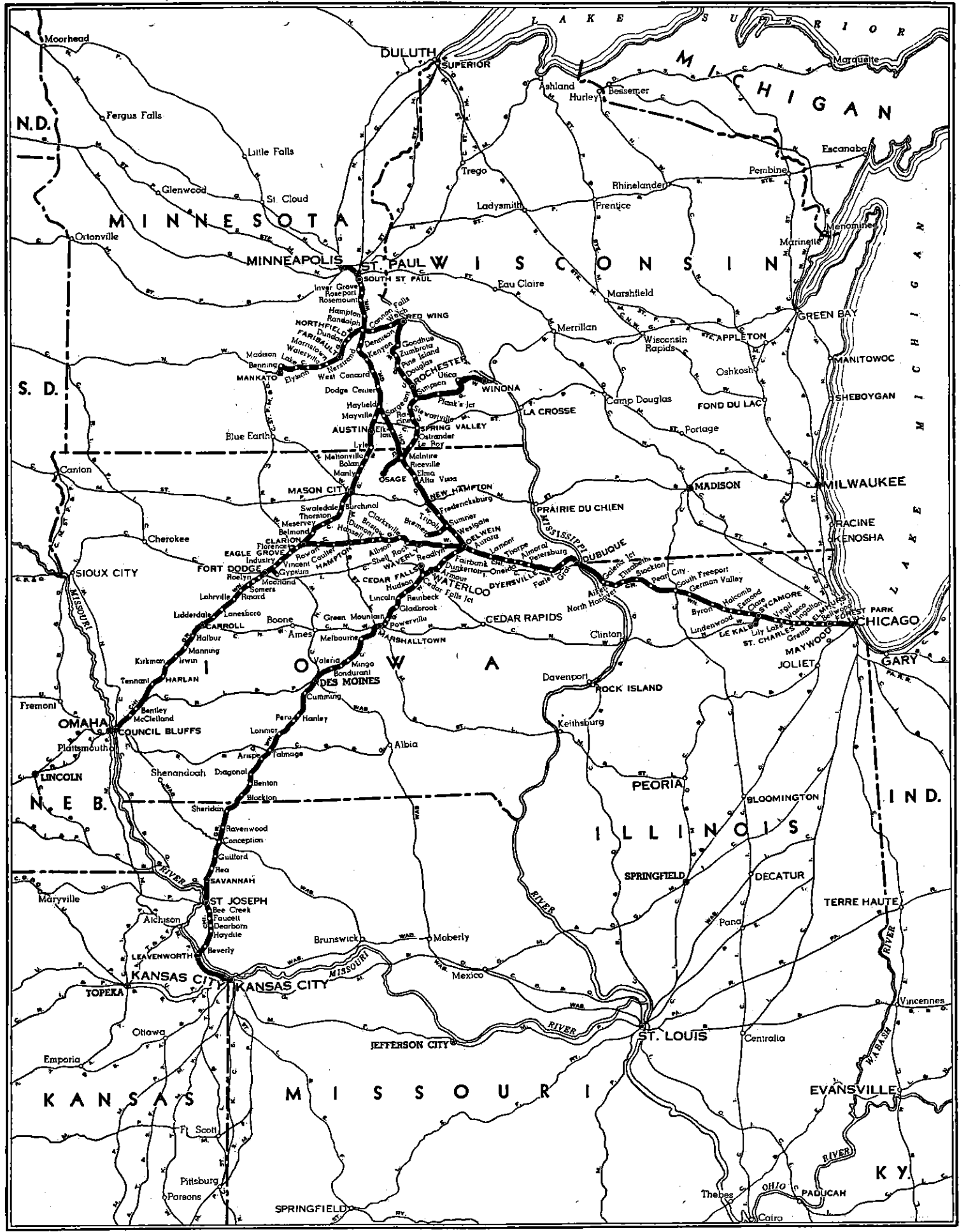
13. All agents, operators, station, yard, maintenance of way and other employees along line must make running inspection of passing trains for running defects. Conductors and engineers must make immediate report to Superintendent for failure of such employees to give their respective train an inspection along the line of road (Rule B). Enginemen must notify rear trainmen when maintenance of way or other employees are observed along right-of-way.

14. "Warren Hot Box Fire Extinguisher Packs" will be supplied on all road diesel control units in storage compartment, front of Brakemen's seat. Packing hooks also have been placed on all diesel control units in tool boxes in engineroom for use in conditioning hot boxes for movement. Attention is directed to Rule 112 of the Rules and Regulations of the Operating Department, reading as follows:

"When cars with hot boxes are set out, the packing must be removed from the box that was running hot, and all fire extinguished before the train proceeds. Cars set out account defects to cars or lading must clear other tracks."

All enginemen and trainmen shall be responsible for replacing the above equipment to storage place, and reporting on proper work report forms when the above equipment is used or missing from control units.

All employees must be governed by the foregoing instructions and through constant alertness and use of sound judgment at all times reduce the possibility of accidents, derailments, personal injuries, penalizing expense, and delay to traffic.



N. D.

S. D.

N. E. B.

MINNESOTA

WISCONSIN

IOWA

ILLINOIS

KANSAS MISSOURI

K. Y.

ST. LOUIS

KANSAS CITY

OMAHA

DES MOINES

PEORIA

SPRINGFIELD

SIoux CITY

FORT DODGE

CEDAR RAPIDS

DUBUQUE

CHICAGO

MINNEAPOLIS ST. PAUL

ROCHESTER

MADISON

MILWAUKEE

Fergus Falls

Little Falls

DULUTH SUPERIOR

Rhineland

Escanaba

WINONA

Eau Claire

GREEN BAY

MANKATO

LA CROSSE

FOND DU LAC

MASON CITY

PRAIRIE DU CHIEN

MILWAUKEE

SIoux CITY

FORT DODGE

CEDAR RAPIDS

DUBUQUE

CHICAGO

OMAHA

DES MOINES

PEORIA

SPRINGFIELD

Maryville

ST. JOSEPH

Brunswick

Moberly

TERRE HAUTE

TOPEKA

KANSAS CITY

JEFFERSON CITY

ST. LOUIS

Emporia

Ottawa

Springfield

ST. LOUIS

Centralia

Pittsburg

Parsons

Springfield

ST. LOUIS

Centralia

EVANSVILLE

Vincennes

TERRE HAUTE

DECATUR

BLOOMINGTON

ST. CHARLES

CHICAGO

CHICAGO

MILWAUKEE

FOND DU LAC

GREEN BAY

Escanaba

Marquette

Moorhead

Glenwood

Ortonville

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