

CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

HASTINGS & DAKOTA DIVISION

TIME TABLE No. 29

TAKING EFFECT AT 12:01 O'CLOCK A. M.

CENTRAL STANDARD TIME.

SUNDAY, FEBRUARY 4, 1934.

Superseding Time Table No. 28

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

H. M. GILLICK,
Superintendent.

M. K. BUCKLEY,
Assistant Superintendent of Transportation.

H. G. FOWLER,
Superintendent of Transportation.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

EASTWARD TRAINS				THIRD CLASS		SECOND CLASS		FIRST CLASS		SYMBOLS See Special Rule Page 8	Capacity of Sidings in Cars	Siding Distance from Minneapolis	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.				Distance from Montevideo	Telegraph Calls	Office Closed Week Days	FIRST CLASS		SECOND CLASS			THIRD CLASS													
92	6	91	65	63	263	5	15	6	16				78	72	76	264				92	Passenger	Passenger	Coast Line Stock	Local Stock	Fast Stock Freight	Coast Time Freight	Way Freight											
Way Freight Tues., Thurs. and Sat.	Passenger Daily	Way Freight Mon., Wed. and Fri.	Freight Daily	Time Freight Daily	Coast Time Freight Daily	Passenger Daily	Passenger Daily	Passenger Daily	Passenger Daily				Daily	Daily	Daily	Daily				Daily	Daily	Daily	Sunday Only	Monday and Thursday	Monday and Thursday	Daily	Tues., Thurs. and Sat.											
Via Westward Track Tower E-122 to Minnesota Falls with no right except as conferred by train order.													SOUTH ST. PAUL.....																									
													MINNEAPOLIS.....													A 4:00 PM												
Via Westward Track Tower E-122 to Minnesota Falls with no right except as conferred by train order.													MINNEAPOLIS.....													As 6:25 AM As 10:15 PM												
													SOUTH MINNEAPOLIS.....													As 11:30 AM As 11:45 PM As 1:00 AM As 2:30 AM As 3:30 PM												
													HUMBOLDT AVENUE.....													No Office s 6:06												
													BASS LAKE.....													No Office 6:00 11:10 10:45 12:25 2:10 3:18												
													ST. LOUIS PARK.....													4:00 PM to 7:00 AM s 5:57 9:50												
													HOPKINS.....													5:00 PM to 7:30 AM s 5:50 9:47												
													TOWER E-14.....													5:43 9:42 10:55 10:20 12:10 1:50 2:45												
													CHANNASSEN.....													No Office s 5:36 9:36 12:01 AM s 2:35												
													AUGUSTA.....													No Office f 5:23 9:27 s 2:15												
													COLOGNE.....													2:00 PM to 5:00 AM s 5:14 9:21 10:22 9:30 16 9:05 11:35 1:10 s 2:00												
													BONGARDS.....													No Office s 5:07 8:55 s 1:35												
													NORWOOD.....													2:00 PM to 5:00 AM s 5:00 9:12 10:00 8:45 11:08 12:50 s 1:25												
													PLATO.....													1:45 PM to 4:45 AM s 4:47 9:05 9:50 8:15 10:50 12:35 s 1:10												
													GLENCOE.....													s 4:37 s 8:57 9:40 7:55 10:36 12:20 AM s 12:55 PM												
													SUMNER.....													No Office s 4:24 8:46 9:15 7:10 10:18 11:41 f 11:15												
													BROWNTON.....													5:00 PM to 8:00 AM s 4:16 8:40 9:01 7:00 10:10 11:10 s 10:59												
													STEWART.....													5:00 PM to 8:00 AM s 4:03 8:32 8:50 6:40 9:59 10:55 s 10:20												
													BUFFALO LAKE.....													5:00 PM to 8:00 AM s 3:50 8:25 8:35 6:15 9:48 10:40 s 9:50												
													HECTOR.....													5:00 PM to 8:00 AM s 3:39 8:19 8:25 6:00 9:39 10:30 s 9:20												
													BIRD ISLAND.....													s 3:23 8:08 8:00 5:15 9:19 10:05 s 8:50												
													OLIVIA.....													5:00 PM to 8:00 AM s 3:09 f 8:02 7:30 4:45 8:55 9:25 s 8:30												
													DANUBE.....													5:00 PM to 8:00 AM s 2:59 7:55 7:20 4:30 8:45 9:15 s 8:15												
													RENVILLE.....													5:00 PM to 8:00 AM s 2:50 7:49 7:10 4:05 8:35 9:05 s 7:40												
													O'CONNOR SIDING.....													No Office												
													SACRED HEART.....													5:00 PM to 8:00 AM s 2:38 7:41 6:55 3:30 8:20 8:50 s 7:25												
													MINNESOTA FALLS.....													4:15 AM to 7:15 PM L 2:29 AM 7:35 6:45 3:00 8:10 8:40 L f 7:05 AM												
													GRANITE FALLS.....													5:00 PM to 8:00 AM Via Westward Track												
													TOWER E-122.....													A 2:11 AM 7:26 6:25 2:45 7:55 8:20 A 6:40 AM												
													WEGDAHL.....													5:00 PM to 8:00 AM f 2:03 7:19 6:15 2:30 7:45 8:05 s 6:30												
													MONTEVIDEO.....													L 1:55 AM L 7:10 PM L 6:00 AM L 2:15 PM L 7:30 PM L 7:45 PM L 6:15 AM												
													Schedule Time													4.30 3.05 5.30 9.30 5.30 6.45 9.15												
													Average Speed per Hour													29.6 43.2 23.8 13.0 23.8 19.7 14.1												

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 65 MILES PER HOUR; FREIGHT TRAINS 40 MILES PER HOUR.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Automatic block system in operation between South Minneapolis and Glencoe. "See special rules page 9."
 Between South Minneapolis and Hennepin Avenue the light signals will give the standard color indications during day time as well as at night.
 Manual block system is in use between Glencoe and Montevideo. Train order signals will also be used as block signals; see Rules 221-B and 311. Block signal Rule 319-A applies at Renville, Bird Island and for eastward trains at Glencoe. Trains other than passenger trains accepting and moving under a clear signal must approach Renville, Bird Island and Glencoe under control and proceed only as the way is seen or known to be clear.
 Check of train register at Minneapolis or South Minneapolis will suffice for trains when passing from double to single track at Tower E-14, Bird Island and Tower E-122. Check of train register at Montevideo will suffice for trains when passing from double to single track at Wegdahl, Minnesota Falls and Hector. When opposing trains are due after registers at designated stations have been checked, Rule 83 will apply.
 Freight crews will make inspection of their train at Bird Island, Glencoe and at other stops, make what inspection they can without delaying train.
 Eastward trains that use the wye at South Minneapolis will stop before fouling the crossover east of Cedar Avenue and will approach the east leg of the wye under control, prepared to stop in case the way is not clear, unless a signal is received from the switch tender.
 Eastward trains that do not use the wye will stop before fouling the crossover east of Cedar Avenue, and also before crossing the wye track to Hiawatha Avenue.
 Westward trains that use the wye will stop before crossing the eastward track at Hiawatha Avenue, and will approach the west leg of the wye under control, prepared to stop in case the way is not clear, and in pulling out of the wye onto the H. & D. Division main track, will stop before crossing the eastward track unless a signal is received from the switch tender.
 Westward trains that do not use the wye will stop before fouling the crossover east of Cedar Avenue, and be on the lookout for trains moving from the wye.
 No. 15—Stops to discharge passengers en route on No. 15 or arriving Minneapolis on No. 1 same date, and will stop at Olivia on signal to pick up passengers for Miles City or beyond.
 No's. 5 and 15 will use siding west of east crossover at Glencoe to reach platform and standpipe. This confers no train rights against superior trains beyond switch at extreme east end of siding.

Trains Nos. 91 and 92 will carry passengers.
 MONTEVIDEO YARD extends from Yard Limits Board west of New Stock Yards to Yard Limits Board east of East Switch. Passenger trains must not exceed 20 miles per hour within these limits and freight trains must be absolutely under control. Great care must be used by East Division engines and trains going to or returning from new stock yards. Other engines may be working or trains approaching in this district.
 Double track is in use between Montevideo and Wegdahl, Tower E-122 and Minnesota Falls, Bird Island and Hector and between Tower E-14 and South Minneapolis. Trains will use the left hand track in the direction they are moving between Minnesota Falls and Tower E-122 and between Wegdahl and Montevideo. Trains will use right hand track in the direction they are moving on double track between South Minneapolis and Tower E-14 and between Hector and Bird Island. At Tower E-122 and Tower E-14 the switch will be handled by the leverman.
 At Minnesota Falls the switch will be set for westward track and will be handled by the operator when on duty.
 Double track switch at Bird Island will be left lined for the eastward track—station forces at this point will handle switch for trains Nos. 5 and 15.
 Nos. 6 and 92 will obtain train order to run via westward track Tower E-122 to Minnesota Falls.
 All westward trains will approach crossover at Rock Cut, East end of Montevideo Yard under full control proceeding only as the way is seen or known to be clear and passenger trains will stop their engine just east of Main Street Crossing at Montevideo Passenger Station.
 Between Minneapolis and South Minneapolis there are two main tracks. All trains going in either direction must use the right hand main track.
 Incoming trains must approach Washington Avenue, Minneapolis, under control and receive signal from switchtender before passing and must be under absolute control while moving into passenger station to avoid striking passengers detouring at opposite tracks.
 MINNEAPOLIS YARD extends from St. Louis Park to the passenger station. Trains must run with great care within these limits, expecting to find yard engine doing work on main track. Speed between Kenwood Parkway and Minneapolis passenger station must be reduced so it will not be possible to strike vehicles, conveyance and street cars which cross the track at grade crossings. Yard trains must be properly protected and take nearest siding immediately on approach of any train.

WESTWARD

BETWEEN ABERDEEN AND MONTEVIDEO—SUBDIVISION

EASTWARD

Table with columns for EASTWARD TRAINS (22, 6), SECOND CLASS (263, 21, 63), FIRST CLASS (15, 5), STATIONS, and EASTWARD (16, 6, 22, 76, 264, 78). Includes time tables for various stations like MONTEVIDEO, WATSON, MILAN, APPLETON, CORRELL, ODESSA, ORTONVILLE, BIG STONE CITY, NUBIA, MILBANK, TWIN BROOKS, MARVIN, SUMMIT, ORTLEY, WAUBAY, WEBSTER, HOLMQUIST, BRISTOL, ANDOVER, GROTON, JAMES, BATH, ABERDEEN, and ABERDEEN YARD.

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 60 MILES PER HOUR; FREIGHT TRAINS 40 MILES PER HOUR.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Manual block system is in use between Montevideo and Ortonville. Train order signals will also be used as block signals; see Rules 221-B and 311. Block signal Rule 319-A applies at Appleton and Ortonville.

Automatic block system is in operation between Ortonville and Aberdeen. "See special rules page 9." Certain automatic block signals located on ascending grades between Ortonville and Aberdeen have been designated as grade signals and are distinguished by the letter "G" on a yellow sign sixteen (16) inches square located on the right hand side of the signal immediately above the number plate.

The automatic signal system track circuit on westward track ends at Great Northern and C. & N. W. crossing east of Aberdeen.

Westward freight trains will be inspected at Milbank and Bristol and at other stops, trainmen must make what inspection they can without delaying train. All trains will approach Milan under absolute control so they will know all cross over switches at this point are set for the route the trains are going.

All trains will use right hand track in direction they are moving on double track between Milbank and Summit, Bristol and Groton and between Bath and Aberdeen. Trains will use the left hand track in the direction they are moving between Montevideo and Appleton. Trains 6 and 22 will obtain train order to run via westward track Milan to Montevideo.

The switch at Appleton will be set for eastward left hand track and will be handled by trainmen. MONTEVIDEO YARD extends from yard limits board west of new stock yards to yard limits board east of east switch. Passenger trains must not exceed 20 miles per hour within these limits and other trains be absolutely under control. Special care should be used between new stock yards and passenger station as other trains or engines may be working in that district.

Conductors of freight trains must know positively that the air brake is working through all air brake cars before leaving Summit and Marvin. On trains of four thousand (4000) tons or under it will not be necessary to turn up retainers, but trains must stop at Marvin for inspection. On trains of over four thousand (4000) tons twenty-five percent (25%) of the retainers will be turned up, and trains stopped at Marvin for 20 minutes to allow wheels to cool and at Twin Brooks to turn down retainers. Trains must be inspected at Marvin and Twin Brooks. All eastward freight trains must not exceed twenty-five (25) miles per hour Summit to Twin Brooks.

Eastward freight trains must be inspected at Bristol and Milbank and at other stops, trainmen must make what inspection they can without delaying train. Dead freights eastward and westward will fill at Milbank unless otherwise instructed.

Trains leaving cars for I. & S. M. Div. at Bristol must leave them on I. & S. M. Div. storage track, which is south track between legs of Wye. Cars for H. & D. Div. must be placed on next track north of I. & S. M. storage track.

WESTWARD

BETWEEN ABERDEEN AND MOBRIDGE—SUBDIVISION

EASTWARD

Table with multiple columns for Third Class, Second Class, and First Class trains. Includes station names like Aberdeen, Roscoe, and Mobridge, along with departure and arrival times and symbols.

PASSENGER TRAINS MUST NOT EXCEED A MAXIMUM SPEED OF 60 MILES PER HOUR; FREIGHT TRAINS 40 MILES PER HOUR; EXCEPT THAT PASSENGER TRAINS MUST NOT EXCEED 45 MILES PER HOUR AND FREIGHT TRAINS 25 MILES PER HOUR BETWEEN FOUR MILES WEST OF SELBY AND GLENHAM.

WESTWARD BETWEEN ROSCOE AND LINTON—SUBDIVISION

Table for Westward trains between Roscoe and Linton, showing Third Class service with stations like Roscoe, Hillview, Eureka, and Linton.

WESTWARD BETWEEN ORIENT AND ROSCOE—SUBDIVISION

Table for Westward trains between Orient and Roscoe, showing Second Class service with stations like Orient, Waterman, and Roscoe.

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 20 MILES PER HOUR.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Block at Mobridge marked CENTRAL TIME must be observed. Manual block system is in use between Aberdeen Yard and Mobridge. Train order signals will also be used as block signals; see Rules 221-B and 311. Block signal Rule 319-A applies at Ipswich, Roscoe, Bowdle, Java Jet. and Selby.

Eastward freight crews will make inspection of their train at Selby or Alamo and at Roscoe. Tracks inside yard limit board Linton are used jointly with Northern Pacific Railway. All trains will approach there under full control, expecting to find route occupied.

WESTWARD

BETWEEN ABERDEEN AND MITCHELL—SUBDIVISION

EASTWARD

THIRD CLASS			FIRST CLASS		Capacity of Sidings in Cars	Other Tracks	Distance from Mitchell	Time Table No. 29		Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	FIRST CLASS		THIRD CLASS			
163	61	191	103	115				108	116				192	66	62	108	116	192	66	62
Time Freight	Time Freight	Way Freight	Passenger	Passenger				In Effect 12:01 A. M.					Passenger	Passenger	Way Freight	Time Freight	Stock Freight	
Daily Ex. Sunday	Sunday Only	Tues., Thurs. and Sat.	Daily	Daily	Sidings	Other Tracks		February 4, 1934.					Daily	Daily	Mon., Wed. and Fri.	Daily Except Saturday	Saturday only	
L 6:20 PM	L 1:00 PM	L 7:45 AM	L 7:15 PM	L 12:20 PM	Yard			..... MITCHELL.....	S			*IIBCJRTW	As 12:45 PM	As 7:40 PM	As 3:30 PM	As 5:00 AM	As 5:00 AM
6:40	1:20	s 8:10	s 7:28	12:29	23	7.5	7.5	..... LOOMIS.....	MS	5:00 PM to 8:00 AM			s 12:29	103 7:28	s 2:55	4:15	4:20
7:16	1:40	s 8:40	s 7:44	12:38	56	63	15.0	..... LETCHER.....	R	5:00 PM to 8:00 AM			s 12:05 PM	163 7:16	s 2:30	3:50	4:00
7:30	2:00	s 9:00	s 7:56	12:46		45	21.8	..... CUTHBERT.....		No Office.			f 11:51	7:06	s 2:00	3:30	3:35
7:45	2:45	s 9:50	s 8:15	12:57	65	104	28.2	..... WOONSOCKET.....	KN	5:00 PM to 8:00 AM		DJWY	s 11:37	s 6:53	s 1:45	3:05	3:10
8:35	3:10	s 10:30	s 8:33	1:08		35	37.9	..... ALPENA.....	A	5:00 PM to 8:00 AM			s 11:14	6:35	s 1:08	1:45	2:05
9:20	3:30	s 10:56	s 8:48	1:18	79	28	46.1	..... VIRGIL.....	GI	5:00 PM to 8:00 AM			s 10:56	191 6:25	s 12:15 PM	1:00	1:40
9:45	3:55	s 11:45	s 9:09	1:31	37	35	54.6	..... WOLSEY.....	WO	5:00 PM to 8:00 AM			s 10:41	s 6:14	s 11:50	12:35 AM	1:20
								(C. & N. W. CROSSING)										
11:30	4:35	s 12:20 PM	s 9:29	1:47	79	32	67.0	..... BONILLA.....	BN	5:00 PM to 8:00 AM		CDW	s 10:16	5:54	s 10:50	163 11:30	12:40
11:40	4:50	f 12:35	f 9:39	1:55		21	71.7	..... SPOTTSWOOD.....		No Office			f 10:04	5:45	f 10:32	10:55	12:10 AM
11:55	5:38	s 1:10	s 9:52	2:04	56	33	77.7	..... TULARE.....	RI	5:00 PM to 8:00 AM			s 9:54	61 5:38	s 10:20	10:45	163 11:55
								(C. & N. W. CROSSING)										
								(C. & N. W. CROSSING)										
12:45 AM	6:10	s 1:30	s 10:15	2:20	57	25	87.8	..... REDFIELD.....	FD	11:00 PM to 8:00 AM			s 9:36	s 5:24	s 9:59	103 10:15	11:25
		s 2:33	s 10:32	2:33		65	96.0	..... ASHTON.....	RS	5:00 PM to 8:00 AM		DW	s 9:19	5:10	s 8:35	9:00	103 10:32
1:10	6:30	s 3:00	s 10:43	2:42		21	101.2	..... GALLUP.....		No Office			f 9:06	5:02	f 8:15	8:30	9:52
1:25	6:40	f 3:15	f 10:43	2:42		21	101.2	..... GALLUP.....		No Office			f 9:06	5:02	f 8:15	8:30	9:52
1:40	6:55	s 3:40	s 10:57	2:52	30	35	107.0	..... MELLETTTE.....	NE	5:00 PM to 8:00 AM			s 8:56	s 4:52	s 8:00	8:15	9:40
1:55	7:15	f 3:51	f 11:08	3:01		23	112.9	..... DUXBURY.....		No Office			f 8:45	4:42	f 7:42	7:50	9:25
2:10	7:35	s 4:34	s 11:19	3:09	56	36	118.7	..... WARNER.....	RD	5:00 PM to 8:00 AM			s 8:35	191 4:34	s 7:30	61 7:35	9:10
								(C. & N. W. CROSSING)										
								(M. & ST. L. CROSSING)										
As 3:00 AM	As 8:00 PM	As 5:00 PM	As 11:40 PM	As 3:31 PM	Yard		128.6	..... ABERDEEN.....	DI			*IIBCDJKP RTWYZ	L 8:15 AM	L 4:20 PM	L 7:00 AM	L 7:00 PM	L 8:45 PM
8.40	7.00	9.15	4.25	3.11				Schedule Time					4.30	3.20	8.30	10.00	8.15	
14.8	18.8	13.9	29.1	40.4				Average Speed per Hour					28.5	38.6	15.1	12.8	15.9	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 50 MILES PER HOUR; WHEN HANDLING FREIGHT EQUIPMENT 40 MILES; FREIGHT TRAINS 35 MILES PER HOUR.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Conductors and engineers must see that the street crossings at Woonsocket are not blocked over the legal limit. Switching over these crossings must be done in a careful manner. Cars must not be kicked or dropped over these crossings, but must be moved with engine, and a trainman stationed at crossings at all times while switching or backing over crossings, to prevent accidents.

All trains must approach Woonsocket with great care, expecting to find S. M. Division trains occupying main track or turning on wye.

Freight crews will make inspection of their trains at either Ashton or Redfield, and at Bonilla and Woonsocket.

Nos. 191 and 192 will carry passengers between Mitchell and Warner. Passengers wishing to come to Aberdeen may be carried to Third Avenue crossing.

Main track between M. & St. L. crossing and Aberdeen yard is used jointly with Minneapolis and St. Louis Railroad. All trains will move between these points under control expecting to find route occupied.

L2 and F5 Engines must not go in on Transfer track at Wolsey and Redfield or west end house track at Spottswood.

6 WESTWARD BETWEEN COLOGNE AND FARMINGTON—SUBDIVISION EASTWARD

SECOND CLASS		Capacity of Sidings in Cars	Distance from Farmington Yard.	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.				SYMBOLS See Special Rule Page 8	THIRD CLASS	
205	Mixed			STATIONS	Distance from Cologne	Telegraph Calls	Office Closed Week Days		206	Mixed
	Daily Except Sun.		0.0	FARMINGTON YARD	38.8			CJ		
L 9.10 AM			0.8	(I. & M. CROSSING) FARMINGTON	38.0			DJK PRWY	As 2.45 PM	
s 9.55	42		5.6	4.8 LAKEVILLE	33.2	FN	5.00PM to 8.00AM	IP	s 2.30	
f 10.15			7.5	(M. N. & S. CROSSING) CREDIT RIVER	25.7		No Office		f 2.00	
s 10.30	78		16.4	3.3 PRIOR LAKE	22.4	K	5.00PM to 8.00AM	P	s 1.50	
f 10.35			17.6	1.2 GRAINWOOD	21.2		No Office		f 1.42	
s 10.55			24.8	7.2 (G. ST. P. M. & O. CROSSING) SHAKOPEE	14.0	SK	5.00PM to 8.00AM	KP	s 1.25	
s 11.10	21		28.7	3.9 (M. & ST. L. CROSSING) CHASKA	10.1	MS	5.00PM to 8.00AM	KP	s 1.05	
f 11.15			30.8	2.1 CARVER	8.0		No Office		f 12.48	
f 11.25	41		34.2	3.4 DAHLGREN	4.6		No Office		f 12.40	
As 11.45 AM			38.8	4.6 COLOGNE	0.0	NY	3.00PM to 6.00AM	BCDJPRWY	L 12.30 PM	
2.35				Schedule Time					2.15	
15.0				Average Speed per Hour					16.9	

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 30 MILES PER HOUR.

WESTWARD BETWEEN ORTONVILLE AND FARGO—SUBDIVISION EASTWARD

THIRD CLASS		Distance from Ortonville	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.				SYMBOLS See Special Rule Page 8	THIRD CLASS	
463	Mixed		STATIONS	Distance from Fargo	Telegraph Calls	Office Closed Week Days		464	Mixed
L 8.30 AM		0.0	118.2	RT		BCDJPRWY	As 3.00 PM		
		2.5	115.7		No Office				
s 9.10		13.4	104.8	V	5.00PM to 8.00AM		s 2.00		
s 9.40		21.2	97.0	GR	5.00PM to 8.00AM	DW	s 1.10		
		21.5	96.7		No Office	K			
f 9.52		26.5	91.7		No Office		f 12.41		
s 10.05		31.5	86.7	DU	5.00PM to 8.00AM		s 12.30		
s 11.00		38.6	79.6	WH	5.00PM to 8.00AM		s 12.05 PM		
		43.6	74.6		No Office				
s 11.20	464	47.7	70.5	WR	5.00PM to 8.00AM	D	s 11.20		
f 11.42		52.0	66.2		No Office		f 11.05		
s 1.00 PM		57.5	60.7	MT	5.00PM to 8.00AM	C	s 10.50		
		57.8	60.4			K			
		58.3	59.9		No Office				
f 1.20		63.9	54.3		No Office		f 9.59		
		71.4	46.8			K			
		71.8	46.4			IK			
s 2.10		72.1	46.1	AP	5.00PM to 8.00AM	DW	s 9.30		
		73.5	44.7						
f 2.27		75.9	42.3		No Office	I	f 8.48		
s 2.50		79.3	38.9		No Office		f 8.30		
f 3.02		86.2	32.0	AO	5.00PM to 8.00AM	DW	s 8.30		
s 3.15		90.6	27.6		No Office		f 8.18		
f 3.22		95.9	22.3	CN	5.00PM to 8.00AM		s 8.05		
s 3.32		98.7	19.5		No Office		f 7.50		
s 3.46		102.5	15.7	HS	4.30PM to 7.30AM		s 7.40		
f 3.55		107.9	10.3	WI	2.00PM to 7.00AM		s 7.25		
		111.7	6.5		No Office		f 7.15		
		116.9	1.3		No Office				
As 4.15 PM		117.1	1.1			IK			
7.45		118.2	0.0	FO	6.00PM to 9.00AM	BCRTW	L 7.00 AM		
15.2							8.00		
							14.8		

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 At Collis, Enloe and Lithia trains with not over 5 cars may back in to meet or pass. At Blackmer track is good for 15 car lengths but train must back in only.
 All movements over 13th St., Fargo, must be made under flag protection. Engines must not move over this crossing to couple onto train unless the crossing is being flagged. Dropping, kicking or flying switches is also prohibited.
 All Eastward trains make crossing stop at sign opposite schoolhouse at Ortonville.
 Track on Fargo Line from Ortonville Line switch to four miles west is safe for L-2 Engine at speed of (20) miles per hour. Ottertail Power Co. spur 1 mile west of Wahpeton safe for speed 10 miles per hour.

WESTWARD BETWEEN GLENCOE AND HUTCHINSON—SUBDIVISION EASTWARD

SECOND CLASS		Distance from Glencoe.	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.				SYMBOLS See Special Rule Page 8	THIRD CLASS	
315	305		STATIONS	Distance from Hutchinson	Telegraph Calls	Office Closed Week Days		304	392
Mixed	Mixed		0.0	GLENCOE	13.8	GO			
Daily Except Sun.	Daily Except Sun.		7.4	7.4 BISCAY	6.4	BY	4.00PM to 7.00AM		
L 11.15 AM	L 6.45 AM		13.8	6.4 HUTCHINSON	0.0	HN	4.15PM to 7.15AM		
s 11.35	s 7.05								
As 11.55 AM	As 7.25 AM								
.40	.40						.40	.40	
20.7	20.7						20.7	20.7	

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.
 Freight trains moving down Carver Hill must have one-third of the retainers set up on the head end of the train, to safely handle the train down the hill.
 Trains will enter on the main track of the I. & S. M. Division at Farmington with great care and must be protected against I. & S. M. trains.
 Derail located on Mill Track, Shakopee, 735 feet west of overhead bridge, must be set in derail position whether there are cars on Mill Track or not.

WESTWARD BETWEEN MILBANK AND SISSETON—SUBDIVISION EASTWARD

SECOND CLASS		Distance from Milbank.	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.			Distance from Sisseton.	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	THIRD CLASS	
563	505		STATIONS	516	578						
Mixed	Mixed			516	578						
L 8.30 AM	L 7.30 AM	0.0	MILBANK	37.1	B			BCDJPRWY	As 2.25 PM	As 5.30 PM	
s 9.00	s 8.00	10.1	CORONA	27.0		5.00PM to 8.00AM			s 1.35	s 4.40	
s 9.35	s 8.35	17.0	WILMOT	20.1	MO	5.00PM to 8.00AM			s 1.10	s 4.15	
s 10.05	s 9.05	27.4	PEEVER	9.7		5.00PM to 8.00AM			s 12.40	s 3.45	
As 10.45 AM	As 9.45 AM	37.1	SISSETON	0.0	SI	7.00PM to 8.00AM		RT	L 12.10 PM	L 3.15 PM	
2.15	2.15		Schedule Time						2.15	2.15	
16.5	16.5		Average Speed per Hour						16.5	16.5	

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR.

WESTWARD BETWEEN ANDOVER AND COGSWELL—SUBDIVISION EASTWARD

SECOND CLASS		Distance from Andover	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.			Distance from Cogswell	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	THIRD CLASS	
605			STATIONS	606							
Mixed	Daily Except Sun.			606	Mixed						
L 8.30 AM	0.0	ANDOVER	50.7	ND	5.00PM to 8.00AM			BCDJPRWY	As 3.40 PM		
s 9.00	7.3	PIERPONT	43.4	PR	5.00PM to 8.00AM				s 3.20		
s 9.35	14.9	LANGFORD	35.8	FA	5.00PM to 8.00AM				s 2.55		
s 9.57	22.1	SPAIN	28.6		No Office				s 2.20		
s 10.50	28.4	BRITTON	22.3	BI	5.00PM to 8.00AM			CDWY	s 2.00		
s	32.4	G. N. CROSSING	18.3		No Office						
s 11.20	38.4	NEWARK	12.3	N	5.00PM to 8.00AM			D	s 12.40		
s 11.35	42.9	BRAMPTON	7.8	BM	5.00PM to 8.00AM				s 12.25		
s	46.4	G. N. CROSSING	4.3		No Office						
As 11.55 AM	50.7	COGSWELL	0.0	CG	3.00PM to 8.00AM			Y	L 12.01 PM		
3.25		Schedule Time							3.39		
14.8		Average Speed per Hour							13.9		

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Conductors of trains leaving or picking up cars at Monango Crossing will leave or mail agent Monango list of all cars, showing originating point and destination of loaded cars.

Tracks inside yard limits at Edgeley are used jointly with the Midland Continental Railway. All trains will approach there under full control, expecting to find route occupied.

TRAIN DISPATCHERS.

E. W. LOLLIS,
J. J. BROWN,
W. E. DUNLAP,

J. E. ANDRES, Chief Dispatcher

E. J. RUEHMER,
A. L. NELSON,
J. G. WIK,
R. E. SIZER, Train Master
J. E. HILLS, Asst. Superintendent

J. S. KEENAN,
M. P. AYARS,
A. J. STARKS,
A. H. ADAMS, Chief Dispatcher

WESTWARD BETWEEN ABERDEEN AND EDGELEY—SUBDIVISION EASTWARD 7

SECOND CLASS		Distance from Aberdeen	Time Table No. 29 In Effect 12:01 A. M. February 4, 1934.			Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 8	THIRD CLASS	
705			STATIONS	706						
Mixed	Daily Except Sun.			706	Mixed					
L 8.20 AM	0.0	ABERDEEN	As 5.10 PM		DI			*II BCDJPRWY YZ		
f 8.40	7.8	GAGE	f 4.44			No Office			f 4.44	
s 9.00	12.8	WESTPORT	s 4.29		V	5.00PM to 8.00AM			s 4.29	
s 9.25	18.4	BARNARD	s 4.11		BR	5.00PM to 8.00AM	D		s 4.11	
s 10.00	25.6	FREDERICK	s 3.46		DK	5.00PM to 8.00AM	W		s 3.46	
f 10.18	31.8	WINSHIP	f 3.22			No Office			f 3.22	
s 11.00	37.4	ELLEDALE	s 3.02		DA	5.00PM to 8.00AM	CK		s 3.02	
f 11.14	42.3	DUANE	f 2.50			No Office			f 2.50	
s 11.33	48.6	MONANGO CROSSING	s 2.24			No Office	K		s 2.24	
s 11.47	49.8	MONANGO	s 2.20		MA	5.00PM to 8.00AM			s 2.20	
f 12.05 PM	56.9	POTTS	f 1.50			No Office			f 1.50	
As 12.30 PM	63.9	EDGELEY	L 1.40 PM		GY	5.00PM to 8.00AM	KRWY		L 1.40 PM	
4.10		Schedule Time							3.30	
15.5		Average Speed per Hour							18.8	

TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR BETWEEN ABERDEEN AND FREDERICK; 20 MILES PER HOUR BETWEEN FREDERICK AND WINSHIP; AND 25 MILES PER HOUR BETWEEN WINSHIP AND EDGELEY.

COMPANY SURGEONS.

Location	Name	Telephone	Location	Name	Telephone
	A. R. Metz, Chief Surgeon	Union Station Central 7600	Appleton	W. C. Kaufman, Office, 3-J, Res., 3-L.	
	R. Householder, Asst. to Chief Surgeon	Washington Blvd. Hospital Seeley 1640	Ortonville	C. Bolsta, Office, 35, Res., 1.	
	James DePree, Asst. to Chief Surgeon			B. R. Karn, Office, 35, Res., 65.	
Chicago, Ill.	L. F. McBride, Aurist	122 So. Michigan Ave., Wabash 2272	Milbank	*F. N. Cliff, Office, 40, Res., 17.	
	Wescott & Wescott, Oculists	58 E. Washington St., Dearborn 4934	Waubay	P. B. Jenkins, Office, 94, Res., No Phone.	
	H. A. Hooper, Dentist	53 E. Washington St., State 0509	Webster	P. D. Peabody, Office, 172, Res., 98.	
	*W. D. Kelly, 220 Lowry Bldg., Office, Cedar 1600, Res., Cedar 0300		Groton	J. E. Dunn, Office, 0232, Res., 0233.	
St. Paul, Minn.	John V. Kelly, Degree of Honor Bldg., Office, Cedar 4969, Res., Emerson 4422		Graceville	C. J. Oliver, Office, 18, Res., 128.	
	Paul Kelly, Degree of Honor Bldg., Office, Cedar 4969, Res., Emerson 2215		Wheaton	C. F. Ewing, Office, 20, Res., 20-J.	
	*E. F. Murphy, Oculist, 1144 Lowry Bldg., Office, Cedar 5633, Res., Dale 0824		Wahpeton	Andrew Thompson, Office, 128, Res., 210.	
	W. E. Roehford, Office, Main 7028, Res., Kenwood 0147.		Fargo	E. M. Watson, Office, 926-W, Res., 926-R.	
	*Otto Yoerg, Office, Main 7028, Res., Colfax 1606		Peever	A. W. Pearson, Office, 11-2, Res., 11-4.	
Minneapolis	*F. A. Erb, Asst. Office, Geneva 5066, Res., Kenwood 1333		Sisseton	C. M. Peterson, Office, 146, Res., 256.	
	*W. E. Patterson, Oculist, Office, Main 5507, Res. Colfax 7831.		Britton, S. D.	John Sutherland, Office, 138, Res., No Phone.	
Farmington	J. A. Sanford, Office, 128A, Res., 128A.		Cogswell, N. D.	P. G. Hubbard, Office, 50, Res., 50.	
Cologne	John Knots, Office, 16, Res., 16.			R. G. Mayer, Office, 4434, Res., 4143.	
Norwood	E. J. Ecklund, Office, 8, Res., 8.		Aberdeen, S. D.	E. A. Pittinger, Office, 2411, Res., 2435.	
Glencoe	*W. R. Schmidt, Office, 24, Res., 175			*Owen King, Office, 2841, Res., 2808.	
Stewart	W. W. Khims, Office, 30, Res., 42.			*J. D. Alway, Oculist, Office, 2525, Res., 2131.	
Bird Island	R. C. Adams, Office, 17, Res., 44.			*Robert C. Murdy, Oculist, Office, 2310, Res., 3939.	
Olivia	G. H. Mesker, Office, 8, Res., 208.			*W. R. Ball, Office, 2094, Res., 2073.	
Renville	A. Maxwell Fawcett, Office, 99, Res., 96.			E. W. Jones, Assistant, Office, 2263, Res., 2263	
Sacred Heart	J. Dordal, Office, 27, Res., 55.		Mitchell, S. D.	W. A. Delaney, Assistant, Office, 2067, Res., 2113	
Granite Falls	A. G. Sanderson, Office, 46, Res., 214.			*O. J. Maybee, Oculist, Office, 2537, Res., 2862.	
	M. S. Nelson, Office, 150-2, Res., 150-3			*R. A. Kelly, Oculist, Office, 2002, Res., 2441-R.	
Montevideo	*Ludwig Lima, Oculist and Surgeon, Office, 301, Res., 204.		Woonsocket, S. D.	Joseph Tschetter, Office, 122-2, Res., 122-3.	
	*L. N. Bergh, Oculist and Surgeon, Office, 302, Res., 270.		Tulare, S. D.	C. A. Seaman, Office, 1403, Res., 1404.	
			Redfield, S. D.	F. M. Crain, Office, 241-W, Res., 241-J.	
			Ashton, S. D.	F. H. Cooley, Office, 241-W, Res., 241-R.	
			Hague, N. D.	L. R. Elward, Office, 18-2, Res., 18-3.	
			Linton, N. D.	Felix F. Vonnegut, Office and Res., F. O. 305.	
			Ipawich, S. D.	*W. C. Wolverton, Office, 76, Res., 76.	
			Bowdle	Robert Hill, Office, 31-2, Res., 31-3.	
			Selby	C. F. Hogeboom, Office, 33-R, Res., 334.	
			Mobridge, S. D.	W. A. George, Office 54-W, Res., 54-J.	
				*G. H. Twining, Office, 67-3, Res., 235.	
			Edgeley, N. D.	G. A. Sarchet, Office, 539, Res., 445.	
			Ellendale, N. D.	L. B. Greene, Office, 31, Res., 98.	
			Frederick, S. D.	Roy Lynde, Office, 199, Res., 199.	
			Faulton, S. D.	S. M. Moske, Office 36, Res., 36.	
				I. H. Schmidt, Office 104, Res., 71.	

*Indicates surgeons equipped to conduct physical examinations of employes for entrance to service, promotion or re-examination.

GENERAL INSTRUCTIONS

SYMBOLS

- *—Standard Clock.
- W—Water.
- C—Coal.
- O—Oil.
- R—Register.
- T—Turntable.
- Y—Wye.
- P—Dispatchers Telephone.
- I—Interlocked.
- K—Connection with foreign road.
- B—Bulletin Boards.
- J—Junction.
- Z—Track Scales.
- II—Refreshments.
- D—Drenching Tower.

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each sub-division, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage-men, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read: Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows: If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L, the time and duration of public highway crossing whistle signals will be as follows: On fast moving trains the sounding of crossing whistle must commence at the whistle post and be prolonged sufficiently to end the last blast just before reaching the crossing. On slower moving trains the sounding of crossing whistle must commence at the whistle post and where physical or weather conditions are such as to obscure the view at any crossing, the signal should be repeated so as to end the last blast just before reaching the crossing. Additional whistle signals should be sounded whenever or wherever it may, in enginemen's judgment, avert an accident. It is important that enginemen carefully observe conditions at every crossing and be on the alert to properly warn the public, extreme care being necessary in double or multiple track territory when approaching a crossing where another train is also approaching the same crossing or is just about to clear the same crossing. In addition to the above, attention is directed to the necessity of ringing the locomotive bell, starting at the whistle post and continuing until the engine has passed the highway crossing. Every possible precaution must be taken, when approaching highway crossings, to prevent accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz.:—between Farmington and Cologne, Hutchinson and Glencoe, Ortonville and Fargo, Milbank and Sisseton, Andover and Cogswell, Aberdeen and Mitchell, Aberdeen and Edgeley, Roscoe and Linton, Roscoe and Orient. Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: "No. left. at. M and has not passed." The train receiving this clearance card must move with caution prepared to stop short of any obstructions until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the fireman must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order en route and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is

on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

- (a) On engine footboards between engine and car when cars are being pushed.
- (b) On leading footboard while coupling engine to cars.
- (c) On engine pilots.
- (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- (e) On ends of cars containing loads which may shift.
- (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- (g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines en route. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

HOT JOURNAL.....	{	BY DAY—Nose held with one hand with other hand pointed toward passing train.
		BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING.....	{	BY DAY—Hands shoved in sliding motion out from body.
		BY NIGHT—Lamp raised and held stationary.
BROKEN WHEELS.....		
DEFECTIVE TRUCK.....		
DRAGGING BRAKE CONNECTION.....		
LADING SHIFTED OVER SIDE OR END OF CAR.....		Stop Signal.
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS.....		

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading: "No. left. M and has not passed. You may proceed to with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

- INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.
- NAME: Approach Signal.
- In this connection the following special rule defining speeds is adopted:
 - Normal Speed—The maximum speed authorized by time table in territory involved.
 - Medium Speed—One half the authorized maximum speed.
 - Slow Speed—One fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

GENERAL INSTRUCTIONS—Continued

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed engine-men should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A Signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication is plainly seen it will govern and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and Enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication.

In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown. Rule D-86 is eliminated.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department, and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

That part of rules 975 and 1032 of the Rules and Regulations of the Operating Department reading: Trains, other than passenger trains, will not pass a station unless the engineman has received a "Proceed" signal from the rear end, is hereby cancelled.

Rule 975 will now read: When approaching and passing through stations or yards, freight conductors and brakemen must station themselves where they can observe and transmit signals. When approaching stations, railroad crossings at grade, draw bridges, fuel and water stations, track covered by slow orders or on long descending grades and at other places where safety requires extra precaution, trainmen must be in position to assist in stopping trains should emergency require. Enginemen and firemen must keep watch for signals from trainmen.

Rule 1032 will now read: Enginemen and firemen must keep watch for signals from trainmen. When approaching stations, railroad crossings at grade, draw bridges, fuel and water stations, track covered by slow orders, or on long descending grades and at other places where safety requires extra precaution, trainmen must be in position to assist in stopping trains should emergency require.

Employes must not handle or board cars or engines that bear "Bad Order" cards without first ascertaining the nature of the defect that they may guard against injury.

SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. Turn-outs laid with long frogs are located as follows: West end of double track Tower E-14, west cross over Glencoe, east end double track Hector, west end double track Bird Island, east end double track Minnesota Falls, west end double track Tower E-122, east end double track Wegdahl, west end double track Appleton, east end double track Milbank, west end double track Summit and east end double track Bath.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

Green flag by day and green light by night displayed on the enginemen's side of the track indicates the track one mile distant is safe for speed of not more than ten miles per hour, unless otherwise directed by train order.

Trains handling steam derricks will not exceed the following speed limitations on the Hastings and Dakota Division. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	MILES PER HOUR	
	On Tangent	On Curves
Between So. Minneapolis and St. Louis Park.....	30	20
Between St. Louis Park and Moberge.....	30	25
Between Aberdeen and Mitchell.....	25	20

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan Spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	MILES PER HOUR	
	On Tangent	On Curves
Between So. Minneapolis and Moberge.....	25	20
Between Aberdeen and Mitchell.....	20	15
Between other points.....	15	10

The maximum speed of passenger trains must not exceed fifty miles per hour at any point when an engine from freight service or when any single truck locomotive is used; nor when double-heading with one freight and one passenger engine. This speed restriction applies only where conditions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

SPECIAL INSTRUCTIONS

SPEED RESTRICTIONS

Speed of eight (8) miles per hour must not be exceeded through Puzzle Switches between 6th and 8th Ave. Mpls. Pass. Station. Do not exceed ten (10) miles per hour and sound engine bell approaching and passing employe's crossing about middle of 8th street coach yard Minneapolis.

Trains will reduce speed to 15 miles per hour over Junction Switch, 8 miles per hour over Cedar Ave. and 10 miles per hour over Hiawatha Ave. So. Minneapolis.

Through the track depression between Humboldt and Cedar Avenues Passenger Trains will not exceed a speed of 35 miles per hour, Transfers and Freight Trains 25 miles per hour.

Trains will reduce speed to 25 miles per hour while passing over Pleasant Avenue and Grant Street crossings at St. Louis Park. All trains reduce speed to 15 miles per hour and look out for tractors and heavy machinery crossing tracks over two crossings at Thresher Works, Hopkins, between 7:00 A. M. and 7:00 P. M.

All trains must reduce speed to 15 miles per hour passing over main street at Hector, Bird Island and Olivia. On the westward track passenger trains will reduce speed to 40 miles per hour and exercise good judgment on the 4 degree curve about one mile east of Granite Falls, 6 degree curve through Granite Falls Yard, and 4 degree curve at the west end of the yard at Granite Falls.

All trains must reduce speed to twenty-five (25) miles per hour passing through Webster. Passenger trains reduce speed to forty (40) miles and freight trains to thirty (30) miles per hour on curve four and one-half (4½) miles west of Bristol to station board east of Andover on westward track.

All trains and engines passing Main and Kline street crossings at Aberdeen must not exceed six (6) miles per hour. Trains other than Nos. 15 and 16 will reduce speed to 20 miles per hour on approaching the highway crossing just east of depot at Roscoe and will be very particular to sound the highway crossing whistle and bell signal in accordance with the rules.

Trains Nos. 15 and 16 will reduce speed to forty (40) miles per hour passing Bowdle and Selby to pick up and put off U. S. Mail. Trains moving between Java and Java Junction must not exceed twelve (12) miles per hour.

Passenger trains will not exceed 6 miles per hour passing Moberge passenger station.

All trains and engines must not pass over Third and Sixth Avenue street crossings, Aberdeen, over six miles per hour.

No. 103 will slow up to 6 miles and all other trains to 10 miles per hour passing over street crossings at Woonsocket. Reduce speed to 15 miles per hour over bridge O-126 just west of Carver.

MISCELLANEOUS INSTRUCTIONS

Trains and engines must use not less than eight minutes running time between Minneapolis passenger station and South Minneapolis.

Trains approaching crossover east of 24th St., Minneapolis, in either direction must get hand signal from Switchtender before proceeding.

Any car loaded above 90,000 lbs., independent of the weight of the car itself, will not be handled in trains over any part of the Hutchinson line.

Seventy (70) ton hopper cars (battleships) in series C. M. St. P. & P. 370000 to 370551 and C. T. H. & S. E. 370552 to 370999 of 140,000 pound capacity when containing normal load of coal will weigh between 210,000 and 215,000 pounds and must not be moved over Fargo, Sisseton, Cogswell, Edgeley, Orient and Linton branch lines.

Engineman will not sound the whistle in Minneapolis yard limits, except when necessary to avoid accidents.

Steam derrick may be used only on H. & D. Division Main Line, Farmington Line and Mitchell Line. Hand derrick to be used on all branch lines.

On descending grades of one per cent or more, a distance of more than two miles, or where a stop should be made at or near the foot of the grade, retaining valves will be placed in proper position for service, commencing at the head of the train. Conductor is to confer with the engineman to determine as to the number of retaining valves to be turned up or placed in position, and after the retaining valves have been so placed they must positively know that the cars in air service are fully charged before the movement on the descending grades begins. Trainmen will be required to be out and in position on the train to observe and detect indications of excessive heating of wheels and to apply hand brakes in case of failure of the power brakes. In instances where there are indications of wheels heating, the retainers on such cars must be released at once, or as soon as heating is discovered. In the event that all of the retaining valves are used, and wheels show signs of heating, train must be brought to a full stop and remain standing a sufficient length of time for the wheels to cool. All westward trains with forty cars or more, must positively know that the air brake is working through all air brake cars, before going down Granite Falls hill, between Minnesota Falls and Tower E-122, and Andover hill, between Bristol and Andover, and trainmen will confer with engineman before descending grades as to how many retainers are to be operated down these hills.

Maximum speed restrictions contained in this time table apply under normal conditions. Enginemen must control speed of trains on sharp curves or wherever necessary due to weather or other conditions. Trains must be watched carefully and speed reduced when necessary on account of cars in train which are not riding properly due to improper loads, side bearing clearance or other causes.

The indication on all dwarf signals at interlocking plants has been changed to RED for STOP. The use of purple light for STOP indication is discontinued.

INSTRUCTIONS COVERING SINGLE TRACK AUTOMATIC SIGNALS, SPRING SWITCHES, AND TELEPHONES

The following rules in conjunction with the rules in Book of Rules and Regulations will govern the movement of trains in single track automatic block territory as follows:

From Tower E-14 to Glencoe, Ortonville to Milbank, Summit to Bristol, Groton to Bath.

When a train is stopped by a "Stop and Stay" Signal it may proceed only upon authority from the Train Dispatcher and at slow speed expecting to find a broken rail, obstruction, or switch not properly set. In case of failure of means of communication, train may proceed when preceded by a flagman to the next signal displaying a proceed indication. Telephones for communication with the Train Dispatcher are provided at "Stop and Stay" Signals. There is located in each "Stop and Stay" signal box a telephone switch to the left of the black push button, the handle will normally be to the right. In case you cannot get in communication with Dispatcher reverse the switch as the wire may be patched. Before leaving, place the switch in normal position.

When a train is stopped by a "Stop and Stay" Signal and authority to proceed is requested, the Train Dispatcher will, after making sure there is no opposing train or engine movement, orally authorize train to proceed in the following form: "You may proceed at Slow Speed." Should the Train Dispatcher not be able to assure himself that there is no opposing train or engine movement, authority for the train to proceed will be given in the following form: "You may proceed under the protection of flag to first signal that indicates proceed." These oral instructions must be repeated by the Conductor or Engineman to insure correct understanding and entry made by the Train Dispatcher in his train order book.

When a train is stopped by a "Stop and Proceed" Signal it may proceed when the signal is cleared or if not immediately cleared (except when train is proceeding under flag from last "Stop and Stay" Signal), it may proceed at slow speed, expecting to find a broken rail, obstruction, or switch not properly set.

Certain "Stop and Proceed" Signals on ascending grades have been designated grade signals and are distinguished by the letter "G" on square yellow sign located on the right hand side of the signal immediately above the number plate. Trains may pass such signals when displaying the Stop indication (except when train is proceeding under flag from last "Stop and Stay" Signal as provided in Rule 1), at a speed not to exceed ten (10) miles per hour and proceed expecting to find a train in the block, broken rail, obstruction or switch not properly set.

A train moving in the opposite direction to that authorized by the governing signal or reversing its direction without proper authority, must be preceded by a flagman sent far enough in advance of the movement to insure absolute protection.

Trains on either Eastward or Westward track approaching the end of double track must not foul or enter upon the single track unless governing signal located at clearance point of end of double track is at Proceed or proper authority is obtained from the Train Dispatcher. Trains moving against the current of traffic, in addition to observing governing signal at clearance point, must approach the end of double track under complete control and must not enter upon the single track without proper authority.

Trains entering upon single track from any of the side tracks or crossovers, in addition to observing other rules and special instructions, will wait two (2) minutes after opening the switch before fouling clearance of single track.

A "Stop and Stay" Signal is distinguished from a "Stop and Proceed" Signal by a marker light with red for night indication, located seven feet below the arm and also by the absence of a number plate.

Failure of the signals must be promptly reported to the Train Dispatcher at the first open telegraph office where regular stop is made.

SPECIAL INSTRUCTIONS—Continued

INSTRUCTIONS COVERING SINGLE TRACK AUTOMATIC SIGNALS, SPRING SWITCHES, AND TELEPHONES—Continued.

Spring switches are in service at ends of double track and are normally set as follows:

- Milbank... For Westward track.
Summit... For Eastward track.
Bath... For Westward track.

Trains trailing through these switches from the double track to the single track will make no movements in reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand.

- Milbank... Signal 188-5 approximately 380 feet East of Switch.
Summit... Signal 213-0 approximately 370 feet West of Switch.
Bath... Signal 277-5 approximately 50 feet East of Switch.

Trains finding these signals at stop, in addition to observing other rules, will examine switches to know points are fully closed before passing over same.

TELEGRAPHERS SUNDAY AND HOLIDAY OFFICE HOURS.

Table with columns for STATIONS, SUNDAYS ONLY, and HOLIDAYS. Lists telegrapher office hours for various stations including St. Louis Park, Hopkins, Tower E-14, Cologne, Tower E-39, Norwood, Plato, Glencoe, Sumter, Brownston, Stewart, Buffalo Lake, Hector, Bird Island, Olivia, Danube, Renville, Sacred Heart, Minnesota Falls, Granite Falls, Tower E-122, Wedgal, Montevideo, Watson, Milan, Appleton, Correll, Odessa, Ortonville, Big Stone, Milbank, Twin Brooks, Marvin, Summit, Ortle, Waubay, Webster, Holmquist, Bristol, Andover, Groton, Bath, Aberdeen Yard, Mina, Ipswich, Roscoe, Bowdle, Java Junction, Java, Selby, Glenham, Loomis, Letcher, Cuthbert, Woonsocket, Alpena, Virgil, Wolsley, Bonilla, Tulare, Redfield, Ashton, Mellette, Warner, Lakeville, Prior Lake, Shakopee, Chaaka, Biscay, Hutchinson, Clinton, Graceville, Dumont, Wheaton, White Rock, Fairmount, G. N. Tower, Wahpeton, Wahpeton, Abercrombie, Christine, Hickson, Wild Rice, Fargo, Corona, Wilmot, Peever, Sisseton, Pierpont, Langford, Britton, Newark, Brampton, Cogswell, Westport, Barnard, Frederick, Ellendale, Monango, Edgeley, Hosmer, Hillsview, Eureka, Greenway, Zealand, Hague, Strasburg, Linton, Loyalton, Faulkton, Orient.

Holidays are: New Year's Day, Washington's Birthday, Memorial Day, Independence Day, Labor Day, Thanksgiving Day and Christmas, except when these days fall on Sunday, the Monday following will be considered the holiday.

WATCH INSPECTORS.

Table listing watch inspectors for various stations: Minneapolis, Minn.; Glencoe, Minn.; Montevideo, Minn.; Ortonville, Minn.; Wheaton, Minn.; Milbank, S. D.; Britton, S. D.; Andover, S. D.; Roscoe, S. D.; Linton, N. D.; Aberdeen, S. D.; Mitchell, S. D.; Mobridge, S. D.; C. B. Summers, Agent; W. H. Swan, Agent; Peter De Boer; Chas. A. Sauer; A. G. Gullander; G. F. Schwartz.

TONNAGE RATING. East of Montevideo.

Table showing tonnage ratings for stations East of Montevideo. Columns: Stations, Class L-2 (1, 2, 3, 4), Class K-1 (1, 2, 3, 4). Rows: Montevideo to Cologne, Cologne to Minneapolis, Cologne to Farmington.

With helper engine Tower E122 to Minnesota Falls.

Table showing tonnage ratings for stations West of Montevideo. Columns: Stations, Class L-2 (1, 2, 3, 4), Class K-1 (1, 2, 3, 4). Rows: Minneapolis to Bird Island, Bird Island to Montevideo, Farmington to Cologne.

West of Montevideo.

Table showing tonnage ratings for stations West of Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class K-1 (1, 2, 3, 4). Rows: Aberdeen to Bristol, Bristol to Summit, Summit to Montevideo.

Aberdeen to Summit 5000 tons with helper engine, Groton to Bristol and Waubay to Summit.

Table showing tonnage ratings for stations West of Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class K-1 (1, 2, 3, 4). Rows: Montevideo to Ortonville, Ortonville to Milbank, Milbank to Summit, Summit to Aberdeen.

West of Aberdeen.

Table showing tonnage ratings for stations Between Mitchell and Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class F-5 (1, 2, 3, 4). Rows: Mobridge to Roscoe, Mobridge to Roscoe with helper engine, Roscoe to Aberdeen.

Table showing tonnage ratings for stations Between Mitchell and Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class F-5 (1, 2, 3, 4). Rows: Aberdeen to Ipswich, Ipswich to Bowdle, Bowdle to Java Jet, Java Jet to Mobridge.

Between Mitchell and Aberdeen.

Table showing tonnage ratings for stations Between Mitchell and Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class F-5 (1, 2, 3, 4). Rows: Aberdeen to Redfield, Redfield to Tulare, Tulare to Mitchell.

Table showing tonnage ratings for stations Between Mitchell and Aberdeen. Columns: Stations, Class L-2 (1, 2, 3, 4), Class F-5 (1, 2, 3, 4). Rows: Mitchell to Ashton, Ashton to Aberdeen.

Helper Districts (Montevideo to Minnesota Falls, Milbank to Summit), Helper Districts (Groton to Bristol, Waubay to Summit), Helper Districts (Ortonville to Fairmont in both directions, Mobridge to Alamo).

- Weather Rating: 1. 25 degrees above zero or over. 2. 5 to 25 degrees above zero—very frosty or wet. 3. 5 degrees above to 10 degrees below zero. 4. 10 degrees below zero or colder.

These ratings may be increased or decreased by order of Chief Dispatcher.

Trains of 50 cars (or less) use 100% of above rating. Trains of 51 to 60 cars use 90% of above rating. Trains of 61 to 70 cars or more use 80% of above rating. When the temperature is 5° to 25° above zero, or when rail is very frosty, reduce the tonnage 10 per cent. When temperature is 5° above to 10° below, reduce tonnage 20 per cent. When temperature is 10° below or colder, reduce 30 per cent. When there are 10 to 20 empty or lightly loaded cars in train, reduce maximum tonnage 5 tons for each light car, and when there are 20 or more such cars reduce maximum tonnage 6 tons for each.

YARD LIMIT BOARDS.

Table listing yard limit boards for various stations: St. Louis Park, Cologne, Glencoe, Brownston, Bird Island, Renville, Minnesota Falls, West of Montevideo, Montevideo, Appleton, Ortonville, Milbank, Twin Brooks, Summit, Bristol, Andover, Groton, Aberdeen, Craven, Ipswich, Roscoe, Bowdle, Alamo, Selby, Java Jet, Mobridge, Ashton, Bonilla, Woonsocket, Mitchell, Farmington, Edgeley, Linton.

INSTRUCTIONS COVERING MOVEMENTS OVER RAILROAD CROSSINGS GOVERNED BY AUTOMATIC HOME SIGNALS OR SWINGING TYPE CROSSING GATES.

Train movements over the Great Northern Railroad Crossing 1000 feet west of Depot at **Appleton** will be governed as follows: C. M. St. P. & P. trains moving over the crossing will be governed by upper quadrant home and dwarf signals located on the right hand side of the track as follows:

Eastward home signal 385 feet west of the crossing.

Westward home signal 550 feet east of the crossing.

Westward signal governing westward movements on eastward track 290 feet east of crossing.

Dwarf signal governing movements from storage track to westward main track 570 feet east of the crossing.

These crossing signals stand normally at stop and are arranged to clear up automatically on the approach of a train, provided the route is clear and switches are properly set. (See diagram for location and aspects of signals.)

The home signals governing eastward and westward main line movements are equipped with two arms and smash boards; the low signal governing westward movements on eastward main track is equipped with one arm and smash board; dwarf signal governing movement out of storage track is not equipped with smash board. The indications of these signals are in accordance with Rules 602-A and 602-G.

Fixed distant signals with indications in accordance with Rule 603-J are located at distances of approximately fifty-three hundred (5300) feet west and forty-four hundred (4400) feet east of the crossing.

The switches will be thrown by hand. Pipe connected derrails operated from the main line switchstands are in service on the west end of the house track and on the west end of the storage track. The electric dwarf signal governing movements out of the storage track will not clear until switch is thrown and derailed is clear of the rail.

All trains will approach the home signals at above crossing under control and, if proceed indication is obtained, steam trains may pass over crossing at a speed not to exceed twenty (20) miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in a box marked "C. M. St. P. & P. Release," locked with a standard switch lock. Instructions for operating the release or for clearing the smash boards by hand in case of emergency are posted inside the release box.

In case the operation of the time release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals and smash boards on conflicting road are at "STOP" and no immediate train movement is evident on such line and that the smash boards on the C. M. St. P. & P. signals are clear, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

The signals governing C. M. St. P. & P. trains are controlled by the operator located in depot. In case of failure of the signals east of the crossing trainmen will get in touch with the operator in the depot before going to the crossing to operate the time release. Failures of the signals or smash boards must be promptly reported to the operator at Appleton.

Train movements over Chicago and North Western Railroad Company crossing at **Groton** will be governed by standard two arm upper quadrant home signals working in conjunction with the gates provided to govern eastward and westward trains moving with the normal current of traffic on the C. M. St. P. & P. Railroad. These signals are located on the right hand side of the track approximately five hundred and fifty (550) feet from the crossing and the indications of same are in accordance with Rules 602-A and 602-G.

Eastward and westward automatic distant signals, Numbers 268-0 and 265-9 will operate in two positions in accordance with Rules 501-AA and 501-B.

The normal position of crossing gates will be against the trains on the C. & N. W. Railway track and the gates are to be so set, except when a train or engine on the C. & N. W. Railway track is using or intending to use the crossing.

The lighting arrangement of gates will consist of a red light on top of gate post and a red light on gate arm for a "STOP" and a green light for a "PROCEED" indication at restricted speed.

To line the gates for trains of any one line, they must be swung their full movement over and at right angles to the track of the conflicting line. Gates must be kept locked when in their normal position.

Eastward and westward trains on the C. M. St. P. & P. Railroad moving with the current of traffic will reduce speed when passing the distant signals and will approach the home signals under control prepared to stop before reaching the crossing in the event it is occupied by a train on the C. & N. W. track or gates are set against the C. M. St. P. & P. Railroad, but may proceed over the crossing, after sounding proper grade crossing whistle signal, at a speed not exceeding twenty (20) miles per hour, provided track is clear, crossing is unobstructed, gates are properly set against C. & N. W. Railway and home signal indicates "PROCEED."

Trains on the C. M. St. P. & P. Railroad moving against the current of traffic will be governed by standard Color Light Dwarf Signals working in conjunction with the gates (going against the current of traffic) approximately 550 feet from the crossing. The Day and Night indications are as follows, a green light indicates proceed, a red light stop.

If a train on the C. M. St. P. & P. Railroad is stopped at one of the Home or Dwarf Signals and no conflicting movement is evident, a trainman shall proceed to the crossing and after having made certain that the gates are properly set against the C. & N. W. Railway and no immediate train movement is evident on such road, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

All train movements over the crossings of the C. M. St. P. & P.-C. & N. W.-G. N. Railroads located four thousand (4,000) feet east of the C. M. St. P. & P. passenger station at **Aberdeen** in the normal direction of traffic are governed by standard upper quadrant home signals located approximately four hundred and fifty (450) feet from crossings, and against the current of traffic by dwarf signals two hundred and fifty (250) feet from crossings; located on the right hand side of track.

The indications of these crossing signals are in accordance with Rules 602-A and 602-G.

A new Standard three position automatic block signal No. 285-4 governing on eastward track and located approximately five hundred and fifty (550) feet east of the crossings will also be placed in service.

The crossing signals stand normally at stop and are arranged to clear up automatically on the approach of a train, provided the route is clear. (See diagram for location of signals and lengths of clearing sections.)

All switches in the vicinity of the crossings will be thrown by hand in the ordinary way and switch indicators must be observed as heretofore. The switch must be thrown before dwarf signal governing movements out of G. N. interchange track will clear.

All trains will approach the home signals at above crossing under control and, if proceed indication is obtained, steam trains may pass over the crossings at a speed not to exceed twenty (20) miles per hour.

If a train is stopped by one of the crossing signals and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release in box marked "C. M. St. P. & P. Release" located on side of building just east of the crossing and locked with standard switch lock. Instructions for operating the release are posted on the inside of the release box.

In case the operation of the hand release does not clear the signal, the trainman at crossing, upon having made certain that the crossing signals on all conflicting lines are at stop and no immediate train movement is evident on such tracks, may signal the train to proceed over the crossings. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the crossing signals must be promptly reported to the Dispatcher at Aberdeen or at the first open telegraph office where regular stop is made.

Train movements over M. & St. L. crossover and connection just west of **Aberdeen Yard** Office are governed by automatic color light dwarf signals with indications in accordance with Rules 602-A and 602-G. The Westward signal is located one hundred and thirty-five (135) feet and the Eastward signal is located seven hundred and forty (740) feet west of the Yard Office.

If a train is stopped at one of the signals and no conflicting train movement is evident, trainmen shall proceed to the switches and, after having made certain that they are properly set and that movement may be made with safety, may signal to proceed. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Train movements over the Northern Pacific Railway Company, one mile east of **Fargo** will be governed by standard interlocking signals located on the right hand side of the track and approximately five hundred fifty (550) feet from the crossing. The indications of these home signals are in accordance with rules 602-A and 602-G.

All trains will approach the home signals at above crossing under control and, if proceed indication is obtained, steam trains may pass over crossing at speed not exceeding twenty (20) miles per hour.

If a train is stopped by a home signal and no train on the opposing line is approaching the crossing, trainman shall go to the crossing, unlock and operate the hand release located in the iron box which is locked with standard switch locks and marked "RELEASE." Instructions for operating hand release are posted inside of box.

If after operating the hand release, the proper signal does not clear, the trainman may flag his train over the crossing, being sure that the signals on the opposing line are in the stop position and no immediate conflicting train movement is evident.

Train movements over the Great Northern Ry. crossing three and eight-tenths (3.8) miles West of **Wahpeton**, on both lines will be governed by standard upper quadrant signal indications of the governing home signal located on the right hand side of the track and approximately five hundred (500) feet from the crossing.

All trains will approach the home signals at above crossing under control and, if proceed indication is obtained, steam trains may pass over crossing, passenger trains at a speed not to exceed twenty-five (25) miles per hour and freight trains at a speed not to exceed eighteen (18) miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, trainmen shall proceed to the crossing and operate slow hand release located in iron box marked "Release," locked with a standard switch lock.

Instructions for operating slow hand release are posted on the inside cover of the release box.

If the operation of the slow hand release does not clear the home signal, the trainman at crossing, upon having made certain that home signals on conflicting lines are at "Stop" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

At **Farmington** swing type crossing gates and caution signals are in service. The crossing gates will be normally set against trains on the H. & D. Division track and trains on the I. & M. Division will be permitted to pass over the crossing without stopping, providing the gates are properly lined up, track is clear and crossing not obstructed.

Trains on H. & D. Division track will stop and line the gates before crossing, and after movement has been completed will immediately line same back to normal position.

Standard switch target lamps will be maintained on the gates for night indication; two white lights indicating that gates are properly lined for movement over crossing and red light indicating that gate is across track and train must stop.

Standard fixed caution signals as shown in Rule 603-J are provided at each side of the crossing. The signals on the H. & D. Division track are located 2,500 feet from the crossing. Eastward signal on I. & M. Division 3,760 feet west of crossing and Westward signal on I. & M. Division 4,140 feet east of crossing.

Enginemen will reduce speed in accordance with time table restrictions affecting the movements through Farmington and will approach crossing under control prepared to stop in case the gates are not properly set. In all cases trains on the H. & D. Division track must make full crossing stop regardless of position of gates.

Train movements over the C. St. P. M. & O. Railway crossing at **Shakopee** will be governed by electrically locked, swinging type crossing gates. Semaphore type dwarf signals with indications in accordance with Rules 602-A and 602-G, one mechanically connected to each gate and indicating the position of that individual gate only are provided on the C. M. St. P. & P. Railroad. The lighting arrangement of the gates consists of a red light for "STOP" in the center of gate. Signs reading "Railroad Crossing Stop 400 feet" are located on the right hand side of track approaching the crossing on the C. M. St. P. & P. Railroad. Normal position of the crossing gates will be against the trains on the C. M. St. P. & P. track and the gates are to be so set, except when a train or engine on the C. M. St. P. & P. track is using or intending to use the crossing and must be restored to normal position immediately after the movement over the crossing has been completed.

Trains on the C. M. St. P. & P. track will come to a complete standstill at the crossing Stop Sign (regardless of position of gates) and will not proceed past the crossing stop sign nor swing the gates or occupy the crossing until any train approaching on the C. St. P. M. & O. Railway has either proceeded over the crossing or come to a full stop.

After the required stop has been made a trainman shall proceed to the switch lock marked Milwaukee P. B. (push button) at the gate on the far side of the crossing and locked with a standard switch lock, open same making sure that door is opened so far as possible, then observe light in top case and if same is lighted will operate Push Button "P. B.", then operate crank unlocking gate after which gate may be moved to the clear position for passage of train. Trainman will then return to the gate on the near side of crossing and operate it in the same manner as above described.

When train has passed over the crossing and outside the limits of the crossing gates, the gates must be restored to the normal position across the C. M. St. P. & P. tracks, cranks returned to normal, doors closed and locked.

If the lamp in top of case does not light when door is opened wide, trainman will first observe whether a train on the C. St. P. M. & O. Ry. is approaching from either direction and if not and the switches in C. M. St. P. & P. R. R. track are set for main line movement will proceed as above directed. If this does not release the electric locking on gates trainman will operate the hand release, located in box marked Milwaukee Release, as per instructions posted on the inside cover.

Failure of the gates or electric locking must be immediately reported to the Train Dispatcher and to the Agent and Operator at Shakopee.

Train movements over M. & St. L. Crossing, 1 mile East of **Aberdeen** on Aberdeen-Mitchell Subdivision, will be governed by crossing gate and lighting arrangement attached thereto consisting of Red light for "stop" and Green light for "Proceed with caution" indications. Normal position of gate will be against M. & St. L. trains. To clear gate for trains of either line, it must be swung to its full movement over and at right angles to the track of the conflicting line. C. M. St. P. & P. trains will approach crossing at a speed of not to exceed 10 miles per hour and be prepared to stop before reaching crossing in event it is occupied by M. & St. L. train or gate is set against C. M. St. P. & P. Railroad. Speed of 10 miles per hour must not be exceeded for a distance of not less than 500 feet before reaching crossing.

Train movements over C. & N. W. Crossings located 0.4 mile West of **Wolsey**, 0.2 mile East of **Redfield**, 2.2 miles east of **Redfield**, and 3.0 miles East of **Aberdeen** on Aberdeen-Mitchell Subdivision, on both Railroads will be governed by standard two arm upper quadrant semaphore home signals. Indications of these home signals are in accordance with Rules 602-A and 602-G.

Fixed distant signals with indications in accordance with Rule 603-J are located approximately 2,600 feet from the home signals.

All trains will approach the home signals at above crossing under control and, if proceed indication is obtained, steam trains may pass over crossings at speed not exceeding 20 miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in box marked "Release," locked with switch lock. Instructions for operating the release are posted on inside of box. If operation of hand release does not clear home signal, the trainman at crossing, upon having made certain that the home signals on the conflicting road are at "stop" and no immediate train movement is evident on such road, may signal the train to proceed over crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Train movement over the M. & St. L. Crossing at **Mellette** will be governed by swinging type gate.

The normal position of this gate will be against the trains on the M. & St. L. track and the gate is to be so set except when a train or engine on the M. & St. L. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed.

The lighting arrangement of gate will consist of a red light on top of gate post and a red light on gate arm for a "STOP" and a green light for a "PROCEED" indication at restricted speed. Proceed indication will be given for trains on the C. M. St. P. & P. Railroad only.

Trains on the C. M. St. P. & P. Railroad will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train on the M. & St. L. track or the gate is set against the C. M. St. P. & P. Railroad, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at a speed not exceeding 10 miles per hour, provided track is clear, crossing is unobstructed and gate is properly set against the M. & St. L. Railway.

To line the gate for trains of any one line, it must be swung its full movement over and at right angles to the track of the conflicting line.

