

# CHICAGO, MILWAUKEE, ST. PAUL AND PACIFIC RAILROAD CO.

## WISCONSIN DIVISION AND MINNESOTA-DAKOTA DIVISION

# JOINT TIME TABLE No. 7

Taking effect at

12:01 A.M. Mountain Standard Time

1:01 A.M. Central Standard Time

## Sunday, April 30, 1978

For the government and information  
of employees only

**N. H. McKEGNEY**  
Division Manager  
Wisconsin Division

**B. J. McCANNA**  
Division Manager  
Minnesota-Dakota Division

**Q. W. TORPIN**

Asst. Vice President - Transportation

**W. F. PLATTENBERGER**

Asst. Vice President - General Manager

**TABLE OF TRAIN SPEEDS**

| Seconds<br>per<br>Mile | Miles<br>per<br>Hour | Seconds<br>per<br>Mile | Miles<br>per<br>Hour |
|------------------------|----------------------|------------------------|----------------------|
| 51                     | 70.6                 | 66                     | 54.5                 |
| 52                     | 69.2                 | 67                     | 53.7                 |
| 53                     | 67.9                 | 68                     | 52.9                 |
| 54                     | 66.7                 | 69                     | 52.2                 |
| 55                     | 65.5                 | 70                     | 51.4                 |
| 56                     | 64.3                 | 75                     | 48                   |
| 57                     | 63.2                 | 80                     | 45                   |
| 58                     | 62.1                 | 85                     | 42.4                 |
| 59                     | 61                   | 90                     | 40                   |
| 60                     | 60                   | 100                    | 36                   |
| 61                     | 59                   | 120                    | 30                   |
| 62                     | 58.1                 | 144                    | 25                   |
| 63                     | 57.1                 | 180                    | 20                   |
| 64                     | 56.3                 | 240                    | 15                   |
| 65                     | 55.4                 | 360                    | 10                   |

### MAINTENANCE OF WAY

#### CONDITIONAL STOP

#### (FORM Y TRAIN ORDER)

WHEN A TRAIN OR ENGINE FINDS A RED FLAG DISPLAYED TO THE RIGHT OF THE TRACK AS VIEWED FROM AN APPROACHING TRAIN WITHIN THE LIMITS OF A FORM Y TRAIN ORDER, STOP MUST BE MADE BEFORE ANY PART OF TRAIN OR ENGINE PASSES THE RED SIGNAL UNLESS A PROCEED SIGNAL IS GIVEN WITH A YELLOW FLAG OR VERBAL PERMISSION IS GIVEN IN THE FOLLOWING FORM:

"MILWAUKEE ROAD FOREMAN CALLING EXTRA 232 EAST ABOUT ORDER NO. \_\_\_\_\_"

WHEN ENGINEER ANSWERS, THE FOREMAN WILL STATE:  
"EXTRA 232 EAST MAY PASS RED SIGNAL AT (LOCATION) WITHOUT STOPPING."

A DIFFERENT SPEED THAN THAT SHOWN IN THE TRAIN ORDER MAY BE AUTHORIZED BY ADDING:

"PROCEED AT \_\_\_\_\_ MPH" OR "PROCEED AT NORMAL SPEED."

THESE INSTRUCTIONS MUST BE REPEATED BY THE ENGINEER.

A GREEN FLAG DISPLAYED TO THE RIGHT OF THE TRACK INDICATES THE END OF THE RESTRICTION.

## WESTWARD—WISCONSIN DIVN - FIRST SUBDIVN—EASTWARD

| FIRST CLASS                  |                              |                               |                              | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                            | Distance from Portage | SEE RULE 6-A    | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | FIRST CLASS |        |              |              |                               |                              |        |
|------------------------------|------------------------------|-------------------------------|------------------------------|---------------------------|-------------------|-----------------|-------------------------------------|-----------------------|-----------------|--|-------------|--------|--------------|--------------|-------------------------------|------------------------------|--------|
| 7<br>NRPC Passenger<br>Daily | 9<br>NRPC Passenger<br>Daily | 10<br>NRPC Passenger<br>Daily | 8<br>NRPC Passenger<br>Daily |                           |                   |                 |                                     |                       |                 |  | A<br>S      | A<br>S | P.M.<br>S    | P.M.<br>S    |                               |                              |        |
|                              |                              |                               |                              |                           |                   |                 |                                     |                       |                 |  |             |        |              |              | 10<br>NRPC Passenger<br>Daily | 8<br>NRPC Passenger<br>Daily | A<br>S |
|                              |                              |                               |                              |                           |                   | WH              | MUSKEGO YARD                        |                       | BFKOPQR<br>TWYZ | Continuous   |             |        |              |              |                               |                              |        |
|                              | P.M.<br>1:05                 | A.M.<br>12:05                 |                              |                           | 85.7              | GO              | MILWAUKEE                           | 92.5                  | BFIKOPQRWY      | Continuous   | A<br>S      | A<br>S | P.M.<br>5:30 | P.M.<br>8:35 |                               |                              |        |
|                              |                              |                               |                              |                           | 87.1              | JN              | CUT-OFF                             | 91.1                  | BJOPWY          | Continuous   |             |        |              |              |                               |                              |        |
|                              | 1:11                         | 12:11                         |                              |                           | 88.2              |                 | GRAND AVENUE                        | 90.0                  | LJPY            | None   |             |        | 5:02         | 8:14         |                               |                              |        |
|                              |                              |                               |                              | W2700                     | 90.6              |                 | WAUWATOSA                           | 87.6                  | PY              | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 95.1              |                 | ELM GROVE                           | 83.1                  | LJPY            | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 99.4              | B               | BROOKFIELD                          | 78.8                  | BJOPR           | 7:00AM to 1:30PM<br>Except Sat. & Sun.                               |             |        |              |              |                               |                              |        |
|                              | 1:28                         | 12:28                         |                              |                           | 102.2             | WC              | (Soo Line Crossing)<br>DUPLAINVILLE | 76.0                  | IOPQ            | Continuous   |             |        | 4:45         | 7:57         |                               |                              |        |
|                              |                              |                               |                              |                           | 105.6             |                 | PEWAUKEE                            | 72.6                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 110.1             |                 | HARTLAND                            | 68.1                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 117.9             | ON              | OCONOMOWOC                          | 60.3                  | OP              | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |             |        |              |              |                               |                              |        |
|                              | 1:52                         | 12:52                         |                              |                           | 123.6             |                 | IXONIA                              | 54.6                  | P               | None   |             |        | 4:23         | 7:35         |                               |                              |        |
|                              | 2:01                         | 1:01                          |                              | E6120                     | 131.2             | WR              | WATERTOWN                           | 47.0                  | BIJKOPQ<br>RTWY | Continuous   |             |        | 4:16         | 7:28         |                               |                              |        |
|                              |                              |                               |                              | W6720                     | 133.0             |                 | VOLTZ                               | 45.2                  | IPY             | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 135.5             |                 | RICHWOOD                            | 42.7                  | P               | None   |             |        | 4:11         | 7:23         |                               |                              |        |
|                              |                              |                               |                              |                           | 140.8             |                 | REESEVILLE                          | 37.4                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 146.2             |                 | ASTICO                              | 32.0                  | P               | None   |             |        |              |              |                               |                              |        |
|                              | s 2:23                       | f 1:22                        |                              |                           | 150.0             | BU              | COLUMBUS                            | 28.2                  | OP              | 6:00AM to 3:00PM<br>Except Sat. & Sun.                               | f           | s      | 3:56         | 7:08         |                               |                              |        |
|                              |                              |                               |                              |                           | 153.6             |                 | FALL RIVER                          | 24.6                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 159.4             |                 | DOYLESTOWN                          | 18.8                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              | E4140                     | 162.1             |                 | EAST RIO                            | 16.1                  | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 164.2             |                 | RIO                                 | 14.0                  | P               | None   |             |        | 3:40         | 6:52         |                               |                              |        |
|                              | 2:44                         | 1:43                          |                              |                           | 169.2             |                 | WYOCENA                             | 9.0                   | P               | None   |             |        |              |              |                               |                              |        |
|                              |                              |                               |                              |                           | 177.0             |                 | PORTAGE JCT.                        | 1.2                   | LJPY            | None   |             |        |              |              |                               |                              |        |
|                              | f 2:56<br>A P.M.             | f 1:55<br>A A.M.              |                              |                           | 178.2             | G               | PORTAGE                             | 0.0                   | BFKOPQR<br>TWYZ | Continuous   |             |        | 3:24<br>A.M. | 6:36<br>P.M. |                               |                              |        |

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 50 miles per hour.

Double track is in use between Milwaukee and Portage.

ABS is in use between Milwaukee and Portage.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between Milwaukee and Portage for movements with the current of traffic.

At Portage first class trains will register by Register Ticket.

Watertown is a register station only for trains originating or terminating.

Brookfield is a register station only for trains originating or terminating.

# WESTWARD—WISCONSIN DIVN - SECOND SUBDIVN—EASTWARD

**3**

| FIRST CLASS       |              |                   |              | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS   | Distance<br>from<br>La Crosse | SEE RULE<br>6-A | Train Order<br>Office Hours<br><br>Also See Page 8<br>For other<br>Assigned Hours | FIRST CLASS       |                  |                   |  |
|-------------------|--------------|-------------------|--------------|------------------------------------|-------------------------|-------------------------|--|-------------------------------|-----------------|---|-------------------|------------------|-------------------|--|
| 7                 |              | 9                 |              |                                    |                         |                         |  |                               |                 |   | 10                |                  | 8                 |  |
| NRPC<br>Passenger |              | NRPC<br>Passenger |              |                                    |                         |                         |  |                               |                 |   | NRPC<br>Passenger |                  | NRPC<br>Passenger |  |
| Daily             |              | Daily             |              |                                    |                         |                         |  |                               |                 |   | Daily             |                  | Daily             |  |
|                   | P.M.<br>2:56 |                   | A.M.<br>1:55 |                                    | 178.2                   | G                       | <b>PORTAGE</b><br>8.8  | 103.0                         | BFKOPQR<br>TWYZ | Continuous  | A A.M.<br>f 3:24  | A P.M.<br>f 6:36 |                   |  |
|                   |              |                   |              |                                    | 187.0                   |                         | <b>LEWISTON</b><br>8.1                                       | 94.2                          | P               | None  | 3:14              | 6:27             |                   |  |
| S                 | 3:16         | f                 | 2:14         |                                    | 195.1                   |                         | <b>WISCONSIN DELLS</b><br>8.6                                | 86.1                          | P               | None  | f 3:04            | S 6:18           |                   |  |
|                   |              |                   |              |                                    | 203.7                   |                         | <b>LYNDON</b><br>10.6  | 77.5                          | P               | None  | 2:54              | 6:07             |                   |  |
|                   | 3:37         |                   | 2:35         |                                    | 214.3                   |                         | <b>MAUSTON</b><br>6.9  | 66.9                          | P               | None  |                   |                  |                   |  |
|                   |              |                   |              | E4320<br>W3180                     | 221.2                   | BN                      | <b>NEW LISBON</b><br>6.1                                     | 60.0                          | JOPQTWY         | 7:00AM to 4:00PM<br>Except Sat. & Sun.  |                   |                  |                   |  |
|                   | 3:52         |                   | 2:50         |                                    | 227.3                   |                         | (C. & N. W. Crossing)<br><b>CAMP DOUGLAS</b><br>12.8         | 53.9                          | AP              | None  | 2:28              | 5:41             |                   |  |
| S                 | 4:07         | f                 | 3:05         | W6420                              | 240.1                   | CU                      | <b>TOMAH</b><br>3.4  | 41.1                          | OPQ             | 8:00AM to 5:00PM<br>Except Sat. & Sun.  | f 2:04            | S 5:16           |                   |  |
|                   | 4:11         |                   | 3:08         |                                    | 243.5                   |                         | (W. End of Double Track)<br><b>TUNNEL CITY</b><br>2.8        | 37.7                          | P               | None  | 1:59              | 5:11             |                   |  |
|                   | 4:14         |                   | 3:11         |                                    | 246.3                   |                         | (E. End of Double Track)<br><b>RAYMORE</b><br>3.3            | 34.9                          | P               | None  | 1:56              | 5:08             |                   |  |
|                   |              |                   |              |                                    | 249.6                   |                         | <b>CAMP McCOY</b><br>7.0                                     | 31.6                          | P               | None  |                   |                  |                   |  |
|                   | 4:25         |                   | 3:22         | E5280                              | 256.6                   | RT                      | <b>SPARTA</b><br>6.6   | 24.6                          | LJOPRTY         | 7:30AM to 4:30PM<br>Except Sat. & Sun.  | 1:45              | 4:57             |                   |  |
|                   | 4:32         |                   | 3:29         |                                    | 263.2                   |                         | <b>ROCKLAND</b><br>3.6                                       | 18.0                          | P               | None  | 1:34              | 4:46             |                   |  |
|                   |              |                   |              |                                    | 266.8                   |                         | <b>BANGOR</b><br>4.5   | 14.4                          | P               | None  |                   |                  |                   |  |
|                   |              |                   |              |                                    | 271.3                   |                         | <b>WEST SALEM</b><br>7.1                                     | 9.9                           | P               | None  |                   |                  |                   |  |
|                   | 4:50         |                   | 3:47         |                                    | 278.4                   |                         | <b>MEDARY</b><br>1.6   | 2.8                           |                 | None  | 1:15              | 4:27             |                   |  |
|                   |              |                   |              |                                    | 280.0                   | GC                      | <b>GRAND CROSSING</b><br>(C. & N. W. B. N. Crossings)<br>1.2 | 1.2                           | IOPY            | Continuous  |                   |                  |                   |  |
| A                 | 4:55         | A                 | 3:52         |                                    | 281.2                   | AD                      | <b>LA CROSSE</b><br>1.2                                      | 0.0                           | BFKOPQ<br>RTWYZ | Continuous  | 1:10<br>A.M.      | 4:22<br>P.M.     |                   |  |

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 50 miles per hour.

Double track is in use between Portage and Tunnel City and between Raymore and La Crosse.

ABS is in use between Portage and La Crosse.

CTC is in use between Raymore and Tunnel City.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between Portage and Tunnel City and between Raymore and La Crosse for movement with the current of traffic.

The normal position of the Treating Pond Switch on the East leg of the Wye at New Lisbon is for movements on the East Leg of the Wye.

At Portage first class trains will register by Register Ticket.

Sparta is a register station only for trains originating or terminating.

C&NW trains will use CMStP&P tracks Tunnel City to La Crosse.

Rule 83(B) does not apply at Tunnel City. Westward C&NW trains must obtain CMStP&P clearance at Wyeville on the C&NW.

Rule 83(B) does not apply at New Lisbon when operator not on duty.

At New Lisbon train and engine movements from Eighteenth Subdivn. to the Second Subdivn. must be authorized by the train dispatcher.

At La Crosse all trains will register by register ticket except those originating or terminating.

## WISCONSIN DIVN - ELEVENTH SUBDIVN

| WESTWARD | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS  | Distance<br>from<br>Viroqua | SEE<br>RULE<br>6-A | Train Order<br>Office Hours<br><br>Also See Page 8<br>For other<br>Assigned Hours | EASTWARD |
|----------|------------------------------------|-------------------------|-------------------------|---|-----------------------------|--------------------|---|----------|
|          |                                    | 0.0                     | RT                      | <b>SPARTA</b><br>2.5                            | 34.7                        | LJOP<br>RTY        | 7:30AM to 4:30PM<br>Except Sat. & Sun.  |          |
|          |                                    |                         |                         | (C. & N. W. Crossing)<br><b>CASHTON</b><br>16.3 | 32.2                        | AY                 | None  |          |
|          | 18.8                               |                         |                         | <b>WESTBY</b><br>8.2                            | 15.9                        |                    | None  |          |
|          | 27.0                               |                         |                         | <b>VIROQUA</b><br>7.7                           | 7.7                         |                    | None  |          |
|          |                                    | 34.7                    | Q                       |   | 0.0                         | O                  | 8:00AM to 5:00PM<br>Except Sun.   |          |

Trains must not exceed maximum speed of 15 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Sparta. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## WESTWARD—WISCONSIN DIVN - THIRD SUBDIVN—EASTWARD

| FIRST CLASS    |                |                |                | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS  | Distance from St. Paul Yard | SEE RULE 6-A    | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | FIRST CLASS    |                |  |  |
|----------------|----------------|----------------|----------------|---------------------------|-------------------|-----------------|---|-----------------------------|-----------------|--|----------------|----------------|--|--|
| 7              |                | 9              |                |                           |                   |                 |   |                             |                 |  | 8              | 10             |  |  |
| NRPC Passenger | NRPC Passenger | NRPC Passenger | NRPC Passenger |                           |                   |                 |   |                             |                 |  | NRPC Passenger | NRPC Passenger |  |  |
| Daily          | Daily          | Daily          | Daily          | Daily                     | Daily             |                 |   |                             |                 |  |                |                |  |  |
|                | P.M. 5:02      | A.M. 3:59      |                |                           | 281.2             | AD              | <b>LA CROSSE</b>  | 126.6                       | BFKPQR<br>OTWYZ | Continuous   | A P.M. 4:15    | A A.M. 1:03    |  |  |
|                |                |                |                |                           | 282.1             |                 | <b>WEST WYE SWITCH</b><br>(West End Double Track)<br>(Black River Drawbridge) | 125.7                       | PY              | None   | 4:13           | 1:01           |  |  |
|                |                |                |                |                           | 283.6             |                 | <b>BRIDGE SWITCH</b><br>(Mississippi Drawbridge)                              | 124.2                       | JP              | None   |                |                |  |  |
|                | 5:10           | 4:07           |                | E4860                     | 284.1             |                 | <b>RIVER JCT.</b><br>(East End Double Track)                                  | 123.7                       | LJPYW           | None   | 4:07           | 12:55          |  |  |
|                |                |                |                |                           | 290.3             |                 | <b>DAKOTA</b>   | 117.5                       |                 | None   |                |                |  |  |
|                | 5:20           | 4:17           |                |                           | 294.1             |                 | <b>DONEHOWER</b>  | 113.7                       | P               | None   |                |                |  |  |
| S              | 5:37           | f 4:34         |                |                           | 308.2             | RH              | <b>WINONA</b>   | 99.6                        | BKPOOTWYZ       | Continuous   | S 3:33         | f 12:21        |  |  |
|                |                |                |                | E4080                     | 310.1             | CK              | (C. & N. W. Crossing)<br><b>TOWER CK</b>                                      | 97.7                        | IOPY            | Continuous   |                |                |  |  |
|                |                |                |                |                           | 319.1             |                 | <b>WHITMAN</b>  | 88.7                        | P               | None   | 3:15           | 12:04<br>A.M.  |  |  |
|                |                |                |                |                           | 327.6             |                 | <b>WEAVER</b>   | 80.2                        | P               | None   |                |                |  |  |
|                | 6:05           | 5:03           |                |                           | 335.2             |                 | <b>KELLOGG</b>  | 72.6                        | P               | None   |                |                |  |  |
|                |                |                |                | E4680<br>W6840            | 341.2             | W               | <b>WABASHA</b>  | 66.6                        | BFKOP<br>QRTWY  | 7:00AM to 4:00PM<br>Except Sun.  |                |                |  |  |
|                |                |                |                |                           | 353.8             | CN              | <b>LAKE CITY</b>  | 54.0                        | OPY             | 7:00AM to 4:00PM<br>Except Sun.  | 2:29           | 11:18          |  |  |
|                | 6:31           | 5:28           |                |                           | 360.0             |                 | <b>FRONTENAC</b>  | 47.8                        | P               | None   |                |                |  |  |
|                |                |                |                |                           | 367.5             |                 | <b>ADDINGTON SPUR</b>   | 40.3                        | Y               | None   |                |                |  |  |
| S              | 6:44           | f 5:41         |                |                           | 370.7             | RD              | <b>RED WING</b>   | 37.1                        | BFKOPQWYZ       | Continuous   | S 2:05         | f 10:54        |  |  |
|                |                |                |                |                           | 371.2             |                 | <b>JACKSON STREET</b>   | 36.6                        | P               | None   |                |                |  |  |
|                | 6:49           | 5:46           |                |                           | 374.2             |                 | <b>DUKE</b>   | 33.6                        | P               | None   | 1:59           | 10:49          |  |  |
|                |                |                |                |                           | 388.8             |                 | <b>EAST HASTINGS</b>  | 19.0                        | PY              | None   |                |                |  |  |
|                | 7:04           | 6:01           |                |                           | 391.1             | HN              | <b>HASTINGS</b><br>(West End Double Track)<br>(Mississippi Drawbridge)        | 16.7                        | BKOPQWYZ        | 8:00AM to 5:00PM<br>Except Sun.  | 1:41           | 10:31          |  |  |
|                |                |                |                |                           | 391.8             |                 | <b>ST. CROIX JCT.</b>   | 16.0                        | LJ              | None   |                |                |  |  |
| A              | 7:07<br>P.M.   | A 6:04<br>A.M. |                |                           | 392.1             | QM              | (BN Crossing)<br><b>ST. CROIX TOWER</b>                                       | 15.7                        | LJOPQ           | Continuous   | 1:38<br>P.M.   | 10:28<br>P.M.  |  |  |
|                |                |                |                |                           | 407.9             | SY              | ST. PAUL YARD   | 0.0                         | BFKOPQR<br>TWYZ | Continuous   |                |                |  |  |

Passenger trains must not exceed maximum speed of 70 miles per hour, other trains 50 miles per hour.

Double track is in use between La Crosse and West Wye Switch, between River Jct. and Jackson Street and between Duke and Hastings.

Two main tracks are in use between Jackson Street and Duke. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between La Crosse and St. Croix Tower.

CTC is in use between West Wye Switch and River Jct. and between Jackson Street and Duke and between Hastings and St. Croix Tower.

Rules 251, 252, 253 and 254 are in effect on eastward and westward tracks between River Jct. and Jackson Street and between Duke and Hastings for movement with the current of traffic.

Rule 83(B) does not apply to Eastward freight trains at St. Croix Tower when the train order signal displays a Proceed Indication.

This timetable confers no authority between St. Croix Tower and St. Paul Yard. CMStP&P and BN Joint Timetable governs.

C&NW trains will use CMStP&P tracks LaCrosse to Tower CK.

At LaCrosse all trains will register by register ticket except those originating or terminating.

Rule 83(B) does not apply at Bridge Switch.

Wabasha is a register station only for trains originating or terminating.

# WESTWARD—WISCONSIN DIVN - FOURTH SUBDIVN—EASTWARD

**5**

| SECOND CLASS           |                        |                         | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from River Jct. | SEE RULE 6-A    | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | SECOND CLASS           |                        |                         |
|------------------------|------------------------|-------------------------|---------------------------|-------------------|------------------|--|--------------------------|-----------------|--|------------------------|------------------------|-------------------------|
| 413                    | 261                    | 243                     |                           |                   |                  |  |                          |                 |  | 240                    | 260                    | 412                     |
| Freight                | Freight                | Freight                 |                           |                   |                  |  |                          |                 |  | Freight                | Freight                | Freight                 |
| Daily                  | Daily Ex Monday        | Daily                   |                           |                   |                  | Daily  | Daily Ex Monday          | Daily           |  |                        |                        |                         |
| A.M.<br>1:30           | A.M.<br>3:55           | A.M.<br>6:40            | 7140                      | 11.4              | GE               | <b>GREEN ISLAND</b>                                    | 149.6                    | LJOPQTY         | Continuous   | A<br>5:56              | A.M.<br>7:30           | A<br>P.M.<br>7:20       |
| 1:50                   | 4:15                   | <sup>260</sup><br>7:01  | 7144                      | 20.7              |                  | 9.2<br><b>BELLEVUE</b>                                 | 140.4                    | P               | None   | 5:37                   | <sup>243</sup><br>7:01 | 6:51                    |
| 2:35                   | <sup>240</sup><br>4:55 | 7:41                    | 6686                      | 39.3              |                  | 18.6<br><b>CATTESE</b>                                 | 121.8                    | P               | None   | <sup>261</sup><br>4:55 | 6:22                   | 6:12                    |
|                        |                        |                         |                           | 42.3              |                  | 3.0<br><b>WOOD</b><br>(I.C.G. Crossing)                | 118.8                    | IY              | None   |                        |                        |                         |
|                        |                        |                         |                           | 43.4              |                  | 1.1<br><b>DUBUQUE</b><br>(C. & N.W. & I.C.G. Crossing) | 117.7                    | AMPY            | None   |                        |                        |                         |
| 3:30                   | <sup>260</sup><br>6:10 | 8:15                    |                           | 44.6              | DS               | 1.2<br><b>DUBUQUE SHOPS</b>                            | 116.5                    | BKOPQRT<br>WYZ  | Continuous   | 4:30                   | <sup>261</sup><br>6:10 | 6:00<br>2:19            |
| 3:40                   | 6:25                   | 8:25                    | 4506                      | 49.4              |                  | 4.8<br><b>EDMORE</b>                                   | 111.7                    | P               | None   | 4:15                   | 5:32                   | 2:09                    |
| <sup>240</sup><br>4:01 | 6:40                   | 8:40                    | 3264                      | 55.5              |                  | 6.1<br><b>SPECHTS FERRY</b>                            | 105.6                    | P               | None   | <sup>413</sup><br>4:01 | 5:18                   | 1:56                    |
| <sup>260</sup><br>4:46 | 7:12                   | 9:12                    | 3568                      | 71.5              |                  | 16.0<br><b>TURKEY RIVER</b>                            | 89.6                     | P               | None   | 3:28                   | <sup>413</sup><br>4:46 | 1:24                    |
| 5:00                   | 7:28                   | 9:26                    | 3530                      | 78.1              | RG               | 6.6<br><b>GUTTENBERG</b>                               | 83.0                     | OPW             | 7:00 am to 4:00 pm<br>Except Sat. & Sun.                                 | 3:14                   | 4:32                   | 1:10                    |
| 5:12                   | 7:38                   | 9:36                    | 8857                      | 82.7              |                  | 4.6<br><b>ECKARDS</b>                                  | 78.4                     | P               | None   | 3:04                   | 4:22                   | 1:00                    |
| 5:30                   | 7:55                   | 9:53                    | 3570                      | 90.7              |                  | 8.0<br><b>SNY MAGIL</b>                                | 70.4                     | P               | None   | 2:47                   | 4:05                   | 12:43                   |
|                        |                        |                         |                           | 96.7              |                  | 6.0<br><b>McGREGOR</b>                                 | 64.4                     | PY              | None   |                        |                        |                         |
| 5:45                   | A<br>8:15<br>A.M.      | 10:10                   |                           | 98.0              | WS               | 1.3<br><b>MARQUETTE</b>                                | 63.1                     | BFJKOPQ<br>RTWY | 11:59 pm to 3:59 pm  | 2:32                   | 3:50<br>A.M.           | 12:28                   |
| 6:09                   |                        | 10:34                   | 4553                      | 109.6             |                  | 11.6<br><b>HARPER'S FERRY</b>                          | 51.5                     | P               | None   | 1:55                   |                        | 12:04<br>P.M.           |
| 6:43                   |                        | 11:05                   |                           | 124.9             |                  | 15.3<br><b>LANSING</b>                                 | 36.2                     | PW              | None   | 1:23                   |                        | 11:33                   |
| 6:57                   |                        | <sup>412</sup><br>11:19 | 8400                      | 131.8             |                  | 6.9<br><b>KAINS</b>                                    | 29.3                     | P               | None   | 1:09                   |                        | <sup>243</sup><br>11:19 |
| 7:07                   |                        | 11:28                   | 3571                      | 136.2             |                  | 4.4<br><b>NEW ALBIN</b>                                | 24.9                     | P               | None   | 1:00                   |                        | 11:10                   |
| 7:23                   |                        | 11:45                   | 3956                      | 143.4             |                  | 7.2<br><b>RENO</b>                                     | 17.7                     | P               | None   | 12:45                  |                        | 10:55                   |
|                        |                        |                         |                           | 157.7             |                  | 14.3<br><b>I.M. &amp; D. JCT.</b>                      | 3.4                      | JPY             | None   |                        |                        |                         |
| A<br>7:57<br>A.M.      |                        | P.M.<br>12:20           |                           | 160.1             |                  | 2.4<br><b>LA CRESCENT</b>                              | 1.0                      | JPTY            | None   | 12:11                  |                        | 10:20<br>A.M.           |
|                        |                        | A<br>12:25<br>P.M.      |                           |                   |                  | 1.0<br><b>RIVER JCT.</b>                               | 0.0                      | JPY             | None   | 12:01<br>A.M.          |                        |                         |

Trains must not exceed maximum speed of 30 miles per hour.

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

At Marquette trains not displaying signals for a following section may register by register ticket.

At I.M. & D. Jct. train and engine movements from the Minnesota-Dakota Divn. Fourteenth Subdivn. to the Fourth Subdivn. must be authorized by the train dispatcher at LaCrosse.

At Marquette all trains must obtain a clearance, except when operator not on duty.

Rule 83(B) does not apply at River Jct., LaCrescent, and I.M. & D. Jct.

At Dubuque Shops all trains must obtain a clearance.

# 6 WESTWARD—WISCONSIN DIVN - FIFTH SUBDIVN—EASTWARD

| THIRD CLASS |                  | SECOND CLASS |                | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS  | Distance from Green Bay | SEE RULE 6-A | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | SECOND CLASS |                    | THIRD CLASS  |            |
|-------------|------------------|--------------|----------------|---------------------------|-------------------|------------------|---|-------------------------|--------------|--|--------------|--------------------|--------------|------------|
|             | <b>439</b>       |              | <b>245</b>     |                           |                   |                  |   |                         |              |  |              |                    |              |            |
|             | Freight          |              | Freight        |                           |                   |                  |   |                         |              |  |              | Freight            |              | Freight    |
|             | Daily Ex. Sunday |              | Daily          |                           |                   |                  |   |                         |              |  |              | Daily Ex. Saturday |              | Daily      |
|             | A.M. 5:00        |              | P.M. 12:30     |                           | 86.6              | WH               | <b>MUSKEGO YARD</b>   | 110.6                   | BFKOPQRTWYZ  | Continuous   |              | A.M. 10:35         |              | A.M. 12:30 |
|             |                  |              |                |                           | 87.1              | JN               | 0.5<br>CUT-OFF  | 110.1                   | BJOPWY       | Continuous   |              |                    |              |            |
|             |                  |              |                |                           | 88.2              |                  | 1.1<br>GRAND AVENUE   | 109.0                   | IJPY         | None   |              |                    |              |            |
|             | 5:30             |              | 1:00           |                           | 93.4              | RG               | 5.2<br><b>NORTH MILWAUKEE</b>   | 103.8                   | BFIJKOPTWYZ  | Continuous   | 10:05        |                    | 11:50        |            |
|             |                  |              |                |                           | 94.8              |                  | 1.4<br>CANCO  | 102.4                   | IJPY         | None   |              |                    |              |            |
|             |                  |              |                |                           | 98.4              |                  | 3.6<br><b>BROWN DEER</b>  | 98.8                    | P            | None   |              |                    |              |            |
|             |                  |              |                |                           | 100.5             |                  | 2.1<br><b>MEQUON</b>  | 96.7                    |              | None   |              |                    |              |            |
|             | 5:50             |              |                |                           | 102.2             |                  | 1.7<br><b>THIENSVILLE</b>   | 95.0                    | P            | None   | 9:35         |                    | 11:30        |            |
|             | 6:15             |              |                | 1260                      | 106.8             | BU               | 4.6<br><b>CEDARBURG</b>   | 90.4                    | OPQ          | 6:00 am to 3:00 pm<br>Except Sat. & Sun.                                 | 9:25         |                    |              |            |
|             |                  |              |                |                           | 108.9             |                  | 2.1<br><b>GRAFTON</b>   | 88.3                    | P            | None   |              |                    |              |            |
|             | 6:40             |              | 1:40           | 4780                      | 113.3             |                  | 4.4<br><b>SAUKVILLE</b>   | 83.9                    | P            | None   | 9:05         |                    | 11:05        |            |
|             | 6:55             |              |                | 1100                      | 119.5             |                  | 6.2<br><b>FREDONIA</b>  | 77.7                    | P            | None   | 8:47         |                    |              |            |
|             | 7:10             |              |                | 3620                      | 125.3             |                  | 5.8<br><b>RANDOM LAKE</b>   | 71.9                    | P            | None   | 8:35         |                    |              |            |
|             | 7:20             |              |                | 1540                      | 130.2             |                  | 4.9<br><b>ADELL</b>   | 67.0                    | P            | None   | 8:25         |                    |              |            |
|             | 7:30             |              |                |                           | 134.1             |                  | 3.9<br><b>WALDO</b>   | 63.1                    | P            | None   |              |                    |              |            |
|             | 438<br>8:05      |              | 2:45           | 2660                      | 139.2             | MO               | 5.1<br><b>PLYMOUTH</b><br>(C. & N. W. Crossing)                             | 58.0                    | KMOPQY       | 7:00 am to 4:00 pm<br>Except Sunday                                      | 439<br>8:05  |                    | 10:10        |            |
|             | 8:40             |              | 3:05           | 4680                      | 146.0             |                  | 6.8<br><b>ELKHART LAKE</b>  | 51.2                    | P            | None   | 7:35         |                    |              |            |
|             | 8:55             |              |                | 3140                      | 151.9             |                  | 5.9<br><b>KIEL</b>  | 45.3                    | P            | None   | 7:20         |                    |              |            |
|             | 9:15             |              |                |                           | 155.5             |                  | 3.6<br><b>NEW HOLSTEIN</b>  | 41.7                    | P            | None   | 7:05         |                    | 9:35         |            |
|             | 9:30             |              |                | 1620                      | 162.5             | CN               | 7.0<br><b>CHILTON</b>   | 34.7                    | OPY          | 7:00 am to 4:00 pm<br>Except Sat. & Sun.                                 | 6:45         |                    |              |            |
|             | 9:50             |              | 4:35           | 3000                      | 170.0             | HJ               | 7.5<br><b>HILBERT</b>   | 27.2                    | JOPQTWY      | 6:00 am to 3:00 pm<br>Except Sat. & Sun.                                 | 6:25         |                    | 9:05         |            |
|             |                  |              |                |                           | 170.4             |                  | 0.4<br><b>HILBERT JCT.</b><br>(Soo Line Crossing)                           | 26.8                    | AY           | None   |              |                    |              |            |
|             |                  |              | 4:45           |                           | 174.9             |                  | 4.5<br><b>FOREST JCT.</b><br>(C. & N. W. Crossing)                          | 22.3                    | AP           | None   |              |                    |              |            |
|             | 10:16            |              |                |                           | 182.7             |                  | 7.8<br><b>GREENLEAF</b>   | 14.5                    | P            | None   |              |                    |              |            |
|             | 10:36            |              |                | 1420                      | 192.3             | DE               | 9.6<br><b>DE PERE</b>   | 4.9                     | P            | None   | 5:15         |                    | 8:15         |            |
|             |                  |              | 5:30           |                           | 196.5             |                  | 4.2<br><b>GREEN BAY JCT.</b><br>(Drawbridge)<br>(C. M. St P. & P. Crossing) | 0.7                     | JPY          | None   |              |                    |              |            |
|             | A 11:00<br>A.M.  |              | A 5:40<br>P.M. |                           | 197.2             | C                | (C. & N. W. Crossing)<br><b>GREEN BAY</b>                                   | 0.0                     | BFKMOPRQWYZ  | 5:00 am to 2:00 pm<br>5:00 pm to 2:00 am<br>Except Sat. & Sun.           | 5:00<br>A.M. |                    | 8:00<br>P.M. |            |

Trains must not exceed maximum speed of 25 miles per hour between Cut-Off and North Milwaukee and 30 miles per hour between North Milwaukee and Green Bay.

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

Double track is in use between Cut-Off and North Milwaukee.

A.B.S. is in use between Cut-Off and Canco.

C.T.C. is in use between North Milwaukee and Canco.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Cut-Off and Grand Ave. for movements with the current of traffic.

# WESTWARD—WISCONSIN DIVN - SIXTH SUBDIVN—EASTWARD

**7**

| SECOND CLASS     |                         |                  |                  | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                                      | Distance from Channing | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | SECOND CLASS |               | THIRD CLASS |  |
|------------------|-------------------------|------------------|------------------|---------------------------|-------------------|-----------------|---|------------------------|--------------|--|--------------|---------------|-------------|--|
| 421              | 445                     | 420              | 444              |                           |                   |                 |   |                        |              |  |              |               |             |  |
| Freight          | Freight                 | Freight          | Freight          |                           |                   |                 |   |                        |              |  |              |               |             |  |
| Daily Ex. Sunday | Daily Ex. Sunday        | Daily Ex. Sunday | Daily Ex. Sunday |                           |                   |                 |   |                        |              |  |              |               |             |  |
|                  | A.M.<br>5:00            |                  |                  |                           | 197.2             | C               | <b>GREEN BAY</b>                              | 118.1                  | BFKMOPQRWYZ  | 5:00am to 2:00pm<br>5:00pm to 2:00am<br>Except Sat. & Sun.           |              | A.M.<br>11:15 |             |  |
|                  |                         |                  |                  |                           |                   |                 | 1.1<br>(G. B. & W. Crossing)                  | 117.0                  | A            | None   |              |               |             |  |
|                  |                         |                  |                  | 2500                      | 201.6             |                 | 3.3<br><b>CORMIER</b>                         | 113.7                  | P            | None   |              |               |             |  |
|                  |                         |                  |                  |                           | 223.9             |                 | 22.3<br>(C. & N. W. Crossing)                 | 91.4                   | AJP          | None   |              | 10:20         |             |  |
|                  |                         | 5:55             |                  |                           | 236.4             |                 | 7.8<br><b>STILES JCT.</b>                     |                        |              |  |              |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 11.7<br><b>COLEMAN</b>                        | 78.9                   | P            | None   |              |               |             |  |
|                  | A.M.<br>9:30            | A 6:45<br>A.M.   |                  |                           | 2920              | 248.1           | 11.7<br><b>CRIVITZ</b>                        | 67.2                   | JOPRTWY      | 7:00am to 4:00pm<br>Except Sat. & Sun.                               | A 8:30       | 9:30<br>A.M.  |             |  |
|                  |                         |                  |                  |                           |                   |                 | 10.3<br><b>WAUSAUKEE</b>                      | 56.9                   | P            | None   | 8:05         |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 19.0<br><b>PEMBINE</b><br>(Soo Line Crossing) |                        |              | 7:00am to 4:00pm<br>5:00pm to 2:00am<br>Except Sat. & Sun.           | 7:10         |               |             |  |
|                  | 10:35                   |                  |                  |                           | 1300              | 277.4           | 13.8<br><b>IRON MOUNTAIN</b>                  |                        | OPU          |  |              |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 7.5<br><b>MERRIMAN</b>                        | 24.1                   | BKOPRWYZ     | 7:00am to 4:00pm<br>Except Sunday                                    | 6:40         |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 4.7<br><b>GROVELAND JCT.</b>                  | 16.6                   | P            | None   |              |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 1.1<br><b>RANDVILLE</b>                       | 11.9                   | PRY          | None   | 5:55         |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 7.1<br><b>SAGOLA</b>                          | 10.8                   | PY           | None   |              |               |             |  |
|                  |                         |                  |                  |                           |                   |                 | 3.7<br><b>CHANNING</b>                        | 3.7                    | P            | None   |              |               |             |  |
|                  | P.M.<br>A 12:30<br>P.M. |                  |                  |                           |                   |                 |   | 0.0                    | BFJKOPQRTWY  | 6:00am to 2:00pm<br>3:00pm to 11:00pm<br>Except Sat. & Sun.          | 5:30<br>A.M. |               |             |  |

Trains must not exceed maximum speed of 30 miles per hour.

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

Rule 83(B) does not apply at Channing when operator is not on duty. Crivitz is a register station only for trains originating or terminating. Groveland Jct. is a register station for No. 421 only. C&NW trains and engines will use CMSTP&P main track between MP 290.75 and MP 291.75 at Iron Mountain.

Rule 83(B) does not apply at Crivitz when operator not on duty if the train order signal indicates proceed. Iron Mountain is a register station for No. 420 only. No 420 may register at Iron Mountain by register ticket when operator on duty.

## WISCONSIN DIVN - SEVENTH SUBDIVN

## WISCONSIN DIVN - TENTH SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                                     | Distance from Ontonagon | SEE RULE 6-A  | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|-----------------|--|-------------------------|---------------|--|----------|
|          |                           |                   |                 | <b>CHANNING</b>                              |                         | BFJK OPQR TWY | 6:00am to 2:00pm<br>3:00pm to 11:00pm<br>Except Sat. & Sun.          |          |
|          |                           | 315.3             | CH              |  | 92.4                    |               |  |          |
|          |                           |                   |                 | 15.5<br><b>BALSAM</b>                        |                         |               | None   |          |
|          |                           | 330.8             |                 |  | 76.9                    |               |  |          |
|          |                           |                   |                 | 4.6<br><b>AMASA</b>                          |                         |               | None   |          |
|          |                           | 335.4             |                 |  | 72.3                    |               |  |          |
|          |                           |                   |                 | 13.1<br><b>PARK SIDING</b>                   |                         |               | None   |          |
|          |                           | 348.5             |                 |  | 59.2                    |               |  |          |
|          |                           |                   |                 | 13.6<br><b>SIDNAW</b><br>(Soo Line Crossing) |                         |               | None   |          |
|          |                           | 362.1             |                 |  | 45.6                    |               |  |          |
|          |                           |                   |                 | 26.7<br><b>MASS</b>                          |                         |               | None   |          |
|          |                           | 388.8             |                 |  | 18.9                    |               |  |          |
|          |                           |                   |                 | 18.9<br><b>ONTONAGON</b>                     |                         | BORT WYZ      | 7:00am to 4:00pm<br>Except Sat. & Sun.                               |          |
|          |                           | 407.7             | GN              |  | 0.0                     |               |  |          |

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                     | Distance from Republic | SEE RULE 6-A  | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|-----------------|------------------------------|------------------------|---------------|--|----------|
|          |                           |                   |                 | <b>CHANNING</b>              |                        | BFJK OPQR TWY | 6:00am to 2:00pm<br>3:00pm to 11:00pm<br>Except Sat. & Sun.          |          |
|          |                           | 315.3             | CH              |                              | 21.8                   |               |  |          |
|          |                           |                   |                 | 0.5<br>(E. & L. S. Junction) |                        | JY            | None   |          |
|          |                           | 337.1             |                 |                              | 21.3                   |               |  |          |
|          |                           |                   |                 | 21.3<br><b>REPUBLIC</b>      |                        |               | None   |          |
|          |                           |                   |                 |                              | 0.0                    |               |  |          |

Trains must not exceed maximum speed of 20 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Channing. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

Trains must not exceed maximum speed of 20 miles per hour. Rule 83(B) does not apply at Channing and Ontonagon when operator not on duty. Special Instruction X-8 applies.

# 8 WESTWARD—WISCONSIN DIVN - EIGHTH SUBDIVN—EASTWARD

| THIRD CLASS |                      | SECOND CLASS |                         | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                              | Distance from Appleton | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | THIRD CLASS       |                         |  |
|-------------|----------------------|--------------|-------------------------|---------------------------|-------------------|-----------------|---------------------------------------|------------------------|--------------|--|-------------------|-------------------------|--|
|             | 241                  |              | 443                     |                           |                   |                 |                                       |                        |              |  | 240               | 442                     |  |
|             | Soo Line Freight     |              | Freight                 |                           |                   |                 |                                       |                        |              |  | Soo Line Freight  | Freight                 |  |
|             | Tues., Thurs. & Sat. |              | Daily Ex. Sat. & Sunday |                           |                   |                 |                                       |                        |              |  | Mon., Wed. & Fri. | Daily Ex. Sat. & Sunday |  |
|             |                      |              | A.M. 11:01              |                           | 170.0             | HJ              | <b>HILBERT</b>                        | 20.2                   | JOPQRTWY     | 6:00am to 3:00pm<br>Except Sat. & Sun.                               |                   | P.M. A 2:55             |  |
|             | P.M. 3:30            |              | 11:05                   |                           | 170.7             |                 | <b>ST. PAUL SWITCH</b>                | 19.5                   | JRY          | None   | A 5:50            | 2:50                    |  |
| A           | 4:30 P.M.            |              | 11:50                   |                           | 185.2             |                 | <b>MENASHA JCT.</b>                   | 5.0                    | JY           | None   | A.M. 5:01         | 2:05                    |  |
|             |                      | A            | 11:55 A.M.              |                           | 185.6             | MS              | <b>MENASHA</b><br>(Soo Line Crossing) | 4.6                    | BFKORTUWYZ   | 7:00am to 4:00pm<br>Except Sunday                                    |                   | 2:01 P.M.               |  |
|             |                      |              |                         |                           |                   |                 | (Drawbridge)                          | 0.7                    | MY           | None   |                   |                         |  |
|             |                      |              |                         |                           |                   |                 | (C. & N. W. Crossing)                 | 0.3                    | UY           | None   |                   |                         |  |
|             |                      |              |                         |                           |                   |                 | (C. & N. W. Crossing)                 | 0.1                    | UY           | None   |                   |                         |  |
|             |                      |              |                         |                           |                   |                 | (C. & N. W. Crossing)                 | 0.1                    | UY           | None   |                   |                         |  |
|             |                      |              |                         |                           |                   |                 | (C. & N. W. Crossing)                 | 0.2                    | UY           | None   |                   |                         |  |
|             |                      |              |                         |                           | 190.2             | AP              | <b>APPLETON</b>                       | 0.0                    | YZ           | None   |                   |                         |  |

Trains must not exceed maximum speed of 20 miles per hour between Hilbert and Menasha.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Rule 83(B) does not apply at St. Paul Switch and Menasha Jct.  
 Eastward trains must obtain a clearance at Menasha when operator on duty.  
 Movements between Menasha and Appleton will be in accordance with Rule 93 not to exceed maximum speed of 10 miles per hour.  
 Westward Soo Line Trains must obtain a clearance at Manitowoc.

Eastward Soo Line Trains must obtain a clearance at Neenah and must also obtain a clearance at Menasha when operator on duty.  
 Soo Line trains may register by register ticket at Menasha when operator on duty.

### TRAIN ORDER OFFICE HOURS NOT OTHERWISE SHOWN

| STATION             | Saturday                               | Sunday                                 | Holiday          |
|---------------------|--|--|------------------|
| Green Bay .....     | 9:00am to 11:00am<br>8:00pm to 10:00pm | .....                                  | .....            |
| Wabasha .....       | .....                                  | .....                                  | 7:00am to 4:00pm |
| Lake City .....     | .....                                  | .....                                  | 7:30am to 4:30pm |
| Wisconsin Rapids .. | 8:00am to 10:00am                      | .....                                  | .....            |
| Wausau .....        | 8:00am to 5:00pm                       | .....                                  | .....            |
| Mosinee .....       | 11:30am to 1:30pm                      | .....                                  | .....            |
| Brokaw .....        | 11:15am to 1:15pm                      | .....                                  | .....            |
| Merrill .....       | 7:30am to 4:30pm                       | .....                                  | .....            |
| Heafford Jct. ....  | 8:00am to 11:00am                      | .....                                  | .....            |
| Owatonna .....      | 10:01am to 1:01pm                      | .....                                  | .....            |
| Mason City .....    | .....                                  | 12:01am to 6:00am<br>2:00pm to 11:59pm | .....            |

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.  
 At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.  
 Holidays include New Years, Washington's Birthday, Good Friday, Decoration Day, Fourth of July, Labor Day, Veteran's Day, Thanksgiving Day, Christmas Eve and Christmas on day set by Proclamation.

City telephone number of Train Dispatcher Milwaukee is: ..... 414-271-2869  
 City telephone number of Train Dispatcher Lacrosse is: ..... 608-784-5055  
 City telephone number of Train Dispatcher Austin Minn. is: ..... 507-433-3481  
 City telephone number of Train Dispatcher Aberdeen S.D. is: ..... 605-225-6511



### WISCONSIN DIVN - NINTH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                 | Distance from Meno-minee | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|--------------------------|--------------------------|--------------|--|------------|
|            |                           |                   |                  |                          |                          |              |  |            |
|            | 2920                      | 248.1             | NI               | <b>CRIVITZ</b>           | 22.3                     | JOPR TWY     | 7:00am to 4:00pm<br>Except Sat. & Sun.                               |            |
|            |                           | 268.3             | M                | <b>MARINETTE</b>         | 2.1                      | OYZ          | None   |            |
|            |                           |                   |                  | 20.2<br><b>MENOMINEE</b> |                          | BKP WY       | None   |            |
|            |                           | 270.4             |                  |                          | 0.0                      |              |  |            |

Trains must not exceed maximum speed of 20 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Crivitz. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear. This timetable confers no authority between Marinette and Menominee; C. & N. W. timetable governs.

### WISCONSIN DIVN - FOURTEENTH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS              | Distance from Fond du Lac | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|-----------------------|---------------------------|--------------|--|------------|
|            |                           |                   |                  |                       |                           |              |  |            |
|            | 132.5                     |                   |                  | <b>IRON RIDGE</b>     | 28.7                      | JY           | None   |            |
|            | 140.0                     | FC                |                  | <b>MAYVILLE</b>       | 21.2                      | O            | None   |            |
|            | 145.8                     |                   |                  | <b>KNOWLES</b>        | 15.4                      |              | None   |            |
|            | 147.3                     |                   |                  | <b>NASBRO</b>         | 13.9                      |              | None   |            |
|            | 149.0                     |                   |                  | <b>BROWNSVILLE</b>    | 12.2                      |              | None   |            |
|            | 157.5                     |                   |                  | <b>JCT. A</b>         | 3.7                       | JPY          | None   |            |
|            | 158.9                     |                   |                  | <b>JCT. B</b>         | 2.3                       | JPY          | None   |            |
|            | 159.7                     |                   |                  | <b>MIDLAND JCT.</b>   | 1.5                       | Y            | None   |            |
|            |                           |                   |                  | (Soo Line Crossing)   | 1.1                       | MY           | None   |            |
|            |                           |                   |                  | (C. & N. W. Crossing) | 0.8                       | IY           | None   |            |
|            | 160.8                     | FD                |                  | <b>FOND DU LAC</b>    | 0.0                       | BKMO RWYZ    | 7:00am to 4:00pm<br>Except Sat. & Sun.                               |            |

Trains must not exceed maximum speed of 20 miles per hour. Rule 83(B) does not apply at Jct. A, Jct. B and Iron Ridge and does not apply at Fond du lac when operator not on duty. Special Instruction X-8 applies.

### WISCONSIN DIVN - SEVENTEENTH SUBDIVN

9

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS               | Distance from Meno-minee Falls | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|------------------------|--------------------------------|--------------|--|------------|
|            |                           |                   |                  |                        |                                |              |  |            |
|            |                           | 100.2             | X                | <b>GRANVILLE</b>       | 3.8                            | JKOR         | 6:00am to 3:00pm<br>Except Sat. & Sun.                               |            |
|            |                           | 104.0             |                  | <b>MENOMONEE FALLS</b> | 0.0                            |              | None   |            |

Trains must not exceed maximum speed of 10 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Granville. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

### WISCONSIN DIVN - FIFTEENTH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                       | Distance from Portage | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|--|-----------------------|--------------|--|------------|
|            |                           |                   |                  |  |                       |              |  |            |
|            | 139.1                     |                   | J                | <b>HORICON</b>                                 | 44.6                  | BJK ROT WYZ  | 6:00am to 3:00pm<br>Except Sat. & Sun.                               |            |
|            | 142.0                     |                   |                  | (C. & N. W. Crossing)<br><b>MINNESOTA JCT.</b> | 41.7                  | AY           | None   |            |
|            | 148.7                     | B                 |                  | <b>BEAVER DAM</b>                              | 35.0                  | OT           | None   |            |
|            | 154.5                     |                   |                  | <b>FOX LAKE JCT.—East</b>                      | 29.2                  | T            | None   |            |
|            | 156.7                     |                   |                  | <b>FOX LAKE</b>                                | 30.6                  |              | None   |            |
|            | 154.9                     |                   |                  | <b>FOX LAKE JCT.—West</b>                      | 28.8                  | T            | None   |            |
|            | 159.7                     | RA                |                  | <b>RANDOLPH</b>                                | 24.0                  | O            | None   |            |
|            | 165.2                     |                   |                  | <b>CAMBRIA</b>                                 | 18.5                  |              | None   |            |
|            | 174.6                     |                   |                  | <b>PARDEEVILLE</b>                             | 9.1                   |              | None   |            |
|            | 182.5                     |                   |                  | <b>PORTAGE JCT.</b>                            | 1.2                   | LJY          | None   |            |
|            | 178.2                     | G                 |                  | <b>PORTAGE</b>                                 | 0.0                   | BFKO TW YZ   | Continuous   |            |

Trains must not exceed maximum speed of 25 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Horicon. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

# 10 WESTWARD—WISCONSIN DIVN - TWELFTH SUBDIVN—EASTWARD

| THIRD CLASS      | SECOND CLASS |                       |      | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from Oshkosh | SEE RULE 6-A | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | SECOND CLASS          |              | THIRD CLASS      |         |
|------------------|--------------|-----------------------|------|---------------------------|-------------------|------------------|--|-----------------------|--------------|--|-----------------------|--------------|------------------|---------|
| 233              |              | 419                   | 418  |                           |                   |                  |  |                       |              |  | 234                   | Freight      | Soo Line Freight | Freight |
| Soo Line Freight |              | Freight               |      |                           |                   |                  |  |                       |              |  | Daily Ex. Fri. & Sun. | Daily        |                  |         |
| Daily            |              | Daily Ex. Fri. & Sun. |      |                           |                   |                  |  |                       |              |  |                       |              |                  |         |
| A.M. 10:00       |              | P.M. 10:30            |      |                           | 93.4              | RG               | <b>NORTH MILWAUKEE</b>                           | 94.9                  | BIJKORTWYZ   | Continuous   | P.M. 9:50             | A.M. 6:45    |                  |         |
|                  |              |                       |      |                           |                   |                  | 6.8<br><b>GRANVILLE</b>                          | 88.1                  | JKOY         | 6:00am to 3:00pm<br>Except Sat. & Sun.                                   | 9:15                  | 6:30         |                  |         |
| 10:15            |              | 10:45                 | 3000 | 100.2                     | X                 |                  | 5.2<br><b>GERMANTOWN</b>                         | 82.9                  |              | None   | 9:00                  | 6:20         |                  |         |
| 10:25            |              | 11:01                 | 2820 | 105.4                     |                   |                  | 4.8<br><b>RICHFIELD</b>                          | 78.1                  |              | None   |                       | 6:10         |                  |         |
| 10:35            |              |                       |      | 110.2                     |                   |                  | 2.4<br><b>RUGBY JCT.</b>                         | 75.7                  | JR           | None   | 8:45                  | 6:00<br>A.M. |                  |         |
| A 10:45<br>A.M.  |              | 11:15                 |      | 112.6                     |                   |                  | 5.0<br>(Soo Line Crossing)<br><b>SLINGER</b>     | 70.7                  | IO           | 6:30am to 3:30pm<br>Except Sat. & Sun.                                   | 8:35                  |              |                  |         |
|                  |              |                       |      | 1926                      | 122.0             | D                | 4.4<br><b>HARTFORD</b>                           | 66.3                  | WY           | None   |                       |              |                  |         |
|                  |              | A.M. 12:05            | 960  | 132.5                     |                   |                  | 10.5<br><b>IRON RIDGE</b>                        | 55.8                  | JY           | None   | 8:00                  |              |                  |         |
|                  |              |                       |      |                           |                   |                  | 6.6<br><b>HORICON</b>                            | 49.2                  | BJKOTWYZ     | 6:00am to 3:00pm<br>Except Sat. & Sun.                                   | 7:30                  |              |                  |         |
|                  |              |                       |      |                           |                   |                  | 5.2<br>(C. & N. W. Crossing)<br><b>BURNETT</b>   | 44.0                  | A            | None   |                       |              |                  |         |
|                  |              |                       |      |                           |                   |                  | 9.4<br><b>WAUPUN</b>                             | 34.6                  | BKORWY       | 6:00am to 3:00pm<br>Except Sat. & Sun.                                   | 6:30<br>P.M.          |              |                  |         |
|                  |              | A 1:15<br>A.M.        |      | 153.7                     | UN                |                  | 7.3<br><b>BRANDON</b>                            | 27.3                  | JT           | None   |                       |              |                  |         |
|                  |              |                       |      | 161.0                     |                   |                  | 7.9<br><b>RIPON</b>                              | 19.4                  | OUWYZ        | 6:00am to 3:00pm<br>Except Sat. & Sun.                                   |                       |              |                  |         |
|                  |              |                       |      | 168.9                     | ON                |                  | 0.4<br><b>RIPON JCT.</b>                         | 19.0                  | JY           | None   |                       |              |                  |         |
|                  |              |                       |      | 169.3                     |                   |                  | 6.6<br><b>PICKETT</b>                            | 12.4                  |              | None   |                       |              |                  |         |
|                  |              |                       |      | 175.9                     |                   |                  | 12.4<br>(Fox River drawbridge)<br><b>OSHKOSH</b> | 0.0                   | IOWY         | 7:00am to 4:00pm<br>Except Sun.  |                       |              |                  |         |
|                  |              |                       |      | 188.3                     | KO                |                  |  |                       |              |  |                       |              |                  |         |

Trains must not exceed maximum speed of 30 miles per hour between North Milwaukee and Mile Post 150, 25 miles per hour between Mile Post 150 and Oshkosh.

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

Rugby Jct. is a register station for No. 233 and 234 Daily and for No. 419 Saturday ONLY.

At North Milwaukee all trains will register by register ticket.

Rule 83(B) does not apply at Ripon and Oshkosh.

At Ripon Jct. the normal position of the junction switch is for the Twelfth Subdivision.

Rule 83 (B) will not apply at Rugby Jct. Eastward Soo Line trains that are to enter CMStP&P track at Rugby Jct. must obtain a clearance at Slinger.

## WISCONSIN DIVN - THIRTEENTH SUBDIVN

| Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS          | Distance from Berlin | SEE RULE 6-A | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours |
|---------------------------|-------------------|------------------|-------------------|----------------------|--------------|--|
|                           | 169.3             |                  | <b>RIPON JCT.</b> | 12.2                 | J            | None   |
|                           | 181.5             | BE               | <b>BERLIN</b>     | 0.0                  | W            | None   |

Trains must not exceed maximum speed of 15 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Ripon. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## WISCONSIN DIVN - SIXTEENTH SUBDIVN

| Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                | Distance from Markesan | SEE RULE 6-A | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours |
|---------------------------|-------------------|------------------|-------------------------|------------------------|--------------|--|
|                           | 161.0             |                  | <b>BRANDON</b>          | 11.6                   | JTR          | None   |
|                           | 165.5             |                  | 4.5<br><b>FAIRWATER</b> | 7.1                    |              | None   |
|                           | 172.6             | MA               | 7.1<br><b>MARKESAN</b>  | 0.0                    | O            | 7:00am to 4:00pm<br>Except Sat. & Sun.                                   |

Trains must not exceed maximum speed of 20 miles per hour between Brandon and Fairwater and 10 miles per hour between Fairwater and Markesan. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Brandon. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

**WESTWARD—WISCONSIN DIVN - EIGHTEENTH SUBDIVN—EASTWARD 11**

| SECOND CLASS |  |                    |  | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS   | Distance from Wausau | SEE RULE 6-A   | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | SECOND CLASS     |  |  |  |
|--------------|--|--------------------|--|---------------------------|-------------------|-----------------|--|----------------------|----------------|--|------------------|--|--|--|
|              |  | <b>401</b>         |  |                           |                   |                 |  |                      |                |  | <b>400</b>       |  |  |  |
|              |  | Freight            |  |                           |                   |                 |  |                      |                |  | Freight          |  |  |  |
|              |  | Daily Ex. Saturday |  |                           |                   |                 |  |                      |                |  | Daily Ex. Sunday |  |  |  |
|              |  | P.M. 10:30         |  |                           | 0.0               | BN              | <b>NEW LISBON</b>                                    | 91.6                 | JOP QTWY       | 7:00AM to 4:00PM<br>Except Sat. & Sun.                               | A P.M. 9:30      |  |  |  |
|              |  |                    |  |                           | 0.2               |                 | <b>WEST WYE SWITCH</b>                               | 91.4                 | Y              | None   |                  |  |  |  |
|              |  |                    |  |                           | 11.1              |                 | <b>SOUTH NECEDAH</b>                                 | 80.5                 | J              | None   |                  |  |  |  |
|              |  |                    |  |                           | 12.2              |                 | <b>NECEDAH</b>                                       | 79.4                 |                | None   |                  |  |  |  |
|              |  |                    |  | 1680                      | 21.1              |                 | <b>SPRAGUE</b>                                       | 70.5                 |                | None   |                  |  |  |  |
|              |  |                    |  | 1800                      | 32.5              |                 | <b>BABCOCK</b>                                       | 59.1                 |                | None   |                  |  |  |  |
|              |  | A.M. 12:01         |  | 1080                      | 43.9              |                 | <b>NEKOOSA JCT.</b>                                  | 47.7                 | JTY            | None   | 7:30             |  |  |  |
|              |  |                    |  |                           | 45.1              |                 | <b>PORT EDWARDS</b>                                  | 46.5                 |                | None   |                  |  |  |  |
|              |  | 12:45              |  | 1500                      | 49.3              | WI              | <b>WISCONSIN RAPIDS</b>                              | 42.3                 | BKOWYZ         | 7:00AM to 3:00PM<br>3:59PM to 11:59PM<br>Except Sat. & Sun.          | 7:00             |  |  |  |
|              |  |                    |  |                           |                   |                 | (Soo & C. & N. W. Crossing)<br>(G. B. & W. Crossing) | 41.8                 | U              | None   |                  |  |  |  |
|              |  |                    |  | 1140                      | 56.4              |                 | <b>RUDOLPH</b>                                       | 35.2                 |                | None   |                  |  |  |  |
|              |  | 1:20               |  | 2340                      | 63.2              |                 | (Soo Crossing)<br><b>JUNCTION CITY</b>               | 28.4                 | AY             | None   | 6:30             |  |  |  |
|              |  |                    |  | 1980                      | 73.0              |                 | <b>KNOWLTON</b>                                      | 18.6                 |                | None   |                  |  |  |  |
|              |  | 2:05               |  | 1080                      | 78.4              | MS              | <b>MOSINEE</b>                                       | 13.2                 | OY             | 8:00AM to 5:00PM<br>Except Sat. & Sun.                               | 5:45             |  |  |  |
|              |  |                    |  |                           | 83.7              |                 | <b>WESTON</b>  | 7.9                  | TY             | None   |                  |  |  |  |
|              |  | 2:30               |  | 1560                      | 86.0              | RH              | <b>ROTHSCHILD</b>                                    | 5.6                  | OY             | 7:00AM to 4:00PM<br>Except Sat. & Sun.                               | 5:15             |  |  |  |
|              |  |                    |  | 1020                      | 87.8              |                 | <b>SCHOFIELD</b>                                     | 3.8                  | Y              | None   |                  |  |  |  |
|              |  |                    |  |                           |                   |                 | C. & N. W. Crossing                                  | 1.9                  | UY             | None   |                  |  |  |  |
|              |  | A 3:15<br>A.M.     |  |                           | 91.6              | DS              | <b>WAUSAU</b>  | 0.0                  | BFKOQR<br>TWYZ | 8:00AM to 5:00PM<br>Except Sat. & Sun.                               | 5:00<br>P.M.     |  |  |  |

Trains must not exceed maximum speed of 30 miles per hour.

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

The normal position of Treating Pond Switch on the East Leg of the Wye at New Lisbon is for movements on the East Leg of the Wye.

The normal position of the West Switch of the wye track at West Wye Switch is for movements on the East Leg of the wye.

C&NW trains will use CMStP&P tracks South Necedah to Wisconsin Rapids.

C&NW trains and engines will use CMStP&P main track between MP 88 and 1750 feet east of MP 87 between Schofield and Rothschild.

Rule 83(B) does not apply at South Necedah. Westward C&NW trains must obtain CMStP&P clearance at Adams on the C&NW.

Rule 83(B) does not apply at Wausau and New Lisbon when operator not on duty.

Connection track is in service between Nekoosa Jct. and Nekoosa.

# 12 WESTWARD—WISCONSIN DIVN - NINETEENTH SUBDIVN—EASTWARD

| SECOND CLASS   |         |                  |     | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls                                | STATIONS | Distance from Heafford Jct. | SEE RULE 6-A   | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | THIRD CLASS |                  |  |
|----------------|---------|------------------|-----|---------------------------|-------------------|---|----------|-----------------------------|--|--|-------------|------------------|--|
| 463            | Freight | Daily Ex. Sunday | 462 |                           |                   |   |          |                             |  |  | Freight     | Daily Ex. Sunday |  |
| A.M.<br>6:00   |         |                  |     | 91.6                      | DS                | <b>WAUSAU</b><br>0.9                            | 47.0     | BFKQQR<br>TWYZ              | 8:00AM to 5:00PM<br>Except Sat. & Sun.                     | A<br>P.M.<br>2:30  |             |                  |  |
|                |         |                  |     | 92.5                      |                   | <b>WEST YARD</b><br>4.8                         | 46.1     | Y                           | None   |  |             |                  |  |
| 6:15           |         |                  |     | 97.3                      | BW                | <b>BROKAW</b><br>13.5                           | 41.3     | OY                          | 7:30AM to 4:30PM<br>Except Sat. & Sun.                     | 2:10   |             |                  |  |
| 7:30           |         |                  |     | 1080                      | 110.8             | <b>MERRILL</b><br>22.3                          | 27.8     | BOYZ                        | 7:30AM to 8:30AM<br>2:30PM to 4:30PM<br>Except Sat. & Sun. | 1:15<br>P.M.   |             |                  |  |
| 9:00           |         |                  |     | 1380                      | 133.1             | (M. T. & W. Crossing)<br><b>TOMAHAWK</b><br>5.5 | 5.5      | MTY                         | None   | 11:30  |             |                  |  |
| A 9:30<br>A.M. |         |                  |     | 720                       | 138.6             | <b>HEAFFORD JCT.</b><br>(Soo Line Crossing)     | 0.0      | OU                          | 7:30AM to 4:30PM<br>Except Sat. & Sun.                     | 10:15<br>A.M.  |             |                  |  |

Trains must not exceed maximum speed of 25 miles per hour between Wausau and MP 106, 15 miles per hour between MP 106 and Heafford Jct.

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

Rule 83(B) does not apply at Heafford Jct. and does not apply at Wausau when operator not on duty.

## WISCONSIN DIVN - TWENTY-FIRST SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS  | Distance from Madison | SEE RULE 6-A              | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|------------------|---|-----------------------|---------------------------|--|----------|
|          |                           | 98.8              | BE               | <b>JANESVILLE</b><br>(C. & N. W. Crossing)          | 40.1                  | ABFJ<br>KOPQ<br>RTWY<br>Z | Continuous<br>Except Sat. & Sun.                                     |          |
|          |                           | 101.5             |                  | 2.7<br>(C. & N. W. Crossing)<br><b>ANDERSON</b>     | 37.4                  | APY                       | None   |          |
|          |                           | 106.3             |                  | 4.8<br><b>SOUTH WYE</b>                             | 32.6                  | JP                        | None   |          |
| 2040     |                           | 106.6             |                  | 0.6<br><b>MILTON JCT.</b>                           | 32.3                  | JPT                       | None   |          |
| 1076     |                           | 113.8             |                  | 7.2<br><b>EDGERTON</b>                              | 25.1                  | P                         | None   |          |
|          |                           | 2220              | SN               | 9.8<br><b>STOUGHTON</b>                             | 15.3                  | OP                        | 7:00AM to 11:59AM<br>3:30PM to 4:00PM<br>Except Sat. & Sun.          |          |
|          |                           | 132.0             |                  | 8.4<br><b>McFARLAND</b>                             | 6.9                   | P                         | None   |          |
|          |                           | 138.4             |                  | 6.4<br><b>MONONA TOWER</b><br>(C. & N. W. Crossing) | 0.5                   | IPY                       | None   |          |
|          |                           | 138.9             | RD               | 0.5<br><b>MADISON</b>                               | 0.0                   | BFJK<br>MOPQ<br>RTWY<br>Z | Continuous   |          |

Trains must not exceed maximum speed of 35 miles per hour.  
Rule 83(B) does not apply at South Wye and Milton Jct.

## WISCONSIN DIVN - TWENTY-SECOND SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                 | Distance from Prairie du Chien | SEE RULE 6-A              | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|------------------|--|--------------------------------|---------------------------|--|----------|
|          |                           | 138.9             | RD               | <b>MADISON</b><br>(ICG Crossing)         | 97.0                           | BFJK<br>MOPQ<br>RTWY<br>Z | Continuous   |          |
|          |                           | 145.5             |                  | 6.6<br><b>MIDDLETON</b>                  | 90.4                           |                           | None   |          |
|          |                           | 153.5             |                  | 8.0<br><b>CROSS PLAINS</b>               | 82.4                           |                           | None   |          |
|          |                           | 158.3             |                  | 4.8<br><b>BLACK EARTH</b>                | 77.6                           |                           | None   |          |
| 1440     |                           | 161.8             |                  | 3.5<br><b>MAZOMANIE</b>                  | 74.1                           | JTW                       | None   |          |
|          |                           | 175.8             |                  | 14.0<br><b>SPRING GREEN</b>              | 60.1                           |                           | None   |          |
|          |                           | 182.3             |                  | 6.5<br><b>LONE ROCK</b>                  | 53.6                           |                           | None   |          |
|          |                           | 188.8             |                  | 12.4<br><b>MUSCODA</b>                   | 41.2                           |                           | None   |          |
|          |                           | 208.9             | BX               | <b>BOSCOBEL</b>                          | 27.0                           | O                         | 8:00AM to 10:00AM<br>3:00PM to 5:00PM<br>Except Sat. & Sun.          |          |
|          |                           | 219.0             |                  | 10.1<br><b>WAUZEKA</b>                   | 16.9                           |                           | None   |          |
|          |                           | 233.8             |                  | 14.8<br><b>CRAWFORD</b><br>(BN Crossing) | 2.1                            | I                         | None   |          |
|          |                           | 235.9             | DU               | 2.1<br><b>PRAIRIE DU CHIEN</b>           | 0.0                            | BOR                       | 7:00AM to 4:00PM<br>Except Sat. & Sun.                               |          |

Trains must not exceed maximum speed of 40 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Madison. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

### WISCONSIN DIVN - TWENTY-THIRD SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS               | Distance from Richland Center | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|------------------------|-------------------------------|--------------|--|---------------|
|               |                           |                   |                  |                        |                               |              |  |               |
|               | 0.0                       |                   |                  | <b>LONE ROCK</b>       | 15.5                          | JR           | None   |               |
|               | 9.7                       |                   |                  | <b>TWIN BLUFFS</b>     | 5.8                           |              | None   |               |
|               | 15.5                      | RN                |                  | <b>RICHLAND CENTER</b> | 0.0                           | O            | 8:00AM to 5:00PM<br>Ex. Sat. & Sun.                                  |               |

Trains must not exceed maximum speed of 20 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Lone Rock. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

### WISCONSIN DIVN - TWENTY-FIFTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                           | Distance from Mineral Point | SEE RULE 6-A         | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|------------------------------------|-----------------------------|----------------------|--|---------------|
|               |                           |                   |                  |                                    |                             |                      |  |               |
|               |                           |                   | BE               | <b>JANESVILLE</b>                  |                             | BFJK<br>OPQRT<br>WYZ | Continuous<br>Except Sat. & Sun.                                     |               |
|               | 10.1                      |                   |                  | <b>WEST YARD</b>                   | 81.4                        | Y                    | None   |               |
|               | 16.9                      |                   |                  | <b>WEST YARD</b><br>(CNW Crossing) | 80.5                        | Y                    | None   |               |
|               |                           |                   |                  | <b>HANOVER</b>                     | 73.7                        | A                    | None   |               |
|               | 27.9                      |                   |                  | <b>BRODHEAD</b>                    | 62.7                        |                      | None   |               |
|               | 43.2                      |                   |                  | <b>MONROE</b>                      | 47.4                        | O                    | 8:00AM to 5:00PM<br>Except Sat. & Sun.                               |               |
|               | 65.6                      |                   |                  | <b>GRATIOT</b>                     | 25.0                        |                      | None   |               |
|               | 75.5                      |                   |                  | <b>DARLINGTON</b>                  | 15.1                        |                      | None   |               |
|               | 81.2                      |                   |                  | <b>CALAMINE</b>                    | 9.4                         | T                    | None   |               |
|               | 90.6                      |                   |                  | <b>MINERAL POINT</b>               | 0.0                         | W                    | None   |               |

Trains must not exceed maximum speed of 25 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Janesville. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

### WISCONSIN DIVN - TWENTY-FOURTH SUBDIVN 13

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                             | Distance from Mazomanie | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|--------------------------------------|-------------------------|--------------|--|---------------|
|               |                           |                   |                  |                                      |                         |              |  |               |
|               | 0.0                       |                   |                  | <b>MAZOMANIE</b>                     | 0.0                     | JRTW         | None   |               |
|               | 9.2                       |                   |                  | <b>SAUK CITY-<br/>PRAIRIE DU SAC</b> | 9.2                     |              | None   |               |

Trains must not exceed maximum speed of 20 miles per hour. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Mazomanie. Track car line-ups will not be issued on this subdivision. Track cars will be operated as the way is known to be clear.

### WISCONSIN DIVN - TWENTY-SIXTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                          | Distance from South Wye | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|-----------------------------------|-------------------------|--------------|--|---------------|
|               |                           |                   |                  |                                   |                         |              |  |               |
|               |                           | 13.1              | B                | <b>BROOKFIELD</b>                 |                         |              | 7:00AM to 1:30PM<br>Except Sat. & Sun.                               |               |
|               |                           |                   |                  | <b>BROOKFIELD</b>                 | 50.0                    | BJOPR        | 7:00AM to 1:30PM<br>Except Sat. & Sun.                               |               |
|               | 960                       | 16.6              |                  | <b>SOO LINE CROSSING</b>          | 46.5                    | A            | None   |               |
|               | 1860                      | 19.5              |                  | <b>WAUKESHA</b><br>(CNW Crossing) | 43.6                    | AZ           | None   |               |
|               |                           | 30.2              |                  | <b>NORTH PRAIRIE</b>              | 32.9                    |              | None   |               |
|               |                           | 41.2              |                  | <b>PALMYRA</b>                    | 21.9                    |              | None   |               |
|               |                           | 49.6              |                  | <b>WHITewater</b>                 | 13.5                    |              | None   |               |
|               |                           | 61.1              |                  | <b>MILTON</b>                     | 2.0                     | PY           | None   |               |
|               |                           | 61.7              |                  | <b>EAST WYE</b>                   | 1.4                     | JPY          | None   |               |
|               |                           | 62.5              |                  | <b>MILTON JCT.</b>                | 0.6                     | JPTY         | None   |               |
|               |                           | 62.3              |                  | <b>SOUTH WYE</b>                  | 0.0                     | JPY          | None   |               |

Trains must not exceed maximum speed of 25 miles per hour between Brookfield and Whitewater, 15 miles per hour between Whitewater and South Wye. Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Brookfield. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

**WESTWARD—WISCONSIN DIVN - TWENTY-SEVENTH SUBDIVN—EASTWARD**

|  |  |  |   | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from Madison | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours |  |  |  |  |
|--|--|--|---|---------------------------|-------------------|------------------|--|-----------------------|--------------|--|--|--|--|--|
|  |  |  |   |                           | 131.2             | WR               | <b>WATERTOWN</b>                                       | 36.9                  | BJJKOPQ TWY  | Continuous   |  |  |  |  |
|  |  |  |   |                           | 144.7             | WO               | 13.5<br><b>WATERLOO</b>                                | 23.4                  | OP           | 9:01AM to 11:59AM<br>Except Sat. & Sun.                              |  |  |  |  |
|  |  |  |   |                           | 148.0             |                  | 3.3<br><b>MARSHALL</b>                                 | 20.1                  | P            | None   |  |  |  |  |
|  |  |  |   |                           | 156.0             | SR               | 8.0<br><b>SUN PRAIRIE</b>                              |                       |              | 8:00AM to 8:30AM<br>1:30PM to 5:00PM<br>Except Sat. & Sun.           |  |  |  |  |
|  |  |  |   |                           | 164.6             |                  | 8.6<br><b>JCT. A</b><br>(C. & N. W. Crossing)          | 3.5                   | JMY          | None   |  |  |  |  |
|  |  |  |   |                           | 166.1             |                  | 1.5<br><b>BALDWIN STREET</b>                           | 2.0                   | PY           | None   |  |  |  |  |
|  |  |  |   |                           | 166.9             |                  | 0.8<br>(C. & N. W. Crossing)<br><b>FRANKLIN STREET</b> | 1.2                   | JY           | None   |  |  |  |  |
|  |  |  |   |                           | 168.1             | RD               | 1.2<br><b>MADISON</b>                                  | 0.0                   | BFJKOPQ RWYZ | Continuous   |  |  |  |  |
|  |  |  | A |                           |                   |                  |  |                       |              |  |  |  |  |  |

Trains must not exceed maximum speed of 30 miles per hour.  
 Double track is in use between Franklin Street and Madison. Rule 83(B) does not apply at Jct. A. Special Instruction X-8 applies.

**WESTWARD—WISCONSIN DIVN - TWENTY-EIGHTH SUBDIVN—EASTWARD**

| SECOND CLASS            |  |              |                         | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls                                       | STATIONS | Distance from Portage | SEE RULE 6-A                           | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | SECOND CLASS |           |  |  |
|-------------------------|--|--------------|-------------------------|---------------------------|-------------------|--|----------|-----------------------|--|--|--------------|-----------|--|--|
| 403                     |  |              | 402                     |                           |                   |  |          |                       |  |  |              |           |  |  |
| Freight                 |  |              | Freight                 |                           |                   |  |          |                       |  |  |              |           |  |  |
| Daily Ex. Sat. & Sunday |  |              | Daily Ex. Sat. & Sunday |                           |                   |  |          |                       |  |  |              |           |  |  |
|                         |  | A.M. 8:45    |                         | 168.1                     | RD                | <b>MADISON</b>   | 36.8     | BFJKOPQ RWYZ          | Continuous                             |  | A            | A.M. 7:15 |  |  |
|                         |  | 8:55         |                         | 166.9                     |                   | 1.2<br><b>FRANKLIN STREET</b><br>(C. & N. W. Crossing) | 35.6     | JY                    | None                                   |  |              | 6:45      |  |  |
|                         |  | 9:00         |                         | 166.1                     |                   | 0.8<br><b>BALDWIN STREET</b>                           | 34.8     | PY                    | None                                   |  |              | 6:40      |  |  |
|                         |  |              |                         |                           |                   | 0.2<br>(C. & N. W. Crossing)                           | 34.6     | Y                     | None                                   |  |              |           |  |  |
|                         |  |              |                         | 32.9                      |                   | 0.5<br>(C. & N. W. Crossing)<br><b>JCT. B</b>          | 34.1     | AJY                   | None                                   |  |              |           |  |  |
|                         |  | 9:15         |                         | 30.4                      |                   | 2.5<br><b>NORTH MADISON</b>                            | 31.6     | PY                    | None                                   |  |              | 6:25      |  |  |
|                         |  | 9:40         |                         | 22.2                      |                   | 8.2<br><b>DE FOREST</b>                                | 23.4     | P                     | None                                   |  |              | 6:05      |  |  |
|                         |  | 10:01        |                         | 15.2                      | RG                | 7.0<br><b>ARLINGTON</b>                                | 16.4     | OP                    | 6:00AM to 3:00PM<br>Except Sat. & Sun. |  |              | 5:50      |  |  |
|                         |  | 10:15        |                         | 11.0                      |                   | 4.2<br><b>POYNETTE</b>                                 | 12.2     | P                     | None                                   |  |              | 5:30      |  |  |
|                         |  |              |                         | 4.2                       |                   | 6.8<br><b>COLUMBIA</b>                                 | 5.4      | PY                    | None                                   |  |              |           |  |  |
|                         |  |              |                         | 3.6                       |                   | 0.6<br><b>MANLEY</b>                                   | 4.8      | PY                    | None                                   |  |              |           |  |  |
|                         |  |              |                         | 0.0                       |                   | 3.6<br><b>PORTAGE JCT.</b>                             | 1.2      | IJPY                  | None                                   |  |              |           |  |  |
|                         |  | A 11:00 A.M. |                         |                           | G                 | 1.2<br><b>PORTAGE</b>                                  | 0.0      | BFKOPQ RTWYZ          | Continuous                             |  |              | 5:00 A.M. |  |  |

Trains must not exceed maximum speed of 30 miles per hour.

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

Double track is in use between Franklin Street and Madison.

Rule 83(B) does not apply at Jct. B. Special Instruction X-8 applies.

**WESTWARD—MINNESOTA - DAKOTA DIVN - FIRST SUBDIVN—EASTWARD**

**15**

| FIRST CLASS |                |                |    | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from Tower E 14 | SEE RULE 6-A    | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | FIRST CLASS    |                |                |                |
|-------------|----------------|----------------|----|---------------------------|-------------------|------------------|--|--------------------------|-----------------|--|----------------|----------------|----------------|----------------|
| 7           | 9              | 8              | 10 |                           |                   |                  |  |                          |                 |  | NRPC Passenger | NRPC Passenger | NRPC Passenger | NRPC Passenger |
|             |                |                |    |                           |                   |                  |  |                          |                 |  |                |                |                |                |
|             |                |                |    |                           | 407.9             | SY               | ST. PAUL YARD  | 23.1                     | BFKOPQ<br>RTWYZ | Continuous   |                |                |                |                |
|             | P.M.<br>7:36   | A.M.<br>6:31   |    |                           | 408.9             | NY               | (East End of DT)<br><b>HOFFMAN AVE.</b>  | 22.1                     | LJOPY           | Continuous   | A              | P.M.<br>1:08   | A              | P.M.<br>9:58   |
|             |                |                |    |                           | 410.5             |                  | (C&NW CROSSING)  | 20.5                     | U               | None   |                |                |                |                |
|             |                |                |    |                           | 411.1             |                  | (Joint Track Crossing)<br>(West End of DT)<br><b>CHESTNUT ST.</b><br>(East End of Two Main Tracks) | 19.9                     | IJP             | None   |                |                |                |                |
|             |                |                |    |                           | 412.0             |                  | <b>FORDSON JCT.</b>  | 19.0                     | JP              | None   |                |                |                |                |
|             |                |                |    |                           | 415.2             |                  | <b>SNELLING AVE.</b>   | 15.8                     | P               | None   |                |                |                |                |
|             | A 8:12<br>P.M. | A 7:12<br>A.M. |    |                           | 416.0             |                  | <b>MERRIAM PARK</b>  | 15.0                     | JP              | None   |                | 12:48<br>P.M.  |                | 9:38<br>P.M.   |
|             | A 8:15<br>P.M. | A 7:15<br>A.M. |    |                           |                   | MG               | MIDWAY STATION   |                          | BFKOPQRW        | Continuous   |                | 12:45<br>P.M.  |                | 9:35<br>P.M.   |
|             |                |                |    |                           | 417.3             |                  | <b>SIGNAL TOWER</b>  | 13.7                     | P               | None   |                |                |                |                |
|             |                |                |    |                           | 418.7             |                  | <b>RAND</b><br>(C.M. ST.P. & P. Crossing)  | 12.3                     | P               | None   |                |                |                |                |
|             |                |                |    |                           | 423.5             |                  | (West End of Two Main Tracks)<br><b>CEDAR</b>  | 11.5                     | P               | None   |                |                |                |                |
|             |                |                |    |                           | 426.2             |                  | <b>HUMBOLDT AVE.</b><br>(East End of DT)   | 8.8                      | P               | None   |                |                |                |                |
|             |                |                |    |                           | 428.0             |                  | <b>BASS LAKE</b>   | 7.0                      | PY              | None   |                |                |                |                |
|             |                |                |    |                           | 429.4             |                  | <b>ST. LOUIS PARK</b>  | 5.6                      | PY              | None   |                |                |                |                |
|             |                |                |    |                           | 431.8             | KN               | <b>HOPKINS</b>   | 3.2                      | OPY             | 7:30 AM to 4:30 PM<br>Ex. Sat. & Sun.                                |                |                |                |                |
|             |                |                |    |                           | 435.0             |                  | (West End of DT)<br>(CNW Crossing)<br><b>TOWER E 14</b>  | 0.0                      | APY             | None   |                |                |                |                |

Trains must not exceed maximum speed of 20 miles per hour between Hoffman Ave. and Chestnut St. 25 miles per hour on No. 1 track between Chestnut St. and Rand 40 miles per hour on No. 2 track between Chestnut St. and Rand 20 miles per hour between Rand and St. Louis Park 50 miles per hour between St. Louis Park and Tower E 14.

Double track is in use between Hoffman Ave. and Chestnut St. and between Humboldt Ave. and Tower E 14.

Two main tracks are in use between Chestnut St. and Cedar. Beginning at the north the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between a point 600 feet west of Robert St. St. Paul and Tower E 14.

CTC is in use between Chestnut St. and Humboldt Ave.

R.I. trains and engines will use CMStP&P tracks between Hoffman Ave. and Rand.

C&NW trains and engines will use CMStP&P tracks between Chestnut St. and connection at Robert St. St. Paul.

Eastward Wisconsin Division trains originating at Merriam Park or Hoffman Ave. must obtain two clearances. One from the train dispatcher at La Crosse for the territory between Merriam Park and Hoffman Ave. and between St. Croix Tower and La Crosse and one from the train dispatcher at Newport for the territory between Hoffman Ave. and St. Croix Tower. Both clearances will be issued over the signature of the Division Manager of the Wisconsin Division.

Eastward N.R.P.C. trains must obtain these clearances at Midway Station on the Minnesota Transfer Ry.

Train orders issued for N.R.P.C. trains between Merriam Park and Hoffman Ave. will be issued over the signature of the Division Manager of the Wisconsin Division.

Rule 83(B) does not apply at Tower E 14, Cedar, Rand, Merriam Park, Chestnut St. and Hoffman Ave.

# 16 MINNESOTA - DAKOTA DIVN - SECOND SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS  | Distance from MONTEVIDEO | SEE RULE 6-A      | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|-----------------|---|--------------------------|-------------------|--|---------------|
|               |                           |                   |                 |   |                          |                   |  |               |
|               | 435.0                     |                   |                 | (West End of DT)<br>(CNW Crossing)<br><b>TOWER E 14</b><br>7.1            | 119.4                    | APY               | None   |               |
|               | 442.1                     |                   |                 | <b>JONATHAN</b><br>11.2   | 112.3                    | P                 | None   |               |
| 8334          | 453.3                     |                   |                 | <b>COLOGNE</b><br>3.7   | 101.1                    | P                 | None   |               |
|               | 457.0                     |                   |                 | <b>BONGARDS</b><br>3.2  | 97.4                     | P                 | None   |               |
|               | 460.2                     |                   |                 | (CNW Crossing)<br><b>NORWOOD</b><br>0.6                                   | 94.2                     | AP                | None   |               |
|               | 460.8                     |                   |                 | <b>NORWOOD</b><br>5.4   | 93.6                     | P                 | None   |               |
|               | 466.2                     |                   |                 | <b>PLATO</b><br>5.7   | 88.2                     | P                 | None   |               |
| 12581         | 471.9                     | GN                |                 | <b>GLENCOE</b><br>10.3  | 82.5                     | BKO<br>PQRY       | 7:00 AM to 4:00 PM<br>Except Sat. & Sun.                             |               |
|               | 482.2                     |                   |                 | <b>BROWNTON</b><br>6.6  | 72.2                     | P                 | None   |               |
| 9942          | 488.8                     | SY                |                 | <b>STEWART</b><br>6.5   | 65.6                     | OP                | None   |               |
|               | 495.3                     | BO                |                 | <b>BUFFALO LAKE</b><br>4.8  | 59.1                     | OP                | None   |               |
| 6531          | 500.1                     |                   |                 | <b>HECTOR</b><br>9.0  | 54.3                     | P                 | None   |               |
| 10150         | 509.1                     |                   |                 | <b>BIRD ISLAND</b><br>4.7   | 45.3                     | PT                | None   |               |
|               | 513.8                     | VI                |                 | <b>OLIVIA</b><br>5.5  | 40.6                     | OPQ               | None   |               |
|               | 519.3                     |                   |                 | <b>DANUBE</b><br>3.7  | 35.1                     | P                 | None   |               |
| 7657          | 523.0                     |                   |                 | <b>RUEBEL</b><br>2.0  | 31.4                     | P                 | None   |               |
|               | 525.0                     |                   |                 | <b>RENVILLE</b><br>6.8  | 29.4                     | P                 | None   |               |
| 6650          | 531.8                     |                   |                 | <b>SACRED HEART</b><br>5.6  | 22.6                     | P                 | None   |               |
|               | 537.4                     |                   |                 | <b>MINNESOTA FALLS</b><br>2.1   | 17.0                     | P                 | None   |               |
|               | 539.5                     |                   |                 | (East End of<br>Two Main Tracks)<br><b>E 118</b><br>1.6                   | 14.9                     | P                 | None   |               |
|               | 541.1                     |                   |                 | <b>GRANITE FALLS</b><br>1.9   | 13.3                     | P                 | None   |               |
|               | 543.0                     |                   |                 | (West End of<br>Two Main Tracks)<br><b>E 122</b><br>(BN Crossing)<br>11.4 | 11.4                     | AP                | None   |               |
| 14880         | 554.4                     | MA                |                 | <b>MONTEVIDEO</b>   | 0.0                      | BFK<br>OPQ<br>RTW | Continuous   |               |

Trains must not exceed maximum speed of 50 miles per hour.

Two main tracks are in use between E 118 and E 122. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

ABS is in use between Tower E 14 and Montevideo.

CTC is in use between east switch of siding at Glencoe and Montevideo.

Glencoe is a register station only for trains originating and terminating.

Rule 83(B) does not apply at Tower E 14.

# MINNESOTA - DAKOTA DIVN - THIRD SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                                      | Distance from Aberdeen Yard | SEE RULE 6-A        | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|-----------------|---|-----------------------------|---------------------|--|---------------|
|               |                           |                   |                 |   |                             |                     |  |               |
|               | 14880                     | 554.4             | MA              | <b>MONTEVIDEO</b><br>6.4                      | 157.0                       | BFK<br>OPQR<br>TW   | Continuous   |               |
|               | 6558                      | 560.8             |                 | <b>NORTH WATSON</b><br>9.2                    | 150.6                       | P                   | None   |               |
|               | 6424                      | 570.0             |                 | <b>MILAN</b><br>8.2                           | 141.4                       | P                   | None   |               |
|               | 7934                      | 578.2             |                 | <b>APPLETON</b><br>(BN Crossing)<br>15.6      | 133.2                       | AP<br>QT            | None   |               |
|               | 5751                      | 593.8             |                 | <b>ODESSA</b><br>6.2                          | 117.6                       | P                   | None   |               |
|               | 8384                      | 600.0             | RT              | <b>ORTONVILLE</b><br>9.9                      | 111.4                       | JOPT                | None   |               |
|               |                           | 601.2             |                 | <b>BIG STONE CITY</b><br>9.9                  | 110.2                       | P                   | None   |               |
|               |                           |                   |                 | <b>MILBANK</b><br>7.2                         |                             |                     | 7:30 AM to 4:30 PM<br>Daily<br>3:59 PM to 11:59 PM<br>Wednesday      |               |
| 15087         | 611.1                     | B                 |                 | <b>TWIN BROOKS</b><br>7.7                     | 100.3                       | JKOPT               | None   |               |
|               | 9216                      | 618.3             |                 | <b>MARVIN</b><br>7.2                          | 93.1                        | P                   | None   |               |
|               |                           | 626.0             |                 | <b>SUMMIT</b><br>4.2                          | 85.4                        | P                   | None   |               |
| 10559         | 633.2                     | H                 |                 | <b>JACKSON</b><br>3.8                         | 78.2                        | OPQT                | 8:00 AM to 5:00 PM<br>Daily  |               |
|               | 637.4                     |                   |                 | <b>ORTLEY</b><br>5.4                          | 74.0                        | P                   | None   |               |
|               | 641.2                     |                   |                 | <b>WAUBAY</b><br>10.6                         | 70.2                        | P                   | None   |               |
| 10223         | 646.6                     |                   |                 | <b>WEBSTER</b><br>6.4                         | 64.8                        | P                   | None   |               |
| 8470          | 657.2                     | WS                |                 | <b>HOLMQUIST</b><br>4.9                       | 54.2                        | OP                  | 7:00 AM to 4:00 PM<br>Except Sat. & Sun.                             |               |
|               |                           | 663.6             |                 | <b>BRISTOL</b><br>13.6                        | 47.8                        | P                   | None   |               |
| 12142         | 668.5                     | BR                |                 | <b>ANDOVER</b><br>9.8                         | 42.9                        | JOP<br>QTY          | None   |               |
| 9302          | 678.1                     |                   |                 | <b>GROTON</b><br>15.9                         | 29.3                        | JPTY                | None   |               |
| 11939         | 687.9                     | RO                |                 | (East End of DT)<br><b>E 704</b><br>2.4       | 19.5                        | OP                  | 7:01 AM to 4:01 PM<br>Except Sat. & Sun.                             |               |
|               | 703.8                     |                   |                 | (BN & CNW Crossing)<br><b>ABERDEEN</b><br>0.8 | 3.6                         | PY                  | None   |               |
|               | 706.2                     |                   |                 | <b>ABERDEEN</b><br>0.4                        | 1.2                         | AY                  | None   |               |
|               | 707.0                     | RN                |                 | (WEST END OF DT)<br>ABERDEEN YARD             | 0.4                         | BFK<br>OPQ<br>RWY   | Continuous   |               |
|               | 707.4                     |                   |                 |   | 0.0                         | BFJK<br>PQR<br>TWYZ | None   |               |

Trains must not exceed maximum speed of 50 miles per hour.

Double track is in use between E 704 and Aberdeen.

ABS is in use between Montevideo and BN & CNW crossing at Aberdeen.

CTC is in use between Montevideo and the west switch of siding at Summit.

Rule 83(B) does not apply at Milbank when operator not on duty and does not apply at Ortonville.

Westward extra trains will register at Aberdeen Yard Instead of Aberdeen.

Special Instruction G-15 does not apply on the yard tracks at Big Stone City; movements on these tracks must be made at reduced speed prepared to stop short of switch not properly lined.



MINNESOTA - DAKOTA DIVN - FOURTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in<br>Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS  | Distance<br>from<br>Mobridge | SEE<br>RULE<br>6-A  | Train Order<br>Office Hours<br><br>Also See Page 8<br>For other<br>Assigned Hours | EAST<br>WARD<br>↑ |
|-------------------|---------------------------------------|-------------------------|-------------------------|---|------------------------------|---------------------|---|-------------------|
|                   |                                       |                         |                         |   |                              |                     |   |                   |
|                   |                                       | 707.0                   | RN                      | ABERDEEN  | 98.0                         | BFK<br>OPQR<br>WY   | Continuous  |                   |
|                   |                                       |                         |                         | 0.4<br>(West End of DT)<br><b>ABERDEEN YARD</b> |                              | BFBK<br>PQRT<br>WYZ | None  |                   |
|                   | 707.4                                 |                         |                         | 12.7<br><b>MINA</b>                             | 84.9                         | P                   | None  |                   |
| 9446              | 720.1                                 |                         |                         | 8.1<br><b>CRAVEN</b>                            | 76.8                         | P                   | None  |                   |
| 3850              | 728.2                                 |                         |                         | 5.1<br><b>IPSWICH</b>                           | 71.7                         | P                   | None  |                   |
|                   | 733.3                                 |                         |                         | 8.3<br><b>BEEBE</b>                             | 63.4                         | P                   | None  |                   |
| 7834              | 741.6                                 |                         |                         | 6.5<br><b>ORIENT LINE JCT.</b>                  | 56.9                         | JPT                 | None  |                   |
|                   | 748.1                                 |                         |                         | 0.5<br><b>ROSCOE</b>                            | 56.4                         | OJPW                | 7:45 AM to 4:45 PM<br>Except Sat. & Sun.  |                   |
| 5331              | 748.6                                 | RC                      |                         | 8.6<br><b>GRETNA</b>                            | 47.8                         | P                   | None  |                   |
| 7758              | 757.2                                 |                         |                         | 6.7<br><b>BOWDLE</b>                            | 41.1                         | P                   | None  |                   |
|                   | 763.9                                 |                         |                         | 7.0<br><b>ALAMO</b>                             | 34.1                         | P                   | None  |                   |
| 7429              | 770.9                                 |                         |                         | 5.7<br><b>JAVA JCT.</b>                         | 28.4                         | P                   | None  |                   |
|                   | 776.6                                 |                         |                         | 7.6<br><b>SELBY</b>                             | 20.8                         | OP                  | None  |                   |
| 7673              | 784.2                                 | SB                      |                         | 12.1<br><b>GLENHAM</b>                          | 8.7                          | P                   | None  |                   |
| 7970              | 796.3                                 |                         |                         | 8.7<br><b>MOBRIDGE</b>                          | 0.0                          | BKOP<br>QRT<br>WY   | Continuous  |                   |

Trains must not exceed maximum speed of 50 miles per hour.

ABS is in use between the west end of yard at Aberdeen Yard and Mobridge.

CAB is in use between the west end of yard at Aberdeen Yard and Mobridge.

Double track is in use between Aberdeen and Aberdeen Yard.

Standard clock at Mobridge marked CENTRAL TIME must be observed.

Rule 83 (B) does not apply at Orient Line Jct. and does not apply at Roscoe when operator not on duty.

MINNESOTA-DAKOTA DIVN - FORTY-THIRD SUBDIVN

17

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in<br>Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                      | Distance<br>from<br>Marmarth | SEE<br>RULE<br>6-A | Train Order<br>Office Hours<br><br>Also See Page 8<br>For other<br>Assigned Hours | EAST<br>WARD<br>↑ |
|-------------------|---------------------------------------|-------------------------|-------------------------|-------------------------------|------------------------------|--------------------|---|-------------------|
|                   |                                       |                         |                         |                               |                              |                    |   |                   |
|                   | 13061                                 | 805.0                   | MB                      | <b>MOBRIDGE</b>               | 190.1                        | BKOP<br>QRTW       | Continuous  |                   |
|                   |                                       | 813.2                   |                         | 8.2<br><b>MOREAU JCT.</b>     | 181.9                        | JP                 | None  |                   |
|                   | 7570                                  | 817.0                   |                         | 3.8<br><b>WAKPALA</b>         | 178.1                        | P                  | None  |                   |
|                   |                                       |                         |                         | 18.4<br><b>McLAUGHLIN</b>     |                              |                    |   |                   |
|                   | 9685                                  | 835.4                   | UN                      | 15.2<br><b>WALKER</b>         | 159.7                        | JOPT               | 7:00AM to 4:00PM<br>Ex. Sat. & Sun.   |                   |
|                   | 4689                                  | 850.6                   |                         | 13.0<br><b>McINTOSH</b>       | 144.5                        | P                  | None  |                   |
|                   | 7748                                  | 863.6                   |                         | 9.7<br><b>WATAUGA</b>         | 131.5                        | PW                 | None  |                   |
|                   | 6281                                  | 873.3                   |                         | 8.8<br><b>MORRISTOWN</b>      | 121.8                        | P                  | None  |                   |
|                   | 7680                                  | 882.1                   |                         | 12.5<br><b>THUNDER HAWK</b>   | 113.0                        | P                  | None  |                   |
|                   | 6520                                  | 894.6                   |                         | 9.2<br><b>LEMMON</b>          | 100.5                        | P                  | None  |                   |
|                   |                                       |                         |                         | 5.9<br><b>PETREL</b>          |                              |                    |   |                   |
|                   | 4697                                  | 903.8                   | MN                      | 9.6<br><b>HAYNES</b>          | 91.3                         | OPTW               | 7:30AM to 4:30PM<br>Ex. Sat. & Sun.   |                   |
|                   | 8344                                  | 909.7                   |                         | 8.2<br><b>HETTINGER</b>       | 85.4                         | P                  | None  |                   |
|                   | 4618                                  | 919.3                   |                         | 8.6<br><b>BUCYRUS</b>         | 75.8                         | P                  | None  |                   |
|                   |                                       |                         |                         | 13.1<br><b>KNIFE RIVER</b>    |                              |                    |   |                   |
|                   | 4702                                  | 927.5                   | HG                      | 1.9<br><b>GASCOYNE</b>        | 67.6                         | BOP<br>RW          | 7:30AM to 4:30PM<br>Ex. Sat. & Sun.   |                   |
|                   | 8078                                  | 936.1                   |                         | 8.5<br><b>BUFFALO SPRINGS</b> | 59.0                         | P                  | None  |                   |
|                   |                                       |                         |                         | 7.8<br><b>BOWMAN</b>          |                              |                    |   |                   |
|                   |                                       |                         |                         | 13.2<br><b>RHAME</b>          |                              |                    |   |                   |
|                   |                                       |                         |                         | 14.5<br><b>MARMARTH</b>       |                              |                    |   |                   |
|                   |                                       |                         |                         | 14.5<br><b>MARMARTH</b>       | 45.9                         | P                  | None  |                   |
|                   | 4611                                  | 951.1                   | GA                      | 8.5<br><b>BUFFALO SPRINGS</b> | 44.0                         | OP                 | 7:00AM to 4:00PM<br>Ex. Sat. & Sun.   |                   |
|                   | 7850                                  | 959.6                   |                         | 7.8<br><b>BOWMAN</b>          | 35.5                         | P                  | None  |                   |
|                   |                                       |                         |                         | 13.2<br><b>RHAME</b>          |                              |                    |   |                   |
|                   | 4732                                  | 967.4                   | AN                      | 14.5<br><b>MARMARTH</b>       | 27.7                         | OPW                | 7:00AM to 4:00PM<br>Ex. Sat. & Sun.   |                   |
|                   | 6662                                  | 980.6                   |                         |                               | 14.5                         | P                  | None  |                   |
|                   |                                       |                         |                         |                               |                              |                    |   |                   |
|                   |                                       | 995.1                   | RA                      | <b>MARMARTH</b>               | 0.0                          | BKOP<br>QRT<br>WY  | Continuous  |                   |

Trains must not exceed maximum speed of 50 miles per hour.

ABS is in use between Mobridge and Marmarth.

CAB is in use between Mobridge and the west end of siding at Hettinger and between the east end of the siding at Rhame and the east switch of the yard at Marmarth.

Standard clock at Mobridge marked MOUNTAIN TIME must be observed.

Rule 83(B) does not apply at Moreau Jct. and does not apply at McLaughlin if train order signal indicates proceed.

Hettinger is a register station for trains originating and terminating.

# 18 MINNESOTA-DAKOTA DIVN - FORTY-FOURTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                 | Distance from Miles City | SEE RULE            | Train Order Office Hours                 |
|---------------|---------------------------|-------------------|------------------|--------------------------|--------------------------|---------------------|--|
|               |                           |                   |                  |                          |                          | 6-A                 | Also See Page 8 For other Assigned Hours |
|               |                           | 995.1             | RA               | <b>MARMARTH</b>          | 123.8                    | BKO<br>PQR<br>TWY   | Continuous                               |
|               |                           |                   |                  | 20.5<br><b>BAKER</b>     |                          |                     |  |
| 11424         | 1015.6                    | KR                |                  | 12.5<br><b>PLEVNA</b>    | 103.3                    | OP                  | 7:00AM to 4:00PM<br>Except Sat. & Sun.   |
| 4616          | 1028.1                    |                   |                  | 15.8<br><b>ISMAY</b>     | 90.8                     | P                   | None                                     |
| 6534          | 1043.9                    |                   |                  | 15.0<br><b>MILDRED</b>   | 75.0                     | P                   | None                                     |
| 8946          | 1058.9                    |                   |                  | 14.4<br><b>BLUFFPORT</b> | 60.0                     | P                   | None                                     |
| 6542          | 1073.3                    |                   |                  | 7.3<br><b>TERRY</b>      | 45.6                     | P                   | None                                     |
| 4600          | 1080.6                    | TY                |                  | 18.5<br><b>BONFIELD</b>  | 38.3                     | OP                  | 1:00PM to 9:00PM<br>Except Sat. & Sun.   |
| 6554          | 1099.1                    |                   |                  | 5.7<br><b>KINSEY</b>     | 19.8                     | P                   | None                                     |
| 2808          | 1104.8                    |                   |                  | 7.6<br><b>TUSLER</b>     | 14.1                     | P                   | None                                     |
| 4538          | 1112.4                    |                   |                  | 6.5<br><b>MILES CITY</b> | 6.5                      | P                   | None                                     |
|               | 1118.9                    | MC                |                  |                          | 0.0                      | BFK<br>OPQR<br>TWYZ | Continuous                               |

Trains must not exceed maximum speed of 50 miles per hour.  
ABS is in use between Marmarth and Miles City.

# MINNESOTA-DAKOTA DIVN - FORTY-SEVENTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                  | Distance from Isabel | SEE RULE | Train Order Office Hours                 |
|---------------|---------------------------|-------------------|------------------|---------------------------|----------------------|----------|--|
|               |                           |                   |                  |                           |                      | 6-A      | Also See Page 8 For other Assigned Hours |
|               |                           | 0.0               |                  | <b>MOREAU JCT.</b>        | 55.4                 | JPR      | None                                     |
|               |                           | 19.3              |                  | 19.3<br><b>TRAIL CITY</b> | 36.1                 | JT       | None                                     |
|               |                           | 55.4              |                  | 36.1<br><b>ISABEL</b>     | 0.0                  | T        | None                                     |

Trains must not exceed maximum speed of 25 miles per hour.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Moreau Jct. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

# MINNESOTA-DAKOTA DIVN - FORTY-EIGHTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS              | Distance from Faith | SEE RULE | Train Order Office Hours                 |
|---------------|---------------------------|-------------------|------------------|-----------------------|---------------------|----------|--|
|               |                           |                   |                  |                       |                     | 6-A      | Also See Page 8 For other Assigned Hours |
|               |                           | 0.0               |                  | <b>TRAIL CITY</b>     | 106.1               | JT       | None                                     |
|               |                           | 106.1             |                  | 106.1<br><b>FAITH</b> | 0.0                 | T        | None                                     |

Trains must not exceed maximum speed of 25 miles per hour.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Moreau Jct. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

# MINNESOTA-DAKOTA DIVN - FORTY-NINTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                   | Distance from New England | SEE RULE  | Train Order Office Hours                 |
|---------------|---------------------------|-------------------|------------------|----------------------------|---------------------------|-----------|--|
|               |                           |                   |                  |                            |                           | 6-A       | Also See Page 8 For other Assigned Hours |
|               |                           | 0.0               | UN               | <b>McLAUGHLIN</b>          | 133.9                     | JO<br>PRT | 7:00AM to 4:00PM<br>Except Sat. & Sun.   |
|               |                           | 83.9              |                  | 83.9<br><b>NEW LEIPZIG</b> | 50.0                      |           | None                                     |
|               |                           | 104.1             |                  | 30.2<br><b>MOTT</b>        | 29.8                      |           | None                                     |
|               |                           | 133.9             | NE               | 29.8<br><b>NEW ENGLAND</b> | 0.0                       | KOTW      | 7:00AM to 4:00PM<br>Except Sat. & Sun.   |

Trains must not exceed maximum speed of 30 miles per hour.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at McLaughlin. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

# MINNESOTA-DAKOTA DIVN - TWENTY-FIFTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                   | Distance from Fargo | SEE RULE | Train Order Office Hours                 |
|---------------|---------------------------|-------------------|------------------|--|---------------------|----------|--|
|               |                           |                   |                  |  |                     | 6-A      | Also See Page 8 For other Assigned Hours |
|               |                           | 0.0               | RT               | <b>ORTONVILLE</b>                          | 117.0               | JOPTY    | None                                     |
|               |                           | 19.9              |                  | 19.9<br><b>GRACEVILLE</b><br>(BN Crossing) | 97.1                | U        | None                                     |
|               |                           | 37.4              |                  | 17.5<br><b>WHEATON</b>                     | 79.6                |          | None                                     |
|               |                           | 56.2              |                  | 18.8<br><b>FAIRMOUNT</b>                   | 60.8                |          | None                                     |
|               |                           | 56.5              |                  | 0.3<br>(Soo Line Crossing)                 | 60.5                | U        | None                                     |
|               |                           | 70.7              |                  | 14.2<br>(BN Crossing)                      | 46.3                | M        | None                                     |
|               |                           | 70.9              | AP               | 0.2<br><b>WHPETON</b>                      | 46.1                | O        | 7:00AM to 4:00PM<br>Except Sat. & Sun.   |
|               |                           | 72.3              |                  | 1.4<br><b>OTTERTAIL SPUR</b>               | 44.7                | T        | None                                     |
|               |                           | 74.7              |                  | 2.4<br>(BN Crossing)                       | 42.3                | A        | None                                     |
|               |                           | 84.9              |                  | 10.2<br><b>ABERCROMBIE</b>                 | 32.1                |          | None                                     |
|               |                           | 115.7             |                  | 30.8<br>(BN Crossing)                      | 1.3                 | U        | None                                     |
|               |                           | 115.9             |                  | 0.2<br>(BN Crossing)                       | 1.1                 | A        | None                                     |
|               |                           | 117.0             | FO               | 1.1<br><b>FARGO</b>                        | 0.0                 | OTY      | 7:00AM to 4:00PM<br>Except Sun.          |

Trains must not exceed maximum speed of 20 miles per hour between Ortonville and Abercrombie, 25 miles per hour between Abercrombie and Fargo.  
Rule 83(B) does not apply at Ortonville and does not apply at Fargo when operator not on duty.  
Special Instruction X-8 applies.

### MINNESOTA-DAKOTA DIVN - TWENTY-SIXTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS        | Distance<br>from<br>Sisseton | SEE<br>RULE  | Train Order<br>Office Hours    |
|-------------------|------------------------------------|-------------------------|-------------------------|-----------------|------------------------------|--------------|--------------------------------|
|                   |                                    |                         |                         |                 |                              | 6-A          |                                |
|                   |                                    |                         |                         | <b>MILBANK</b>  |                              |              | 7:30AM to 4:30PM<br>Daily      |
|                   | 0.0                                | B                       |                         |                 | 37.1                         | BJK<br>OPRTY | 11:00PM to 7:00AM<br>Wednesday |
|                   | 37.5                               |                         |                         | <b>SISSETON</b> | 0.0                          |              | None                           |

Trains must not exceed maximum speed of 20 miles per hour.  
 Absolute Block Register territory. Special Instruction G-17 applies. Register  
 book is located at Milbank.  
 Track car line-ups will not be issued on this subdivision.  
 Track cars will be moved as the way is known to be clear.

### MINNESOTA-DAKOTA DIVN - TWENTY-SEVENTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                            | Distance<br>from<br>Bristol | SEE<br>RULE | Train Order<br>Office Hours |
|-------------------|------------------------------------|-------------------------|-------------------------|-------------------------------------|-----------------------------|-------------|-----------------------------|
|                   |                                    |                         |                         |                                     |                             | 6-A         |                             |
|                   | 74.3                               |                         |                         | <b>GARDEN CITY</b>                  | 29.0                        |             | None                        |
|                   | 84.4                               |                         |                         | <b>BRADLEY</b><br>(C & NW Crossing) | 18.9                        | M           | None                        |
|                   | 103.3                              | BR                      |                         | <b>BRISTOL</b>                      | 0.0                         | JOPQ<br>RTY | None                        |

Trains must not exceed maximum speed of 20 miles per hour.  
 Absolute Block Register territory. Special Instruction G-17 applies. Register  
 book is located at Bristol.  
 Track car line-ups will not be issued on this subdivision.  
 Track cars will be moved as the way is known to be clear.

### MINNESOTA-DAKOTA DIVN - TWENTY-EIGHTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS        | Distance<br>from<br>Brampton | SEE<br>RULE | Train Order<br>Office Hours |
|-------------------|------------------------------------|-------------------------|-------------------------|-----------------|------------------------------|-------------|-----------------------------|
|                   |                                    |                         |                         |                 |                              | 6-A         |                             |
|                   | 0.0                                |                         |                         | <b>ANDOVER</b>  | 43.0                         | JPRTY       | None                        |
|                   | 28.2                               |                         |                         | <b>BRITTON</b>  | 14.5                         |             | None                        |
|                   | 32.1                               |                         |                         | (BN Crossing)   | 10.6                         | U           | None                        |
|                   | 42.7                               |                         |                         | <b>BRAMPTON</b> | 0.0                          | T           | None                        |

Trains must not exceed maximum speed of 20 miles per hour.  
 Absolute Block Territory. Special Instruction G-17 applies. Register book is  
 located at Andover. Track car lineups will not be issued on this subdivision.  
 Track cars will be moved as the way is known to be clear.

### MINNESOTA-DAKOTA DIVN - TWENTY-NINTH SUBDIVN 19

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                                       | Distance<br>from<br>Edgeley | SEE<br>RULE        | Train Order<br>Office Hours |
|-------------------|------------------------------------|-------------------------|-------------------------|--|-----------------------------|--------------------|-----------------------------|
|                   |                                    |                         |                         |  |                             | 6-A                |                             |
|                   | 0.0                                | RN                      |                         | <b>ABERDEEN</b>                                | 63.9                        | BFJK<br>OQRT<br>YZ | Continuous                  |
|                   | 36.1                               |                         |                         | <b>ELLENDALE</b><br>(BN Crossing)              | 26.5                        | U                  | None                        |
|                   | 47.3                               |                         |                         | (Soo Line Crossing)<br><b>MONANGO CROSSING</b> | 15.3                        | U                  | None                        |
|                   | 62.6                               |                         |                         | <b>EDGELEY</b>                                 | 0.0                         | TY                 | None                        |

Trains must not exceed maximum speed of 25 miles per hour.  
 Absolute Block Register Territory. Special Instruction G-17 applies. Register  
 book is located at Aberdeen. Track car line-ups will not be issued on this  
 subdivision. Track cars will be moved as the way is known to be clear.

### MINNESOTA-DAKOTA DIVN - THIRTY-FIRST SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                            | Distance<br>from<br>Linton | SEE<br>RULE | Train Order<br>Office Hours            |
|-------------------|------------------------------------|-------------------------|-------------------------|-------------------------------------|----------------------------|-------------|--|
|                   |                                    |                         |                         |                                     |                            | 6-A         |  |
|                   | 0.0                                | RC                      |                         | <b>ROSCOE</b>                       | 75.3                       | JO<br>PRW   | 7:45AM to 4:45PM<br>Except Sat. & Sun. |
|                   | 26.1                               |                         |                         | <b>EUREKA</b>                       | 49.0                       |             | None                                   |
|                   | 38.4                               |                         |                         | (Soo Line Crossing)<br><b>MADRA</b> | 36.7                       | U           | None                                   |
|                   | 75.1                               |                         |                         | <b>LINTON</b>                       | 0.0                        | TWY         | None                                   |

Trains must not exceed maximum speed of 25 miles per hour.  
 Absolute Block Territory. Special Instruction G-17 applies. Register book is  
 located at Roscoe. Track car lineups will not be issued on this subdivision.  
 Track cars will be moved as the way is known to be clear.

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                      | Distance from Chippewa Falls | SEE RULE 6-A      | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|-------------------------------|------------------------------|-------------------|--|---------------|
|               |                           |                   |                  |                               |                              |                   |  |               |
|               |                           |                   |                  | WINONA                        |                              | BKO<br>PQ<br>TWYZ | Continuous   |               |
|               |                           |                   | RH               | 2.3<br>EAST WINONA            | 94.9<br>92.6                 |                   |  |               |
|               | 3.9                       |                   |                  | TREVINO                       | 56.3                         |                   | None   |               |
|               | 19.1                      |                   |                  | DURAND                        | 41.1                         |                   | None   |               |
|               | 48.6                      | AU                |                  | (C&NW Crossing)<br>EAU CLAIRE | 11.6                         | BFOR<br>UWYZ      | 8:00 AM to 5:00 PM<br>Exc. Sun.                                      |               |
|               | 49.1                      |                   |                  | EAU CLAIRE JCT.               | 11.2                         | JY                | None   |               |
|               |                           |                   |                  | CHIPPEWA FALLS                | 0.0                          |                   | None   |               |

Trains must not exceed maximum speed of 25 miles per hour between Trevino and Durand and 15 miles per hour between Durand and Eau Claire Jct. This timetable confers no authority between Winona and Trevino; B. N. timetable governs.

This timetable confers no authority between Eau Claire Jct. and Chippewa Falls; Soo Line Railroad timetable governs.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Eau Claire. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## MINNESOTA-DAKOTA DIVN - SIXTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from Stillwater | SEE RULE 6-A      | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|--|--------------------------|-------------------|--|---------------|
|               |                           |                   |                  |  |                          |                   |  |               |
|               |                           |                   | HN               | HASTINGS<br>(West End of DT)<br>(Mississippi Drawbridge) | 25.7                     | BKO<br>PQR<br>WYZ | 8:00AM to 5:00PM<br>Except Sunday                                    |               |
|               | 0.0                       |                   |                  | ST. CROIX JCT.<br>(BN Crossing)                          | 25.0                     | IJ                | None   |               |
|               | 19.2                      |                   |                  | LAKELAND JCT.<br>(C & NW Crossing)                       | 5.7                      | M                 | None   |               |
|               | 21.7                      | BN                |                  | BAYPORT  | 3.2                      | O                 | 7:00AM to 4:00PM<br>Exc. Sat. & Sun.                                 |               |
|               | 22.5                      |                   |                  | JUNCTION SWITCH  | 2.4                      |                   | None   |               |
|               |                           |                   |                  | STILLWATER   | 0.0                      |                   | None   |               |

Trains must not exceed maximum speed of 20 miles per hour. This timetable confers no authority between Junction Switch and Stillwater; C&NW timetable governs.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Hastings. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                         | Distance from Austin | SEE RULE 6-A         | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|----------------------------------|----------------------|----------------------|--|---------------|
|               |                           |                   |                  |                                  |                      |                      |  |               |
|               |                           |                   | AD               | LA CROSSE                        | 108.9                | BFJK<br>OQRT<br>WYZ  | Continuous   |               |
|               | 2.1                       |                   |                  | I. M. & D. JCT.                  | 103.7                | JPY                  | None   |               |
|               | 6.0                       |                   |                  | HOKAH                            | 99.8                 |                      | None   |               |
|               | 18.5                      |                   |                  | HOUSTON                          | 87.3                 |                      | None   |               |
|               | 29.6                      |                   |                  | RUSHFORD                         | 76.2                 |                      | None   |               |
|               | 47.7                      |                   |                  | LANESBORO                        | 58.1                 |                      | None   |               |
|               | 59.1                      |                   |                  | FOUNTAIN                         | 46.7                 |                      | None   |               |
|               | 66.4                      |                   |                  | WYKOFF                           | 39.6                 |                      | None   |               |
|               | 73.5                      | SV                |                  | SPRING VALLEY                    | 32.5                 | OW                   | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |               |
|               | 82.9                      |                   |                  | GRAND MEADOW                     | 23.1                 |                      | None   |               |
|               | 101.4                     |                   |                  | (C & N W Crossing)               | 4.6                  | A                    | None   |               |
|               | 72.5                      |                   |                  | RAMSEY                           | 3.0                  | JPTY                 | None   |               |
|               | 70.2                      |                   |                  | AUSTIN JCT.<br>(C & NW Crossing) | 0.5                  | AY                   | None   |               |
|               | 69.7                      | A                 |                  | AUSTIN                           | 0.0                  | BFJK<br>OPQR<br>TWYZ | Continuous   |               |

Trains must not exceed maximum speed of 20 miles per hour between Austin and Ramsey and 25 miles per hour between Ramsey and I. M. & D. Jct. Special instruction X-8 applies.

ABS and CTC are in use between Ramsey and Austin Jct.

At I. M. & D. Jct. train and engine movements from the Fourteenth Subdivn. to the Wisconsin Divn. Fourth Subdivn. must be authorized by the train dispatcher at LaCrosse.

Rule 83(B) does not apply at I. M. & D. Jct. and Ramsey.

**WESTWARD—MINNESOTA-DAKOTA DIVN - SEVENTH SUBDIVN—EASTWARD**

**21**

| SECOND CLASS |                       |                     |      | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls                               | STATIONS | Distance from St. Paul Yard | SEE RULE 6-A                             | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | SECOND CLASS |                        |      |      |
|--------------|-----------------------|---------------------|------|---------------------------|-------------------|--|----------|-----------------------------|--|--|--------------|------------------------|------|------|
| 603          |                       |                     |      |                           |                   |  |          |                             |  |  | 602          |                        |      |      |
| Freight      | Daily Ex. Sun. & Mon. | A.M.                | P.M. |                           |                   |  |          |                             |  |  | Freight      | Daily Ex. Sun. & Tues. | A.M. | P.M. |
|              |                       | 9:00                |      | 69.7                      | A                 | <b>AUSTIN</b>                                  | 102.1    | BFJKOPQ<br>RTWYZ            | Continuous                               |  |              |                        |      |      |
|              |                       | 9:15                |      | 70.2                      |                   | 0.5<br>(C & NW Crossing)<br><b>AUSTIN JCT.</b> | 101.6    | AY                          | None                                     |  |              |                        |      |      |
|              |                       | 9:25                |      | 72.5                      |                   | 2.3<br><b>RAMSEY</b>                           | 99.3     | JPTY                        | None                                     |  |              | 11:30                  |      |      |
|              |                       | 9:48                |      | 1675                      | 84.2              | 12.7<br><b>BLOOMING PRAIRIE</b>                | 87.6     | P                           | None                                     |  |              | 11:04                  |      |      |
|              |                       | <b>602</b><br>10:30 |      | 2061                      | 101.9             | 17.7<br>(C & NW Crossing)<br><b>OWATONNA</b>   | 69.9     | OPUY                        | 7:45 AM to 4:45 PM<br>Except Sat. & Sun. |  |              | <b>603</b><br>10:30    |      |      |
|              |                       | 10:57               |      | 1489                      | 107.8             | 5.9<br><b>MEDFORD</b>                          | 64.0     | P                           | None                                     |  |              | 9:46                   |      |      |
|              |                       | 11:28               |      | 1810                      | 117.1             | 9.3<br><b>FARIBAULT</b><br>(C & NW Crossing)   | 54.7     | AJOPWY                      | 7:00 AM to 4:00 PM<br>Except Sat. & Sun. |  |              | 9:30                   |      |      |
|              |                       | 11:40               |      | 4459                      | 123.8             | 6.7<br><b>COMUS</b>                            | 48.0     | JP                          | None                                     |  |              | 8:45                   |      |      |
|              |                       | 11:47               |      |                           | 127.6             | 3.8<br><b>DUNDAS</b>                           | 44.2     | P                           | None                                     |  |              |                        |      |      |
|              |                       | P.M.<br>12:48       |      | 4695                      | 130.7             | 3.1<br><b>NORTHFIELD</b>                       | 41.1     | JOP                         | None                                     |  |              | 8:30                   |      |      |
|              |                       | 1:00                |      | 2618                      | 136.8             | 6.1<br><b>CASTLE ROCK</b>                      | 35.0     | P                           | None                                     |  |              | 7:20                   |      |      |
|              |                       | 1:45                |      | 4279                      | 143.6             | 6.8<br><b>FARMINGTON</b>                       | 28.2     | BJKOPRTWY                   | 7:00 AM to 4:00 PM<br>Except Sun.        |  |              | 7:10                   |      |      |
|              |                       | 1:58                |      | 3382                      | 150.7             | 7.1<br><b>ROSEMOUNT</b>                        | 21.0     | JOPT                        | None                                     |  |              | 6:55                   |      |      |
|              | A                     | 2:20<br>P.M.        |      |                           | 163.5             | 12.8<br><b>MENDOTA</b>                         | 8.2      | PY                          | None                                     |  |              | 6:25<br>A.M.           |      |      |
|              |                       |                     |      |                           |                   | ST. PAUL JCT.                                  | 8.2      |                             |  |  |              |                        |      |      |
|              |                       |                     |      |                           |                   | 1.4<br><b>CLIFF</b>                            | 6.8      |                             |  |  |              |                        |      |      |
|              |                       |                     |      |                           |                   | 3.3<br><b>CHESTNUT STREET</b>                  | 3.5      | IJPY                        | None                                     |  |              |                        |      |      |
|              | A                     | 3:15<br>P.M.        |      |                           |                   | 3.5<br><b>ST. PAUL YARD</b>                    | 0.0      | BFKOPQ<br>RTWYZ             | Continuous                               |  |              | 5:45<br>A.M.           |      |      |

Trains must not exceed maximum speed of 20 MPH between Austin and Ramsey, 40MPH between Ramsey and Mendota.

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

ABS and CTC are in use between Austin Jct. and Ramsey and between C&NW Crossing West of Faribault and Mendota.  
This timetable confers no authority between St. Paul Jct. and Chestnut Street. C&NW timetable governs.  
At Farmington the train order signal applies only to trains on the Seventh Subdivn.

Rule 83(B) does not apply at Farmington when operator not on duty and does not apply at Northfield, Faribault, Comus, Rosemount and Mendota.  
Farmington is a register station only for trains originating or terminating.  
CNW trains will use CMSP&P tracks between Northfield and Faribault.

**MINNESOTA-DAKOTA DIVN - TENTH SUBDIVN**

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                 | Distance from Faribault | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|--------------------------|-------------------------|--------------|--|---------------|
|               |                           |                   |                  |                          |                         |              |  |               |
|               |                           | 54.0              |                  | <b>ZUMBROTA</b>          | 35.1                    | TW           | None   |               |
|               |                           |                   |                  | 35.1<br><b>FARIBAULT</b> | 0.0                     | AJO<br>PRY   | 7:00AM to 4:00PM<br>Except Sat. & Sun.                               |               |

Trains must not exceed maximum speed of 20 miles per hour.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Faribault. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

**MINNESOTA-DAKOTA DIVN - ELEVENTH SUBDIVN**

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                  | Distance from Shakopee | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|---|------------------------|--------------|--|---------------|
|               |                           |                   |                  |   |                        |              |  |               |
|               |                           | 4279              | 0.0              | <b>FARMINGTON</b>                         | 24.0                   | BJK<br>ORTY  | 7:00AM to 4:00PM<br>Except Sunday                                    |               |
|               |                           |                   |                  | 4.8<br><b>LAKEVILLE</b><br>(MNS Crossing) | 19.2                   | A            | None   |               |
|               |                           |                   |                  | 10.7<br><b>PRIOR LAKE</b>                 | 8.5                    |              | None   |               |
|               |                           |                   |                  | 8.5<br>(CNW Crossing)<br><b>SHAKOPEE</b>  | 0.0                    | MOY          | 7:30AM to 4:30PM<br>Ex. Sat. & Sun.                                  |               |

Trains must not exceed maximum speed of 20 miles per hour.

Absolute Block Register territory. Special Instruction G-17 applies. Register book is located at Farmington. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## 22 MINNESOTA-DAKOTA DIVN - TWELFTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                  | Distance from Austin | SEE RULE 6-A         | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|---|----------------------|----------------------|--|---------------|
|               |                           |                   |                  |   |                      |                      |  |               |
|               |                           | 0.0               | CQ               | <b>CALMAR</b>                             | 70.0                 | BJKO<br>PQR<br>TWY   | 7:45AM to 4:45PM<br>Except Sat. & Sun.                               |               |
|               |                           | 3.1               |                  | 3.1<br><b>CONOVER</b>                     | 66.9                 | JPY                  | None   |               |
| 1823          | 10.7                      |                   |                  | 7.9<br><b>RIDGEWAY</b>                    | 59.0                 | P                    | None   |               |
| 2387          | 19.2                      | CS                |                  | 8.5<br><b>CRESCO</b>                      | 50.5                 | OP                   | 6:30AM to 3:30PM<br>Except Sat. & Sun.                               |               |
|               | 29.3                      |                   |                  | 10.1<br><b>LIME SPRINGS</b>               | 40.4                 | P                    | None   |               |
|               | 35.3                      |                   |                  | 6.0<br><b>CHESTER</b>                     | 34.4                 | P                    | None   |               |
|               | 43.1                      |                   |                  | 7.8<br><b>LE ROY</b><br>(C & NW Crossing) | 26.6                 | PU                   | None   |               |
|               | 51.3                      |                   |                  | 8.2<br><b>TAOPI</b><br>(C & NW Crossing)  | 18.4                 | AP                   | None   |               |
|               | 54.9                      |                   |                  | 3.6<br><b>ADAMS</b>                       | 14.8                 | P                    | None   |               |
|               | 61.4                      |                   |                  | 6.5<br><b>ROSE CREEK</b>                  | 8.3                  | P                    | None   |               |
|               | 69.2                      |                   |                  | 7.8<br><b>SOUTH JCT.</b>                  | 0.5                  | JY                   | None   |               |
|               | 69.7                      | A                 |                  | 0.5<br><b>AUSTIN</b>                      | 0.0                  | BFJK<br>OPQR<br>TWYZ | Continuous   |               |

Trains must not exceed maximum speed of 25 miles per hour.  
Rule 83 (B) does not apply at Calmar when operator not on duty.  
Special instruction X-8 applies.

## MINNESOTA-DAKOTA DIVN - NINTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                      | Distance from Mankato | SEE RULE 6-A      | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|---|-----------------------|-------------------|--|---------------|
|               |                           |                   |                  |   |                       |                   |  |               |
|               |                           |                   | MK               | <b>MANKATO</b><br>(C & NW Crossing)           | 0.0                   | BIJ<br>KOT<br>WYZ | Continuous   |               |
|               | 56.1                      |                   |                  | 3.7<br><b>BENNING</b>                         | 3.7                   | J                 | None   |               |
|               | 53.3                      |                   |                  | 2.8<br>(C & NW Crossing)                      | 6.5                   | A                 | None   |               |
|               | 50.6                      |                   |                  | 2.7<br><b>KASOTA</b>                          | 9.2                   |                   | None   |               |
|               | 36.0                      |                   |                  | 14.6<br><b>LE CENTER</b>                      | 23.8                  |                   | None   |               |
|               | 27.7                      |                   |                  | 8.3<br><b>MONTGOMERY</b><br>(C & NW Crossing) | 32.1                  | M                 | None   |               |
|               | 13.5                      |                   |                  | 14.2<br><b>WEBSTER</b>                        | 46.3                  |                   | None   |               |
|               | 4.9                       |                   |                  | 8.6<br>(MN & S Crossing)                      | 54.9                  | A                 | None   |               |
| 4279          | 0.0                       | F                 |                  | 4.9<br><b>FARMINGTON</b>                      | 59.8                  | BJK<br>OPR<br>TWY | 7:00AM to 4:00PM<br>Except Sun.                                      |               |

Trains must not exceed maximum speed of 20 miles per hour.  
This timetable confers no authority between Benning and Mankato; C&NW timetable governs.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Farmington. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## MINNESOTA-DAKOTA DIVN - THIRTEENTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS  | Distance from Austin | SEE RULE 6-A              | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|---|----------------------|---------------------------|--|---------------|
|               |                           |                   |                  |   |                      |                           |  |               |
|               |                           |                   | H                | <b>MASON CITY</b>                                   | 40.4                 | ABFJ<br>KOPQ<br>RTW<br>YZ | Continuous<br>Except Sun.  |               |
|               | 0.0                       |                   |                  | 0.5<br><b>MASON CITY JCT.</b><br>(C & NW Crossing)  | 39.9                 | U                         | None   |               |
|               | 7.4                       |                   |                  | 7.4<br>(C R I & P Crossing)<br><b>PLYMOUTH JCT.</b> | 32.5                 | M                         | None   |               |
|               | 8.4                       |                   |                  | 1.0<br><b>PLYMOUTH</b>                              | 31.5                 |                           | None   |               |
|               | 28.6                      |                   |                  | 20.2<br>(ICG Crossing)<br><b>LYLE</b>               | 11.3                 | UY                        | None   |               |
|               | 39.5                      |                   |                  | 10.9<br><b>SOUTH JCT.</b>                           | 0.4                  | JY                        | None   |               |
|               | 39.9                      | A                 |                  | 0.4<br><b>AUSTIN</b>                                | 0.0                  | BFJK<br>OPQR<br>TWYZ      | Continuous   |               |

Trains must not exceed maximum speed of 20 miles per hour.  
Special instruction X-8 applies.

## MINNESOTA - DAKOTA DIVN - FIFTEENTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS              | Distance from Decorah | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|-----------------------|-----------------------|--------------|--|---------------|
|               |                           |                   |                  |                       |                       |              |  |               |
|               |                           | 0.0               |                  | <b>CONOVER</b>        | 9.6                   | JPY          | None   |               |
|               |                           | 9.6               |                  | 9.6<br><b>DECORAH</b> | 0.0                   | P            | None   |               |

Trains must not exceed maximum speed of 20 miles per hour.  
Rule 83 (B) does not apply at Conover and Decorah.  
Special Instruction X-8 applies.

## MINNESOTA-DAKOTA DIVN - EIGHTEENTH SUBDIVN

| WESTWARD<br>↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                    | Distance from Mankato | SEE RULE 6-A       | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD<br>↑ |
|---------------|---------------------------|-------------------|------------------|---|-----------------------|--------------------|--|---------------|
|               |                           |                   |                  |   |                       |                    |  |               |
|               |                           | 0.0               | WS               | <b>WELLS</b>                                | 38.1                  | BJOR<br>TWY        | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |               |
|               | 8.2                       |                   |                  | 8.6<br><b>MINNESOTA LAKE</b>                | 29.5                  |                    | None   |               |
|               | 16.7                      |                   |                  | 8.5<br><b>MAPLETON</b>                      | 21.0                  |                    | None   |               |
|               | 24.5                      |                   |                  | 7.8<br><b>GOOD THUNDER</b>                  | 13.2                  |                    | None   |               |
|               | 37.7                      | MK                |                  | 13.2<br><b>MANKATO</b><br>(C & NW Crossing) | 0.0                   | BIJK<br>ORT<br>WYZ | Continuous   |               |

Trains must not exceed maximum speed of 25 miles per hour.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Wells. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## MINNESOTA-DAKOTA DIVN - SEVENTEENTH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS  | Distance from Jackson | SEE RULE<br>6-A      | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|---|-----------------------|----------------------|--|------------|
|            | 69.7                      | A                 |                  | AUSTIN  | 109.4                 | BFJK<br>OPQR<br>TWYZ | Continuous   |            |
|            | 70.2                      |                   |                  | 0.5<br>AUSTIN JCT.<br>(C & NW Crossing)                 | 108.9                 | AY                   | None   |            |
|            | 72.5                      |                   |                  | 14.9<br>RAMSEY  | 106.4                 | JPTY                 | None   |            |
|            | 1743                      | 117.9             |                  | 6.5<br>HAYWARD  | 91.5                  | P                    | None   |            |
|            | 124.4                     | BA                |                  | (C R I & P Crossing)<br>ALBERT LEA<br>(C & NW Crossing) | 85.0                  | IMOP<br>RUWY         | 7:45AM to 4:45PM<br>Except Sun.  |            |
|            | 125.6                     |                   |                  | 1.2<br>ST. CLAIR JCT.                                   | 83.8                  | JY                   | None   |            |
|            | 135.1                     |                   |                  | 9.5<br>ALDEN  | 74.3                  |                      | None   |            |
|            | 144.4                     | WS                |                  | 9.3<br>WELLS  | 65.0                  | BJOR<br>TWY          | 7:30AM to 4:30PM<br>Except Sat. & Sun.                                   |            |
|            | 159.3                     |                   |                  | 14.9<br>DELAVAN   | 50.1                  |                      | None   |            |
|            | 2079                      | 166.4             |                  | 7.1<br>(C & NW Crossing)<br>WINNEBAGO                   | 43.0                  | U                    | None   |            |
|            | 1858                      | 177.1             |                  | 10.7<br>GRANADA   | 32.3                  |                      | None   |            |
|            | 1527                      | 183.4             | FR               | 6.3<br>(C & NW Crossing)<br>FAIRMONT                    | 26.0                  | AOW                  | 7:00AM to 4:00PM<br>Except Sun.  |            |
|            |                           |                   |                  | 8.0<br>FAIRMONT   |                       |                      |  |            |
|            |                           |                   |                  | WELCOME   |                       |                      |  |            |
|            | 191.4                     |                   |                  | 5.5<br>WELCOME  | 18.0                  |                      | None   |            |
|            | 196.9                     |                   |                  | 7.2<br>SHERBURN<br>(C & NW Crossing)                    | 12.5                  | M                    | None   |            |
|            | 204.1                     |                   |                  | 5.3<br>ALPHA  | 5.3                   |                      | None   |            |
|            | 209.4                     | J                 |                  | JACKSON   | 0.0                   | BKO<br>RWY           | 7:30AM to 4:30PM<br>Except Sat. & Sun.                                   |            |

Trains must not exceed maximum speed of 20 miles per hour between Austin and Ramsey; 25 miles per hour between Ramsey and Jackson.

ABS and CTC are in use between Austin Jct. and Ramsey.

This timetable confers no authority between Fairmont and Welcome. C&NW Timetable governs.

Wells is a register station only for trains originating and terminating.

Albert Lea is a register station only for Twentieth Subdivn trains.

Rule 83(B) does not apply at Wells when operator not on duty and does not apply at Ramsey. Special instruction X-8 applies.

## MINNESOTA-DAKOTA DIVN - TWENTIETH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS               | Distance from Pemberton | SEE RULE<br>6-A | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|------------------------|-------------------------|-----------------|--|------------|
|            | 1.1                       |                   |                  | 19.9<br>ST. CLAIR JCT. | 32.8                    | JY              | None   |            |
|            | 21.0                      |                   |                  | 12.9<br>MATAWAN        | 12.9                    |                 | None   |            |
|            | 33.9                      |                   |                  | PEMBERTON              | 0.0                     |                 | None   |            |

Trains must not exceed maximum speed of 10 miles per hour.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Albert Lea. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

## MINNESOTA-DAKOTA DIVN - NINETEENTH SUBDIVN 23

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                            | Distance from Madison | SEE RULE<br>6-A   | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|-------------------------------------|-----------------------|-------------------|--|------------|
|            | 209.4                     | J                 |                  | 11.5<br>JACKSON                     | 123.9                 | BKO<br>RWY        | 7:30AM to 4:30PM<br>Except Sat. & Sun.                                   |            |
|            | 220.9                     |                   |                  | 11.5<br>LAKEFIELD                   | 112.4                 |                   | None   |            |
|            | 232.4                     |                   |                  | 11.5<br>MILOMA<br>(C & NW Crossing) | 100.9                 | A                 | None   |            |
|            | 246.2                     |                   |                  | 13.8<br>FULDA                       | 87.1                  |                   | None   |            |
|            | 256.2                     |                   |                  | 10.0<br>IONA LAKE                   | 77.1                  |                   | None   |            |
|            | 265.0                     |                   |                  | 8.8<br>CHANDLER                     | 68.3                  |                   | None   |            |
| 1782       | 275.2                     |                   |                  | 10.2<br>EDGERTON                    | 58.1                  |                   | None   |            |
| 1953       | 289.3                     |                   |                  | 14.1<br>(BN Crossing)<br>PIPESTONE  | 44.0                  | U                 | None   |            |
|            | 304.4                     |                   |                  | 15.1<br>FLANDREAU                   | 28.9                  |                   | None   |            |
|            | 309.3                     | RF                |                  | 4.9<br>EGAN                         | 24.0                  | OPY               | 7:30AM to 4:30PM<br>Except Sat. & Sun.                                   |            |
|            | 310.2                     |                   |                  | 0.9<br>SIOUX FALLS JCT.             | 23.1                  | JY                | None   |            |
|            | 318.0                     |                   |                  | 7.7<br>COLMAN                       | 15.3                  |                   | None   |            |
|            | 325.9                     |                   |                  | 7.9<br>WENTWORTH<br>(BN Crossing)   | 7.4                   | U                 | None   |            |
|            | 333.3                     | DK                |                  | 7.4<br>MADISON                      | 0.0                   | BFK<br>OPR<br>TWY | 7:30AM to 4:30PM<br>Except Sun.  |            |

Trains must not exceed maximum speed of 25 miles per hour.  
Special Instruction X-8 applies.

## MINNESOTA-DAKOTA DIVN - TWENTY-FIRST SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                                  | Distance from Bryant | SEE RULE<br>6-A   | Train Order Office Hours<br><br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|------------------|---|----------------------|-------------------|--|------------|
|            | 0.0                       | DK                |                  | MADISON                                   | 47.5                 | BFK<br>OPRT<br>WY | 7:30AM to 4:30PM<br>Except Sun.  |            |
|            | 30.2                      |                   |                  | 30.2<br>LAKE PRESTON<br>(C & NW Crossing) | 17.3                 | AW                | None   |            |
|            | 47.5                      |                   |                  | 17.3<br>BRYANT                            | 0.0                  |                   | None   |            |

Trains must not exceed maximum speed of 25 miles per hour.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Madison. Track car line-ups will not be issued on this subdivision. Track cars will be moved as this way is known to be clear.

## 24 MINNESOTA-DAKOTA DIVN - TWENTY-SECOND SUBDIVN

## MINNESOTA-DAKOTA DIVN - TWENTY-FOURTH SUBDIVN

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS                         | Distance from Mason City | SEE RULE 6-A              | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|-----------------|----------------------------------|--------------------------|---------------------------|--|------------|
|            |                           |                   | WS              | MARQUETTE                        | 116.9                    | BFJ<br>KOP<br>QRWY        | 11:59PM to 3:59PM  |            |
|            |                           | 0.8               |                 | MARQUETTE YARD                   | 116.1                    | FP<br>TWY                 | None   |            |
|            | 0.6                       | 13.7              |                 | MONONA                           | 102.4                    | P                         | None   |            |
| 2460       | 14.3                      | 3.5               |                 | LUANA                            | 98.9                     | P                         | None   |            |
|            | 17.8                      | 6.9               |                 | POSTVILLE                        | 92.0                     | OPY                       | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |            |
| 3360       | 24.7                      | 5.9               | V               | CASTALIA                         | 86.1                     | P                         | None   |            |
| 2520       | 30.6                      | 5.1               |                 | OSSIAN                           | 81.0                     | P                         | None   |            |
|            | 35.7                      | 6.6               |                 | CALMAR                           | 74.4                     | BFJ<br>KOP<br>QRTY        | 7:45AM to 4:45PM<br>Except Sat. & Sun.                               |            |
|            | 42.3                      | 5.7               | CQ              | FORT ATKINSON                    | 68.7                     | P                         | None   |            |
|            | 48.0                      | 5.6               |                 | JACKSON JCT.                     | 63.1                     | P                         | None   |            |
|            | 53.6                      | 6.8               |                 | LAWLER                           | 56.3                     | P                         | None   |            |
| 1922       | 69.5                      | 9.1               |                 | (C & NW Crossing)<br>NEW HAMPTON | 47.2                     | APY                       | None   |            |
|            |                           | 19.6              |                 | CHARLES CITY<br>(ICG Crossing)   | 27.6                     | AOPY                      | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |            |
| 1980       | 89.1                      | 12.3              | CH              | RUDD                             | 15.3                     | P                         | None   |            |
|            | 101.4                     | 5.2               |                 | NORA SPRINGS                     | 10.1                     | P                         | None   |            |
| 2135       | 106.6                     | 0.7               |                 | (CRIP Crossing)<br>NORA JCT.     | 9.4                      | A                         | None   |            |
|            | 107.3                     | 9.4               |                 | (C & NW Crossing)<br>MASON CITY  | 0.0                      | ABFJ<br>KOPQ<br>RTWY<br>Z | Continuous<br>Except Sun.  |            |

Trains must not exceed maximum speed of 25 miles per hour between Marquette and Monona and 30 miles per hour between Monona and Mason City.

Calmar is a register station only for trains originating and terminating, and Rule 83(B) does not apply at Calmar when operator not on duty.

| WESTWARD ↓ | Length of Sidings in Feet | Station Mile Post | Telegraph Calls | STATIONS   | Distance from Canton | SEE RULE 6-A          | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD ↑ |
|------------|---------------------------|-------------------|-----------------|--|----------------------|-----------------------|--|------------|
|            |                           | 116.7             | H               | (C & NW Crossing)<br>MASON CITY<br>(C & NW Crossing) | 178.0                | ABFJK<br>OPQR<br>TWYZ | Continuous<br>Except Sun.  |            |
|            |                           | 126.2             |                 | CLEAR LAKE   | 168.5                | P                     | None   |            |
| 3685       | 137.5                     | 11.3              |                 | (C R I & P Crossing)<br>GARNER                       | 157.2                | MP                    | None   |            |
|            |                           | 146.6             |                 | (C & NW Crossing)                                    | 148.1                | A                     | None   |            |
|            |                           | 147.7             | BR              | BRITT  | 147.0                | OPW                   | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |            |
|            |                           | 1401              | 168.8           | 21.1<br>ALGONA                                       | 125.9                | OPW                   | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |            |
| 3205       | 179.8                     | 11.0              |                 | WHITTEMORE   | 114.9                | P                     | None   |            |
|            |                           | 186.4             |                 | CYLINDER   | 108.3                | P                     | None   |            |
| 1538       | 193.0                     | 6.6               | MT              | (C R I & P Crossing)<br>EMMETSBURG                   | 101.7                | JOP<br>UWY            | 9:40AM to 2:45PM<br>Except Sat. & Sun.                               |            |
|            |                           | 204.3             | RH              | RUTHVEN  | 90.4                 | BJO<br>PRY            | 7:45AM to 9:15AM<br>3:10PM to 4:45PM<br>Except Sat. & Sun.           |            |
|            |                           | 214.5             |                 | 10.2<br>IOWA JCT.                                    | 80.2                 | JPY                   | None   |            |
| 3265       | 217.1                     | 2.6               | PR              | (C & NW Crossing)<br>SPENCER                         | 77.6                 | BJKM<br>OPR<br>TWYZ   | 7:15AM to 6:00PM<br>Except Sat. & Sun.                               |            |
| 1436       | 234.0                     | 16.9              |                 | HARTLEY  | 60.7                 | P                     | None   |            |
|            |                           | 243.1             | SB              | 9.1<br>SANBORN                                       | 51.6                 | BOP<br>RTWY           | 1:25PM to 3:35PM<br>Except Sat. & Sun.                               |            |
| 1571       | 253.4                     | 10.3              | RA              | (I. C. G. Crossing)<br>SHELDON<br>(C & NW Crossing)  | 41.3                 | AOP                   | 7:45AM to 12:00PM<br>4:00PM to 4:45PM<br>Except Sat. & Sun.          |            |
|            |                           | 260.9             |                 | 7.5<br>BOYDEN  | 33.8                 | P                     | None   |            |
|            |                           | 267.3             |                 | 6.4<br>HULL  | 27.4                 | P                     | None   |            |
|            |                           | 275.9             | K               | 8.6<br>ROCK VALLEY                                   | 18.8                 | OP                    | 7:45AM to 11:30AM<br>12:50PM to 4:45PM<br>Except Sat. & Sun.         |            |
| 1401       | 286.6                     | 10.7              |                 | 8.1<br>INWOOD  | 8.1                  | P                     | None   |            |
| 4275       | 294.7                     | 8.1               | OD              | CANTON   | 0.0                  | JOPR<br>TWY           | 7:45AM to 3:45PM<br>Except Sat. & Sun.                               |            |

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83(B) does not apply at Sanborn when operator not on duty.

Sanborn and Spencer are register stations only for trains originating and terminating.

Special Instruction X-8 applies between Sanborn and Canton only.

Rock Island Trains operating between Emmetsburg and Rock Island Jct. via Iowa Jct. must obtain two clearances before occupying main track at Emmetsburg or Rock Island Jct., one endorsed with the initials of the Division Manager of the Minnesota-Dakota Division and the other endorsed with the initials of the Division Manager of the Illinois-Iowa Division.

Rule 83(B) does not apply at Canton when operator not on duty or if train order signal indicates proceed.



### MINNESOTA-DAKOTA DIVN - THIRTY-THIRD SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                                     | Distance<br>from<br>Aberdeen<br>Yard | SEE<br>RULE         | Train Order<br>Office Hours                    | EAST<br>WARD<br>↑ |
|-------------------|------------------------------------|-------------------------|-------------------------|--|--------------------------------------|---------------------|--|-------------------|
|                   |                                    |                         |                         |  |                                      | 6-A                 | Also See Page 8<br>For other<br>Assigned Hours |                   |
|                   |                                    |                         |                         | <b>MITCHELL</b>                              |                                      | BFJK<br>OPRT<br>WYZ | 7:30AM to 3:30PM<br>Except Sun.                |                   |
|                   | 650.0                              | S                       |                         | 15.0<br><b>LETCHER</b>                       | 128.6                                | P                   | None   |                   |
|                   | 665.0                              |                         |                         | 13.2<br><b>WOONSOCKET</b>                    | 113.6                                | JPT<br>WY           | None   |                   |
| 2042              | 678.2                              |                         |                         | 9.7<br><b>ALPENA</b>                         | 100.4                                | P                   | None   |                   |
| 4574              | 687.9                              |                         |                         | 16.7<br><b>WOLSEY</b><br>(C & NW Crossing)   | 90.7                                 | AP                  | None   |                   |
|                   | 704.6                              |                         |                         | 31.0<br>(C & NW Crossing)                    | 74.0                                 | A                   | None   |                   |
|                   | 735.6                              |                         |                         | 2.2<br>(C & NW Crossing)                     | 43.0                                 | AP<br>WY            | None   |                   |
| 4552              | 737.8                              |                         |                         | 37.8<br><b>REDFIELD</b><br>(C & NW Crossing) | 40.8                                 | A                   | None   |                   |
|                   | 775.6                              |                         |                         | 2.0<br>(C & NW Crossing)                     | 3.0                                  | M                   | None   |                   |
|                   | 777.6                              |                         |                         | 1.0<br><b>ABERDEEN YARD</b>                  | 1.0                                  | BFJK<br>PQRT<br>WYZ | None   |                   |

Trains must not exceed maximum speed of 40 miles per hour.  
Special Instruction X-8 applies.

### MINNESOTA-DAKOTA DIVN - THIRTY-FOURTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                              | Distance<br>from<br>Woon-<br>socket | SEE<br>RULE | Train Order<br>Office Hours                    | EAST<br>WARD<br>↑ |
|-------------------|------------------------------------|-------------------------|-------------------------|---------------------------------------|-------------------------------------|-------------|--|-------------------|
|                   |                                    |                         |                         |                                       |                                     | 6-A         | Also See Page 8<br>For other<br>Assigned Hours |                   |
| 2042              | 393.5                              |                         |                         | <b>WOONSOCKET</b>                     | 0.0                                 | JPR<br>TWY  | None   |                   |
|                   | 408.6                              |                         |                         | 15.1<br><b>WESSINGTON<br/>SPRINGS</b> | 15.1                                | T           | None   |                   |

Trains must not exceed maximum speed of 20 miles per hour.  
Absolute Block Register Territory. Special Instruction G-17 applies. Register  
book is located at Woonsocket. Track car line-ups will not be issued on this  
subdivision. Track cars will be moved as the way is known to be clear.

### MINNESOTA-DAKOTA DIVN - THIRTY-FIFTH SUBDIVN 25

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                   | Distance<br>from<br>Mitchell | SEE<br>RULE         | Train Order<br>Office Hours                    | EAST<br>WARD<br>↑ |
|-------------------|------------------------------------|-------------------------|-------------------------|----------------------------|------------------------------|---------------------|--|-------------------|
|                   |                                    |                         |                         |                            |                              | 6-A                 | Also See Page 8<br>For other<br>Assigned Hours |                   |
|                   | 533.3                              |                         |                         | <b>EAST WYE SWITCH</b>     | 116.7                        | JPTY                | None   |                   |
|                   | 534.0                              |                         |                         | 0.7<br><b>ELK POINT</b>    | 116.0                        | PY                  | None   |                   |
|                   | 548.3                              | MN                      |                         | 14.3<br><b>VERMILLION</b>  | 101.7                        | OP                  | 7:30AM to 4:30PM<br>Except Sat. & Sun.         |                   |
|                   | 562.9                              |                         |                         | 14.6<br><b>GAYVILLE</b>    | 87.1                         | P                   | None   |                   |
|                   | 570.5                              |                         |                         | 7.6<br><b>YANKTON JCT.</b> | 79.5                         | JPY                 | None   |                   |
| 3300              | 575.1                              | YD                      |                         | 4.6<br><b>YANKTON</b>      | 74.9                         | FJK<br>OPWY         | 7:30AM to 4:30PM<br>Except Sat. & Sun.         |                   |
|                   | 580.7                              |                         |                         | 5.6<br><b>NAPA</b>         | 69.3                         | JPTY                | None   |                   |
| 2250              | 602.3                              |                         |                         | 10.2<br><b>SCOTLAND</b>    | 47.7                         | P                   | None   |                   |
| 1812              | 615.9                              |                         |                         | 13.6<br><b>TRIPP</b>       | 34.1                         | P                   | None   |                   |
|                   | 627.9                              | PK                      |                         | 12.0<br><b>PARKSTON</b>    | 22.1                         | OP                  | 7:30AM to 4:30PM<br>Except Sat. & Sun.         |                   |
|                   | 638.5                              |                         |                         | 10.6<br><b>ETHAN</b>       | 11.5                         |                     | None   |                   |
|                   | 650.0                              | S                       |                         | 11.5<br><b>MITCHELL</b>    | 0.0                          | BFJK<br>OPRT<br>WYZ | 7:30AM to 3:30PM<br>Except Sun.                |                   |

Trains must not exceed maximum speed of 30 miles per hour.

At East Wye Switch the normal position of the junction switch is for the Thirty-Seventh  
Subdivn.  
BN trains operating between Yankton and Yankton Jct. must call and receive  
authority before occupying CMSTP&P trackage.  
Clearance and train orders are not required for BN movements between Yankton and  
Yankton Jct.  
Rule 83(B) does not apply at Napa and East Wye Switch.

### MINNESOTA-DAKOTA DIVN - THIRTY-SIXTH SUBDIVN

| WEST<br>WARD<br>↓ | Length<br>of<br>Sidings<br>in Feet | Station<br>Mile<br>Post | Tele-<br>graph<br>Calls | STATIONS                  | Distance<br>from<br>Platte | SEE<br>RULE | Train Order<br>Office Hours                    | EAST<br>WARD<br>↑ |
|-------------------|------------------------------------|-------------------------|-------------------------|---------------------------|----------------------------|-------------|--|-------------------|
|                   |                                    |                         |                         |                           |                            | 6-A         | Also See Page 8<br>For other<br>Assigned Hours |                   |
|                   | 0.0                                |                         |                         | <b>NAPA</b>               | 82.4                       | JPTY        | None   |                   |
|                   | 21.4                               |                         |                         | 21.4<br><b>TYNDALL</b>    | 61.0                       |             | None   |                   |
|                   | 32.5                               |                         |                         | 11.1<br><b>AVON</b>       | 49.9                       |             | None   |                   |
|                   | 46.1                               | WA                      |                         | 13.6<br><b>WAGNER</b>     | 36.3                       | O           | 7:00AM to 4:00PM<br>Except Sat. & Sun.         |                   |
|                   | 60.0                               |                         |                         | 13.9<br><b>LAKE ANDES</b> | 22.4                       |             | None   |                   |
|                   | 70.5                               |                         |                         | 10.5<br><b>GEDDES</b>     | 11.9                       |             | None   |                   |
|                   | 82.4                               |                         |                         | 11.9<br><b>PLATTE</b>     | 0.0                        | TW          | None   |                   |

Trains must not exceed maximum speed of 25 miles per hour.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is  
located at Yankton. Track car line-ups will not be issued on this subdivision. Track cars  
will be moved as the way is known to be clear.

## 26 MINNESOTA-DAKOTA DIVN - THIRTY-SEVENTH SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS   | Distance from Egan | SEE RULE 6-A         | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|------------------|--|--------------------|----------------------|--|----------|
|          | 513.1                     |                   |                  | <b>SIoux CITY</b>  | 124.8              | PT WYZ               | None   |          |
|          |                           |                   |                  | 6.0<br><b>WEST YARD</b>                                    |                    | BFKO<br>PQRT<br>WY   | Continuous   |          |
|          | 519.1                     | RX                |                  | 6.5<br><b>JEFFERSON</b>                                    | 119.0              | P                    | None   |          |
|          | 525.6                     |                   |                  | 7.8<br><b>EAST WYE SWITCH</b>                              | 104.7              | JPTY                 | None   |          |
| 1199     | 6.8                       |                   |                  | 6.6<br><b>WESTFIELD</b>                                    | 98.1               | P                    | None   |          |
| 1742     | 12.3                      |                   |                  | 5.5<br><b>AKRON</b>  | 92.6               | P                    | None   |          |
|          | 25.1                      |                   |                  | 12.8<br>(C. & N. W. Crossing)<br><b>HAWARDEN</b>           | 79.8               | PUYZ                 | None   |          |
|          | 34.7                      |                   |                  | 9.6<br><b>HUDSON</b>                                       | 70.2               | P                    | None   |          |
| 4275     | 49.9                      | OD                |                  | 15.2<br><b>CANTON</b>                                      | 55.0               | JOPR<br>TWY          | 7:45AM to 3:45PM<br>Except Sat. & Sun.                               |          |
| 3064     | 61.3                      |                   |                  | 11.4<br><b>HARRISBURG</b>                                  | 43.6               | P                    | None   |          |
|          | 69.5                      |                   |                  | 8.2<br><b>SOUTH YARD</b>                                   | 35.4               | Y                    | None   |          |
|          | 70.7                      | SF                |                  | 1.2<br>(BN AND C. & N. W. Crossings)<br><b>SIoux FALLS</b> | 34.2               | BFKM<br>OPRT<br>UWYZ | 7:00AM to 4:00PM<br>9:30PM to 6:30AM<br>Except Sat. & Sun.           |          |
|          | 71.5                      |                   |                  | 0.8<br><b>EAST JCT.</b>                                    | 33.4               | JY                   | None   |          |
|          | 71.6                      |                   |                  | 0.1<br><b>PEAKS</b>  | 33.3               | Y                    | None   |          |
|          | 73.4                      |                   |                  | 1.8<br><b>WEST JCT.</b>                                    | 31.5               | JY                   | None   |          |
|          | 90.2                      | D                 |                  | 16.8<br><b>DELL RAPIDS</b>                                 | 14.7               | OPYZ                 | 8:00AM to 5:00PM<br>Except Sat. & Sun.                               |          |
|          | 103.0                     |                   |                  | 12.8<br><b>SIoux FALLS JCT.</b>                            | 1.9                | JY                   | None   |          |
|          |                           | RF                |                  | 1.9<br><b>EGAN</b>   | 0.0                | OPY                  | 7:30AM to 4:30PM<br>Except Sat. & Sun.                               |          |

Trains must not exceed maximum speed of 20 miles per hour between Sioux City and West Yard; 30 miles per hour between West Yard and Sioux Falls; 25 miles per hour between Sioux Falls and Sioux Falls Jct.

Rule 83(B) does not apply at East Wye Switch or Sioux City and does not apply at Sioux Falls when operator not on duty.

At East Wye Switch the normal position of the junction switch is for the Thirty-Seventh Subdivn.

Westward trains originating at Sioux City must obtain a clearance at West Yard. Eastward trains originating at West Yard must obtain two clearances; one endorsed with the initials of the Division Manager of the Illinois-Iowa Division and one endorsed with the initials of the Division Manager of the Minnesota-Dakota Division.

Rule 83(B) does not apply at Canton when operator not on duty or if the train order signal indicates proceed.

## MINNESOTA-DAKOTA DIVN - THIRTY-EIGHTH SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS                               | Distance from Mitchell | SEE RULE 6-A        | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|------------------|--|------------------------|---------------------|--|----------|
|          | 4275                      | 294.7             | OD               | <b>CANTON</b>                          | 79.2                   | JOPR<br>TWY         | 7:45AM to 3:45PM<br>Except Sat. & Sun.                               |          |
|          |                           |                   |                  | 15.8<br><b>LENNOX</b><br>(BN Crossing) | 63.4                   | AP                  | None   |          |
|          |                           |                   |                  | 4.9<br><b>CHANCELLOR</b>               | 58.5                   | P                   | None   |          |
|          |                           |                   |                  | 7.8<br><b>PARKER</b>                   |                        |                     | 7:45AM to 4:45PM<br>Except Sat. & Sun.                               |          |
|          |                           |                   | KR               | 323.2<br><b>MARION JCT.</b>            | 50.7                   | OP                  | None   |          |
| 2221     | 329.7                     |                   |                  | 6.5<br><b>BRIDGEWATER</b>              | 44.2                   | JPTY                | None   |          |
|          |                           |                   |                  | 15.0<br><b>BRIDGEWATER</b>             | 29.2                   | PW                  | None   |          |
|          | 1761                      | 360.6             |                  | 15.9<br><b>ALEXANDRIA</b>              | 13.3                   | P                   | None   |          |
|          |                           |                   |                  | 13.3<br><b>MITCHELL</b>                |                        | BFKJ<br>OPRT<br>WYZ | 7:30AM to 3:30PM<br>Except Sun.                                      |          |
|          |                           |                   | S                | 373.9                                  | 0.0                    |                     |  |          |

Trains must not exceed maximum speed of 35 miles per hour.  
Rule 83 (B) does not apply at Canton when operator not on duty or if train order signal indicates proceed.  
Special instruction X-8 applies.

## MINNESOTA-DAKOTA DIVN - THIRTY-NINTH SUBDIVN

| WESTWARD | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls | STATIONS               | Distance from Menno | SEE RULE 6-A | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | EASTWARD |
|----------|---------------------------|-------------------|------------------|------------------------|---------------------|--------------|--|----------|
|          |                           | 0.0               |                  | <b>MARION JCT.</b>     | 21.3                | JP<br>RTY    | None   |          |
|          |                           | 10.4              |                  | 10.4<br><b>FREEMAN</b> | 10.9                |              | None   |          |
|          |                           | 21.3              |                  | 10.9<br><b>MENNO</b>   | 0.0                 | T            | None   |          |

Trains must not exceed maximum speed of 10 miles per hour.

Absolute Block Register Territory. Special Instruction G-17 applies. Register book is located at Marion Jct. Track car line-ups will not be issued on this subdivision. Track cars will be moved as the way is known to be clear.

**WESTWARD—MINNESOTA-DAKOTA DIVN - FORTY-FIRST SUBDIVN—EASTWARD**

**27**

| SECOND CLASS |  |                           |  | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls                     | STATIONS | Distance from Murdo | SEE RULE 6-A                           | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | THIRD CLASS               |  |  |
|--------------|--|---------------------------|--|---------------------------|-------------------|--------------------------------------|----------|---------------------|--|--|---------------------------|--|--|
|              |  | <b>705</b>                |  |                           |                   |                                      |          |                     |  |  | <b>704</b>                |  |  |
|              |  | Freight<br>Mon. Wed. Fri. |  |                           |                   |                                      |          |                     |  |  | Freight<br>Mon. Wed. Fri. |  |  |
|              |  | A.M. 7:01                 |  | 373.9                     | S                 | <b>MITCHELL</b>                      | 142.4    | BEJKOP<br>RTWYZ     | 7:30AM to 3:30PM<br>Except Sun.        | A 3:50   |                           |  |  |
|              |  | 7:56                      |  | 397.0                     |                   | <sup>23.1</sup><br><b>PLANKINTON</b> | 119.3    | P                   | None                                   | 2:59   |                           |  |  |
|              |  |                           |  | 408.4                     |                   | <sup>11.4</sup><br><b>WHITE LAKE</b> | 107.9    | P                   | None                                   |  |                           |  |  |
|              |  | 8:35                      |  | 420.9                     |                   | <sup>12.5</sup><br><b>KIMBALL</b>    | 95.4     | PW                  | None                                   | 2:12   |                           |  |  |
|              |  |                           |  | 432.5                     |                   | <sup>11.6</sup><br><b>PUKWANA</b>    | 83.8     | P                   | None                                   |  |                           |  |  |
|              |  | 9:15                      |  | 440.5                     | MA                | <b>CHAMBERLAIN</b>                   | 75.8     | OPTW                | 7:00AM to 4:00PM<br>Except Sat. & Sun. | 1:35   |                           |  |  |
|              |  |                           |  | 457.8                     |                   | <sup>17.3</sup><br><b>RELIANCE</b>   | 58.5     |                     | None                                   |  |                           |  |  |
|              |  | 10:50                     |  | 471.1                     | KN                | <b>KENNEBEC</b>                      | 45.2     | O                   | 7:30AM to 4:30PM<br>Except Sat. & Sun. | 12:31  |                           |  |  |
|              |  | 11:10                     |  | 481.1                     |                   | <sup>10.0</sup><br><b>PRESHO</b>     | 35.2     |                     | None                                   | 12:15<br>A.M.  |                           |  |  |
|              |  | 11:53                     |  | 505.9                     |                   | <sup>24.8</sup><br><b>DRAPER</b>     | 10.4     |                     | None                                   | 11:30  |                           |  |  |
|              |  | A 12:45<br>P.M.           |  | 516.3                     | MU                | <sup>10.4</sup><br><b>MURDO</b>      | 0.0      | BKOR<br>TWY         | 7:45AM to 4:45PM<br>Except Sat. & Sun. | 11:01<br>P.M.  |                           |  |  |

Trains must not exceed maximum speed of 25 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Rule 83(B) does not apply at Murdo when operator not on duty.

Special Instruction X-8 applies.

Standard clock at Murdo marked CENTRAL TIME must be observed.

**WESTWARD—MINNESOTA-DAKOTA DIVN - FORTY-SECOND SUBDIVN—EASTWARD**

| SECOND CLASS |  |                                 |      | Length of Sidings in Feet | Station Mile Post | Tele-graph Calls  | STATIONS | Distance from Rapid City | SEE RULE 6-A                           | Train Order Office Hours<br>Also See Page 8 For other Assigned Hours | SECOND CLASS                 |  |  |
|--------------|--|---------------------------------|------|---------------------------|-------------------|---|----------|--------------------------|--|--|------------------------------|--|--|
|              |  | <b>705</b>                      |      |                           |                   |   |          |                          |  |  | <b>704</b>                   |  |  |
|              |  | Freight<br>Tues., Thurs. & Sat. |      |                           |                   |   |          |                          |  |  | Freight<br>Mon., Wed. & Fri. |  |  |
|              |  | A.M. 6:01                       |      | 516.3                     | MU                | <b>MURDO</b>  | 143.9    | BKOR<br>TWY              | 6:45AM to 3:45PM<br>Except Sat. & Sun. | A 9:55   |                              |  |  |
|              |  | 8:05                            |      | 548.8                     |                   | <sup>32.5</sup><br><b>BELVIDERE</b>                       | 111.4    |                          | None                                   | 8:50   |                              |  |  |
|              |  | 8:31                            | 1933 | 561.7                     |                   | <sup>12.9</sup><br><b>KADOKA</b>                          | 98.5     | TW                       | None                                   | 8:18   |                              |  |  |
|              |  | A 11:50<br>A.M.                 |      | 660.2                     | PD                | <sup>98.5</sup><br>(C & NW Crossing)<br><b>RAPID CITY</b> | 0.0      | BFKOR<br>UWYZ            | 7:45AM to 4:45PM<br>Except Sat. & Sun. | 5:00<br>P.M.   |                              |  |  |

Trains must not exceed maximum speed of 25 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**

Rule 83(B) does not apply at Murdo when operator not on duty.

Special Instruction X-8 applies.

Standard clock at Murdo marked MOUNTAIN TIME must be observed.

- Milwaukee ..... Extend from Menomonee Drawbridge to M.P. 96 one mile west of the Air Line connection switch at Elm Grove and to 23281 feet west of North Milwaukee Station on the Twelfth Subdivision and to 24963 feet west of the North Milwaukee Station on the Fifth Subdivision and on freight main tracks between K.K. Bridge and junction switch at Elm Grove.
- Watertown ..... Extend from 10000 feet east of station to 200 feet west of west switch at Voltz on the First Subdivision and to 2000 feet west of wye switch on the Twenty-Seventh Subdivision.
- Portage ..... Extend from MP 182 between Portage and Lewiston on the Second Subdivision to 5000 feet east of Drawbridge C-220 at Portage Jct. on the First Subdivision to 1248 feet west of MP 7 on the Twenty-Eighth Subdivision and to 4153 feet east of Drawbridge C-220 on the Fifteenth Subdivision.
- New Lisbon ..... Extend from 5600 feet east of east switch to 4000 feet west of west switch on Second Subdivision and to 2000 feet west of west Wye Switch on Eighteenth Subdivision.
- Sparta ..... Extend from 2000 feet east of east switch to 2000 feet west of facing point crossover leading from Second Subdivision eastward main track to eastward siding and to 1500 feet west of the eastward absolute signal on the Eleventh Subdivision.
- LaCrosse ..... Extend from a point one mile east of Grand Crossing to beginning of CTC at West Wye Switch.
- Plymouth ..... Extend from 3118 feet east of east switch to 3000 feet west of C&NW crossing.
- Chilton ..... Extend from MP 163 between Chilton and Hilbert to 2640 feet east of east siding switch.
- Hilbert  
Hilbert Jct. .... Extend from 2000 feet east of east switch of the siding at Hilbert to 2200 feet west of the railroad crossing at Hilbert Jct. on the Fifth Subdivision and to 400 feet west of MP 172 on Eighth Subdivision.
- Menasha and  
Appleton ..... Extend from MP183 located 11423 feet east of the Junction Switch at Menasha Jct. to end of main track at Appleton.
- Green Bay ..... Extend from MP 194 between DePere and Green Bay to 15221 feet west of the G. B. & W. crossing.
- Crivitz ..... Extend from 5000 feet east of east switch to 5000 feet west of west switch of wye on the Sixth Subdivision and to 2000 feet west of west switch on the Ninth Subdivision.
- Marinette ..... Extend from 2000 feet east of Park Mill switch to Menominee station.
- Iron Mountain ..... Extend from 3491 feet east of east switch to 200 feet west of C&NW underpass.
- Groveland Jct.—  
Randville ..... Extend from MP 303 to MP 305.
- Channing ..... Extend from 2000 feet east of east switch to 2600 feet west of E. & L. S. junction switch on the Tenth Subdivision and to 5100 feet west of west switch on the Seventh Subdivision.
- Ontonagon ..... Extend from 2000 feet east of east switch of the wye to end of main track.
- Granville ..... Extend from 2000 feet east of The Moss Tie Co. switch to 1000 feet west of west crossover switch on the Twelfth Subdivision.
- Hartford ..... Extend from 1000 feet east of east siding switch to 6500 feet west of Canning Company track switch.
- Iron Ridge ..... Extend from 1000 feet east of Canning Company track switch to 1000 feet west of west switch on the Twelfth Subdivision and to 1351 feet west of the west crossover switch on the Fourteenth Subdivision.
- Horicon ..... Extend from 1000 feet east of Canning Company track switch to 1000 feet west of west switch on the Twelfth Subdivision and to 2000 feet west of interlocking limits at Minnesota Jct on the Fifteenth Subdivision.
- Waupun ..... Extend from 1000 feet east of Libby, McNeil & Libby Co. switch to 1000 feet west of west storage track switch.
- Ripon ..... Extend from 1000 feet east of east set-out track switch to 1055 feet west of the junction switch at Ripon Jct. on the Twelfth Subdivision.
- Oshkosh ..... Extend from 4240 feet east of east extension switch to end of main track.
- Fond du Lac ..... Extend from 2000 feet east of Jct. B to end of track at Sibley Street.
- Nekoosa ..... Extend from main track switches of the wye at Nekoosa Jct. to end of track at Nekoosa.
- Wis. Rapids ..... Extend from 5000 feet east of station to 5500 feet west of station.
- Junction City ..... Extend from 4500 feet east of the Soo Line crossing to 1500 feet west of the west siding switch.
- Mosinee ..... Extend from 5000 feet east of station to 3000 feet west of station.
- Weston—Brokaw ..... Extend from MP 83 east of Weston on the Eighteenth Subdivision to 4000 feet west of station at Brokaw on the Nineteenth Subdivision.
- Merrill ..... Extend from 9700 feet east of station to 10000 feet west of station.
- Tomahawk ..... Extend from 2200 feet east of MT&W crossing to 2000 feet west of west switch.
- Milton ..... Extend from MP 55 to junction switch at Milton Jct and South Wye.
- Madison ..... Extend from 600 feet east of Mobile Oil Corporation switch on the Twenty-First Subdivision to 1000 feet west of Fish Lumber Spur switch on the Twenty-Second Subdivision and to 13400 feet east of C&NW Crossing east of Yahara River on the Twenty-Seventh Subdivision and to 1200 feet west of station at North Madison on the Twenty-Eighth Subdivision.
- Janesville ..... Extend from 10500 feet west of Anderson on the Twenty-First Subdivision to one mile west of west switch at West Yard on the Twenty-Fifth Subdivision of the Wisconsin Division and to 2000 feet east of switch at Wheeler Pit on the Third Subdivision of the Illinois-Iowa Division to 5776 feet west of connection switch at Five Points on the Fourteenth Subdivision of the Illinois-Iowa Division.
- River Jct.—  
Bridge Switch—  
La Crescent—  
IM&D Jct. .... Extends from 5200 feet west of west switch of eastward siding at River Jct. to the end of double track on the Third Subdivision and on the Fourth Subdivision of the Wisconsin Division from River Jct. to La Crescent, and from Bridge Switch to 1846 feet east of IM&D Jct. and to 2006 feet west of IM&D Jct. on the Minnesota-Dakota Fourteenth Subdivision.
- Winona ..... Extend from 10080 feet east of switch of Wall Street Spur to 9131 feet west of west switch of eastward siding at Tower CK.
- Wabasha ..... Extend from 2558 feet east of east switch of eastward siding to 3000 feet west of crossover switch at west end of yard.
- Lake City ..... Extend from 2500 feet east of the east mill switch to 2500 feet west of the west switch of the eastward storage track.
- Red Wing ..... Extend from 3000 feet east of east switch of crossover at Addington spur to beginning of CTC at Jackson Street.
- Hastings ..... Extend from 4000 feet east of crossover at East Hastings to beginning of CTC at Hastings.
- St. Paul Yard ..... Extend from 1537 feet east of Tower at Oakland to beginning of CTC at Chestnut Street.
- Green Island ..... Extend from interlocking limits to 6366 feet west on the Wisconsin Division.
- Dubuque ..... Extend from 4339 feet east of I.C.G. crossing at Wood to 4072 feet west of Eagle Point Lime Works switch.
- Marquette ..... Extend from 12696 feet east of station to 5747 feet west of station on Fourth Subdivision and from station to 2800 feet west of west switch at Marquette Yard on the Minnesota-Dakota Division Twenty-Second Subdivision.
- Eau Claire ..... Extend from 2000 feet east of east switch on Gravel Pit track to connection with C&NW and Soo Line at Magenta.
- Ramsey ..... Extend from end of CTC to 3419 feet east of Junction Switch on Fourteenth Subdivision to 9675 feet west of Junction Switch on Seventeenth Subdivision and to 4453 feet west of Junction Switch on Seventh Subdivision.
- Austin ..... Extend from end of CTC at Austin Jct. on Seventh Subdivision to 5000 feet east of Junction Switch on Twelfth Subdivision and to 22225 feet east of Junction Switch on Thirteenth Subdivision.
- Owatonna ..... Extend from 18242 feet east of east switch of siding to 4950 feet west of west switch of siding.
- Faribault ..... Extend from end of CTC to 4800 feet east of crossover east of roundhouse on Seventh Subdivision and to 2000 feet east of downtown track switch on the Tenth Subdivision.
- Farmington ..... Extend from 2000 feet east of east crossover switch on Ninth Subdivision to 1200 feet east of MP 2 on Eleventh Subdivision.
- Mendota ..... Extend from end of CTC to 310 feet east of Junction Switch at Cliff.
- Mankato ..... Extend from 2134 feet east of east yard switch to junction switch at Benning.
- Shakopee ..... Extend from 2000 feet east of east house track switch to end of main track.
- Calmar ..... Extend from 4500 feet west of west switch on Twelfth Subdivision and 3000 feet east of east switch to 3000 feet west of west switch on Twenty-Second Subdivision.
- Conover ..... Extend from junction switch to 2000 feet east on the Twelfth Subdivision and to 4342 feet west on the Fifteenth Subdivision.

|                       |   |  |   |
|-----------------------|---|--|---|
| Lyle .....            | Extend from 3156 feet east of East House track switch to 2760 feet west of West House track switch.   | Fargo .....                            | Extend from 5463 feet east of east switch of BN Interchange track to end of main track.   |
| Albert Lea .....      | Extend from 2000 feet east of the east switch to 2000 feet west of St. Clair Jct. on the Seventeenth Subdivision and to 2000 feet west of St. Clair Jct. on the Twentieth Subdivision.  | Aberdeen .....                         | Extend from 2000 feet east of E 704 on Third Subdivision to beginning of CAB on Fourth Subdivision and from 250 feet west of MP 776 on Thirty-Third Subdivision to 2880 feet west of switch of Fair Ground track on Twenty-Ninth Subdivision.   |
| Wells .....           | Extend from 3200 feet east of east switch to 2000 feet west of west switch on Seventeenth Subdivision and to 2350 feet west of west crossover on Eighteenth Subdivision.  | Marmarth .....                         | Extend from end of CAB on Forty-Third Subdivision to 5280 feet west of west yard switch.  |
| Jackson .....         | Extend from 2000 feet east of east switch to 2000 feet west of west switch.   | Miles City .....                       | Extend from 5280 feet east of east switch to 2640 feet west of west switch of stock yard.   |
| Egan-Sioux Falls Jct. | Extend from 2000 feet east of east switch at Egan to 4546 feet west of junction switch on Nineteenth Subdivision and to 4120 feet east of junction switch on Thirty-Seventh Subdivision.  | Mitchell .....                         | Extend from 2000 feet east of east switch on Thirty-Eighth Subdivision to 21315 feet west of junction switch on the Forty-First Subdivision and from 4100 feet east of east switch on Thirty-Fifth Subdivision to 12552 feet west of junction switch on the Thirty-Third Subdivision. |
| Madison .....         | Extend from 2700 feet east of east switch on Nineteenth Subdivision to 5000 feet west of west switch on Twenty-First Subdivision.   | Woonsocket .....                       | Extend from 3690 feet east of east switch of siding to 2625 feet west of west switch of siding on Thirty-Third Subdivision and from junction switch to 3000 feet west on Thirty-Fourth Subdivision.   |
| Postville .....       | Extend from 2000 feet east of east switch of house track to 2302 feet west of south Hi-Grade track switch.  | Redfield .....                         | Extend from 1000 feet west of west switch of house track to 1000 feet east of east switch of siding.  |
| Charles City .....    | Extend from 5970 feet east of the east switch to 2481 feet west of the west switch.   | Edgeley .....                          | Extend from 3790 feet east of east switch of siding to station.   |
| Mason City .....      | Extend from 10698 feet east of CNW Crossing on the Twenty-Second Subdivision to 13604 feet west of the CNW Crossing on the Twenty-Fourth Subdivision and to 13083 feet west of the CNW Crossing on the Thirteenth Subdivision.  | Linton .....                           | Extend from 3900 feet east of east wye switch to station.   |
| Emmetsburg .....      | Extends from 2000 feet east of east switch to 2000 feet west of west switch.  | Mobridge .....                         | Extend from 2170 feet east of east switch of east yard to 2133 feet west of west switch.  |
| Ruthven .....         | Extends from 3985 feet east of C&NW Jct. Switch to 3491 feet west of C&NW junction switch.  | Yankton -<br>Yankton Jct .....         | Extend from 3000 feet east of junction switch at Yankton Jct. to 4858 feet west of west switch at Yankton.  |
| Spencer .....         | Extend from 2000 feet east of Iowa Jct. to 2600 feet west of west switch on Twenty-Fourth Subdivision.  | Napa .....                             | Extend from 3000 feet east of the east wye switch to 3000 feet west of west wye switch on Thirty-Fifth Subdivision and 3000 feet west of west wye switch on Thirty-Sixth Subdivision.   |
| Sanborn .....         | Extend from 3000 feet east of east switch to 3000 feet west of west switch.   | Sioux City Yard<br>and West Yard ..... | Extend from 1580 feet east of the Morningside spur switch on the Illinois-Iowa Division to 3430 feet west of the west switch of West Yard on the Minnesota-Dakota Division.   |
| Canton .....          | Extend from 4000 feet east of the east switch on Twenty-Fourth Subdivision to 2000 feet west of west wye switch on Thirty-Eighth Subdivision and from 4000 feet east of the east switch of the siding to 2000 feet west of west wye switch on Thirty-Seventh Subdivision. | Elk Point and<br>East Wye Switch ..... | Extend from 4500 feet east of east switch of siding at East Wye Switch to 4500 feet west of West Wye Switch on Thirty-Seventh Subdivision and to 6037 feet west of west switch at Elk Point on Thirty-Fifth Subdivision.  |
| Bass Lake .....       | Extend from 4000 feet west of Tower E 14 to beginning of CTC at Humboldt Avenue.  | Hawarden .....                         | Extend from 17027 feet west of C&NW Crossing to 4615 feet east of C&NW Crossing.  |
| Glencoe .....         | Extend from 1000 feet east of east switch of siding to beginning of CTC.  | Sioux Falls—<br>West Jct .....         | Extend from 9644 feet east of C&NW crossing to 4000 feet west of West Jct.  |
| Milbank .....         | Extend from wye switch to 2000 feet west of wye switch on Twenty-Sixth Subdivision.   | Dell Rapids .....                      | Extend from 11684 feet east of station to 9357 feet west of station.  |
| Ortonville .....      | Extend from junction switch to 843 feet west of MP 3 on Twenty-Fifth Subdivision.   | Marion Jct.—Menno .....                | Extend from 3000 feet east of east switch to 3000 feet west of west switch on Thirty-Eighth Subdivision to 3000 feet west of Junction Switch on Thirty-Ninth Subdivision.   |
| Bristol .....         | Extend from 1500 feet east of east switch of siding to 1500 feet west of west switch of siding on Third Subdivision and from east switch of wye to 2000 feet east of east switch of wye on Twenty-Seventh Subdivision.  | Murdo .....                            | Extend from 2000 feet east of east switch to 2000 feet west of west wye switch.   |
| Andover .....         | Extend from 1500 feet east of east switch of siding to 1500 feet west of west switch of siding on Third Subdivision and from wye switch to 1000 feet west of wye switch on Twenty-Eighth Subdivision.   | Rapid City .....                       | Extend from 5300 feet east of Texaco Spur Track switch to end of main track.  |

**INDUSTRIAL AND OTHER TRACKS NOT SHOWN AS STATIONS**

| NAME                    | Mile Post Location | Capacity in Feet | Access End | NAME                       | Mile Post Location | Capacity in Feet | Access End |
|-------------------------|--------------------|------------------|------------|----------------------------|--------------------|------------------|------------|
| <b>WISCONSIN DIVN.</b>  |                    |                  |            | <b>Eighth Subdivn.</b>     |                    |                  |            |
| <b>Fourth Subdivn.</b>  |                    |                  |            | Sherwood .....             | 175.7              | 830              | Both       |
| Gordons Ferry .....     | 30.0               | 3690             | Both       | <b>Ninth Subdivn.</b>      |                    |                  |            |
| Clayton .....           | 87.9               | 1520             | Both       | Porterfield .....          | 259.5              | 790              | West       |
| <b>Sixth Subdivn.</b>   |                    |                  |            | <b>Tenth Subdivn.</b>      |                    |                  |            |
| Abrams .....            | 216.7              | 1470             | Both       | Sawyer Lake .....          | 319.2              | 230              | East       |
| Lena .....              | 228.6              | 1530             | Both       | Floodwood .....            | 322.8              | 1140             | Both       |
| Pound .....             | 238.4              | 1080             | Both       | Witch Lake .....           | 326.9              | 370              | East       |
| Amberg .....            | 268.2              | 1290             | Both       | <b>Eleventh Subdivn.</b>   |                    |                  |            |
| Beecher Lake .....      | 272.6              | 1850             | Both       | Melvina .....              | 12.2               | 445              | West       |
| <b>Seventh Subdivn.</b> |                    |                  |            | <b>Twelfth Subdivn</b>     |                    |                  |            |
| Kiernan .....           | 319.4              | 1500             | Both       | Woodland .....             | 130.8              | 1030             | Both       |
| Kelso .....             | 323.0              | 900              | Both       | Atwater .....              | 148.6              | 480              | East       |
| Tunis .....             | 354.4              | 470              | Both       | Fisk .....                 | 179.9              | 960              | Both       |
| Frost .....             | 373.1              | 1660             | Both       | <b>Thirteenth Subdivn.</b> |                    |                  |            |
| Pori .....              | 381.2              | 1720             | Both       | Rush Lake .....            | 174.7              | 350              | Both       |
| Rousseau* .....         | 383.2              | 681              | East       | <b>Fourteenth Subdivn.</b> |                    |                  |            |
| Wasas .....             | 385.5              | 910              | Both       | South Byron .....          | 150.6              | 280              | East       |
| Rockland .....          | 396.1              | 540              | Both       |                            |                    |                  |            |

| NAME                           | Mile Post Location | Capacity in Feet | Access End | NAME                           | Mile Post Location | Capacity in Feet | Access End |
|--------------------------------|--------------------|------------------|------------|--------------------------------|--------------------|------------------|------------|
| <b>Eighteenth Subdivn.</b>     |                    |                  |            | <b>Twentieth Subdivn.</b>      |                    |                  |            |
| Dancy .....                    | 70.6               | 650              | East       | Freeborn .....                 | 13.4               | 822              | Both       |
| <b>Twenty-Second Subdivn.</b>  |                    |                  |            | Waldorf .....                  | 26.9               | 1850             | Both       |
| Arena .....                    | 167.9              | 960              | Both       | <b>Twenty-First Subdivn.</b>   |                    |                  |            |
| Avoca .....                    | 188.8              | 1540             | Both       | Ramona .....                   | 10.2               | 1951             | Both       |
| Blue River .....               | 201.1              | 1990             | Both       | Oldham .....                   | 27.7               | 1871             | Both       |
| Woodman .....                  | 214.7              | 880              | Both       | Erwin .....                    | 39.9               | 1624             | Both       |
| Bridgeport .....               | 229.6              | 510              | East       | <b>Twenty-Second Subdivn.</b>  |                    |                  |            |
| <b>Twenty-Third Subdivn.</b>   |                    |                  |            | Ionia .....                    | 77.2               | 1306             | Both       |
| Gotham .....                   | 5.8                | 700              | East       | Portland .....                 | 112.8              | 1480             | Both       |
| <b>Twenty-Fifth Subdivn.</b>   |                    |                  |            | <b>Twenty-Fourth Subdivn.</b>  |                    |                  |            |
| Orfordville .....              | 21.7               | 1780             | Both       | Ventura .....                  | 131.0              | 1700             | Both       |
| Juda .....                     | 34.4               | 1020             | Both       | Duncan .....                   | 142.9              | 1257             | Both       |
| Browntown .....                | 51.6               | 1030             | Both       | Hutchins .....                 | 151.8              | 2109             | Both       |
| South Wayne .....              | 56.3               | 970              | Both       | Wesley .....                   | 157.4              | 3385             | Both       |
| <b>Twenty-Sixth Subdivn.</b>   |                    |                  |            | Sexton .....                   | 162.4              | 1483             | Both       |
| Genesee .....                  | 27.3               | 410              | East       | Hobarton .....                 | 172.3              | 1779             | Both       |
| Eagle .....                    | 35.4               | 550              | East       | Dickens .....                  | 210.8              | 2991             | Both       |
| Lima Center .....              | 55.4               | 680              | East       | Everly .....                   | 226.4              | 2145             | Both       |
| <b>Twenty-Seventh Subdivn.</b> |                    |                  |            | <b>Twenty-Fifth Subdivn.</b>   |                    |                  |            |
| Hubbellton .....               | 139.0              | 790              | East       | Clinton .....                  | 12.0               | 1925             | Both       |
| Deansville .....               | 150.3              | 490              | Both       | Dumont .....                   | 30.3               | 1643             | Both       |
| Burke .....                    | 160.2              | 610              | East       | Tyler .....                    | 62.8               | 1264             | Both       |
| <b>Twenty-Eighth Subdivn.</b>  |                    |                  |            | Christine .....                | 94.6               | 1212             | Both       |
| Morrisonville .....            | 19.8               | 1170             | Both       | Hickson .....                  | 101.3              | 1030             | Both       |
| Windsor .....                  | 24.1               | 1420             | Both       | Wild Rice .....                | 106.7              | 836              | East       |
| <b>MINNESOTA-DAKOTA DIVN.</b>  |                    |                  |            | <b>Twenty-Sixth Subdivn.</b>   |                    |                  |            |
| <b>Second Subdivn.</b>         |                    |                  |            | Corona .....                   | 10.5               | 1403             | Both       |
| Chanhassen .....               | 439.5              | 589              | West       | Wilmington .....               | 17.4               | 1920             | Both       |
| Wegdahl .....                  | 549.1              | 1450             | Both       | Peever .....                   | 27.8               | 1214             | Both       |
| <b>Third Subdivn.</b>          |                    |                  |            | <b>Twenty-Seventh Subdivn.</b> |                    |                  |            |
| Correll .....                  | 585.2              | 1315             | Both       | Lily .....                     | 91.1               | 1343             | Both       |
| Bath .....                     | 699.0              | 1116             | Both       | Butler .....                   | 96.7               | 1310             | Both       |
| <b>Fourth Subdivn.</b>         |                    |                  |            | <b>Twenty-Eighth Subdivn.</b>  |                    |                  |            |
| Sitka .....                    | 792.2              | 2770             | West       | Pierpont .....                 | 7.0                | 1773             | Both       |
| <b>Fifth Subdivn.</b>          |                    |                  |            | Langford .....                 | 14.6               | 2330             | Both       |
| Red Cedar .....                | 25.3               | 902              | Both       | Spain .....                    | 21.9               | 662              | West       |
| Meridean .....                 | 30.8               | 492              | Both       | Newark .....                   | 38.2               | 1057             | Both       |
| Caryville .....                | 37.6               | 1360             | Both       | <b>Twenty-Ninth Subdivn.</b>   |                    |                  |            |
| <b>Sixth Subdivn.</b>          |                    |                  |            | Westport .....                 | 11.6               | 1525             | Both       |
| Afton .....                    | 13.6               | 1375             | Both       | Barnard .....                  | 17.5               | 1332             | Both       |
| Lakeland .....                 | 17.4               | 877              | Both       | Fredrick .....                 | 24.4               | 1885             | Both       |
| <b>Seventh Subdivn.</b>        |                    |                  |            | Monango .....                  | 48.5               | 1341             | Both       |
| Lansing .....                  | 75.0               | 1512             | Both       | <b>Thirty-First Subdivn.</b>   |                    |                  |            |
| Bixby .....                    | 90.1               | 1425             | Both       | Hosmer .....                   | 10.9               | 1978             | Both       |
| <b>Ninth Subdivn.</b>          |                    |                  |            | Zeeland .....                  | 44.9               | 2087             | Both       |
| Elko .....                     | 10.6               | 1451             | Both       | Hague .....                    | 53.9               | 1180             | Both       |
| Lonsdale .....                 | 18.9               | 1679             | Both       | Strasburg .....                | 65.1               | 2042             | Both       |
| Cleveland .....                | 42.8               | 1721             | Both       | <b>Thirty-Third Subdivn.</b>   |                    |                  |            |
| <b>Tenth Subdivn.</b>          |                    |                  |            | Loomis .....                   | 657.5              | 1504             | Both       |
| Wanamingo .....                | 61.2               | 1402             | Both       | Virgil .....                   | 696.1              | 1654             | Both       |
| Bombay .....                   | 66.6               | 765              | Both       | Bonilla .....                  | 717.0              | 1541             | Both       |
| Kenyon .....                   | 71.7               | 1265             | Both       | Tulare .....                   | 727.7              | 1580             | Both       |
| <b>Thirteenth Subdivn.</b>     |                    |                  |            | Ashton .....                   | 746.0              | 1918             | Both       |
| Grafton .....                  | 14.8               | 1757             | Both       | Mellette .....                 | 757.0              | 1580             | Both       |
| Carpenter .....                | 21.3               | 1112             | Both       | Duxbury .....                  | 762.8              | 1362             | Both       |
| Otranto .....                  | 24.8               | 805              | East       | Warner .....                   | 768.7              | 1769             | Both       |
| Varco .....                    | 35.6               | 1586             | Both       | <b>Thirty-Fourth Subdivn.</b>  |                    |                  |            |
| <b>Fourteenth Subdivn.</b>     |                    |                  |            | Lane .....                     | 401.3              | 1525             | Both       |
| Peterson .....                 | 34.3               | 2024             | Both       | <b>Thirty-Fifth Subdivn.</b>   |                    |                  |            |
| Isinours .....                 | 53.4               | 1695             | Both       | Burbank .....                  | 542.6              | 3209             | Both       |
| Dexter .....                   | 89.6               | 1250             | Both       | Meckling .....                 | 556.8              | 1035             | Both       |
| Brownsdale .....               | 97.9               | 1218             | Both       | Utica .....                    | 584.3              | 3105             | Both       |
| <b>Fifteenth Subdivn.</b>      |                    |                  |            | Lesterville .....              | 590.9              | 1574             | Both       |
| Haugendale .....               | 5.4                | 510              | West       | Kaylor .....                   | 608.9              | 1602             | Both       |
| <b>Seventeenth Subdivn.</b>    |                    |                  |            | Beardsley .....                | 621.4              | 819              | Both       |
| Oakland .....                  | 109.8              | 1029             | Both       | Dimock .....                   | 633.4              | 1381             | Both       |
| Armstrong .....                | 129.7              | 876              | West       | <b>Thirty-Sixth Subdivn.</b>   |                    |                  |            |
| Easton .....                   | 153.3              | 2524             | Both       | Tabor .....                    | 10.5               | 1728             | Both       |
| Huntley .....                  | 171.0              | 1798             | Both       | Dante .....                    | 39.5               | 1039             | Both       |
| <b>Eighteenth Subdivn.</b>     |                    |                  |            | Ravinia .....                  | 53.9               | 1356             | Both       |
| Rapidan .....                  | 30.8               | 1364             | Both       | <b>Thirty-Seventh Subdivn.</b> |                    |                  |            |
| <b>Nineteenth Subdivn.</b>     |                    |                  |            | Chatsworth .....               | 19.0               | 1000             | East       |
| Okabena .....                  | 229.3              | 1466             | Both       | Fairview .....                 | 41.4               | 800              | East       |
| Kinbrae .....                  | 239.7              | 1032             | Both       | Renner .....                   | 77.1               | 1269             | Both       |
| Wirock .....                   | 251.6              | 816              | Both       | Baltic .....                   | 85.1               | 2028             | Both       |
| Hatfield .....                 | 282.2              | 1267             | Both       | Trent .....                    | 97.3               | 1222             | Both       |

# INDUSTRIAL AND OTHER TRACKS NOT SHOWN AS STATIONS

**31**

| NAME                          | Mile Post Location | Capacity in Feet | Access End | NAME                          | Mile Post Location | Capacity in Feet | Access End |
|-------------------------------|--------------------|------------------|------------|-------------------------------|--------------------|------------------|------------|
| <b>Thirty-Eighth Subdivn.</b> |                    |                  |            | <b>Forty-Fourth Subdivn.</b>  |                    |                  |            |
| Worthing .....                | 303.7              | 1265             | Both       | Westmore .....                | 1035.7             | 632              | Both       |
| Chancellor .....              | 315.4              | 1179             | Both       | Lacomb .....                  | 1050.8             | 3260             | West       |
| Dolton .....                  | 337.6              | 1068             | West       | Susan .....                   | 1092.8             | 2913             | Both       |
| Emery .....                   | 351.7              | 1821             | Both       | <b>Forty-Seventh Subdivn.</b> |                    |                  |            |
| <b>Forty-First Subdivn.</b>   |                    |                  |            | Glencross .....               |                    |                  |            |
| Betts .....                   | 379.9              | 1185             | Both       | Timber Lake .....             | 28.9               | 1185             | Both       |
| Mt. Vernon .....              | 385.7              | 1709             | Both       | Firesteel .....               | 36.6               | 1193             | Both       |
| Oacoma .....                  | 444.8              | 1344             | Both       |                               | 47.2               | 1843             | Both       |
| Vivian .....                  | 493.0              | 1999             | Both       | <b>Forty-Eighth Subdivn.</b>  |                    |                  |            |
| <b>Forty-Second Subdivn.</b>  |                    |                  |            | Promise .....                 |                    |                  |            |
| Okaton .....                  | 526.8              | 1642             | Both       | LaPlant .....                 | 12.9               | 1150             | Both       |
| Stamford .....                | 537.6              | 1300             | Both       | Ridgeview .....               | 29.4               | 630              | West       |
| Weta .....                    | 573.5              | 1459             | Both       | Eagle Butte .....             | 39.5               | 1070             | Both       |
| Interior .....                | 588.2              | 3126             | Both       | Lantry .....                  | 63.5               | 1486             | Both       |
| Conata .....                  | 598.4              | 1353             | Both       | Dupree .....                  | 73.5               | 1150             | Both       |
| Imlay .....                   | 609.0              | 1526             | Both       | Red Elm .....                 | 83.1               | 1178             | Both       |
| Scenic .....                  | 618.3              | 1239             | Both       |                               | 92.2               | 600              | East       |
| Farmingdale .....             | 641.0              | 1513             | Both       | <b>Forty-Ninth Subdivn.</b>   |                    |                  |            |
| Caputa .....                  | 646.4              | 1793             | Both       | Maple Leaf .....              | 8.9                | 751              | West       |
| Murphy .....                  | 654.5              | 1498             | Both       | Selfridge .....               | 17.3               | 1149             | Both       |
| <b>Forty-Third Subdivn.</b>   |                    |                  |            | Chadwick .....                | 27.3               | 1160             | Both       |
| Mahto .....                   | 827.6              | 2700             | East       | Shields .....                 | 34.9               | 1196             | Both       |
| White Butte .....             | 913.7              | 1640             | West       | Raleigh .....                 | 51.2               | 1911             | Both       |
| Reeder .....                  | 944.6              | 2193             | Both       | Brisbane .....                | 60.8               | 1191             | Both       |
| Scranton .....                | 955.0              | 3332             | Both       | Leith .....                   | 67.9               | 1240             | Both       |
| Griffin .....                 | 974.8              | 2913             | Both       | Elgin .....                   | 78.5               | 600              | Both       |
| Ives .....                    | 985.6              | 2481             | East       | Bentley .....                 | 90.5               | 1180             | Both       |
|                               |                    |                  |            | Watrous .....                 | 96.8               | 1300             | Both       |
|                               |                    |                  |            | Regent .....                  | 115.9              | 1811             | Both       |
|                               |                    |                  |            | Havelock .....                | 126.1              | 474              | Both       |

## COMPANY SURGEONS ARE LOCATED AS FOLLOWS

| LOCATION           | NAME   | OFFICE ADDRESS AND TELEPHONE NUMBER  | RESIDENT PHONE |
|--------------------|--|--|----------------|
| Chicago: .....     | Dr. Noah H. Sloan, Chief Medical Officer ..... | Union Station, 648-3800<br>Corbett Clinic, 1380 Lake St., 666-0028<br>Office Hours: 7:00 A.M. - 6:00 P.M.<br>Except Saturday and Sunday. |                |
| Seattle .....      | Dr. H. M. Hackendorn, Medical Director .....   | Henrotin Hospital, 939 N. La Salle St., 440-7868<br>329-0200   | 454-3151       |
| Milwaukee: .....   | ‡Medical Surgical Clinic .....                 | 2500 W. Lincoln Ave. ....  | 671-7000       |
| St. Paul: .....    | ‡Dr. Richard Lessard .....                     | 69 West Exchange St. ....  | 227-9341       |
|                    | Dr. Edmund A. Post, Oculist .....              | 835 Lowry Medical Arts Building .....  | 222-8717       |
|                    | ‡Dr. John A. Williams .....                    | 393 N. Dunlap St. ....   | 645-9477       |
|                    | ‡Dr. Donald E. Roach .....                     | 393 N. Dunlap St. ....   | 645-9477       |
|                    | ‡Dr. D. G. Alton .....                         | 393 N. Dunlap St. ....   | 645-9477       |
|                    | ‡Dr. Kenneth Lerdahl .....                     | 393 N. Dunlap St. ....   | 645-9477       |
|                    | ‡Dr. C. Robert Baker .....                     | 393 N. Dunlap St. ....   | 645-9477       |
|                    | ‡Dr. R. D. Hart .....                          | 393 N. Dunlap St. ....   | 645-9477       |
| Minneapolis: ..... | ‡Dr. Harold G. Benjamin .....                  | 1720 Medical Arts Bldg.<br>Nicollet Ave. at 9th St. ....   | 332-1561       |
|                    | Dr. Thomas K. Rucker, Oculist .....            | 6533 Drew Ave. South .....   | 927-7138       |
|                    | Dr. Sidney Nerenberg, Oculist .....            | 533 Medical Arts Bldg.<br>Nicollet Ave. at 9th St. ....  | 335-7745       |

| Location            | Name of Surgeon                    | Residence Phone No. | Office Phone No. | Location               | Name of Surgeon                  | Residence Phone No. | Office Phone No. |
|---------------------|------------------------------------|---------------------|------------------|------------------------|----------------------------------|---------------------|------------------|
| Thiensville .....   | *Dr. Ted D. Elbe .....             | 242-3231            | 242-1120         | Iron River .....       | Dr. L. E. Irvine .....           | 265-4236            | 265-4184         |
| Random Lake .....   | Dr. J. A. Russell .....            | 994-4341            | 994-4341         | Ontonagon .....        | *Dr. S. N. Gervae .....          | 884-2804            | 884-2804         |
| Plymouth .....      | *Dr. M. G. Jacquat .....           | 893-5488            | 893-1411         | Ontonagon .....        | *Dr. J. P. Strong .....          | 884-4649            | 884-2804         |
| Kiel .....          | *Dr. Geo J. Twohig .....           | 894-2268            | 894-2363         | Hartford .....         | *Dr. V. V. Quandt .....          | 673-3455            | 673-5050         |
| Green Bay .....     | Dr. R. T. Schmidt, Oculist .....   | 336-9170            | 437-4504         | Horicon .....          | *Dr. Frederik A. Karsten .....   | 485-2407            | 485-4557         |
| Green Bay .....     | Dr. E. G. Nadeau, Oculist .....    | 435-2206            | 437-3266         | Ripon .....            | *Dr. Wm. H. Schuler .....        | 748-3825            | 748-6787         |
| Green Bay .....     | ‡Dr. Darel C. Angus .....          | 499-2922            | 432-8565         | Oshkosh .....          | *Dr. D. D. Clark .....           | 233-0867            | 231-6800         |
| Marinette .....     | *Dr. J. W. Boren .....             | 735-7072            | 735-7421         | Oshkosh .....          | *Dr. L. J. Sanzenbacher .....    | 231-8374            | 231-6800         |
| Menominee .....     | *Dr. N. O. Agneberg .....          | 863-6611            | 863-6408         | Meno. Falls .....      | *Dr. H. M. Klopff .....          | 252-3324            | 251-7500         |
| Iron Mountain ..... | ‡Dr. C. G. Steinke .....           | 774-1820            | 774-6933         | Mayville .....         | *Dr. M. W. Bachhuber .....       | 387-3122            | 387-2111         |
| Iron Mountain ..... | Dr. H. D. McEachran, Oculist ..... | 774-1520            | 774-1404         | Fond du Lac .....      | *Dr. E. V. Smith, Jr. ....       | 922-4336            | 922-1900         |
| Iron Mountain ..... | *Dr. W. H. Huron .....             | 774-0874            | 774-1633         | Beaver Dam .....       | *Dr. J. M. Welsch .....          | 885-3472            | 885-5193         |
| Kingsford .....     | ‡Dr. E. R. Kadletz .....           | 774-1670            | 774-1944         | Berlin .....           | *Dr. D. J. Sievers .....         | 361-2090            | 361-1838         |
| Kingsford .....     | ‡Dr. D. R. Smith .....             | 774-2528            | 774-1944         | Wisconsin Rapids ..... | *Dr. LeLand C. Pomainville ..... | 423-3911            | 423-3500         |
| Crystal Falls ..... | *Dr. E. A. Addison .....           | 875-6837            | 875-6681         | Wausau .....           | ‡Dr. John M. R. Kuhn .....       | 359-4033            | 842-0411         |
| Crystal Falls ..... | *Dr. R. Untalan .....              | 875-6954            | 875-6681         | Wausau .....           | ‡Dr. Robert Cadwell .....        | 845-7426            | 842-0411         |
| Crystal Falls ..... | *Dr. R. E. Stelle .....            | 875-3290            | 875-6681         | Wausau .....           | ‡Dr. T. C. Burr .....            | 842-3229            | 845-4321         |
|                     |                                    |                     |                  | Merrill .....          | *Dr. J. F. Bigelow .....         | 536-6575            | 536-4450         |

## COMPANY SURGEONS—Continued

| Location         | Name of Surgeon                    | Residence<br>Phone No. | Office<br>Phone No. | Location    | Name of Surgeon                         | Residence<br>Phone No. | Office<br>Phone No. |
|------------------|------------------------------------|------------------------|---------------------|-------------|---|------------------------|---------------------|
| Tomahawk         | *Dr. N. L. Bogarin                 | 453-2711               | 453-2137            | Edgerton    | *Dr. Roland Beckering                   |                        | 442-7111            |
| Waukesha         | †Dr. Robert G. Smirl               | 547-8812               | 547-0088            | Flandreau   | *Dr. Bedford T. Otey                    | 997-2889               | 997-2471            |
| Milton           | Dr. H. L. Burdick                  | 868-2136               | 868-7653            | Madison     | †Dr. J. A. Anderson                     | 256-2984               | 256-4564            |
| Edgerton         | *Dr. Victor S. Falk                | 884-8235               | 884-3371            | Cresco      | *Dr. P. A. Nierling                     | 547-3582               | 547-2020            |
| Edgerton         | Dr. W. C. Sumner                   | 884-3923               | 884-3371            | Austin      | †Dr. D. P. Anderson                     | 433-5170               | 433-7351            |
| Prairie du Chien | †Dr. T. F. Farrell                 | 326-6087               | 326-6406            | Austin      | †Dr. H. J. Anderson                     | 437-1094               | 433-7351            |
| Janesville       | †Dr. J. F. Pember, Oculist         | 752-2725               | 754-7781            | Austin      | †Dr. T. B. Anderson                     | 433-8935               | 433-7351            |
| Janesville       | †Dr. T. O. Nuzum                   | 752-1344               | 752-7811            | Austin      | †Dr. C. A. Pesonen                      | 433-4319               | 433-7351            |
| Janesville       | †Dr. Philip R. Sholl               | 752-5296               | 752-7811            | Austin      | Dr. James A. Bohrer,<br>Ophthalmologist | 433-1792               | 433-1884            |
| Janesville       | †Dr. M. M. Baumgartner             | 754-6933               | 752-7811            | Northfield  | *Dr. Bernard Street                     | 645-4268               | 645-4444            |
| Janesville       | †Dr. Chas. S. Baker                | 752-9975               | 752-7811            | Decorah     | *Dr. Lester E. Larson                   | 382-5067               | 382-3117            |
| Orfordville      | Dr. E. R. McNair                   | 879-4131               | 879-4131            | Mason City  | †Dr. Gerald L. Brady                    | 424-5269               | 423-2242            |
| Monroe           | *Dr. N. E. Bear                    | 325-6240               | 325-2101            | Mason City  | †Dr. George I. Tice                     | 423-0034               | 423-0214            |
| Mineral Point    | *Dr. E. J. Hohler                  | 987-2163               | 987-2133            | Mason City  | Dr. S. A. O'Brien, Oculist              | 423-3981               | 423-3355            |
| New Glarus       | *Dr. Philipp H. Marty              | 527-2312               | 527-2525            | Mason City  | †Dr. A. G. Chanco                       | 424-6149               | 423-0244            |
| Richland Center  | *Dr. R. W. Edwards                 | 647-2260               | 647-6161            | Zumbrota    | *Dr. Oliver E. H. Larson                | 732-7128               | 732-5119            |
| Richland Center  | *Dr. Killian H. Meyer              | 647-3262               | 647-6161            | Mankato     | †Dr. R. Wynn Kearney                    | 345-3330               | 345-6171            |
| Richland Center  | Dr. Donald J. Taft                 | 647-2721               | 647-6161            | Clear Lake  | Dr. E. L. Wurtzer                       | 357-2711               | 357-2711            |
| Oconomowoc       | *Dr. J. F. Wilkinson               | 567-3417               | 567-4433            | Garnet      | *Dr. Lyle R. Fuller                     | 923-2308               | 923-2651            |
| Watertown        | †Dr. J. H. Becker                  | 261-1732               | 261-1770            | Emmetsburg  | *Dr. J. C. Coffey                       | 852-4810               | 852-2010            |
| Madison          | †Dr. W. P. Crowley                 | 233-0066               | 257-7107            | Spencer     | †Dr. G. F. Fieselmann                   | 262-4594               | 262-4310            |
| Madison          | †Dr. James L. Dean                 | 255-1424               | 252-8000            | Sanborn     | *Dr. C. Maris                           | 729-5125               | 729-3272            |
| Madison          | †Dr. Robert Farrell                | 233-6729               | 256-5521            | Sheldon     | Dr. Robert E. Griffen                   | 324-2349               | 324-2511            |
| Madison          | Dr. A. M. Sonneland,<br>Consultant | 249-1540               | 256-5521            | Canton      | *Dr. Eugene Regier                      | 987-5636               | 987-2662            |
| Madison          | Dr. Albert Kanner, Oculist         | 233-8577               | 251-2361            | Milbank     | *Dr. Edward A. Johnson                  | 432-6562               | 432-8295            |
| Columbus         | *Dr. John F. Poser                 | 623-3490               | 623-5000            | Aberdeen    | †Dr. John C. Rodine                     | 225-6714               | 225-4121            |
| Columbus         | *Dr. Rolf F. Poser, Asst.          | 623-2919               | 623-5000            | Aberdeen    | †Dr. Murdy                              | 225-0358               | 225-7964            |
| Portage          | †Dr. E. F. Tierney                 | 742-3305               | 742-7161            | Aberdeen    | *Dr. Edmund J. Perry                    | 472-2264               | 225-3000            |
| Portage          | †Dr. James W. Macgregor            | 742-3469               | 742-4144            | Aberdeen    | Dr. Paul R. Leon,<br>Roentgenologist    | 229-0455               | 225-5191            |
| Portage          | †Dr. Thomas E. Henney              | 742-6130               | 742-7161            | Mobridge    | †Dr. J. E. Ryan                         | 845-3786               | 845-2962            |
| Portage          | †Dr. R. T. Cooney                  | 742-3689               | 742-7161            | Mobridge    | †Dr. L. M. Linde                        | 845-2755               | 845-2962            |
| Portage          | †Dr. Frederick H. Bronson          | 742-6928               | 742-7161            | Mobridge    | †Dr. R. R. Lawrence                     | 845-2511               | 845-2962            |
| Portage          | †Dr. Charles D. Grose              | 742-6914               | 742-7161            | Grobridge   | *Dr. Russell Popoff                     | 748-7246               | 748-7253            |
| Poynette         | *Dr. W. J. Focke                   | 635-2221               | 635-2221            | Wheaton     | *Dr. James R. Poole                     | 563-4206               | 563-8295            |
| Mauston          | *Dr. Vernon M. Griffin             | 843-1601               | 843-1131            | Fargo       | *Dr. G. Howard Hall                     | 232-3663               | 232-3261            |
| Mauston          | *Dr. Jack Strong                   | 843-5542               | 843-1131            | Britton     | *Dr. Alfred Shousha                     | 448-2486               | 448-2226            |
| New Lisbon       | †Dr. Clayton L. Weston             | 562-3310               | 562-3111            | Mitchell    | †Dr. F. D. Gillis, Jr.                  | 996-4338               | 996-5697            |
| Tomah            | *Dr. Jameel S. Mubarak             | 372-4780               | 372-4111            | Mitchell    | †Dr. W. A. Delaney                      | 996-3973               | 996-5553            |
| Tomah            | †Dr. C. E. Kozarek                 | 372-6716               | 372-4176            | Mitchell    | Dr. O. J. Mabee, Oculist                | 996-2862               | 996-2537            |
| Sparta           | *Dr. H. H. Williams, Jr.           | 269-2733               | 269-6731            | Mitchell    | Dr. R. A. Weber, Oculist                | 996-5153               | 996-2002            |
| Westby           | *Dr. P. T. Bland                   | 634-4190               | 634-3126            | Redfield    | *Dr. Myron F. Fahrenwald                | 472-1620               | 472-0510            |
| Viroqua          | *Dr. Lars Gulbrandsen              | 637-3239               | 637-3195            | Eureka      | *Dr. Geo. F. McIntosh                   | 284-2497               | 284-2621            |
| La Crosse        | †Dr. James T. Murphy               | 788-5448               | 784-3050            | Sioux City  | †Dr. Frederic W. Wilson                 | 277-3691               | 277-8242            |
| La Crosse        | †Dr. B. J. Mansheim, Oculist       | 788-1788               | 784-3050            | Sioux City  | †Dr. D. D. Kivlighn                     | 239-3670               | 277-8595            |
| La Crosse        | †Dr. Walter J. Vallejo             | 788-5651               | 784-3050            | Sioux City  | †Dr. H. N. Hirsch                       | 239-3045               | 258-4581            |
| La Crosse        | †Dr. Chas. E. Link                 | 788-2123               | 784-3050            | Sioux City  | Dr. Jas. E. Reeder, Jr.,<br>Oculist     | 277-3404               | 258-0125            |
| Winona           | †Dr. R. F. Hartwich                | 452-5888               | 454-3680            | Sioux City  | Dr. W. M. Krigsten,<br>Orthopedist      | 258-1515               | 255-1628            |
| Wabasha          | †Dr. J. V. McGrath                 | 442-4321               | 565-4571            | Yankton     | *Dr. G. R. Held                         | 665-7926               | 665-7841            |
| Wabasha          | †Dr. S. R. Burns                   | 565-4077               | 565-4571            | Yankton     | *Dr. J. W. Hubner                       | 665-3010               | 665-7841            |
| Wabasha          | †Dr. B. J. Bouquet                 | 565-4549               | 565-4571            | Sioux Falls | Dr. R. E. VanDemark                     | 332-4021               | 336-1573            |
| Lake City        | *Dr. R. N. Bowers                  | 345-2025               | 345-3318            | Sioux Falls | †Dr. V. V. Volin                        | 338-2123               | 336-2404            |
| Red Wing         | †Dr. Edward H. Juers               | 388-5520               | 388-3503            | Sioux Falls | Dr. Donald H. Breit,<br>Radiologist     | 338-5872               | 336-0515            |
| Red Wing         | †Dr. Ralph R. Rayner               | 388-5133               | 388-3503            | Dell Rapids | *Dr. Paul K. Aspaas                     | 428-5446               | 428-5446            |
| Red Wing         | Dr. C. W. Wasmund, Oculist         | 388-9370               | 388-3503            | Freeman     | Dr. E. J. Hofer                         | 925-7118               | 925-7117            |
| Stillwater       | *Dr. Harold V. Pearson             |                        | 439-2215            | Marion Jct. | *Dr. A. P. Reding                       | 648-3297               | 648-3421            |
| Eau Claire       | †Dr. P. J. Finucane                | 832-4155               | 834-2035            | Chamberlain | *Dr. L. W. Holland                      | 734-6933               | 734-5571            |
| Bellevue         | *Dr. Manly Michaelson              | 872-3628               | 872-4915            | Kadoka      | *Dr. L. P. Swisher                      | 837-2266               | 837-2257            |
| Dubuque          | Dr. John A. Thorson,<br>Oculist    | 582-4379               | 582-5353            | Rapid City  | †Dr. Gordon S. Owen                     | 342-0637               | 342-3881            |
| Dubuque          | †Dr. Douglas K. Packard            | 583-9576               | 557-6211            | Rapid City  | *Dr. Francis R. Williams                | 342-3262               | 343-5130            |
| Dubuque          | †Dr. Roger H. Ott                  | 588-2129               | 557-6211            | Mobridge    | Mobridge Medical Clinic                 |                        | 845-2962            |
| Guttenberg       | *Dr. Eugene M. Downey              | 252-1101               | 252-2141            | McLaughlin  | †Dr. Peter Knowles-Smith                |                        | 823-4774            |
| McGregor         | †Dr. D. W. Pfeiffer                | 873-2275               | 873-3737            | McLaughlin  | Dr. G. C. Torkildson, Oculist           |                        | 823-4234            |
| Monona           | *Dr. E. G. Kettelkamp              | 539-2731               | 539-4560            | Hettinger   | Dr. J. M. Mattson                       |                        | 567-2414            |
| Calmar           | *Dr. Garfield Miller               | 562-3507               | 562-3562            | Hettinger   | Dr. G. T. Sailer                        |                        | 567-2414            |
| Chaska           | †Dr. R. D. Pistulka                | 445-2465               | 448-2050            | Bowman      | Dr. P. L. Ahlness                       |                        | 523-3271            |
| Glencoe          | *Dr. Gerald A. Close               | 864-4640               | 864-3116            | Baker       | Dr. J. M. Hiner                         |                        | 778-2025            |
| Hector           | Dr. Chester A. Anderson            | 848-2430               | 848-6294            | Miles City  | †Dr. Malcolm Winter, Jr.                | 232-4847               | 232-0790            |
| Bird Island      | *Dr. L. O. Furr                    | 365-3404               | 365-3510            | Miles City  | Dr. E. H. Rowam,<br>Oculist             |                        | 232-2110            |
| Olivia           | *Dr. J. A. Cosgriff, Jr.           | 523-1333               | 523-2131            |             |   |                        |                     |
| Renville         | Dr. A. Maxwell Fawcett             | 329-3472               | 329-3380            |             |   |                        |                     |
| Granite Falls    | *Dr. Paul G. Schmidt, Jr.          | 564-3247               | 564-2511            |             |   |                        |                     |
| Montevideo       | †Dr. L. R. Lima, Jr.               | 269-9249               | 269-8841            |             |   |                        |                     |
| Montevideo       | *Dr. N. L. Hagberg                 | 269-9940               | 269-8841            |             |   |                        |                     |
| Montevideo       | †Dr. Henry A. Roust                | 269-8656               | 269-8446            |             |   |                        |                     |
| Montevideo       | †Dr. T. G. Birkey                  | 269-6003               | 269-8841            |             |   |                        |                     |
| Appleton         | †Dr. Edward J. Kaufman             | 289-2311               | 289-1122            |             |   |                        |                     |
| Ortonville       | †Dr. Jacob F. Karn                 | 839-2114               | 839-2535            |             |   |                        |                     |
| Preston          | *Dr. Robert L. Sauer               | 765-3345               | 765-3893            |             |   |                        |                     |
| Rushford         | †Dr. John Peterson                 | 864-7180               | 864-7726            |             |   |                        |                     |
| Albert Lea       | *Dr. T. M. Hansen                  | 373-4486               | 373-1441            |             |   |                        |                     |
| Albert Lea       | Dr. A. G. Sherman, Oculist         | 373-6390               | 373-8251            |             |   |                        |                     |
| Wells            | *Dr. Mark P. Virnig                | 553-5566               | 553-3128            |             |   |                        |                     |
| Wells            | *Dr. Richard P. Virnig             | 553-5567               | 553-3128            |             |   |                        |                     |
| Fairmont         | *Dr. R. L. Zemke                   | 235-6310               | 238-4263            |             |   |                        |                     |

†Indicates salaried Company surgeons who should be used whenever possible.

‡Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion or re-examination.

\*Indicates surgeons equipped to conduct physical examinations of employees for re-examination only.



**RULES CHANGES**

G-1 The title "Division Manager" is the equivalent of "Superintendent" in the application of operating rules, bulletins, notices, timetables, train orders, clearances, CTC and ABS instructions and all other instructions or advices formerly issued over the signature or initials of the Superintendent. All rules and special instructions are hereby modified accordingly.

G-2 Rule M of the Consolidated Code of Operating Rules and Operating Rules for Employes in The Maintenance of Way and Structures and Signal and Communications Department is amended as follows:

Train, Engine and Yard Service employes must not occupy the roof of a freight car or caboose under any circumstances. Other employes whose duties require them to occupy the roof of a car may do so only when equipment is standing. Balance of Rule M unchanged.

G-3 In reference to Rule 2 of the Consolidated Code of Operating Rules, the following watches conform to the requirements on this railroad:

**POCKET WATCHES**

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size—19 jewel or better, Hamilton—16 size—992—21 jewel, or 16 size—950—23 jewel, Elgin—16 size—B. W. Raymond—21 jewel.

**WRIST WATCHES**

Elgin—12/0 size, 23 jewel, B. W. Raymond  
Elgin—21 jewel, B. W. Raymond Chronometer  
Ball—13 ligne, 21 jewel, Official Railroad  
Bulova Accutron—Railroad Approved  
Ball Trainmaster  
Wyer Railroad Approved—Manual, Automatic or Electric  
Seiko Quartz Railroad Approved Model CM 101 M  
Seiko Quartz Railroad Approved Model CM 102 M

G-4 In compliance with Rule 3 and Rule 109 of the Consolidated Code of Operating Rules, Conductors will register this information in the Train Register, Engineers in the Enginemen's Register, Train Dispatchers and Phone Directors on the Train Sheet and Yardmasters and Yard Foremen on the back of their time slip.

G-5 In the application of Rule 11, ten minute fuses must be used in non-ABS territory and five minute fuses must be used in other territory.

G-6 In the application of Rules 12, 14, and 14(A) of the Consolidated Code of Operating Rules and Rules 12, 14, 14(A), M-14 and M-14(A) of the Operating Rules for Maintenance of Way and Structures and the Signal and Communications Department, reflectorized material of the prescribed color may be used instead of lights.

G-7 Rule 26 of the Consolidated Code of Operating Rules is revised as follows:

**BLUE SIGNAL PROTECTION OF WORKMEN**

As used in Rules 26, 26(A), 26(B), 26(C) and 26(D), the following definitions apply:

"Workmen" - Railroad employes assigned to inspect, test, repair or service railroad rolling equipment, or their components, including brake systems. Train and yard crews are excluded, except when assigned to perform such work on railroad rolling equipment that is not part of the train or yard movement they have been called to operate.

"Rolling Equipment" - Engines and railroad cars.

"Blue Signal" - A clearly distinguishable blue flag or blue light by day and a blue light by night; blue light may be displayed either steady or flashing.

"Effective locking device" - When used in relation to a manually operated switch or derail, a lock which may be locked and unlocked only by the craft or group of employes applying that lock.

**RULE 26**

A blue signal indicates that workmen are on, under or between rolling equipment, and that the equipment must not be coupled to or moved. Other equipment must not be placed on the same track so as to block or reduce the view of the blue signal, except on engine service tracks or when a derail is used to divide a track into separate working areas.

Blue signals must be displayed by each craft or group of workmen and may only be removed by the same craft or group that placed them.

**RULE 26(A)**

Workmen may not work on, under or between rolling equipment on any track unless:

- (1) Each manually operated switch providing access to that track is lined against movement to that track, secured by an effective locking device, and a blue signal is placed at or near each manually operated switch; or
- (2) A derail capable of restricting access to the portion of track where work will be performed is locked in derailing position with an effective locking device, and:

- Positioned at least 150 feet from the rolling equipment to be protected; or

- Positioned at least 50 feet from the end of an engine on an engine servicing track where speed does not exceed 5 MPH.

A blue signal must be displayed at each derail.

Whenever one switch of a crossover is located beneath rolling equipment which is under blue signal protection the next switch of the crossover must be lined and locked against movement to that crossover. A blue signal need not be displayed at either crossover switch.

When workmen are working on, under or between an engine or rolling equipment coupled to an engine, a blue signal must be displayed on the controlling unit at a location where it is readily visible to the engineer or operator at the controls of that engine.

When emergency repair work is to be done on, under or between the engine, or cars coupled to an engine, and a blue signal is not available, the engineer must be notified by a member of the crew, or by a workman, and protection given those engaged in making the repairs. Engine or cars must not be moved, nor air brakes applied or released, until all employes are clear and the engineer so advised by the same employe.

**RULE 26(B)**

**Engine Servicing Facilities**

An engine may not be moved onto or off a designated engine servicing track under the exclusive control of mechanical forces unless the blue signal is first removed:

From the entrance switch to the service track, and the engine which is placed on the track is stopped short of coupling to another engine; or

From the controlling unit to be moved and from the service track departure switch, before the engine is removed from the track.

An engine protected by blue signals may be moved on a track within the designated engine servicing area under the exclusive control of mechanical forces, when operated by an authorized employe under the direction of the employe in charge of the workmen, after the blue signal has been removed from the controlling engine to be repositioned, and the workmen on the track have been notified and are clear of the movement.

**RULE 26(C)**

**Car Shop or Repair Track Protection**

A blue signal must be placed at the entrance switch to a repair track or a car shop when workmen are working on, under or between rolling equipment. Each manually operated switch providing access to the track must be lined against movement to the track and secured with an effective locking device.

Rolling equipment protected by blue signals on car shop or repair tracks which are under exclusive control of car department forces, may be repositioned with a car mover when operated by an authorized employe, under the direction of the employe in charge of the workmen, after the workmen on the track have been notified and are clear of the movement.

Rolling equipment must not be placed on repair tracks or in car shops until it is known that all employes are clear of the track on which the movement is to be made.

**RULE 26(D)**

**Hump Yard Tracks & Tracks with Remotely Controlled Switches**

Workmen may not work on, under or between rolling equipment unless the person in charge of the workmen has notified the operator of the remotely controlled switches of the work to be performed, and has been informed by the operator that protection has been provided. Before the operator of the remotely controlled switches informs the employe in charge of the work that protection has been provided, each remotely controlled switch providing access to the track must be lined against movement to that track, and locked by applying an effective locking device to the lever, button or other device controlling the switch.

The operator may not remove the locking device unless he has been informed by the person in charge of the workmen that it is safe to do so.

The operator must maintain for 30 days a written record of each notification which contains the following information:

- The date and time he received notification of work to be performed;
- The name and craft of the employe in charge who provided the notification;
- The number or other designation of the track involved;
- The date and time he notified the employe in charge that protection has been provided; and
- The date and time he was informed that the work had been completed, and the name and craft of the employe in charge who provided this information.

Each manually operated switch providing access to that track must be protected per Rule 26(A).

G-8 Rule 34 of the Consolidated Code of Operating Rules is revised as follows:

Members of the crew located in the cab of engine must communicate to each other in an audible and clear manner the name of each signal affecting movement of their train or engine, as soon as the signal is clearly visible or audible. It is the responsibility of the engineer to have each member of the crew comply with these requirements, including himself.

It is the engineer's responsibility to have each member of the crew, located in the cab of the engine, maintain a vigilant lookout for signals and conditions along the track which affect the movement of the engine or train.

If a crew member becomes aware that the engineer has become incapacitated or should the engineer fail to operate or control the engine or train in accordance with the signal indications or other conditions requiring the speed to be reduced, other members of the crew must communicate with the crew member controlling the movement at once, and if he fails to properly control the speed of the train or engine, other members of the crew must take action necessary to ensure the safety of the train or engine, including operating the emergency valve.

G-9 The Consolidated Code of Operating Rules, Edition of 1967, is supplemented by the following new rule:

#### Rule 90

On all trains, when radio communication is available, at least two miles in advance of slow orders, Form Y orders and other bulletined restrictions, the conductor or other crew member on the rear of the train must remind the engineer of the requirements of such restrictions and the engineer must acknowledge such transmission. If the engineer does not acknowledge or take action to comply with such restrictions, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

When radio communication is available, the engineer must advise the conductor or other crew member on the rear of the train of the explosion of torpedoes, the display of fuses and signals, per Rules 10, 11, 12, 14 and 14(A) or of the presence of a flagman ahead and any signal given or displayed by such flagman.

Conductor and engineer, when radio communication is available, must discuss indications displayed by wayside detectors, such as those indicating derailed wheels, hot boxes or other conditions that may affect the safety of the train, and any train orders picked up enroute to insure a common understanding of train order requirements, as required by Rule 214.

G-10 Rule S-90 of the Consolidated Code of Operating Rules is revised as follows:

On trains equipped with communicating signal systems, the conductor must give signal 16(l) to the engineer immediately after passing the last station but not less than one mile preceding a schedule meeting point with a superior train or a point where by train order, it is restricted for an opposing train. The engineer will immediately reply with signal 15(n). If the engineer fails to answer by signal 15(n), the conductor must take immediate action to stop the train.

On other trains, the engineer must give signal 15(n) at least one mile before reaching a meeting or waiting point. If the engineer fails to give this signal or fails to prepare to stop short of fouling point when required, the conductor must take immediate action to stop the train.

When radio communication is available, at least two miles before reaching a meeting or waiting point, the conductor or other member of the crew on the rear of the train must remind the engineer of any timetable or train order restrictions affecting their authority to proceed and the engineer must acknowledge. If the engineer does not acknowledge or fails to take action to comply with such timetable or train order restriction, the conductor or other member of the crew on the rear of the train must take immediate action to stop the train.

At least one mile before reaching the first switch of the station where a meeting or waiting point has been established by train order, the engineer of the train holding the main track at the meeting or waiting point must contact the engineer of the opposing train by radio, when available, to determine that both engineers have a common understanding of the requirements of such train orders.

The use of the railroad radio will not relieve the crew from the requirements in this rule for the use of the communicating or engine whistle signals.

G-11 Rule 91(A) of the Consolidated Code of Operating Rules is modified by the addition of the following:

In non-ABS territory on single track following trains will not be permitted to enter the block until preceding train is clear of the block except in case of failure of means of communication or such movement is authorized by the Train Dispatcher by a train order in the following form:

(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead.

This train order must be addressed to the operator and the train. The follow-

ing train may be released when its right or schedule permits after at least ten minutes have expired after the departure of the train ahead.

When means of communication have failed, the operator may permit the train to proceed into the block when right or schedule permits and after at least ten minutes have expired after the departure of the train ahead with a clearance marked "Wire Failure" and with a notation reading "(train) left (station) at . . . M and has not passed (station) (train) may proceed prepared to stop short of train ahead." The time the following train may go must also be endorsed on the clearance as required by Rule 91(A).

Train order signal must be placed to indicate Stop immediately after rear of train has passed the train order signal and must not again be placed to indicate Proceed until after the train has passed the next open office. Block stations must not be closed without authority of the Train Dispatcher. When a block station is open at other than regularly assigned hours, trains must be notified.

Rule D-91 of the Consolidated Code of Operating Rules is modified by the addition of the following:

Where trains are to be moved against the current of traffic, following trains will not be permitted to enter the block until preceding train is clear of the block.

Stop indication must be displayed immediately after rear of a train has passed the signal and following trains will not be permitted to enter the block until it is clear of the preceding train.

Rules 91 and 91(A) do not apply for movements against the current of traffic.

Protection against following trains on the same track is not required of trains moving against the current of traffic. This provision does not apply to any unit of equipment which does not actuate block or cab signals or to a work extra.

G-12 Rule 93 of the Consolidated Code of Operating Rules is revised as follows:

Yard limits will be indicated by yard limit signs. Stations where yard limits are in effect will be designated by timetable, train order, bulletin, general order or special instructions.

The main track(s) within yard limits may be used clearing the time of first class trains when due to leave the last station where time is shown. In Non-ABS territory, in case of failure to clear the time of first class trains, protection must be provided as prescribed by Rule 99. Protection against second and third class trains, extra trains and engines is not required.

All trains and engines, except first class trains, must move within yard limits prepared to stop within one-half the range of vision but not exceeding 20 MPH, unless main track is known to be clear by block signal indication. When moving against the current of traffic or on portion of double or two or more tracks used as a single track within yard limits, all trains including first class trains must move prepared to stop within one-half the range of vision but not exceeding 20 MPH.

Movements against the current of traffic within yard limits must not be made unless authorized by train order or protected by yardmaster or other authorized employee.

In ABS territory, information on delayed first class trains may be issued by the train dispatcher either verbally or by message to yardmaster or member of a crew.

G-13 Rule 98(B) of the Consolidated Code of Operating Rules is modified by the addition of the following:

When blocking the crossing cannot be avoided, engines, cars or train must not be left between the absolute signals of an interlocking unless part of the consist extends beyond one of the absolute signals.

When circumstances prevail that will not permit consist to extend beyond one of the absolute signals, the tracks of the other railroad extending through the interlocking must be protected in both directions as prescribed by Rule 99.

G-14 Rule 99 of the Consolidated Code of Operating Rules is revised as follows:

#### Definition

"Maximum Speed" - The highest speed authorized on a subdivision for the operation of trains and engines on main track except as otherwise restricted by special instructions.

When a train is moving on a main track at less than one-half the maximum speed for that territory, flag protection against following trains on the same track must be provided by a crew member dropping off single lighted fuses at intervals that do not exceed the burning time of the fuse.

When a train is moving on a main track at more than one-half the maximum speed for that territory, under circumstances in which it may be overtaken by a following train, crew members responsible for providing protection will take into consideration the grade, curvature of track, weather conditions, sight distance, and relative speed of their train to a following train and will be governed accordingly in the use of fuses to protect their train.

When a train stops on a main track and flag protection against following trains on the same track must be provided, a crew member with flagman's signals must immediately go back at least the distance prescribed by timetable or other instructions for that territory, place two torpedoes on the rail not less

than 150 feet apart and display one lighted fusee. He may then return one-half of the distance to his train where he must remain until he has stopped a following train or is recalled or relieved. When recalled he must leave one lighted fusee, and while returning to his train, he must also place single lighted fusees at intervals that do not exceed the burning time of the fusee. When train departs, a crew member must leave one lighted fusee and until the train resumes a speed not less than one-half the maximum speed for that territory, he must drop off single lighted fusees at intervals that do not exceed the burning time of the fusee.

When required by the rules, a crew member with flagman's signals must protect front of train against opposing movements by immediately going forward at least the distance prescribed by timetable or other instructions for that territory, placing two torpedoes on the rail not less than 150 feet apart, displaying a lighted fusee, and remaining at that location until recalled or relieved.

When a train is seen or heard approaching before the crew member has reached the prescribed distance, he must immediately place torpedoes and continue toward the approaching train, giving stop signals.

Crew members providing flag protection must not permit other duties to interfere with the protection of their train. The conductor and engineer are responsible for the protection of their train.

When a train requires protection, the engineer must immediately sound signal 15(c) or 15(f). Inability to hear these signals does not relieve members of the crew from protecting the train.

Flag protection against following trains on the same track is not required under the following conditions:

- In ABS territory, when rear of train is protected by at least two block signals.
- When rear of train is protected by an absolute block. (Absolute Block means a block in which no train is permitted to enter while it is occupied by another train.)
- When rear of train is within interlocking limits.
- When a train order or special instruction provides that flag protection is not required.

#### Flagman's Signals:

Day Signals - a red flag, not less than ten torpedoes and six red fusees.

Night Signals - a white light, not less than ten torpedoes and six red fusees.

#### G-15 Rule 105 of the Consolidated Code of Operating Rules is modified as follows:

Trains and engines using a siding or any track other than a main track must move at reduced speed and be prepared to stop short of a switch not properly lined, but not exceeding 10 MPH.

#### G-16 When a train order office is closed during the period authorized by timetable or bulletin the light in the train order signal will be extinguished. See Rules 222(A), (B) and (C).

#### G-17 The Consolidated Code of Operating Rules, Edition of 1967, is supplemented by the following new rule:

##### S-225 Absolute Block Register Territory

On subdivisions designated by timetable as Absolute Block Register Territory, extra trains may be operated without train order authority, subject to the following:

A train register located at the initial station of a designated subdivision, labeled "Absolute Block Register (No.) Subdivision" will apply only to a train operating on the designated subdivision.

Before leaving the initial station of the designated subdivision, conductor must register train in usual manner in the register, adding in the column captioned "Green Signals" "Rule S-225 and the date".

Upon returning to the initial station, conductor must register train in usual manner on the same line on opposite page of the register from where departure was registered, adding in column captioned "Green Signals" "Rule S-225 and the date".

Where there is no conductor, the engineer must register the required information in the same manner.

Until a train registered out of the initial station of a subdivision designated as Absolute Block Register Territory has registered the return of the train to the initial station in the train register, no other train must enter the designated subdivision except as authorized by train order.

Flag protection is not required in either direction and Rules 83(B) and 97 will not apply in Absolute Block Register Territory.

If it becomes necessary to authorize a second train into Absolute Block Register Territory, train dispatcher may authorize a second train into the designated subdivision after the first train has been given a train order to remain at a specific location (station or between mile posts). Train order may then be issued to the second train to register into and enter designated subdivision and to approach location of the first train at reduced speed.

Upon the arrival of the second train at the location of the first train, the order requiring first train to remain at that location is considered fulfilled.

When returning to the initial station of the subdivision, both trains must provide flag protection as prescribed by Rule 99 and both trains must register out of the Absolute Block Register Territory. If crew of the first train is relieved from duty and that train is returned to the initial station of the subdivision by the second train, the conductor of the second train must register both trains out of the designated subdivision.

These rules apply only on the subdivision designated by timetable as "Absolute Block Register Territory" and do not apply to any part of a movement on a connecting subdivision not also designated as "Absolute Block Register Territory". Except as affected by Rule S-225, all other operating rules remain in effect.

#### G-18 The Form Z train order, Relief of Flag Protection, as shown on page 90 of the Consolidated Code of Operating Rules is revised as follows:

- No. 201 will not protect against following trains between A and K until 601 PM.
- Extra 5501 East will not protect against following trains between A and Z until 1201 PM.

The designated train is relieved from protecting against following trains as prescribed by Rule 99, revised, between the points named in the order until after the time specified in the order.

Following trains must receive a copy of the order and must not enter the limits of the order while it is in effect.

Form Z train order must not be issued to a train within the limits of a work extra.

Form Z train order must not be issued to a train when there is a preceding train between the designated stations unless provision is also made to prevent train relieved of providing flag protection from passing the preceding train by adding to the Form Z train order, examples (1) or (2) "and will not pass (train or trains) between (station) and (station)".

Form Z train order must not be combined with other forms of train orders and does not authorize a train movement in the opposite direction.

When it is necessary to annul a Form Z train order before the expiration of the time shown in the order and while the designated train is within the station limits shown in the order, the signatures of both the engineer and the conductor will be required on the annulling order. The train dispatcher is responsible to know that the designated train is providing flag protection against following trains before allowing such following trains to enter the limits of the Form Z order being annulled.

When the designated train in a Form Z train order has passed beyond the station limits of the order before the time shown in the order has expired, the order may be annulled to following trains.

#### G-19 Rule 211 of the Consolidated Code of Operating Rules is supplemented as follows:

At train order offices designated by bulletin or special instructions, slow and cautionary orders only may be copied by duplicating machine. These train orders will be written on Form 19 X Train Order, repeated, completed and signed by the operator in the usual manner. Necessary additional copies of the order will be made by duplicating machine from the original master copy until the order is annulled. When Form 19 X train orders are annulled, the master copy will be used to comply with the requirements of Form L (annulling) train orders.

Copies will be reproduced on 8½ by 11 inch paper and must be legible and without omission and will be delivered to those addressed along with other necessary train orders and clearance in accordance with Rules 213 and 219. Operator will not be required to repeat to the train dispatcher when additional copies of the Form 19 X train orders are made, but is responsible to know that all duplicated copies are clearly legible and without omission and must initial each copy of the order in the lower right hand corner to indicate that it has been checked for accuracy. Copies which are not legible or do not contain the entire original order must be destroyed immediately. Rule 213 applies.

Should the duplicating machine fail to reproduce exact, legible copies or become otherwise inoperative, its use will be discontinued immediately for train order reproduction purposes and the train dispatcher so notified. Additional copies of existing train orders or any new slow or cautionary orders will then be made in accordance with Rule 211.

The Form X train order, Slow Track Conditions, is modified by the addition of the following examples:

- Between (station) and (station) do not exceed \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_
- Between (station) and (station) on (No 1) (Westward) (both) track(s) do not exceed \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_
- Between (station) and (station) psgr trains do not exceed \_\_\_\_\_ MPH frt trains \_\_\_\_\_ MPH between MP \_\_\_\_\_ and MP \_\_\_\_\_

These examples may be used on the Form 19 X Train Order to cover an entire subdivision or portion of a subdivision and if include more than one slow track condition, the restrictions should be listed in mile post sequence. Specific

times may also be added to these examples.

Cautionary or informative train orders, such as: tracks or switches out of service, notice of outfit cars, notice of new timetable, annulment of schedules for more than one day, etc. may also be copied on Form 19 X and reproduced mechanically.

**FORM 19 Y OR OTHER TRAIN ORDER FORMS MUST NOT BE DUPLICATED MECHANICALLY.**

G-20 In addition to Rule 806 of the Consolidated Code of Operating Rules concerning the handling of occupied outfit cars, the following will also apply:

When occupied outfit cars are left on a siding, the switches at each end must be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are left on other than a siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G-21 In connection with Rule 920 of the Consolidated Code of Operating Rules, the engineer may permit other employees, when competent, to handle the engine with the engineer being responsible.

G-22 The provisions of Rule 46 of the Rules and Instructions Governing Operation and Maintenance of Air Brakes, Air Signals and Locotrol Form 2697 Revised, effective June 1, 1977 will apply at the following points:

St. Paul Yard—Aberdeen—Miles City—Deer Lodge—Othello.

G-23 Before rail detector cars are operated through interlockings, an understanding must be had with the control operator that no switches or derails will be moved until the detector car reports clear.

G-24 Safety Instruction 161-S (1) is cancelled. Employees are prohibited from riding on engine footboards or pilot steps.

G-25 A train order or Clearance timed, dated and completed or OK'd before midnight, may be accepted after midnight and should be respected the same as if issued on date of departure of the train.

G-26 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-27 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottle gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating caboose oil stoves, employees must be governed by the instructions which are posted in each caboose so equipped.

Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G-28 When two locomotive tenders are handled in the same train, they must be separated from each other by one or more cars.

G-29 Before shoving cuts of cars that include extra length cars measuring 60 ft. or longer, on sharp curves or steep grades, it must be known that any such extra length cars are coupled.

G-30 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled through the obstruction.

G-31 For the comfort of the passengers, the air conditioning on air conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G-32 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or

arrange for train personnel and sleeping or parlor car employees to do so.

Agents or stationmasters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public Address System should be utilized at stations and on trains when available.

G-33 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals, without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

G-34 All tank cars containing flammable compressed gases, cars or flat cars with trailers placarded "Explosives A", cars placarded "Poison Gas", flat cars carrying placarded trailers or containers must not be cut off in motion, but will be shoved to rest. They must not be struck by any car moving under its own momentum and must not be coupled to with any more force than necessary to make coupling.

Other placarded cars must be handled in accordance with the rules and regulations contained in posters Nos. 1, 3, 4 and 5 published by the Bureau of Explosives.

G-35 Loads of unusual dimensions, or weights, or with high center of gravity must not be moved or placed in trains unless authorized by the chief dispatcher, whose instructions will include any restrictions under which such car may be moved.

For your information, the various restrictions are reproduced below:

#### Restriction A:

- (1) The shipment shall move only in daylight.
- (2) The speed shall not exceed 25 miles per hour.
- (3) Where there are close obstructions, the speed shall not exceed five (5) miles per hour.
- (4) The shipment must not pass other cars or equipment on curves.
- (5) The shipment must not be handled over curves, when cars or other equipment are on adjoining side tracks which are closer than 15 feet from the center line of the main track to the center line of the side track.
- (6) The shipment shall not be set out on a curved side track which is closer than 15 feet from the center line of the main track to the center line of the side track.

#### Restriction B: (Illinois-Iowa Divn. only)

Permission must be secured from the CNW Railroad before the shipment is handled over the line between Techny and Bensenville.

#### Restriction D: (Illinois-Iowa Divn. only)

On account of the length and width of this shipment it will be necessary to take extreme precautions in handling it between west switch Deer Creek and Clinton Union Station, where there is sharp curvature and the distance between our track and CNW track is not sufficient to permit our passing CNW equipment on curves.

#### Restriction K: (Number of Bridge)

The speed shall be reduced to 10 miles per hour in passing (number of bridge) where the minimum clearance will be about three (3) inches.

#### Restriction M: (Tunnel Number)

The load shall be handled very carefully in passing through (tunnel number) where there will be scant clearance.

## GENERAL SPEED RESTRICTIONS

G-36 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

| TYPE OF EQUIPMENT   | M.P.H. |
|---|--------|
| Trains handling Loads in 100-ton cars in a block of 15 cars or more                       | 40     |
| Trains handling ore cars  | 35     |
| Empty   | 40     |
| Trains handling ore; except silicon ore, loaded in open top equipment other than ore cars | 40     |
| Trains handling loaded air dumps (must stop when meeting trains on double track)          | 25     |
| Work trains with workmen or occupied outfit cars  | 25     |
| Scale test cars   | 20     |
| On Branch Lines   | 20     |
| On Main Lines   | 25     |

The following diesel engines either dead in train or operating under own power:

|                               |    |
|-------------------------------|----|
| 690 AB to 696 AB .....        | 50 |
| 860 to 881 .....              | 45 |
| Loaded unit coal trains ..... | 30 |

Trains handling equipment designed for continuous welded rail both when loaded or empty,

|                                       |    |
|---------------------------------------|----|
| On main track .....                   | 25 |
| Through turnouts and crossovers ..... | 10 |

Note: Equipment for handling continuous welded rail, 26 cars or more, all permanently coupled, will also include a buffer car at each end and a caboose for Maintenance of Way supervisor in charge who will accompany loaded trains, inspecting hold-down devices at every opportunity. Car inspectors must be informed when an inspection has been made. The Maintenance of Way supervisor must be notified of any defect found in the train before it is moved.

Couplers on this equipment are blocked out against slack and thus susceptible to damage from rough handling.

Equipment equipped to handle continuous welded rail must be handled only as a unit with air brakes cut in and operative. Equipment must not be switched with or humped and must not be cut off while in motion. No other equipment must be allowed to couple into this equipment while in motion.

After entering a siding or yard track, trains handling this equipment must not proceed until authority to do so is first obtained from the Maintenance of Way supervisor in charge.

G-37 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G-38 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty-three (23) MPH as the most severe impact occurs at speeds of seventeen (17) to twenty-three (23) MPH.

G-39 In double track territory, when trains are run against the current of traffic, and track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X-1 Trains handling wrecker derricks will not exceed the following speed limitations. 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.

| Between  | On Tangent Track | On Curves |
|--|------------------|-----------|
| K. K. Bridge and Canco .....   | 25 MPH           | 20 MPH    |
| Canco and Channing .....   | 25 MPH           | 20 MPH    |
| Channing and Ontonagon .....   | 15 MPH           | 15 MPH    |
| Hilbert and Appleton .....   | 20 MPH           | 15 MPH    |
| Crivitz and Menominee .....  | 20 MPH           | 15 MPH    |
| Channing and Republic .....  | 20 MPH           | 15 MPH    |
| North Milwaukee and Horicon .....  | 25 MPH           | 20 MPH    |
| Horicon and Oshkosh .....  | 20 MPH           | 20 MPH    |
| Ripon and Berlin .....   | 20 MPH           | 20 MPH    |
| Iron Ridge and Fond du Lac .....   | 20 MPH           | 20 MPH    |
| Horicon and Portage .....  | 20 MPH           | 20 MPH    |
| Brandon and Markesan .....   | 20 MPH           | 15 MPH    |
| Granville and Menomonee Falls .....                                      | 10 MPH           | 10 MPH    |
| Grand Ave. and Rand .....  | 30 MPH           | 20 MPH    |
| Watertown and Mile Post 164 on Twenty-Seventh Subdivision .....          | 30 MPH           | 20 MPH    |
| Bridge C-574 .07 mile east of MP 147 on Twenty-Seventh Subdivision ..... |                  | 20 MPH    |
| Mile Post 164 and Madison on Twenty-Seventh Subdivision .....            | 15 MPH           | 10 MPH    |
| Portage and Madison .....  | 15 MPH           | 10 MPH    |
| Sparta and Viroqua .....   | 15 MPH           | 10 MPH    |
| Trevino and Eau Claire .....   | 15 MPH           | 10 MPH    |
| Hastings and Stillwater .....  | 10 MPH           | 10 MPH    |
| New Lisbon and Wausau .....  | 20 MPH           | 15 MPH    |
| Wausau and Heafford Jct .....  | 15 MPH           | 15 MPH    |
| Janesville and Madison .....   | 30 MPH           | 20 MPH    |
| Madison and Prairie du Chien .....                                       | 30 MPH           | 20 MPH    |
| Lone Rock and Richland Center .....                                      | 15 MPH           | 10 MPH    |

| Between                               | On Tangent Track | On Curves |
|---------------------------------------|------------------|-----------|
| Brookfield and South Wye .....        | 25 MPH           | 20 MPH    |
| Janesville and Mineral Point .....    | 25 MPH           | 15 MPH    |
| Mazomanie and Sauk City .....         | 15 MPH           | 10 MPH    |
| Calmar and Mendota .....              | 25 MPH           | 20 MPH    |
| Conover and Decorah .....             | 15 MPH           | 10 MPH    |
| Mason City and Austin .....           | 15 MPH           | 10 MPH    |
| Faribault and Zumbrota .....          | 15 MPH           | 10 MPH    |
| Farmington and Benning .....          | 15 MPH           | 10 MPH    |
| La Crosse and Madison, SD .....       | 25 MPH           | 20 MPH    |
| Albert Lea and Pemberton .....        | 10 MPH           | 10 MPH    |
| Wells and Mankato .....               | 20 MPH           | 15 MPH    |
| Madison and Bryant .....              | 15 MPH           | 10 MPH    |
| Marquette and Mason City .....        | 25 MPH           | 20 MPH    |
| Mason City and Canton .....           | 25 MPH           | 20 MPH    |
| Canton and Reliance .....             | 25 MPH           | 20 MPH    |
| Reliance and Rapid City .....         | 25 MPH           | 20 MPH    |
| Sioux City and Sioux Falls .....      | 30 MPH           | 20 MPH    |
| Sioux Falls and Sioux Falls Jct. .... | 25 MPH           | 20 MPH    |
| Marion Jct. and Menno .....           | 10 MPH           | 10 MPH    |
| Mitchell and East Wye Switch .....    | 30 MPH           | 20 MPH    |
| Napa and Platte .....                 | 20 MPH           | 15 MPH    |
| Rand and St. Louis Park .....         | 20 MPH           | 20 MPH    |
| St. Louis Park and Mobridge .....     | 30 MPH           | 20 MPH    |
| Mobridge and Miles City .....         | 25 MPH           | 20 MPH    |
| Moreau Jct and Isabel .....           | 15 MPH           | 15 MPH    |
| Trail City and Faith .....            | 15 MPH           | 15 MPH    |
| McLaughlin and New England .....      | 15 MPH           | 15 MPH    |
| Farmington and Shakopee .....         | 15 MPH           | 10 MPH    |
| Ortonville and Fargo .....            | 20 MPH           | 10 MPH    |
| Milbank and Sisseton .....            | 20 MPH           | 10 MPH    |
| Bristol and Garden City .....         | 15 MPH           | 10 MPH    |
| Andover and Brampton .....            | 20 MPH           | 10 MPH    |
| Aberdeen and Mitchell .....           | 25 MPH           | 20 MPH    |
| Woonsocket and Wessington Springs ..  | 15 MPH           | 10 MPH    |
| Aberdeen and Edgeley .....            | 20 MPH           | 10 MPH    |
| Roscoe and Linton .....               | 20 MPH           | 10 MPH    |
| Green Island and La Crescent .....    | 25 MPH           | 20 MPH    |

Additional restrictions on Wrecker Derricks X-17, X-18 and X-19:

|  |        |
|--|--------|
| Arnold Ave. subway between Air Line Yard and West Allis .....  | 10 MPH |
| Bridge C-94½ 0.7 miles west of Watertown on main tracks .....  | 15 MPH |
| Must not be handled over this bridge on eastward siding.   |        |
| Bridge C-182¼ 0.4 mile east of MP 165 on First Subdivision, Wisconsin Division .....   | 15 MPH |
| Bridge C-202 0.4 mile east of MP 174 on First Subdivision, Wisconsin Division .....  | 15 MPH |
| Bridge L-332 at Signal Tower on First Subdivision, Minnesota-Dakota Division .....   | 15 MPH |
| Bridge B-400 0.3 mile west of Mazomanie and Bridge B-428-B 0.3 mile east of MP 8 on Twenty-Fourth Subdivision, Wisconsin Division .. | 15 MPH |
| Bridge U-592 at Republic on the Tenth Subdivision, Wisconsin Division .....  | 15 MPH |

X-1(A) On the Wisconsin Division wrecker derricks X-17 and X-18 must not be handled on the Eleventh, Thirteenth, Fourteenth, Fifteenth, Sixteenth, Seventeenth and Nineteenth Subdivisions and may be handled on the Twelfth Subdivision between North Milwaukee and Horicon and on the Eighteenth Subdivision between New Lisbon and Junction City only.

On the Minnesota-Dakota Division wrecker derricks X-17 and X-18 may be handled on the First, Second, Third, Fourth and Thirty-Third Subdivisions only.

X-2 Trains handling locomotive cranes, Jordan Spreaders, shovels, pile drivers, ditching machines, cut wideners and snow plows of all types except flangers must not exceed the speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

| Between                      | On Tangent Track | On Curves |
|------------------------------|------------------|-----------|
| K. K. Bridge and Canco ..... | 25 MPH           | 20 MPH    |
| Canco and Green Bay .....    | 25 MPH           | 20 MPH    |

| Between   | On Tangent Track | On Curves |
|---|------------------|-----------|
| Green Bay and Channing                                    | 25 MPH           | 20 MPH    |
| Channing and Ontonagon                                    | 20 MPH           | 20 MPH    |
| Hilbert and Appleton                                      | 20 MPH           | 15 MPH    |
| Crivitz and Menominee                                     | 20 MPH           | 15 MPH    |
| Channing and Republic                                     | 20 MPH           | 15 MPH    |
| North Milwaukee and Horicon                               | 25 MPH           | 20 MPH    |
| Horicon and Ripon   | 20 MPH           | 20 MPH    |
| Ripon and Oshkosh   | 20 MPH           | 20 MPH    |
| Ripon and Berlin  | 10 MPH           | 10 MPH    |
| Iron Ridge and Fond du Lac                                | 20 MPH           | 15 MPH    |
| Horicon and Portage                                       | 20 MPH           | 20 MPH    |
| Brandon and Markesan                                      | 20 MPH           | 15 MPH    |
| Granville and Menomonee Falls                             | 10 MPH           | 10 MPH    |
| Grand Ave. and Rand                                       | 35 MPH           | 25 MPH    |
| Watertown and Mile Post 164 on Twenty-Seventh Subdivision | 20 MPH           | 15 MPH    |
| Mile Post 164 and Madison on Twenty-Seventh Subdivision   | 15 MPH           | 10 MPH    |
| Portage and Madison                                       | 15 MPH           | 10 MPH    |
| Sparta and Viroqua  | 15 MPH           | 10 MPH    |
| Trevino and Eau Claire                                    | 15 MPH           | 10 MPH    |
| Hastings and Stillwater                                   | 10 MPH           | 10 MPH    |
| New Lisbon and Wausau                                     | 20 MPH           | 15 MPH    |
| Wausau and Heafford Jct.                                  | 15 MPH           | 15 MPH    |
| Janesville and Madison                                    | 30 MPH           | 25 MPH    |
| Madison and Prairie du Chien                              | 25 MPH           | 20 MPH    |
| Lone Rock and Richland Center                             | 20 MPH           | 15 MPH    |
| Brookfield and South Wye                                  | 20 MPH           | 15 MPH    |
| Janesville and Mineral Point                              | 20 MPH           | 15 MPH    |
| Mazomanie and Sauk City                                   | 20 MPH           | 15 MPH    |
| Calmar and Mendota  | 25 MPH           | 20 MPH    |
| Conover and Decorah                                       | 15 MPH           | 10 MPH    |
| Mason City and Austin                                     | 15 MPH           | 10 MPH    |
| Faribault and Zumbrota                                    | 15 MPH           | 10 MPH    |
| Farmington and Benning                                    | 15 MPH           | 10 MPH    |
| La Crosse and Madison, SD                                 | 25 MPH           | 20 MPH    |
| Albert Lea and Pemberton                                  | 10 MPH           | 10 MPH    |
| Wells and Mankato   | 20 MPH           | 15 MPH    |
| Madison and Bryant  | 15 MPH           | 10 MPH    |
| Marquette and Mason City                                  | 25 MPH           | 20 MPH    |
| Mason City and Canton                                     | 25 MPH           | 20 MPH    |
| Canton and Reliance                                       | 25 MPH           | 20 MPH    |
| Reliance and Rapid City                                   | 25 MPH           | 20 MPH    |
| Sioux City and Sioux Falls                                | 30 MPH           | 20 MPH    |
| Sioux Falls and Sioux Falls Jct.                          | 25 MPH           | 20 MPH    |
| Marion Jct. and Menno                                     | 10 MPH           | 10 MPH    |
| Mitchell and East Wye Switch                              | 30 MPH           | 20 MPH    |
| Napa and Platte   | 20 MPH           | 15 MPH    |
| Rand and St. Louis Park                                   | 20 MPH           | 20 MPH    |
| St. Louis Park and Moberge                                | 35 MPH           | 25 MPH    |
| Moberge and Miles City                                    | 35 MPH           | 30 MPH    |
| Moreau Jct and Isabel                                     | 15 MPH           | 15 MPH    |
| Trail City and Faith                                      | 15 MPH           | 15 MPH    |
| McLaughlin and New England                                | 15 MPH           | 15 MPH    |
| Farmington and Shakopee                                   | 15 MPH           | 10 MPH    |
| Ortonville and Fargo                                      | 20 MPH           | 15 MPH    |
| Milbank and Sisseton                                      | 20 MPH           | 15 MPH    |
| Bristol and Garden City                                   | 15 MPH           | 10 MPH    |
| Andover and Brampton                                      | 20 MPH           | 15 MPH    |
| Aberdeen and Mitchell                                     | 35 MPH           | 25 MPH    |
| Woonsocket and Wessington Springs                         | 15 MPH           | 10 MPH    |
| Aberdeen and Edgeley                                      | 20 MPH           | 15 MPH    |
| Roscoe and Linton   | 20 MPH           | 15 MPH    |
| Green Island and La Crescent                              | 25 MPH           | 20 MPH    |

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour except those turnouts laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

**Location of turnouts laid with long frogs:**

| Station           | Location   |
|-------------------|--|
| K. K. Bridge      | Connections to eastward and westward freight main tracks.<br>Crossover between No. 1 and No. 2 main tracks west of the drawbridge. |
| Washington Street | C&NW connection switch. Crossover between No. 1 and No. 2 main tracks.   |

| Station         | Location  | Location of turnouts laid with long frogs: |
|-----------------|---|--|
| Canco           | C&NW connection switches.   |  |
| Wauwatosa       | Crossover.  |  |
| Elm Grove       | Crossover.  |  |
| Brookfield      | Crossover.  |  |
| Duplainville    | Crossover.  |  |
| Pewaukee        | Crossover.  |  |
| Hartland        | Crossover.  |  |
| Oconomowoc      | Trailing point crossover.   |  |
| Ixonia          | Crossover.  |  |
| Watertown       | Crossover east of river.  |  |
| Watertown       | Crossover east of station.  |  |
| Lyndon          | Crossover.  |  |
| Mauston         | Crossover.  |  |
| Camp McCoy      | Crossover.  |  |
| Sparta          | Crossover from eastward main track to Eleventh Sub-division.  |  |
| Grand Crossing  | Crossover opposite tower.   |  |
| West Wye Switch | End of double track.  |  |
| River Jct.      | Crossover.  |  |
| Weaver          | Crossover.  |  |
| Kellogg         | Crossover.  |  |
| Addington Spur  | Crossover.  |  |
| Hastings        | End of double track.  |  |
| St. Croix Tower | BN connection westward.   |  |
| Newport         | Junction switch between westward main track and RI main track.  |  |
| Oakland         | All turnouts from westward main track to St. Paul Yard leads, and crossovers between eastward and westward main tracks.                         |  |
| Chestnut Street | Turn out from CMStP&P-C&NW joint track to CMStP&P westward main track.<br>Turnout from CMStP&P eastward main track to CMStP&P-C&NW joint track. |  |
| East Wye        | Junction switch.  |  |
| Milton Junction | Junction switch.  |  |
| Madison, Wis.   | West end of yard.   |  |
| Rosemount       | CRI&P Junction switch.  |  |
| Comus           | CRI&P Junction switch.  |  |
| I.M.&D. Jct.    | Junction switch.  |  |
| Jackson Street  | Crossovers  | 35 MPH                                     |
| Duke            | Crossovers  | 35 MPH                                     |
| Tower E14       | End of double track—westward track  | 40 MPH                                     |
| E118            | End of two main tracks—No. 2 main track   | 30 MPH                                     |
| E122            | End of two main tracks—No. 2 main track   | 30 MPH                                     |
| E704            | End of double track—eastward track  | 35 MPH                                     |

**X-3(a) Spring Switches**

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed. If switch is lined for the turnout the allowable turnout speed must be observed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches.

| Station         | Location                                    | Normal Position               |
|-----------------|---|-------------------------------|
| Groveland Jct.  | Mine connection switch                      | Main track                    |
| Madison         | west end of double track                    | for eastward track            |
| Madison         | junction with Portage line                  | for Twenty-First Subdivision  |
| Franklin Street | east end of double track                    | for westward track            |
| Franklin Street | 700 feet east of station                    | for Twenty-Eighth Subdivision |
| West Wye Switch | west end of yard La-crosse                  | for yard lead                 |
| Marquette Yard  | west switch                                 | for main track                |
| Marquette Yard  | south yard switch                           | for main track                |
| Aberdeen        | west end of double track                    | for main track                |
| Moberge         | east crossover switch, east end of old yard | for yard lead                 |

| Station  | Location         | Normal Position |
|----------|------------------|-----------------|
| Marmarth | east end of yard | Main track      |

| Type    | Location  | Readout at   |
|---------|---|--------------|
| Hot box | Eastward Track<br>MP 376.3 between East Hastings and Duke | Red Wing     |
| Hot box | MP 315.3 between Whitman and Tower CK                     | Winona       |
| Hot box | MP 227.9 between Tomah and Camp Douglas                   | La Crosse    |
| Hot box | MP 183.0 between Lewiston and Portage                     | Portage      |
| Hot box | MP 137.3 between Reeseville and Richwood                  | Watertown    |
| Hot box | MP 108.2 between Hartland and Pewaukee<br>Westward Track  | Duplainville |
| Hot box | MP 363.8 between Frontenac and Red Wing                   | Red Wing     |
| Hot box | MP 302.0 between Donehower and Winona                     | Winona       |
| Hot box | MP 215.5 between Mauston and New Lisbon                   | La Crosse    |
| Hot box | MP 174.3 between Wycocena and Portage Jct.                | Portage      |
| Hot box | MP 125.5 between Ixonia and Watertown                     | Watertown    |

Broken flange—  
loose wheel East end Aberdeen Yard Aberdeen Yard  
When detector indicates a defect to a car, inspection must be made of both sides of car. When inspection is made for a loose wheel, car must also be inspected for worn flange or hot journal.

X-4 Rule 922 of the Consolidated Code of Operating Rules is hereby modified to the following extent:

Rule 18 of the Rules and Instructions governing Operation and Maintenance of Air Brakes, Air Signals, and Locotrol, Form 2697 Rev. Effective June 1, 1977 will apply at the following points:

|            |             |                         |
|------------|-------------|-------------------------|
| Madison    | Milwaukee   | Miles City              |
| Green Bay  | Mitchell    | Portage                 |
| Wausau     | La Crosse   | Channing                |
| Rapid City | Mason City  | St. Paul Yard           |
| Janesville | Minneapolis | Sioux City              |
| Austin     | Sioux Falls | Aberdeen                |
|            | Marquette   | 6:00 A.M. to 11:59 P.M. |

Rules 3, 6, 10 and 11 of the Rules and Instructions governing operation and maintenance of Air Brakes, Air Signals and Locotrol are modified accordingly.

X-4(a) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.

Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

The location where test was made, speed at time of check and any variation must be shown on the work report.

"Speed Test Section" signs are located as follows:

**WISCONSIN DIVISION**

|                    |  |
|--------------------|--|
| First Subdivision  | Westward at MP 103 and MP 106<br>Eastward at MP 175 and MP 172 |
| Second Subdivision | Westward at MP 186 and MP 189<br>Eastward at MP 265 and MP 262 |
| Third Subdivision  | Westward at MP 290 and MP 293<br>Eastward at MP 385 and MP 382 |
| Fourth Subdivision | Eastward at MP 82 and MP 85                                    |
| Fifth Subdivision  | Westward at MP 110 and MP 111<br>Eastward at MP 188 and MP 189 |
| Sixth Subdivision  | Westward at MP 202 and MP 203<br>Eastward at MP 309 and MP 308 |

**MINNESOTA-DAKOTA DIVISION**

|                          |  |
|--------------------------|--|
| Second Subdivision       | Westward at MP 441 and MP 444<br>Eastward at MP 548 and MP 545 |
| Third Subdivision        | Westward at MP 562 and MP 563<br>Eastward at MP 700 and MP 697 |
| Fourth Subdivision       | Westward at MP 723 and MP 726<br>Eastward at MP 802 and MP 799 |
| Thirty-Third Subdivision | Westward at MP 661 and MP 664<br>Eastward at MP 774 and MP 771 |

|                          |  |
|--------------------------|--|
| Thirty-Fifth Subdivision | Westward at MP 536 and MP 539<br>Eastward at MP 643 and MP 640     |
| Forty-Third Subdivision  | Westward at MP 815 and MP 818<br>Eastward at MP 973 and MP 970     |
| Forty-Fourth Subdivn     | Westward at MP 1019 and MP 1022<br>Eastward at MP 1113 and MP 1110 |

**X-5 Control of CTC Operation**

Between North Milwaukee and Canco by the operator at North Milwaukee under the supervision of the train dispatcher at Milwaukee.

Between Tunnel City and Raymore by the train dispatcher at La Crosse.

Between West Wye Switch and River Jct. by the train dispatcher at La Crosse.

(Third and Fourth Subdivision trains must obtain permission from train dispatcher at La Crosse to proceed from south switch of wye at La Crescent to Bridge Switch. In case of failure of an interlocking signal governing movements over Drawbridge L-4B at Bridge Switch, authority to proceed must be obtained from the train dispatcher at La Crosse, and, during the open season of navigation, trains or engines must also receive a proceed signal 8(c) from the bridge tender given with a yellow flag or a yellow light. During the open season of navigation, in case of failure, the dual control switch at Bridge Switch may be hand operated by the bridge tender on authority of the train dispatcher at La Crosse.)

Between Jackson Street and Duke by the operator at Red Wing under the supervision of the train dispatcher at La Crosse.

Between Hastings and St. Croix Tower and between Hastings and St. Croix Jct. by the operator at St. Croix Tower under the supervision of the train dispatcher at Newport.

(In case of failure of an interlocking signal governing movements over the Drawbridge at Hastings, authority to proceed must be obtained from the operator at St. Croix Tower, and during the open season of navigation trains or engines must also receive a proceed signal 8(c) from the bridge tender given with a yellow flag or a yellow light.)

Between Humboldt Avenue and Chestnut Street by the operator at St. Paul Yard, under the supervision of dispatcher at La Crosse.

Between east switch of siding at Glencoe and west switch of siding at Summit by the train dispatcher at Aberdeen.

Between CNW crossing at Austin Jct. and Ramsey and between CNW crossing west of Faribault and Mendota by the train dispatcher at Austin.

**X-6 Control of Interlocking—Rule 606(b)**

| Station      | Location  | By whom operated                     |
|--------------|---|--------------------------------------|
| Milwaukee    | East and west end of passenger station.   | Operator at Menomonee Drawbridge     |
| Grand Avenue | All switches.   | Operator at Cut-off                  |
| Cut-Off      | All switches.   | Operator at Cut-off                  |
| Canco        | C&NW Connection Switches.   | Operator at North Milwaukee          |
| Slinger      | Soo Line crossing.  | Soo Line dispatcher at Stevens Point |
| Elm Grove    | Air Line switch.  | Operator at Cut-off                  |
| Watertown    | West end eastward siding.   | Operator at Watertown                |
| Voltz        | East end westward siding  | Operator at Watertown                |
| Portage      | Portage Jct., main track crossover and connections with Fifteenth and Twenty-Eighth Subdivisions.                                       | Operator at Portage                  |
| Sparta       | Crossover 2 1/4 miles west of station located between eastward main track of Second Subdivision and main track of Eleventh Subdivision. | Train dispatcher at La Crosse        |
| Crawford     | BN crossing.  | BN operator at Prairie Du Chien      |
| Cedar        | At Cedar and on No. 1 and No. 2 main tracks between Rand and Cedar.   | Operator at St. Paul Yard            |
| Wood         | All switches.   | ICG dispatcher at Chicago            |
| River Jct.   | West switch of eastward siding.   | Train dispatcher at La Crosse        |

**X-6(a) Control of Interlocking—Rule 606(c)**

|              |                 |                                |
|--------------|-----------------|--------------------------------|
| Albert Lea   | CRI&P crossing. | CRI&P dispatcher at Des Moines |
| Monona Tower | C&NW crossing.  | Operator at Madison            |

X-7 Trains handling Minnesota Scale Test Car 3 or 4 are restricted to speed of 20 MPH on Branch Lines and 25 MPH on Main Line. No speed restrictions on cars No. 1 or 2. Cars will be identified by numbers stenciled on side.

X-8 Unless directed by train order, protection against following trains as prescribed by Rule 99 is not required on the

Wisconsin Division—Seventh, Fourteenth, Twenty-Seventh and Twenty-Eighth Subdivisions.

Minnesota-Dakota Division—Twelfth, Thirteenth, Fourteenth, Fifteenth, Seventeenth, Nineteenth, between Sanborn and Canton on the Twenty-Fourth, Twenty-Fifth, Thirty-Third, Thirty-Eighth, Forty-First and Forty-Second Subdivisions.

X-9 In the application of Rule 99 Revised, effective August 1, 1977, the prescribed distance for flag protection of front and rear of train, when flag protection is required, is as follows:

**WISCONSIN DIVISION**

**DISTANCE**

|                        |                  |
|------------------------|------------------|
| First Subdivn          | Two Miles        |
| Second Subdivn         | Two Miles        |
| Third Subdivn          | Two Miles        |
| Fourth Subdivn         | One Mile         |
| Fifth Subdivn          | One Mile         |
| Sixth Subdivn          | One Mile         |
| Seventh Subdivn        | One-half Mile    |
| Eighth Subdivn         | One-half Mile    |
| Ninth Subdivn          | One-half Mile    |
| Tenth Subdivn          | One-half Mile    |
| Eleventh Subdivn       | One-quarter Mile |
| Twelfth Subdivn        | One Mile         |
| Thirteenth Subdivn     | One-half Mile    |
| Fourteenth Subdivn     | One-half Mile    |
| Fifteenth Subdivn      | One-half Mile    |
| Sixteenth Subdivn      | One-half Mile    |
| Seventeenth Subdivn    | One-quarter Mile |
| Eighteenth Subdivn     | One Mile         |
| Nineteenth Subdivn     | One Mile         |
| Twenty-First Subdivn   | One Mile         |
| Twenty-Second Subdivn  | One Mile         |
| Twenty-Third Subdivn   | One-half Mile    |
| Twenty-Fourth Subdivn  | One-half Mile    |
| Twenty-Fifth Subdivn   | One Mile         |
| Twenty-Sixth Subdivn   | One Mile         |
| Twenty-Seventh Subdivn | One Mile         |
| Twenty-Eighth Subdivn  | One Mile         |
| Twenty-Ninth Subdivn   | One-half Mile    |

**MINNESOTA—DAKOTA DIVISION**

**DISTANCE**

|  |                           |
|--|---------------------------|
| First Subdivn  | One and One-half Miles    |
| Second Subdivn   | One and One-half Miles    |
| Third Subdivn  | One and One-half Miles    |
| Fourth Subdivn   | One and One-half Miles    |
| Fifth Subdivn  | One-quarter Mile          |
| Sixth Subdivn  | One-quarter Mile          |
| Seventh Subdivn. between Mandota and Ramsey                      | One Mile                  |
| Seventh Subdivn. between Ramsey and Austin                       | One-quarter Mile          |
| Ninth Subdivn  | One-quarter Mile          |
| Tenth Subdivn  | One-quarter Mile          |
| Eleventh Subdivn   | One-quarter Mile          |
| Twelfth Subdivn  | One-half Mile             |
| Thirteenth Subdivn   | One-quarter Mile          |
| Fourteenth Subdivn   | One Mile                  |
| Fifteenth Subdivn  | One-quarter Mile          |
| Seventeenth Subdivn  | Three-quarter Mile        |
| Eighteenth Subdivn   | Three-quarter Mile        |
| Nineteenth Subdivn   | Three-quarter Mile        |
| Twentieth Subdivn  | One-quarter Mile          |
| Twenty-First Subdivn   | Three-quarter Mile        |
| Twenty-Second Subdivn. between Mason City and Charles City       | One Mile                  |
| Twenty-Second Subdivn. between Charles City and Marquette        | One and one-half Miles    |
| Twenty-Fourth Subdivn  | One and One-quarter Miles |
| Twenty-Fifth Subdivn   | Three-quarter Mile        |
| Twenty-Sixth Subdivn   | One-quarter Mile          |
| Twenty-Seventh Subdivn   | One-quarter Mile          |
| Twenty-Eighth Subdivn  | One-quarter Mile          |
| Twenty-Ninth Subdivn   | One-half Mile             |
| Thirty-First Subdivn   | Three-quarter Mile        |
| Thirty-Third Subdivn   | One Mile                  |
| Thirty-Fourth Subdivn  | One-quarter Mile          |
| Thirty-Fifth Subdivn   | One and One-quarter Miles |
| Thirty-Sixth Subdivn   | Three-quarter Mile        |
| Thirty-Seventh Subdivn. between Sioux City and MP 519            | One-half Mile             |
| Thirty-Seventh Subdivn. between MP 519 and Sioux Falls           | One and One-quarter Miles |
| Thirty-Seventh Subdivn. between Sioux Falls and Sioux Falls Jct. | Three-quarter Mile        |
| Thirty-Eighth Subdivn  | One and One-quarter Miles |
| Thirty-Ninth Subdivn   | One-quarter Mile          |
| Forty-First Subdivn  | Three-quarter Mile        |
| Forty-Second Subdivn   | Three-quarter Mile        |
| Forty-Third Subdivn  | One and One-half Mile     |
| Forty-Fourth Subdivn   | One and One-half Mile     |

**MINNESOTA—DAKOTA DIVISION**

**DISTANCE**

|                       |          |
|-----------------------|----------|
| Forty-Seventh Subdivn | One Mile |
| Forty-Eighth Subdivn  | One Mile |
| Forty-Ninth Subdivn   | One Mile |

X-10 In accordance with Railroad Radio Rule 405, effective August 1, 1977, following are locations of radio base stations and the hours they are attended:

**Location  
WISCONSIN DIVISION**

**Hours Attended**

|                               |                                   |
|-------------------------------|-----------------------------------|
| Milwaukee (Various Locations) | Continuous                        |
| Duplainville                  | Continuous                        |
| Watertown                     | Continuous                        |
| Portage                       | Continuous                        |
| New Lisbon                    | 7:00AM-4:00PM Except Sat. & Sun.  |
| Tomah                         | 8:00AM-5:00PM Except Sat. & Sun.  |
| LaCrosse                      | Continuous                        |
| Winona                        | Continuous                        |
| Wabasha                       | 7:00AM-4:00PM Except Sunday       |
| Red Wing                      | Continuous                        |
| Hastings                      | 8:00AM-5:00PM Except Sunday       |
| St. Croix Tower               | Continuous                        |
| Green Island                  | Continuous                        |
| Dubuque Shops                 | Continuous                        |
| Marquette                     | 11:59PM-3:59PM                    |
| Cedarburg                     | 6:00AM-3:00PM Except Sat. & Sun.  |
| Plymouth                      | 7:00AM-4:00PM Except Sunday       |
| Hilbert                       | 6:00AM-3:00PM Except Sat. & Sun.  |
| Green Bay                     | Continuous                        |
| Channing                      | 6:00AM-2:00PM Except Sat. & Sun.  |
|                               | 3:00PM-11:00PM Except Sat. & Sun. |
| Janesville                    | Continuous                        |
| Madison                       | Continuous                        |
| Wausau                        | 8:00AM-5:00PM Except Sat. & Sun.  |

**MINNESOTA-DAKOTA DIVISION**

|                   |                                  |
|-------------------|----------------------------------|
| St. Paul Yard     | Continuous                       |
| South Minneapolis | Continuous                       |
| Glencoe           | 7:00AM-4:00PM Except Sat. & Sun. |
| Olivia            | 7:45AM-4:15PM Except Sat. & Sun. |
| Montevideo        | Continuous                       |
| Summit            | 8:00AM-5:00PM                    |
| Bristol           | 7:00AM-4:00PM Except Sat. & Sun. |
| Aberdeen          | Continuous                       |
| Mobridge          | Continuous                       |
| Marmarth          | Continuous                       |
| Miles City        | Continuous                       |
| Austin            | Continuous                       |
| Mason City        | Continuous Except Sunday         |
|                   | 12:01AM-6:00AM Sunday Only       |
|                   | 2:00PM-11:59PM Sunday Only       |
| Calmar            | 7:45AM-4:45PM Except Sat. & Sun. |

X-11 General Rule 1(b) appearing on Page 8 of the Rules and Instructions governing operation and maintenance of air brakes, air signals, locotrol has been modified to provide that the Standard Brake Pipe Pressure of Colstrip-Columbia coal trains be 90 P.S.I. The rule remains unchanged for other freight trains.

X-12 Special instruction G-19 applies at: Aberdeen, Austin, Dubuque, Green Bay, LaCrosse, Mason City, Marquette, Milwaukee, Mitchell, Muskego Yard, Portage, St. Paul Yard, Wausau and Sioux City West Yard.

**WISCONSIN DIVISION**

X-14 Do not exceed 5 MPH on all tracks within the limits of designated engine servicing areas at the following stations:

|            |          |          |                |
|------------|----------|----------|----------------|
| Milwaukee  | Portage  | LaCrosse | St. Paul       |
| Janesville | Madison  | Wausau   | Marquette Yard |
| Green Bay  | Channing |          |                |

X-15 Trains handling logs loaded on flat cars will not exceed 35 MPH except where speed restrictions require slower speed and will come to a stop at the following bridges and inspect cars to avoid damage to overhead structure on bridges:  
U 376 located 0.6 mile east of Crivitz.  
U 52 over Milwaukee River located 3.6 miles east of Fredonia.

X-16 Trains handling ore loaded in ore cars must not exceed maximum speed shown in Special Instruction G-36 except between Channing and Milwaukee, where the maximum permissible speed is 25 MPH.

X-17 Within the city limits of Milwaukee, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.



X-18 Yard crews will not move any loaded car bearing a high-wide-long load card between any station or between any yards within Milwaukee without first checking the transfer and giving the Phone Director the car number of each car in the transfer bearing a high-wide-long load card securing his instructions on the route to be used before the movement is started.

Account narrow centers between freight main tracks in the area lying between Sixth Street Viaduct and Burnham Bridge, trains and engines handling high and wide loads on either main must not pass other trains and engines within these limits.

No yard crew will move any loaded car bearing a high-wide-long load card from any industry or within any yard unless it is known definitely that the load can be moved with safety within that particular yard or locality without first consulting the Phone Director and securing his permission for such move.

No district yard engine will handle a high-wide-long load when it has no ticket on the car, when in their opinion the car is a high-wide-long load.

X-19 At Burnham Drawbridge both switches of the crossover between the two main tracks located just east of the Drawbridge and the main track switch leading from the westward track to Reed Street Yard Lead are controlled by the operator at Menomonee Drawbridge.

Movements over the Drawbridge in either direction on either main track are controlled by the operator at Menomonee Drawbridge. Signals governing such movements are of the color light type. Indications displayed as per Rules 240-A and 240-E.

X-20 At Grand Avenue, when the interlocking signal governing eastward Fifth Subdivision movements displays a Stop-Indication, eastward trains, engines and yard transfers must stop at West State Street located 800 feet west of the signal.

X-21 Account narrow track centers on Tracks 1-2-3 and 4 in the "A" Yard in the Air Line, loads in excess of 12 feet wide must be handled through the "A" Yard on tracks 5-6 and 7 only.

X-22 Automatic crossing protection signals of the flashing light type are in service on all tracks at Mitchell Street Crossing, Menomonee Belt, Milwaukee.

The main track only is equipped with advance starting circuits 400 feet on either side of the crossing. On all other tracks the signals will be actuated when the leading wheels of the movement enters the crossing circuit at the yellow painted insulated joints on either side of the crossing.

Controls for the manual operation of the crossing signals are located in each quadrant of the crossing. The control in the northeast quadrant is of the push-button type located in red box on side of signal case and may be used to start or stop the signals in advance of a movement on the main track. If the "STOP" button is used to stop the signals from operating then the "START" button must be used to actuate the signals before the movement enters or leaves the crossing.

The controls in the northwest, southeast and southwest quadrants are of the switch key type and may be used to start or stop the signals in advance of a movement on any track other than the main track. When switch key is used, signals will operate for thirty (30) seconds and then stop unless the leading wheels of the movement pass the insulated joints.

No movement shall be made onto or over the crossing until the crossing signals are operating and crossing is clear of traffic and is protected by a member of the crew as prescribed by Rule 103.

CMStP&P and C&NW switch keys will operate switch key controls and will also open the lock on push-button box.

X-23 Track skates will be used as follows:

| Location | Yard                  | Placed on                |
|----------|-----------------------|--------------------------|
| Airline  | Airline Hump—East End | Both rails on all tracks |

Phone Directors have jurisdiction over skatemen.

Skatemen must place track skates on designated tracks and in addition must set hand brakes on a sufficient number of cars to prevent cars from running onto leads.

Skates must be placed 10 car lengths from east end of tracks 1 through 18 inclusive.

Skates must be placed 15 car lengths west of 27th Street viaduct on tracks 19 through 24 inclusive.

Skatemen when going on duty must check all tracks and see that skates have been properly placed on both rails on each track.

Skates must be placed on rail with point of skate a sufficient distance from inside of rail to prevent flange of wheel from striking the point of skate.

A small amount of sand, gravel or dirt must be placed on the heel of the skate and on the rail immediately ahead of the skate.

When not in use track skates must be placed on their side along outside of rail.

In event a car or cars should move beyond the fouling point skatemen must

immediately contact yardmaster and take action to protect other movements until car or cars have been moved clear of the fouling point.

Yardmen moving cars from tracks where track skates are used must remove them keeping sharp lookout for track skates that may be under other than the head car.

Skatemen will set a hand brake on first car switched in on any track and also on following cars until sufficient hand brakes have been set to keep the cars from running out when cars are switched in from the west end or when track is being coupled.

When cars are placed on or switched into any track from the east end the skateman must, if possible, remove skates from original position and replace them east of the east car. If skateman is not available a member of crew must comply with these instructions.

Crews shoving or pulling down tracks on east end of airline must set sufficient hand brakes to keep cars from running out onto leads.

Phone Director at east end of airline is responsible for knowing that tracks are properly protected with skates or sufficiently secured with hand brakes to prevent cars from running out onto leads.

Crews shoving cars in on Hump 25 track must place or see that skates are under rear wheels, that track is coupled, and in addition, must set sufficient hand brakes due to steep grade.

X-24 Instructions for Operation of Airline Automatic Classification Yard

Road train or road engines will not operate over hump without instructions from the hump yardmaster.

Engines must not be moved through retarders in either direction when retarders are in closed position.

Retarder Operator is in control of Hump Signals. Engine foreman in charge of engine humping will secure control of Hump Signals before humping begins and will operate signals, returning control of signals to Retarder Operator after humping has been completed. Engineer in charge of engine humping must keep careful lookout and comply with signal indications.

#### SWITCH LIGHT INDICATORS

Lights at all switches in Hump and Classification yard show green for right hand movements and yellow for left hand movements in the facing point direction.

#### SIGNAL INDICATIONS FOR HUMP AND HUMP REPEATER SIGNALS

Color light signal indications through the Hump yard and leading from Blue Mound yard apply to Hump engines humping only. Also air whistle signals apply only to engines humping or trimming.

|              |       |   |
|--------------|-------|---|
| Red          | ..... | Stop.                                   |
| Yellow       | ..... | Hump Slow (2 MPH).                      |
| Green        | ..... | Hump Fast (6 MPH).                      |
| Flashing Red | ..... | Hump Engine move in Westerly Direction. |

#### SIGNAL INDICATIONS FOR TRIMMER SIGNAL

|       |       |            |
|-------|-------|------------|
| Red   | ..... | Stop.      |
| Green | ..... | Trim Yard. |

#### AIR WHISTLE SIGNALS

|                           |       |  |
|---------------------------|-------|--|
| One long blast            | ..... | Clear Yard for Humping.                    |
| Two short blasts          | ...   | All Engines in Hump Yard Stop Immediately. |
| Three short blasts        | ...   | Whistle Test.                              |
| Four short blasts         | ...   | Call Signal Maintainer.                    |
| One short, One long blast | ..... | Trimmer Engine Move Off Switch Circuit.    |

Yardmasters and engine foremen will be careful to know that cars are moving over Hump at proper speed, so that Retarder Operator may properly handle without accident or damage. Attention must be given to the lading, weather conditions, etc., so that cars may reach proper classification track without damage to car or lading.

Movements to or from the North and South Pocket tracks, to the classification yard, to the caboose track and to the Cut-Off must be made only on the authority of the yardmaster.

Tracks in the classification yard must not be shoved without communicating with the yardmaster or having a man on opposite end to avoid possibility of shove out accidents. Great care must be used to avoid cornering cars or engines.

When necessary for engine to go into classification yard, at least two members of the ground crew should accompany the engine.

Engine foreman must call yardmasters attention to cars found bad order or made bad order and not marked bad order on switch list. Yardmaster will instruct disposition to be made.

Fieldmen will set necessary hand brakes on cars humped to a clear track as instructed by yardmaster or engine foreman.

Before moving cars over hump, crew must know that cars are fully coupled.

Hump Foreman should instruct his crew in this respect and know that it is complied with. When for any reason backup signal is given, Hump engine foreman must know that his helpers are in proper position before signal is again given to Hump.

Cars must not be humped into Track 25.

Dragging equipment, broken flange and loose wheel indicators are installed just west of Hump Office. When Hump repeater signals indicate STOP unexpectedly, cars should be checked for defects and carman called if necessary.

Sand must not be used between clearance points at west end of Classification yard and crest of the hump.

No person will ride cars that are cut off at the crest of the hump when speed is to be controlled by automatic retarders.

Cars longer than 65 feet and high cube cars must be humped manually one at a time and other cars not permitted to leave the apex of the hump until the manually controlled cars have passed the clearance light.

Multiple loaded cars will not be humped.

Cars having a gross weight in excess of 200,000 lbs. (100 tons) must not be released from crest of hump in cuts exceeding three cars in each cut, with proper time element between each cut of cars.

X-25 It is the responsibility of the crew foreman to arrange for protection before performing work on any yard track which is a part of a retarder yard.

When instructed to perform work on such tracks, the foreman of the crew must contact the yardmaster in charge of the retarder yard and request that the retarder operator block all levers controlling switches into such tracks until the work has been completed.

The yardmaster, when requested by the crew foreman to arrange protection, will issue the instructions to the retarder operators to block all levers controlling switches into the track or tracks to be used by the foreman and his crew until the protection is no longer needed. When the protection has been arranged, the yardmaster will so advise the crew foreman.

When the foreman has completed the assigned work for which protection was provided, he must release the track to the yardmaster. When the crew foreman has released the track, the yardmaster will advise the retarder operator that the blocks placed upon the levers controlling the switches into the track or tracks released may be removed and the tracks restored to normal operation.

Yardmasters will not advise the crew foreman that protection has been provided until they are certain all cars being switched into the track or tracks involved have come to rest on the track or tracks.

Instructions to perform work on a track in a retarder yard does not alone provide the required protection. It is the responsibility of the crew foreman to request the protection before performing such work and to release the protection when the work has been completed.

Records must be maintained as to the time protection was requested, arranged, released and track or tracks involved, along with the name of the employee who requested and provided the protection.

X-26 Between Milwaukee and North Milwaukee, trains and engines may enter the main track as follows:

(a) At Milwaukee, Grand Avenue, Cut-Off and North Milwaukee, when authorized by interlocking signal indication.

(b) At other locations, when permission is received from the Phone Director.

(c) Movements against the current of traffic must not be made except as follows:

Westward passenger trains will be moved against the current of traffic between Milwaukee and Grand Avenue by message from the Phone Director.

Eastward passenger trains will be moved against the current of traffic between Cut-Off and Milwaukee by message from the Phone Director.

Message from the Phone Director must be worded "Use (eastward or westward) main track between (station) and (station)."

Such movement will then be made under the provision of Rule 93.

To ascertain whether or not opposing first-class trains due, have arrived, train involved must either check the Train Register or secure a Form V Train Order.

All eastward movements against the current of traffic between Grand Avenue and Cut-Off will be made on interlocking signal indication only.

Other movements against the current of traffic will be made as directed by the Phone Director.

X-27 Loaded tri-level cars must not be handled:

Between North Milwaukee and Elkhart Lake

On Depot spur track, Green Bay

Cars with gross weights exceeding 220,000 pounds will not be handled:

Between Amasa and Ontonagon

Between Menasha and Appleton

On Sixteenth and Seventeenth Subdivisions

Cars with gross weight exceeding 263,000 pounds must not be handled between Marinette and Menominee.

X-28 At Madison, city ordinance prohibits the sounding of the whistle within city limits except in case of emergency or in order to prevent accidents.

X-29 For the handling of wide loads, clearance is less than 13 feet from center of track at the following locations:

| Station    | Name of Track        | Track Centers     |
|------------|----------------------|-------------------|
| Edgerton   | Siding               | 12 Feet 6 Inches  |
| Stoughton  | Siding               | 12 Feet 9 Inches  |
| Madison    | Sweet Fruit Track    | 12 Feet 1 Inch    |
| Madison    | Yard No. 1           | 12 Feet 9 Inches  |
| Madison    | Univ. of Wis. spur   | 12 Feet 10 Inches |
| Middleton  | Lumber track (south) | 12 Feet 8 Inches  |
| Bridgeport | North track          | 12 Feet 0 Inches  |

Loads 13 feet or wider will not clear other equipment on these tracks and when such loads are being handled in a train or in a yard movement, they must not meet, pass or be passed at these locations.

X-30 At Madison:

The normal position of the crossing gates at the ICG crossing is against movements on the ICG.

The normal position of the crossing gates at the C&NW crossing with the Madison-Portage Line is against movements on the C&NW.

X-31 At La Crosse, spring switch in service at connection between Old Main and westward main track just west of Copeland Avenue. Normal position is for movement on westward main track.

Maximum permissible speed for all movements over this switch 20 MPH

Rule 104(I) applies to all movements from Old Main to westward main track.

## WISCONSIN FIRST AND SECOND SUBDIVNS

X-35 Speed restrictions (in addition to General speed restrictions).

| Location  | Maximum Speed<br>M.P.H. |       |
|---|-------------------------|-------|
|   | Passenger               | Other |
| K. K. Bridge  | 40                      | 25    |
| Between east end of curve Florida St. and Menomonee Drawbridge                    | 30                      | 25    |
| Between Menomonee Drawbridge and Passenger Station Milwaukee                      | 10                      | 10    |
| Eastward and westward freight main tracks between K. K. Bridge and Burnham Bridge | 10                      | 10    |
| West Allis freight main track   | 10                      | 10    |
| Grand Avenue  | 35                      | 35    |
| Between Harwood Avenue, Wauwatosa and Grand Avenue                                | 35                      | 35    |
| Duplainville Soo Line Crossing  | 70                      | 50    |
| Portage Jct. thru interlocking  | 40                      | 25    |
| Trains handling loaded ore cars over bridge C-250 at Wisconsin Dells              |                         | 15    |
| Camp Douglas C&NW Crossing  | 70                      | 45    |
| Tunnel City—Through double track turnout eastward—<br>with current of traffic     | 55                      | 49    |
| Eastward—Against current of traffic   | 50                      | 40    |
| Westward—With current of traffic  | 50                      | 40    |
| Westward—Against current of traffic   | 55                      | 49    |
| Through dual control switch with C&NW connection track                            | 25                      | 25    |
| Raymore—Through double track turnout  |                         |       |
| Eastward—With current of traffic  | 50                      | 40    |
| Westward—Against current of traffic   | 40                      | 30    |
| Grand Crossing BN Crossing  | 40                      | 25    |
| La Crosse—Between Avon Street and West Wye Switch                                 | Reduced Speed           |       |

X-36 At Elm Grove, when light, located on Instrument House at the Air Line Switch is displayed, eastward trains will stop short of Harwood Avenue Crossing at Wauwatosa and a member of the crew will communicate with the operator at Cut-off for instructions.

X-37 Whistle must not be used except in case of emergency between MP 86 and MP 96, located between Milwaukee and Brookfield.

X-38 At Camp Douglas, when necessary to proceed on hand signal as prescribed in Rule 613, such movement must be made at restricted speed to the next signal.

- X-39 At Watertown, the lower light of the westward signal governs movements from the westward to the eastward main track through the hand operated crossover located just east of the crossing.
- X-40 At Watertown, whistle must not be sounded within city limits except in case of emergency.
- X-41 At Portage Jct., a derail is pipe connected and arranged to operate in conjunction with the interlocked switch in the westward main track. In case it is necessary to make movement through the interlocking on authority of the operator and under flag protection, the derail in addition to the switch must be examined to make sure that it is in proper position before movement is made.
- X-42 At Portage, the light indicating the position of the switch of the track leading to freight house is located on a bracket under eaves on track side of station.
- X-43 Within the city limits of Oconomowoc, unnecessary use of the whistle is prohibited.
- X-44 At Portage, eastward Automatic Block signal 178-8, located approximately 3000 feet west of the station, has three units: the upper unit or light is an Automatic Block signal, the two lower units or lights are Routing signals. The middle unit or light governs movements from the eastward to the westward main track through the hand-operated crossover located approximately 500 feet east of the signal. The lower unit or light governs movements from the eastward main track to the yard through the hand-operated crossovers located approximately 500 and 750 feet east of the signal. The movements through the crossovers must be made at restricted speed.
- X-45 At Portage, the train order signal applies only to first class trains operating through, in either direction, between the First and Second Subdivisions and Rule 83 (B) does not apply to such trains if the train order signal indicates Proceed.
- X-46 The maximum height of cars or lading through tunnel No. 1 west of Tunnel City must not exceed:

|  |                       |
|--|-----------------------|
| 20 feet 0 inches high above top of rail when | 2 feet 4 inches wide  |
| 19 feet 9 inches high above top of rail when | 4 feet 6 inches wide  |
| 19 feet 6 inches high above top of rail when | 5 feet 10 inches wide |
| 19 feet 3 inches high above top of rail when | 6 feet 8 inches wide  |
| 19 feet 0 inches high above top of rail when | 7 feet 6 inches wide  |
| 18 feet 9 inches high above top of rail when | 8 feet 2 inches wide  |
| 18 feet 6 inches high above top of rail when | 9 feet 0 inches wide  |
| 18 feet 3 inches high above top of rail when | 9 feet 4 inches wide  |
| 18 feet 0 inches high above top of rail when | 9 feet 10 inches wide |
| 17 feet 9 inches high above top of rail when | 10 feet 4 inches wide |
| 17 feet 6 inches high above top of rail when | 10 feet 8 inches wide |
| 17 feet 3 inches high above top of rail when | 11 feet 0 inches wide |
| 17 feet 0 inches high above top of rail when | 11 feet 4 inches wide |
| 16 feet 9 inches high above top of rail when | 11 feet 8 inches wide |
| 16 feet 6 inches high above top of rail when | 12 feet 0 inches wide |

- X-47 Use of the C&NW main track at Camp McCoy on the C&NW must be confined to the territory between Eastward Absolute Signal No. 4 located 300 feet west of the east switch of C&NW siding and Westward Absolute Signal No. 3 located 3300 feet east of the East Wye Switch. The main track switch from C&NW siding and both legs of the wye are equipped with derrails, pipe connected to and operated in conjunction with the switches. Normal position is against movement off the siding and both legs of the wye.

Switch indicators for both directions are located at each switch.  
Rules 512 and 513 apply.

At Camp McCoy, trains and engines must not exceed 10 miles per hour from north wye switch to the camp and on all tracks in the area.

**WISCONSIN THIRD SUBDIVN**

- X-50 Speed restrictions (in addition to General Speed Restrictions.)

| Location  | Maximum Speed |       |
|---|---------------|-------|
|   | M.P.H.        | Other |
| At La Crosse, between Avon Street and west wye switch.                          | Reduced Speed |       |
| Between Copeland Avenue and Mississippi River Draw-bridge L-4B at bridge switch | 35            | 35    |
| Over Black River Drawbridge L-0 0.6 mile west of station at La Crosse           | 25            | 25    |
| At River Jct., westward through turnout at end of double track                  | 50            |       |
| At Winona, through city limits  | 30            | 30    |
| At Tower CK, through interlocking   | 30            | 30    |
| At Lake City, from station to 2750 feet east                                    | 50            |       |
| At Red Wing, through city limits  | 40            | 40    |
| Between Hastings and St. Croix Tower  | 40            | 40    |
| Over Bridge L-268 between Hastings and St. Croix Tower                          | 25            | 25    |

| Location                                 | Maximum Speed |       |
|--|---------------|-------|
|  | M.P.H.        | Other |
| At St. Croix Tower, through interlocking | Westward 30   | 25    |
|  | Eastward 40   | 25    |

- Trains handling ore loaded in any type open top equipment at the following locations:  
 Bridge L-4B 1.7 miles west of La Crosse ..... 25  
 Bridge L-2 1 mile west of La Crosse ..... 25  
 Bridge L-O 0.6 miles west of La Crosse ..... 15

- X-51 At La Crosse, spring switch in service at connection between old Main and westward main track just west of Copeland Avenue. Normal position is for movement on westward main track.

Maximum permissible speed for all movements over this switch . . 20 MPH  
 Rule 104(I) applies to all movements from Old Main to westward main track.

- X-52 At Winona between Mankato Avenue and Tower CK the whistle will not be sounded except in emergency when necessary to prevent injury to persons or damage to property. The bell must be rung continuously when train or engine is moving within these limits.

- X-53 When the rock slide detector fence located South of eastward main track and east of the station at Red Wing has been actuated, the westward color light type dwarf indicator located east of the east switch of the Bluff track adjacent to the eastward track will display a stop indication.

When red is displayed on the westward dwarf type indicator, after stopping, westward trains or engines moving on the eastward track may proceed at restricted speed through the slide fence area.

When lunar is displayed, westward trains or engines moving on the eastward track may proceed at restricted speed.

**WISCONSIN FOURTH SUBDIVN**

- X-56 Speed restrictions (in addition to General Speed Restrictions.)

| Location  | Maximum Speed MPH |
|---|-------------------|
| Bellevue  | 20                |
| Wood ICG crossing                                       | 13                |
| Between Wood ICG crossing and Hawthorne Street, Dubuque | 10                |
| Between Hawthorne Street, Dubuque and Eagle Point       | 25                |
| Guttenberg  | 15                |
| Marquette on Wye  | 10                |
| Lansing   | 15                |

- X-57 At Marquette, it is unlawful to allow locomotives or cars to remain on the track in such a manner as to obstruct any street crossing or sidewalk for a longer period than 15 minutes at any one time.

**WISCONSIN FIFTH SUBDIVN**

- X-60 Speed restrictions (in addition to General Speed Restrictions.)

| Location   | Maximum Speed MPH |
|--|-------------------|
| Grand Avenue   | 35                |
| Plymouth C&NW crossing   | 15                |
| Green Bay East Mason Street crossing   | 5                 |
| Reis Coal Co. track crossing located 1000 feet west of the drawbridge            | 10                |
| C&NW crossing located at east end of the train yard                              | 10                |
| Drawbridge U-222 over Fox River located between C&NW crossing and Green Bay Jct. | 5                 |

- X-61 Employees will not ride on side of cars inside Lumber shed, Cedarburg Materials Company, Cedarburg, and on Laun Furniture Track, Kiel.

- X-62 At Plymouth, the normal position of the gate at the C&NW crossing is against movements on the C&NW.

- X-63 Between MP 196 and MP 193 between Green Bay and Depere, in the Township of Allouez, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.

- X-64 At Depere, account close clearance just east of No. 3 spot at the A. G. Wells Co. on East Spur Track, crews must work from the street side. Cars with low slung sills and engines must not pass this point.

- X-65 At Green Bay, the normal position of the gate at the crossing with the GB&W, located on Quincy Street, just east of the Northern Paper Mills, is against movements on the CMS&P&P.

- X-66 At Green Bay, the normal position of the crossing gate at the Reiss Coal Company track crossing, located 1000 feet west of the drawbridge, is against movements on the Coal Company track.

Two railroad gates are in service north of main track at entrance to Fort Howard Paper Co. Warehouse III approximately 200 feet west of Reiss Coal Co. gate at Green Bay. Locks on these gates must be locked in normal position when switching has been completed. The normal position of these gates is across the Fort Howard Paper Co. tracks, clear of the main track.

X-67 At Green Bay, when either the eastward or westward signal governing movements over the drawbridge displays a stop indication, trains or engines must secure authority from the train dispatcher at Milwaukee to proceed and, in addition, during the period Drawbridge is in operation, must also ascertain from the bridge tender that the bridge is in proper position for the movement. Movement may then be made at restricted speed.

X-68 At Green Bay on the Downtown or Alley track, all train and engine movements must stop before entering on East Walnut, Main Street, Pine Street and Cherry Street Crossings and must be protected as prescribed by Rule 103.

X-69 At Green Bay at Fisk and Dousman Streets, located 500 feet west of MP 199, color light type indicators are in service, located to the right of the track on both sides of the street crossings governing eastward and westward train movements over the crossing.

When yellow is displayed, traffic lights are at stop and rail movements may be made over the crossing.

When red is displayed, the following will govern: Push buttons for manual control of the traffic lights are located on masts of the indicators. When indicator displays red after a train movement has approached to within 100 feet of the crossing, a member of the crew must operate the push button. If the indicator continues to display red, movement must be made as prescribed by Rule 103.

Train and engine movements must not exceed 10 MPH approaching and passing over the street crossing.

### WISCONSIN SIXTH SUBDIVN

X-73 Speed restrictions (in addition to General Speed Restrictions).

| Location                                      | Maximum Speed MPH |
|---|-------------------|
| GB&W crossing 1.2 miles west of Green Bay     | 20                |
| C&NW crossing Stiles Jct.                     | 20                |
| Iron Mountain between H Steet and Main Street | 10                |
| Groveland Mine Spur                           | 20                |
| Over track scale, Groveland Mine              | 6                 |
| Trains handling Pulpwood                      | 30                |

X-74 At Iron Mountain, flashing light crossing protection signals are in service at "A", "B", "C", "D", "F", "H", Hughitt, Ludington, Brown and Fleshiem streets.

In addition to the main track, the following yard tracks north and south of the main track are covered by automatic crossing signals:

"F" and "H" Streets - 1 track north.

"B" and "C" Streets - 1 track south.

No movement shall be made onto or over the crossing on these yard tracks until the crossing signals are operating and crossing is clear of traffic or is protected as prescribed by Rule 103.

X-75 At Iron Mountain it is not necessary to sound whistle signals at street crossings within the city limits when there is located at such crossing a properly operating flashing light crossing protection signal.

X-76 At Iron Mountain, cars must not be placed inside Wittock Supply Co. building. Engines must not be operated on the trestle portion of the Phoenix coal dock.

X-77 At Iron Mountain, C&NW trains and engines will use CMSTP&P main track between MP 290.75 and MP 291.75. All train and engine movements must obtain permission from the CMSTP&P train dispatcher to enter this track and must promptly report to the CMSTP&P train dispatcher when movement is clear of the track.

Normal position of switches will be for CMSTP&P movements.

C&NW crews when requesting permission to enter CMSTP&P main track, will advise CMSTP&P train dispatcher number of their train, number of units, loads, empties and tons in their train.

Telephones for communicating with the CMSTP&P train dispatcher are located at Miners Hall, C&NW Antoine yard office and 270 feet east of "H" street.

X-78 Paragraph 3, Rule 104(H) must be complied with when color light type signal governing westward movements over spring switch at Groveland Jct. displays a lunar aspects.

X-79 At Crivitz to activate crossing signals sufficiently in advance of movement, eastward trains must not exceed 20 MPH and westward trains 10 MPH over Henrietta Avenue crossing located 300 feet east of west siding switch.

### WISCONSIN SEVENTH SUBDIVN

X-80 Speed restrictions (in addition to General Speed Restrictions).

| Location                                     | Maximum Speed MPH |
|--|-------------------|
| Sidnaw Soo Line Crossing                     | 20                |
| Ontonagon Huss-Ontonagon Paper Company Yards | 7                 |

X-81 At Sidnaw, the normal position of the gate at the Soo Line Crossing is against movements on the CMSTP&P.

X-82 At Ontonagon, engines must not be operated over track scale.

X-83 At Ontonagon employees are prohibited from working on the south side of Gitehagumee track located west of Michigan State Highway M-64 serving Shorewood Industries.

### WISCONSIN EIGHTH SUBDIVN

X-85 Speed restrictions (in addition to General Speed Restrictions.)

| Location  | Maximum Speed MPH |
|---|-------------------|
| Canal Bridge U-728 1 mile from Menasha station on Neenah Branch   | 10                |
| At Menasha from west end of Bridge U-734 to 50 feet east of bridge on Canal Street Spur in vicinity John Strange Carton Co. | 5                 |
| Bridge U-774 0.25 miles east of Appleton Station  | 5                 |

X-86 At Appleton, employees must not ride side of cars between house and transfer tracks.

X-87 At Menasha engines must not be moved into refinery building of the Marathon Corporation.

X-88 Trains or engine movements over Garfield Avenue and Washington and River Streets, in the city of Menasha, must be protected as prescribed by Rule 103.

### WISCONSIN NINTH SUBDIVN

X-90 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Crivitz over Highway 141 westward trains and engines | 10                |
| Marinette, all crossings in yard limits              | 10                |

X-91 Movements between Marinette and Menominee operate via C&NW main track between connection switch located 600 feet east of River Street, Marinette, and connection switch located one half mile east of Menominee. C&NW main track between these points is located within yard limits and movements will be made in accordance with Rule 93 Revised.

Before entering onto or fouling C&NW main track at Menominee and Marinette the conductor or foreman will communicate with C&NW train dispatcher and secure verbal authority to use C&NW main track.

X-92 At Lloyd Mfg. Co., at Menominee, employees are prohibited from riding on side of cars when movements are made on north or south loading tracks, due to restricted clearance. Engine or train movements must be stopped and gates across the tracks opened and properly secured before making a movement in or about this plant.

X-93 At Menominee, switching movements in the vicinity of 30th Avenue crossing must not be made when a through C&NW train movement is occurring or is about to occur as indicated by operation of the flashing crossing warning signals.

X-94 At Menominee, all movements over track No. 20 at First Street crossing must be protected as prescribed by Rule 103.

X-95 At Marinette, all movements over Riverside Street in the vicinity of the Marinette Paper Company must be protected as prescribed by Rule 103.

Man protecting the crossing must use a red flag by day and a lighted red fusee at night and when visibility is impaired.

At Marinette, all movements over Stanton Street, in vicinity of the Ansul Chemical Co. must stop before entering onto the crossing and must be protected as prescribed by Rule 103.

X-96 At Marinette, employees are prohibited from riding on side of cars when switching inside Ansul Chemical Company Warehouse account of restricted clearance.

### WISCONSIN TENTH SUBDIVN

### WISCONSIN ELEVENTH SUBDIVN

X-100 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| C&NW crossing, 2.5 miles west of Sparta .....   | 10                |
| X-101 At Viroqua, all trains and engine movements over U.S. Highway 14 crossings must be protected as prescribed by Rule 103. |                   |

**WISCONSIN TWELFTH AND THIRTEENTH SUBDIVNS**

X-105 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Horicon over Highway 33 .....  | 5                 |
| Waupun between 500 feet west and 1500 feet east of station .....   | 20                |
| Slinger Soo Line crossing .....  | 20                |
| Westward trains and engines destined Thirteenth Subdivision approaching and passing over State Highway 44, Ripon ..... | 15                |

X-106 At Horicon, all movements across Lake Street on Van Brunt track must be protected as prescribed by Rule 103.

X-107 At Ripon, employees will not ride on side of cars when switching Swift & Company Track.

X-108 At Oshkosh, the electric locks for the Warren Street switch track derail and crossing over Soo Line main track is under control of signalman at Fox River Drawbridge. Instructions for handling are posted in the electric lock box.

X-109 At Oshkosh, employees are prohibited from riding on side of cars on Morgan Company loading track and on paralleling running track.

X-110 Within city limits of Oshkosh, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.

X-111 At Oshkosh, all movements over Ohio Street crossing must be protected as prescribed by Rule 103.

**WISCONSIN FOURTEENTH SUBDIVN**

X-114 At Fond du Lac, engines and loaded freight cars of 220,000 pounds or more are prohibited from moving onto or over Bridge D-758 located about 100 feet west of Division Street. When interchanging cars with the Soo Line Railroad, a sufficient number of freight cars must be used as idlers to prevent engine from moving onto bridge.

Loaded freight cars weighing 220,000 pounds or more will be interchanged at Slinger.

X-115 The normal position of the gates at the crossing with the Soo Line at Fond du Lac is against movements on the CMStP&P.

X-116 At Fond du Lac, all trains and switching movements must be brought to a stop before crossing Western Avenue and must be flagged across this street. All train and switching movements on the Midland Line must be flagged across Western Avenue, Second, First, Forest, Division, Reese and Main Streets as prescribed by Rule 103.

X-117 Movements between Midland Jct. and Fond du Lac station will not exceed 6 MPH.

X-118 All train and switching movements must come to a stop before crossing County Trunk Highway "F" just east of the station at Knowles.

X-119 CMStP&P trains will use C&NW tracks between Jct. A and Follett Street and the lead track from the main track at Reese Street to CMStP&P connection at Rueping Leather Company.

CMStP&P trains and engines must obtain permission from the C&NW operator at North Fond du Lac before fouling or occupying C&NW main track between these points. After movement has been completed and is clear of the C&NW main track and switches lined to normal position, a member of the crew must inform the C&NW operator at North Fond du Lac.

C&NW timetable governs.

**WISCONSIN FIFTEENTH SUBDIVN**

X-120 Speed restrictions (in addition to General Speed restrictions).

| Location                            | Maximum Speed MPH |
|-------------------------------------|-------------------|
| Minnesota Jct., C&NW crossing ..... | 20                |
| Horicon over Highway 33 .....       | 5                 |

X-121 At Pardeeville, at Main Street crossing all train and engine movements must stop before moving over or onto the crossing unless a member of the crew provides protection as prescribed by Rule 103.

When protecting the crossing, a member of the crew must use a red flag by day and a lighted red fusee at night and at any time the visibility is impaired.

**WISCONSIN SIXTEENTH SUBDIVN**

**WISCONSIN SEVENTEENTH SUBDIVN**

**WISCONSIN EIGHTEENTH AND NINETEENTH SUBDIVNS**

X-125 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Junction city, Soo Line crossing .....                  | 20                |
| Over bridge G-276 located 0.6 miles east of Knowlton .. | 10                |
| Tomahawk MT&W crossing .....                            | 10                |

X-126 Loads exceeding 220,000 pounds but not exceeding 263,000 pounds on four axle cars at least 35 feet long over the strikers, may be handled at timetable speed between New Lisbon and Heafford Jct., except over Bridge G-276, 0.6 miles east of Knowlton, where they must be handled as follows:

1. At least three car lengths behind engine.
2. Separated from other such loaded cars by a least one empty or light car.

X-127 At Wisconsin Rapids, all movements on the main track over all street crossings from 17th Avenue up to and including High Street must not exceed 15 MPH.

X-128 At Nekoosa, all movements over First Street crossing just east of the station must be protected as prescribed by Rule 103.

X-129 At Rudolph, trains and engines using the siding and house track must stop short of the crossing over Main Street (County Highway C) and a member of the crew must protect the crossing as prescribed by Rule 103.

X-130 C&NW train and engines will use CMSTP&P main track between MP 88 and 1750 feet east of MP 87 between Schofield and Rothschild. All movements over this track will be made in accordance with Rule 93 revised, not to exceed 10 MPH.

Normal position of switches will be for CMSTP&P movements.

X-131 At Tomahawk, the normal position of the crossing gates is against movements on the MT&W track.

X-132 At Brokaw, engines must not move over the 31 degree curve on No. 6 track, entering the building at the west end of the Wausau Paper Mills.

X-133 All movements on the main track over the Fifth and Sixth Street crossings at Wausau, must not exceed 10 MPH. In addition all movements over Fifth and Sixth Street crossings on the Marathon Millwork Track must be protected as prescribed by Rule 103.

X-134 At Merrill, all movements over the South Genessee Street crossing must be protected in accordance with Rule 103. During night hours and when the view may be obscured because of weather conditions, a lighted red fusee will be used when flagging the crossing.

**WISCONSIN TWENTY-FIRST SUBDIVN**

X-135 Speed restrictions (in addition to General Speed Restrictions).

| Location                                    | Maximum Speed MPH |
|---|-------------------|
| Janesville—C&NW crossing .....              | 10                |
| Janesville—Over Pearl Street crossing ..... | 10                |
| Janesville—All other street crossings ..... | 15                |
| Madison—All street crossings .....          | 15                |

X-136 After completion of switching of Madison Pipe Line Terminal, eastward trains must not exceed 10 miles per hour approaching Edwards Park crossing located 5.2 miles east of Madison, until engine has passed over crossing.

X-137 At South Wye and at Milton Jct., the normal position of the junction switch is for the Twenty-First Subdivision.

**WISCONSIN TWENTY-SECOND SUBDIVN**

X-140 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Madison—All street crossings .....   | 15                |
| Highland Avenue, University Avenue, Shorewood Drive, west of Madison ..... | 25                |
| Middleton—All street crossings .....                                       | 25                |
| Mazomanie—Street crossing at station .....                                 | 15                |
| Spring Green—All street crossings .....                                    | 25                |
| Lone Rock—All street crossings .....                                       | 20                |
| Boscobel—All street crossings .....  | 15                |
| Crawford—BN crossing .....   | 20                |

X-141 At University Avenue Expressway crossing in Madison, the city pedestrian and traffic signals are coordinated to operate automatically when activated by a train or engine occupying the approach circuits extending approximately 1000 feet either side of the crossing.

A color light type indicator is located at the right of the track on each side of the crossing to govern train movements over the crossing.

When yellow is displayed, traffic lights are at "Stop" and rail movements may be made over the crossing.

When red is displayed, the following will govern: Push buttons for manual control of the traffic lights are located on a cable pole in the vicinity of the indicator just east of the crossing and on the side of the relay case west of the crossing. When indicator displays red after a train movement has approached to within 100 feet of the crossing, a member of the crew must operate a push button. If the indicator continues to display red, movement must be made in accordance with Rule 103.

### WISCONSIN TWENTY-THIRD SUBDIVN

X-144 At Gotham, all movements over State Highway 60 crossing must be protected as prescribed by Rule 103.

### WISCONSIN TWENTY-FOURTH SUBDIVN

X-145 At Bridge B-428-B located 1 mile east of Sauk City-Prairie du Sac, cars with gross weight in excess of 263,000 pounds, must not be handled over this bridge. Cars having a gross weight of 263,000 pounds must be separated from engine or each other by lighter loads or empty cars.

X-146 At Sauk City, all movements over Phillips Street (U.S. Highway 12) must be protected as prescribed by Rule 103.

X-147 At Sauk City-Prairie du Sac, trains and engines will be governed by the following while operating within the Badger Ordnance Works:

Maximum permissible speed ..... 25 MPH  
Over highway crossings ..... 10 MPH

Switches must be left lined in the position in which they were found.

X-148 Between Sauk City-Prairie du Sac and Badger Ordnance Works:  
Maximum permissible speed ..... 20 MPH

X-149 At Sauk City-Prairie du Sac, trains and engines must not exceed 15 MPH over all street crossings.

### WISCONSIN TWENTY-FIFTH SUBDIVN

X-150 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Janesville—Over Pearl Street crossing .....                 | 10                |
| Janesville—All other street crossings .....                 | 15                |
| Hanover—C&NW crossing .....                                 | 20                |
| All engines over Bridge F-182 between MP 52 and MP 53 ..... | 15                |
| Gratiot—Around curve just west of station .....             | 12                |
| Darlington—All street crossings .....                       | 10                |
| Brodhead—All street crossings .....                         | 15                |

X-151 At Janesville, all movements over Pearl Street crossing must be protected as prescribed by Rule 103.

### WISCONSIN TWENTY-SIXTH SUBDIVN

X-154 Speed restrictions (in addition to General Speed Restrictions).

| Location                              | Maximum Speed MPH |
|---------------------------------------|-------------------|
| Soo Line crossing—Over crossing ..... | 20                |
| Waukesha—C&NW crossing .....          | 20                |
| Waukesha—All street crossings .....   | 15                |
| Eagle—Highway crossing .....          | 15                |

X-155 At South Wye and Milton Jct., the normal position of the junction switch is for the Twenty-First Subdivision.

At East Wye, the normal position of the junction switch is for movement to or from Milton Jct., on the Twenty-Sixth Subdivision.

X-156 At Waukesha, city ordinances prohibit the sounding of the whistle within the city limits except in case of emergency or in order to prevent accidents.

### WISCONSIN TWENTY-SEVENTH AND TWENTY-EIGHTH SUBDIVNS

X-160 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Between MP 5 and MP 7 between Manley and Poynette .....          | 10                |
| Between MP 27 and MP 28 between DeForest and North Madison ..... | 25                |
| Madison—All street crossings .....                               | 15                |
| Madison—ICG crossing 0.4 miles west of station .....             | 15                |
| Jct. A—C&NW Crossing on Madison Watertown Line .....             | 20                |
| Jct. B—C&NW Crossing on Madison Portage Line .....               | 20                |

X-161 At Jct. A movements over the C&NW crossing from the Madison Kipp track are governed by an absolute signal. The main track switch must be lined up before this signal will display a proceed indication.

Movements from the Sugar Beet track are governed by the signal on the main track. The main track switch must be lined before the signal will display a proceed indication for movement from the Sugar Beet track.

X-163 On the Twenty-Eighth Subdivision, the Oscar Mayer Packing Plant is located about 2 miles west of Franklin Street; a signal is located on each side of the C&NW connection to this industry. When the signal displays a Stop-indication, approaching trains or engines must come to a Stop and will then proceed at restricted speed until the signal that governs opposing trains has been passed.

X-164 At Franklin Street, the street traffic lights at Blair-East Wilson and Williamson street crossings are co-ordinated to operate automatically when actuated by a train or engine occupying the approach circuits which extend 200 feet on either side of the street crossing and are located between the "RAILROAD CROSSING STOP" sign and the crossing.

A color light type indicator for both eastward and westward movement is located on a single pole at the west side of the street crossing between the CMStP&P main track and the C&NW westward main track and is equipped to display a red or a yellow indication. When red is displayed, the traffic lights are operating for movement of highway traffic over the street crossing. When yellow is displayed, the traffic lights are displaying a stop indication to all highway traffic.

"PUSH BUTTONS" for manual control of the traffic lights are located in box on stub post north of main track on either side of the street crossing.

After making the statutory stop for the C&NW Crossing, train or engine may proceed toward the crossing. After entering the approach circuit, the traffic lights should display stop for highway traffic and indicator will display a yellow indication for approximately one minute interval. Movement may then be made on the yellow indication.

If, after entering the approach circuit the indicator continues to display a red indication, a member of the crew must proceed to the crossing and operate the "PUSH BUTTON".

If, after actuating the "PUSH BUTTON", the indicator continues to display a red indication, movement may be made over the street crossing in accordance with Rule 103.

THESE INSTRUCTIONS DO NOT RELIEVE TRAIN AND ENGINEMEN FROM COMPLYING WITH THE REQUIREMENTS OF RULES 98 AND 98(A) IN MAKING MOVEMENT OVER THE C&NW CROSSING.

X-165 At Renier Road Crossing 1950 feet west of MP 159 between Sun Prairie and Jct. A, crossing must be protected as prescribed by Rule 103.

### WISCONSIN TWENTY-NINTH SUBDIVN

#### MINNESOTA-DAKOTA DIVISION

X-14 When operating snowplows a maximum of two units are to be operated under power. All additional units in excess of two must be isolated.

X-15 On the main track between Austin Jct. and South Jct. and at Mason City between the east C&NW crossing and the west C&NW crossing on the Twenty-Fourth Subdivision and the C&NW crossing on the Thirteenth Subdivision, all trains and engines must move at reduced speed and be prepared to stop short of switch not properly lined. Rule 104 will not apply.

X-16 Controlled Automatic Block (CAB)—A system under which certain signals and switches are controlled from a central location.

(a) Between Aberdeen Yard and west switch of siding at Hettinger and between east end of siding at Rhame and east switch of yard at Marmarth, the signals and interlocked switches are controlled by the train dispatcher at Aberdeen.

(b) Rules 261, 262, 263, 264, 267, 268, 269, 269(A), 270, 271, 272, 275, 275(A), and 276 apply.

(c) Rule 268(A) applies only at the following locations:

| Name                                | Location    |
|-------------------------------------|-------------|
| Storage track and House track ..... | Ipswich     |
| Mill track and House track .....    | Bowdle      |
| House track .....                   | Selby       |
| Storage track .....                 | Sitka       |
| House track .....                   | White Butte |

(d) Under Form S-C Train Orders, when right is given to the beginning of CAB territory, the first named train may proceed in accordance with the instructions outlined above, but must not leave CAB territory to enter single track until the second named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing trains as required by the Rules.

(e) Trains or engines must not pass beyond the limits of this territory without proper authority, including the information required by Rule S-83.

(f) Extra trains may be run between Aberdeen Yard and Hettinger and between Rhame and Marmarth without train orders.

X-17 Trains starting at Aberdeen Yard will obtain clearance at Aberdeen.

X-18 Loaded Big Stone (780) and Columbia (280) coal trains are restricted to the following tracks:

Main Track.  
No. 1 track - Aberdeen.  
Sidings-Adover - Bristol - Summit - Milbank - Montevideo.  
Plant Loop.

Any other tracks to be used, in case of emergency, and then only with extreme caution.

X-19 Do not exceed 5 MPH on all tracks within the limits of designated engine service areas at the following stations:

|                |             |            |            |
|----------------|-------------|------------|------------|
| St. Paul       | Minneapolis | Montevideo | Aberdeen   |
| Sioux Falls    | Sioux City  | Mitchell   | Austin     |
| Marquette Yard |             | Mason City | Miles City |

### MINNESOTA-DAKOTA FIRST SUBDIVN

X-24 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Robert Street—C&NW crossing .....                         | 10                |
| Chestnut Street—C&NW crossing, westward .....             | 25                |
| Over 24th Street crossing, Minneapolis .....              | 15                |
| Over Hiawatha Avenue crossings, Minneapolis .....         | 10                |
| St. Louis Park, over Wooddale and Brunswick Avenues ..... | 25                |
| Tower E14 .....   | 40                |

X-25 Between Hoffman Ave. and Chestnut St. there is no superiority of trains. All movements must be made in accordance with Rule 93 Revised.

Authority to enter eastward or westward main tracks through hand operated switches just west of west absolute signals at Hoffman Ave. must be obtained from the control operator at Hoffman Ave.

Authority to enter eastward main track at hand operated Y&L switch or eastward or westward main tracks at hand operated switches just east of Chestnut St. must be obtained from control operator at St. Paul Yard.

Westward movements must not pass Jackson St. and eastward movements must not pass Robert St. until proceed signal is received from the switch tender at Robert St.

Movements against the current of traffic between Hoffman Ave. and Chestnut St. must be coordinated between the general yardmaster and control operator at St. Paul Yard and switch tender at Robert St. Such movements will be authorized by the general yardmaster at St. Paul Yard in the following form:

"Use (eastward) (westward) main track between (station) and (station)."

This message may be transmitted by radio.

X-26 All train and engine movements on old westward main track between Cedar and Humboldt Avenues must stop before crossing Fifth Avenue and protect crossing as prescribed by Rule 103.

X-27 Curve Protection Signals.

Two tracks designated as eastward and westward running tracks extend from Hoffman Avenue to the west end of St. Paul Yard.

Because of the curvature on the running tracks opposite the roundhouse, movements in either direction on either track will be governed by color light type dwarf signals located at each end of the curve on each track displaying the following indications:

|             |         |
|-------------|---------|
| RED .....   | STOP    |
| LUNAR ..... | PROCEED |

A train or engine stopped by the STOP indication on a dwarf signal at this location must remain at the signal until a flagman has been sent ahead around the curve. If there are no opposing movements on the track involved and the movement can be made with safety, flagman may signal his train to proceed.

X-28 Shove Signals.

Shove signals located on the west end of tracks 1-2-3-42 and 43 indicate the number of car lengths of room remaining at the opposite end of the track. These signals are located to the right of the track on which they apply.

INDICATIONS DISPLAYED BY SHOVE SIGNALS

12—room for 4 unit diesel and 12 cars  
8—room for 4 unit diesel and 8 cars  
4—room for 4 unit diesel and 4 cars  
"E"—room for 4 unit diesel

When the various circuits are not occupied, the lights in the indicator will be illuminated.

When cars are shoved into these tracks from the west end, the leading pair of wheels on the leading car will shunt each circuit in order named—12, 8, 4 and "E" and each light will be extinguished as the leading wheel shunt each circuit.

When light indicating the amount of room desired to be left clear is extinguished, the cut must be stopped and then pulled slowly in the opposite direction until that light is again illuminated.

Before cars are placed on Track 41 from either the east (pocket end) or the west end, the foreman of the crew must first contact the General Yardmaster for authority to do so. The General Yardmaster will be held responsible for knowing that 41 pocket switch leading off the hump is lined for the pocket before authorizing the move.

Before cars are placed on Tracks 2 or 3 from either the east (pocket end) or west end, the foreman of the crew must first contact the General Yardmaster for authority to do so. The General Yardmaster will be held responsible for knowing that No. 2 or No. 3 pocket switch leading off the hump is lined for the pocket before authorizing the move. The shove signals on No. 2 and 3 tracks indicate the amount of room when using the pocket at east end of No. 2 or 3 tracks.

X-29 It is the responsibility of the crew foreman to arrange for protection before performing work on any yard track which is a part of a retarder yard.

When instructed to perform work on such tracks, the foreman of the crew must contact the yardmaster in charge of the retarder yard and request that the retarder operator block all levers controlling switches into such tracks until the work has been completed.

The yardmaster, when requested by the crew foreman to arrange protection, will issue the instructions to the retarder operators to block all levers controlling switches into the track or tracks to be used by the foreman and his crew until the protection is no longer needed. When the protection has been arranged, the yardmaster will so advise the crew foreman.

When the crew foreman has completed the assigned work for which protection was provided, he must release the track to the yardmaster. When the crew foreman has released the track, the yardmaster will advise the retarder operator that the blocks placed upon the levers controlling the switches into the track or tracks released may be removed and the tracks restored to normal operation.

Yardmasters will not advise the crew foreman that protection has been provided until they are certain all cars being switched into the track or tracks involved have come to rest on the track or tracks.

Instructions to perform work on a track in a retarder yard does not alone provide the required protection. It is the responsibility of the crew foreman to request the protection before performing such work and to release the protection when the work has been completed.

Records must be maintained as to the time protection was requested, arranged, released, track or tracks involved, along with the name of the employee who requested and provided the protection.

X-31 At St. Paul Yard, all trains and engines moving eastward on Nos. 1, 2 or 3 track in the new yard, will remain clear of the other two tracks unless authorized to proceed by hand signal from the operator at Oakland or proceed signal is displayed on interlocking absolute signal.

X-32 Cars having a gross weight in excess of 200,000 pounds (100 tons), must not be released from the crest of the hump in cuts exceeding three cars in each cut, with the proper time element between each cut of cars.

X-33 At St. Paul and Minneapolis, the city ordinance prohibits the sounding of locomotive whistles within the city limits except in case of emergency or in order to prevent accidents.

X-34 At St. Paul Yard, all trains arriving on the new eastbound lead will stop to clear inside road crossing by the Car Department cleaning track and head brakeman will contact the General Yardmaster for authority to enter the yard.

X-35 At St. Paul Yard skatemen will be governed as follows:

Yardmasters will have jurisdiction over skatemen.

Duties of skatemen will include placing and removing skates, applying and releasing hand brakes and when directed to do so, assist in shoving of tracks by retarder yard engine.

Skatemen will inform yardmaster as to room on tracks and will also convey information between yardmaster and yard crews and offer any other assistance that may be necessary to prevent cars from running out on ends of tracks.

Skatemen going on duty must check all tracks and see that skates are properly placed on each track and must also see that skates are properly placed on the rail.

Skates must be placed on each rail with points of skates a sufficient distance

from inside of rail to prevent the flange of the wheel from striking the points of the skates.

A small amount of sand, gravel or dirt must be placed on the heel of the skates and on the rail immediately ahead of the skates.

When not in use, skates must be placed on their side along outside of rail.

Skatemen will set a hand brake on the first car switched in on any track and also on following cars until sufficient hand brakes have been set to keep cars from running out when cars are being switched in from the east end or when track is being coupled.

When cars are placed on or switched into any track from the west end of the yard, the skatemen must, if possible, remove skates from original position and replace them west of the west car. If skateman is not available a member of the crew must comply with these instructions. If it is not possible to remove the skates the hand brakes must be applied on the car or cars.

Crews shoving tracks or pulling down tracks on west end of yard must set sufficient hand brakes to keep cars from running out while cars are being switched in from the east end or while track is being coupled.

In event a car or cars should move beyond the fouling point, skatemen must immediately contact the yardmaster and take action to protect other movements until car or cars have been moved to clear the fouling point.

Yardmen moving over or pulling cars from tracks where track skates are used, must remove them keeping sharp lookout for track skates that may be under other than the head car. After movement has been completed, track skates must be replaced on rails by the Yardman, unless in the presence of the skateman who will relieve him of this responsibility by a verbal understanding.

Skatemen shall not leave their assignment until relieved by another skateman working the following shift.

X-36 At Minnehaha Ave. near 52nd Street and at East Minnehaha Parkway Street crossings all train and engine movements must be protected as prescribed by Rule 103.

X-38 At St. Paul, all movements over Otto Street crossing, on the Ford Line, must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur.

X-39 Crossing protection at the two Frontage roads at St. Anthony and the White Enamel Spur in St. Paul, Minnesota, are equipped for semi-automatic operation. Starting buttons are located adjacent to the crossing and to all switches involved. Crossing signals will operate for thirty seconds when a member of the crew pushes one of these buttons. These signals will continue to operate when the crossing is occupied.

All trains and engines must stop short of the crossing and one member of the crew must walk ahead to the sidewalk and ascertain if the track is clear and that the Griswold signals are in Stop position before giving signal to his crew to proceed over the crossing.

X-40 The Consolidated Code of Operating Rules, Edition of 1967, in addition to the following instructions will govern employees while operating on Minnesota Transfer Railway Co. and The St. Paul Union Depot Company trackage:—

(a) Rule 93 applies within the limits of St. Paul Union Depot Company and Minnesota Transfer Railway Company.

The limits of The St. Paul Union Depot Company property extend from connection with BN tracks at Third Street and connection with CMStP&P-BN tracks opposite depot roundhouse, on the east, to connection with the C&NW and CMStP&P tracks at Robert Street on the west.

(b) Within the limits of the St. Paul Union Depot Company property trains and engines must not exceed ten (10) miles per hour through crossovers, turnouts and puzzle switches.

The entrance to and all movements on this property will be made only on authority of the switch tenders. No train or engine may foul any track or puzzle switch without authority of the switch tenders.

Before trains or engines enter the east end of St. Paul Union Depot, they must communicate with the switch tender located at Sibley Street by phone and be governed by his instructions.

X-41 On the descending grade from Merriam Park to Chestnut Street, retainers will be used when in the judgment of the engineer their use is necessary.

X-42 When the eastward absolute signal at Fordson Jct. displays a Stop indication eastward trains must stop west of Oneida Street and communicate with the operator at St. Paul Yard.

Telephone for communicating with the operator is located in booth on pole at the crossing.

X-43 All trains and engines operating from the Minnesota Transfer Railway Co. to either Minneapolis or St. Paul, will arrange to obtain permission of the control operator at St. Paul Yard before pulling out and blocking the lead.

X-45 All westward movements from the Rocket Yard destined west of 24th Street

South Minneapolis must stop before entering the crossing.

X-46 Eastward trains stopped by the stop indication of the absolute signal at Signal Tower will stop with the engine just over the east end of the bridge to avoid having train or engine men use the bridge runway on the short line bridge to get to telephone while westward trains are being operated over the bridge.

CTC telephones connected with control operator at St. Paul Yard are located 265 feet west and 35 feet east of the bridge.

X-47 In Southeast Minneapolis all movements over Essex Street crossing must be protected as prescribed by Rule 103.

X-48 Clark Transport Company vehicular crossings are located 100 feet west and 1120 feet west of 26th Avenue crossing in Minneapolis. Movements over these crossings must be protected as prescribed by Rule 103 unless it is definitely known there are no vehicles approaching.

X-50 At Lake Street crossing between Minnehaha and South Minneapolis, all trains and engines must stop short of the crossing and one member of the crew must walk ahead to the sidewalk and ascertain if the track is clear and that the Griswold signals are in Stop position before giving signal to his crew to proceed over the crossing.

X-51 At 33rd Street crossing between Minnehaha and South Minneapolis, cars on tracks 3, 4 and 5 must be left at least one car length from the crossing. All movements over the crossing must be protected as prescribed by Rule 103 unless the approach to the street can be plainly seen and it is definitely known that there are no vehicles approaching that would make it possible for an accident to occur.

X-52 At 46th Street crossing, Minnehaha, all movements must stop before entering the crossing and must be protected as prescribed by Rule 103.

X-53 Account restricted overhead clearance all trains handling tri-level carloads of automobiles or any load or empty in excess of 17 feet high MUST BE OPERATED ON MAIN TRACK ONLY between Cedar Avenue and Humboldt Avenue. Such trains must not exceed 15 MPH between these points.

## MINNESOTA-DAKOTA SECOND SUBDIVN

X-60 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Norwood C&NW crossing  | 45                |
| Glencoe, over street crossings   | 35                |
| Between E118 and E122 and over BN crossing at E122:<br>Trains using No. 2 main track through turnouts at each end and over BN crossing at E122 | 30                |
| Trains using No. 1 main track and over BN crossing at E122   | 50                |
| Montevideo—2100 feet east of Main Street to 1200 feet west of Smith Avenue   | 20                |

X-61 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on track south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

X-62 A 30 MPH reduce speed sign is located about 4500 feet west of MP 538 on the single track for westward trains and this sign governs movement over No. 2 main track only.

A 30 MPH reduce speed sign is located about 3000 feet west of E122 and this sign for eastward operation governs movement over No. 2 main track only.

X-63 At Glencoe, crews switching Glencoe Mills must work on outside of industry track due to close clearance between track and Mill Building.

X-64 At Bird Island, when using siding, all train and engine movements over Main Street crossing must be protected as prescribed by Rule 103.

## MINNESOTA-DAKOTA THIRD AND FOURTH SUBDIVNS

X-67 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Montevideo—2100 feet east of Main Street to 1200 feet west of Smith Avenue | 20                |
| Appleton—BN crossing   | 50                |
| Appleton Gravel Pit Tracks   | 15                |
| From Summit to Twin Brooks, eastward trains                                | 45                |
| Aberdeen—C&NW and BN crossings   | 20                |
| Aberdeen—Over Main Street and Kline Street crossings                       | 10                |
| Trains moving against the current of traffic                               | 49                |
| Between C&NW and BN crossing at Aberdeen and west switch of Aberdeen Yard  | 20                |



- X-68 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.
- X-69 At Aberdeen, when necessary to proceed on hand signal over the BN and C&NW crossings as prescribed by Rule 613 such movement must be made at restricted speed to the next signal.
- X-70 At Aberdeen Yard, normal position for east leg of wye switch from the drill track west of the overpass is lined for through movement on the drill track.
- X-71 At Big Stone City, reverse movements must not be made over D track switch at Big Stone Plant.

### MINNESOTA-DAKOTA FIFTH SUBDIVN

- X-75 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Bridge M-188 between MP 46 and MP 47 and Bridge M-194 between MP 48 and MP 49   | 10                |
| When wrecker derricks are handled over any of these bridges the derricks must be preceded and followed by two empty cars. |                   |

- X-76 All trains and engines must not exceed 10 MPH over street crossings in city of Durand.
- X-77 At State Highway 35, between MP 4 and MP 5 all train and engine movements must be protected as prescribed by Rule 103.
- X-78 When multiple loads with gross weight between 170,000 pounds and 220,000 pounds are moved over the following bridges, they must be separated from each other and from the locomotive by at least two empty or light cars.
- Bridge M-188—1.7 miles east of Eau Claire  
Bridge M-194—0.3 mile east of Eau Claire
- X-79 At Eau Claire, trains and engines must stop at Fifth Street-Chestnut Street crossing and the crossing must be protected as prescribed by Rule 103.

### MINNESOTA-DAKOTA SIXTH SUBDIVN

- X-81 At Lakeland Jct., the normal position of the electrically locked crossing gates is against movements on the CMStP&P.

Trains on the CMStP&P must stop at the Stop sign regardless of the position of the gates and must not proceed beyond this sign, nor may the gates be swung until after any train approaching on the C&NW has either passed over the crossing or come to a stop.

After required stop has been made, a trainman must proceed to the switch box marked MILWAUKEE P.B. (push button) at the Master gate on the west side of the crossing and locked with switch lock, open same (making sure that the door is opened as far as possible) then observe the light in the top case and if same is lighted, will operate P.B. (push button), then operate crank unlocking the gate after which the gates may be moved to the clear position for passage of the train.

After the train has passed over the crossing and beyond the limits of the crossing gates, the gates must be restored to their normal position, cranks returned to normal position, doors closed and locked.

If the lamp in the top case does not light when the door is opened wide, the trainman should first observe whether a train on the C&NW is approaching from either direction, and if not, he must proceed as directed above. If this does not release the electric locking on the gate, the trainman must operate the hand release located in the box marked MILWAUKEE RELEASE in accordance with instructions posted on the inside of cover.

### MINNESOTA-DAKOTA SEVENTH SUBDIVN

- X-82 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Austin, Eighth Street N.E.  | 15                |
| C&NW crossing at Austin Jct.  | 15                |
| Blooming Prairie, all street crossings  | 15                |
| Medford, all street crossings   | 30                |
| Faribault, over approach circuits controlling electric signals at Fourth Street | 20                |
| C&NW crossing at Faribault  | 20                |
| Northfield, all street crossings  | 15                |
| Farmington—Main Street crossing   | 20                |
| Chestnut Street—C&NW crossing, westward   | 25                |

- X-83 At Blooming Prairie, all switching movements over Fourth Street crossing must be protected as prescribed by Rule 103.

Cars must not be spotted less than 50 feet from either side of crossing or any track.

- X-84 Seventh Subdivision trains and engines must not leave Jackson Street, St.

Paul, until they have secured verbal permission from the C&NW train dispatcher through the operator at St. Paul Yard to enter the joint C&NW—CMStP&P track at Chestnut Street.

- X-85 Before CMStP&P trains enter the main track at Cliff, a member of the crew must communicate with the C&NW train dispatcher at St. Paul.
- X-86 Account track conditions, engines or cars are not permitted beyond the highway crossing just east of the East Wye switch leading to the Rosemount area.
- X-87 When the train order signal at Farmington displays a "Stop" or "19 Order" indication, all CRI&P trains must obtain a CRI&P clearance and also CMStP&P clearance, O.K.'d by CMStP&P train dispatcher, except if the means of communication fails, operator may issue "Wire Failure" clearances.
- X-88 Between Comus and Rosemount main track is used jointly by CRI&P and CMStP&P.
- X-89 At Austin, foremen of yard engines must notify the employee of the Hormel Packing Company, who operates the bridge over tracks 1 and 2, located 400 feet from the east end of the loading docks, before coupling on to or disturbing any cars on these tracks. The foreman of yard engines must know that the bridge has been raised and is clear of cars that are to be handled.

### MINNESOTA-DAKOTA NINTH SUBDIVN

- X-91 Speed restrictions (in addition to General Speed Restrictions).

| Location                                   | Maximum Speed MPH |
|--|-------------------|
| Mankato, all street crossings              | 10                |
| C&NW crossing 2.8 miles west of Benning    | 20                |
| MN&S crossing 4.9 miles east of Farmington | 20                |

- X-92 At Montgomery, the normal position of the electrically locked gates at the C&NW crossing is against movements on the CMStP&P.

All trains on the CMStP&P must stop at the Stop Sign regardless of the position of the gate and must not proceed beyond this sign nor may the gate be swung until any train or engine approaching on the C&NW has either passed over the crossing or come to a stop.

- X-93 At Mankato, city ordinances prohibit the ringing of bell or sounding the whistle on engines within the city limits except as a warning against immediate threatened danger or when required by statute.
- X-94 At Lonsdale, all train or engine movements over State Trunk Highway 19 on the house track must be protected by man on ground at the crossing. In flagging the movement, man on ground must use extreme caution to avoid being struck by highway traffic.
- X-95 At Webster, account 24 degree curve engines will not operate beyond frog of switch serving Webster Creamery Co.

### MINNESOTA-DAKOTA TENTH SUBDIVN

- X-96 Speed restrictions (in addition to General Speed Restrictions).

| Location                                     | Maximum Speed MPH |
|--|-------------------|
| At Bridge S-808, 5.0 miles east of Faribault | 10                |

X-97 When 100-ton wrecker derricks are handled over Bridge S-808 located five miles east of Faribault, the derrick must be preceded and followed by two empty cars, at a speed not in excess of 2 MPH.

- X-98 All train or engine movements over U.S. Highway No. 218 crossing, between MP 86 and MP 87, also U.S. Highway 218 crossing on Downtown track at Faribault must be protected as prescribed by Rule 103.

- X-99 All train or engine movements over State Trunk Highway No. 52 located between MP 55 and MP 56 must stop before entering the crossing and move over the crossing under flag protection provided by one employee during the daylight hours and two employees during the hours of darkness.

Employees, while flagging this crossing must be on the ground at the crossing and use extreme caution to avoid being struck by highway traffic.

### MINNESOTA-DAKOTA ELEVENTH SUBDIVN

- X-100 Speed restrictions (in addition to General Speed Restrictions).

| Location   | Maximum Speed MPH |
|--|-------------------|
| Lakeville—Over MN&S crossing                           | 15                |
| Prior Lake—Over street crossings                       | 10                |
| Shakopee—Over Apgar, Lewis and Holmes street crossings | 5                 |
| Farmington—Main street crossing                        | 15                |

X-101 At Shakopee, crews switching Rahr Malting Plant will not move engines over pit on barley track nor over scale on malt track due to reduced clearances.

Account restricted clearance inside barley unloading shed, engines and employees are prohibited from entering this shed as a spot or couple or uncouple cars.

X-102 At Shakopee, the normal position of the electrically locked crossing gates is against movements of the CMStP&P.

### MINNESOTA-DAKOTA TWELFTH SUBDIVN

X-105 Speed restrictions (in addition to General Speed Restrictions).

| Location  | Maximum Speed MPH |
|---|-------------------|
| Conover, junction switch to 1100 feet west on Fifteenth Subdivision | 10                |
| Cresco, all street crossings  | 15                |
| Taopi, C&NW crossing  | 25                |

### MINNESOTA-DAKOTA THIRTEENTH SUBDIVN

X-107 Speed restrictions (in addition to General Speed Restrictions).

| Location                         | Maximum Speed MPH |
|----------------------------------|-------------------|
| South Jct.                       | 15                |
| Mason City, all street crossings | 20                |
| Mason City, C&NW crossing        | 20                |
| Lyle, over ICG transfer switch   | 10                |

X-108 At Mason City, city ordinance prohibits the ringing of bell or sounding of whistle on engines with the city limits except as a warning against immediate threatened danger or when required by statute.

X-109 At Plymouth Jct., the normal position of the electrically locked gate at the CRI&P crossing is against movements on the CMStP&P.

All trains on the CMStP&P must stop at the Stop sign regardless of the position of the gate and must not proceed beyond this sign nor may the gate be swung until any train or engine approaching on the CRI&P has either passed over the crossing or come to a stop.

### MINNESOTA-DAKOTA FOURTEENTH SUBDIVN

X-112 Speed restrictions (in addition to General Speed Restrictions).

| Location                                   | Maximum Speed MPH |
|--|-------------------|
| Bridge Q-30 1/2, 1.0 mile east of Hokah    | 15                |
| Bridge Q-96, 4.0 miles west of Houston     | 15                |
| Bridge Q-192, 0.1 mile west of Lanesboro   | 15                |
| Bridge Q-212, 1.9 miles east of Isinours   | 15                |
| Bridge Q-350, 0.3 mile east of Ramsey      | 10                |
| Fountain to MP 53                          | 15                |
| Lanesboro, all street crossings            | 5                 |
| Spring Valley, all street crossings        | 15                |
| C&NW crossing 3.5 miles west of Brownsdale | 20                |
| Austin Jct. C&NW crossing                  | 15                |
| Austin, Eighth Street Northeast            | 15                |

X-114 On the descending grade from Fountain to Isinours, retainers will be used when in the judgement of the engineer their use is necessary.

X-115 When switching at Standard Oil Co. tank farm east of Spring Valley, engines must not go beyond the "ENGINE LIMIT" signs located 135 feet from each end of loading dock between the two loading tracks. Before moving cars it must be known that loading spouts are clear and derricks set in proper position and all persons on or about cars notified to insure absolute safety.

X-116 When 100-ton wrecker derricks are handled between IM&D Jct. and Isinours they must be preceded and followed by two empty cars.

X-117 At Dexter, all train and engine movements over State Aid Road No. 7 crossing must be protected as prescribed by Rule 103.

### MINNESOTA-DAKOTA FIFTEENTH SUBDIVN

### MINNESOTA-DAKOTA SEVENTEENTH SUBDIVN

X-125 Speed restrictions (in addition to General Speed Restrictions).

| Location                         | Maximum Speed MPH |
|----------------------------------|-------------------|
| Austin, Eighth Street Northeast  | 15                |
| Austin Jct. C&NW crossing        | 15                |
| Albert Lea, all street crossings | 15                |
| Albert Lea, CRI&P crossing       | 20                |

| Location  | Maximum Speed MPH |
|---|-------------------|
| Fairmont, Prairie Avenue  | 6                 |
| Fairmont, all other street crossings  | 15                |
| Welcome, all street crossings   | 15                |
| Sherburn, C&NW crossing   | 20                |
| Sherburn—Train and engines must not exceed 10 MPH on curves and 15 MPH on tangent track of the Interstate Power Co. |                   |

X-126 At Sherburn, the normal position of the gate at C&NW crossing is against movements on the C&NW.

X-127 At Albert Lea, all switching movements over Washington Avenue, Pearl Street and Euclid Street must be protected as prescribed by Rule 103.

X-128 At Austin, foreman of yard engines must notify the employee of the Hornel Packing Company who operates the bridge over tracks 1 and 2 located 400 feet from east end of loading docks, before coupling onto or disturbing any cars on those tracks. The foreman of the yard engines must know that the bridge has been raised and clear of cars that are to be handled.

X-129 At Wilson Co. Plant in Albert Lea the position of "Jackknife" bridges over tracks 1, 2, 3 and 4 is indicated by "Red and Green" "Stop and Go" electric signal lights. The lights show "Red-Stop" continuously while bridges are down and "Green-Proceed" only when both bridges are raised in position to permit safe passage of cars and engines on tracks 1, 2, 3 and 4. The bridges are handled only by the designated employee of the Wilson Co.

X-130 At Albert Lea, account sharp curvature of Rock Island Transfer Switch, six-wheel truck engines are prohibited from operating on Rock Island Interchange Track.

### MINNESOTA-DAKOTA EIGHTEENTH SUBDIVN

X-132 Speed Restrictions (in addition to General Speed Restrictions)

| Location                     | Maximum Speed MPH |
|------------------------------|-------------------|
| Mankato—All street crossings | 10                |

X-133 At Mankato, city ordinance prohibits the ringing of bell or sounding of whistle on engines within the city limits except as a warning against immediate threatened danger or when required by statute.

### MINNESOTA-DAKOTA NINETEENTH SUBDIVN

X-135 Speed Restrictions (in addition to General Speed Restrictions).

| Location                                | Maximum Speed MPH |
|---|-------------------|
| Bridge Q-670, 2.4 miles west of Jackson | 25                |
| Flandreau—All street crossings          | 15                |
| Madison—All street crossings            | 15                |
| Miloma—C&NW crossing                    | 20                |
| Wentworth—Main Street crossing          | 10                |
| Egan—Fourth Street crossing             | 10                |

X-136 At Pipestone, four idler cars must be used when spotting cars on west end Quarry Track account sharp curve.

X-137 At Miloma, CMStP&P engines may use the C&NW main track within yard limits. CMStP&P engines must obtain permission from the C&NW train dispatcher prior to opening switches to enter C&NW main track. After movement has been completed and is clear of C&NW main track and switches lined back to normal position, CMStP&P crew member will so inform the C&NW train dispatcher.

CMStP&P movements must not exceed 10 MPH.

When the C&NW main track switches are opened and engines or cars occupy or foul the main track, this will actuate the eastward and westward approach signals for this interlocking.

### MINNESOTA-DAKOTA TWENTY-FIRST SUBDIVN

X-138 At C&NW crossing, located 2000 feet west of the station at Lake Preston, all trains must come to a stop at the stop sign (regardless of the indication displayed by the absolute signal). When the absolute signal displays a Proceed indication, movement may then proceed over the crossing at at speed not in excess of 15 miles per hour.

### MINNESOTA-DAKOTA TWENTY-SECOND SUBDIVN

X-140 Speed Restrictions (in addition to General Speed Restrictions)

| Location                       | Maximum Speed MPH |
|--------------------------------|-------------------|
| Marquette on wye               | 10                |
| Postville—All street crossings | 20                |
| Ossian—All street crossings    | 30                |
| Calmar—All street crossings    | 20                |

| Location                          | Maximum Speed MPH |
|-----------------------------------|-------------------|
| Lawler—All street crossings       | 30                |
| New Hampton—C&NW crossing         | 20                |
| New Hampton—All street crossings  | 20                |
| Charles City—All street crossings | 20                |
| Charles City—ICG crossing         | 20                |
| Nora Jct.—CRI&P crossing          | 20                |
| Mason City—C&NW crossings         | 20                |

### MINNESOTA-DAKOTA TWENTY-FOURTH SUBDIVN

X-145 Speed Restrictions (in addition to General Speed Restrictions)

| Location  | Maximum Speed MPH |
|---|-------------------|
| Mason City—C&NW crossings   | 20                |
| Garner—CRI&P crossing   | 15                |
| Britt—C&NW crossing   | 20                |
| Spencer—C&NW crossing   | 10                |
| Spencer—  |                   |
| Street crossings—Between 11th Avenue, 845 feet east of MP 218 to the city limits 2245 feet west of MP 219                 | 20                |
| Other street crossings within city limits   | 10                |
| Sheldon—  |                   |
| ICG crossing  | 20                |
| C&NW crossing   | 20                |
| Street crossings  | 8                 |
| Rock Valley—Main Street crossing  | 20                |
| Canton—Between station and junction switch on the Minnesota-Dakota Division Thirty-Seventh and Thirty-Eighth Subdivisions | 20                |

X-146 At Garner, the normal position of the gate at the CRI&P crossing, located 1500 feet east of the station is against movement on the CRI&P.

X-147 Engines are not permitted to move across track scale located 650 feet from point of switch on Tank Spur.

X-148 Between Emmetsburg and Hartley main track is used jointly by CMStP&P and CRI&P and between Ruthven and Spencer also used by C&NW.

X-149 At Spencer the normal position of the gates at C&NW crossing is against movements on C&NW.

X-150 Conductors of C&NW eastward trains or engines starting at Spencer must obtain CMStP&P clearance and necessary train orders at C&NW station at Spencer.

X-151 At Spencer, C&NW trains will register at the C&NW station.

X-152 Ruthven is a register station for C&NW trains only.

X-154 At Iowa Jct., westward trains from the Illinois-Iowa Division must obtain permission from the Minnesota-Dakota Division train dispatcher at Austin before entering the main track and will then use Minnesota-Dakota Division main track between this point and Spencer. A telephone is located in box on pole at junction switch.

X-155 At Iowa Jct., the normal position of the junction switch is for movement on the Minnesota-Dakota Division.

### MINNESOTA-DAKOTA TWENTY-FIFTH SUBDIVN

X-158 Speed Restrictions (in addition to General Speed Restrictions)

| Location                                     | Maximum Speed MPH |
|--|-------------------|
| BN crossing 2.4 miles west of Ottertail Spur | 18                |
| Fargo between and over both BN crossings     | 10                |
| Fargo over 13th Avenue South crossing        | 15                |

X-159 At Ortonville, all eastward trains on Twenty-Fifth Subdivision will stop before passing over school house crossing.

X-160 At Wahpeton, the normal position of the electrically locked crossing gates is against movements on the CMStP&P.

Before operating the gates, the member of the crew at the crossing must call the BN train dispatcher and inform him when the gate is to be operated.

BN dispatcher's phone is located in booth on pole at the crossing which is locked with a BN and CMStP&P switch lock.

X-161 At Fargo, cars must not be dropped or kicked over 13th Street and all movements over this crossing must be protected as prescribed by Rule 103.

X-162 At Ortonville, where the Twenty-Fifth Subdivision intersects highway No. 7, when necessary to couple cars over the crossing, the member of the crew protecting the movement must use a lighted red fusee at night and at any time the visibility is impaired.

### MINNESOTA-DAKOTA TWENTY-SIXTH SUBDIVN

### MINNESOTA-DAKOTA TWENTY-SEVENTH SUBDIVN

X-165 At Bradley, the normal position of the gate at the C&NW crossing is against movements on the CMStP&P. Trains or engines on the CMStP&P must stop at the crossing regardless of the position of the gate, before proceeding over the crossing.

### MINNESOTA-DAKOTA TWENTY-EIGHTH SUBDIVN

### MINNESOTA-DAKOTA TWENTY-NINTH SUBDIVN

X-167 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

### MINNESOTA-DAKOTA THIRTY-FIRST SUBDIVN

X-169 Speed Restrictions (in addition to General Speed Restrictions)

| Location  | Maximum Speed MPH |
|---|-------------------|
| Strasburg, over Main Street crossing just east of station | 10                |

### MINNESOTA-DAKOTA THIRTY-THIRD SUBDIVN

X-173 Speed Restrictions (in addition to General Speed Restrictions).

| Location                                    | Maximum Speed MPH |
|---|-------------------|
| Aberdeen over Third Avenue and Sixth Avenue | 6                 |
| C&NW crossing 1 mile east of Aberdeen       | 10                |
| C&NW crossing 3.0 miles east of Aberdeen    | 20                |
| C&NW crossing 0.2 miles east of Redfield    | 20                |
| C&NW crossing 2.2 miles east of Redfield    | 20                |
| Wolsey C&NW crossing                        | 20                |
| Woonsocket over street crossings            | 10                |
| Mitchell over Minnesota St Crossing         | 20                |

X-174 At Aberdeen Yard at Sixth Ave. color light type indicators located adjacent to all tracks on both sides of the street crossing governing train and engine movements over crossings are in service. When yellow is displayed traffic signals are at stop and rail movements may be made over crossing. When red is displayed the following will govern:

Push buttons for manual control of the traffic signals are located on masts of the indicators. When indicator displays red after a train has approached to within 50 feet of the crossing a member of the crew must operate the button. If indicator continues to display red, movement must be made as per Rule 103.

X-175 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-176 At Aberdeen, the normal position of the crossing gates at C&NW crossing one mile east on Thirty-Third Subdivision is against movements on the C&NW.

X-177 At Woonsocket, cars must not be kicked or dropped over the street crossings.

X-178 At Aberdeen Yard, normal position for east leg of wye switch from the drill track west of the overpass is lined for through movement on the drill track.

X-179 At Wolsey, GP 40 and SD 40-2 type engines are restricted from operating on C&NW tracks.

### MINNESOTA-DAKOTA THIRTY-FOURTH SUBDIVN

X-181 Speed Restrictions (in addition to General Speed Restrictions)

| Location                        | Maximum Speed MPH |
|---------------------------------|-------------------|
| Woonsocket—All street crossings | 10                |

X-182 At Woonsocket, cars must not be dropped or kicked over street crossings.

### MINNESOTA-DAKOTA THIRTY-FIFTH SUBDIVN

X-184 Speed Restrictions (in addition to General Speed Restrictions)

| Location   | Maximum Speed MPH |
|--|-------------------|
| Yankton—Across Burleigh Street                               | 15                |
| Vermillion—Between 6:00 am and 6:00 pm over street crossings | 35                |
| Elk Point—Street crossings                                   | 8                 |
| Parkston—Street crossings just east and west of station      | 15                |
| Scotland—Main Street crossing                                | 8                 |

X-187 At Yankton No. 1 yard track will be used for the meeting and passing of trains and cars must not be left on this track without the authority of the train dispatcher. No. 1 track is 4500 feet in length.

X-188 At Yankton, only six (6) wheel engines permitted on Levee track.

### MINNESOTA-DAKOTA THIRTY-SIXTH SUBDIVN

### MINNESOTA-DAKOTA THIRTY-SEVENTH

AND

### THIRTY-EIGHTH SUBDIVNS

X-189 Speed Restrictions (in addition to General Speed Restrictions)

| Location  | Maximum Speed MPH |
|---|-------------------|
| Sioux Falls—Within city limits .....  | 15                |
| Canton—Between station and junction switch on the Thirty-Seventh and Thirty-Eighth Subdivisions ..... | 20                |
| Akron—Street crossings .....  | 35                |
| Lennox BN crossing .....  | 20                |

X-190 On the main track at Sioux City between the East Yard Office and Pearl Street, trains and engines must move at reduced speed and be prepared to stop short of a switch not properly lined.

Rule 104 will not apply.

X-191 Between West Jct. and East Jct. the main track is used jointly with the BN.

X-192 Rule 83(B) does not apply at Sioux Falls Jct. At Egan, when operator is on duty, trains for the Thirty-Seventh Subdivision starting at Egan must obtain a clearance. When operator is not on duty, clearance will not be required if train order signal indicates proceed.

X-193 At Canton, the train order signal has four color light type indications. The upper lights govern Twenty-Fourth Subdivision and Thirty-Eighth Subdivision trains and the lower lights govern Thirty-Seventh Subdivision trains.

X-194 At Hawarden, engines or box cars must not be operated through or underneath the sand and gravel tower at the north L. G. Everist Co. Pit. Tower will not clear man on side or top of car.

X-195 At Hawarden, engines must not pass over new scale in front of Everist Companies office in North Pit.

X-196 At Hawarden, loading tower on new Everist Company loading track between MP 26 and MP 27, between Hawarden and Hudson will not clear a man on side or top of car, and will not clear box cars or engines account low clearance.

X-197 Movement of shipments exceeding 263,000 pounds especially unit grain trains are subject to the following speed restrictions:

|                                   |        |
|-----------------------------------|--------|
| Between Canton and Lennox .....   | 25 MPH |
| Between MP 311 and MP 323 .....   | 10 MPH |
| Between Parker and Mitchell ..... | 25 MPH |

### MINNESOTA-DAKOTA THIRTY-NINTH SUBDIVN

### MINNESOTA-DAKOTA FORTY-FIRST SUBDIVN

X-199 Speed Restrictions (in addition to General Speed Restrictions)

| Location                                   | Maximum Speed MPH |
|--|-------------------|
| Kennebec Main Street crossing .....        | 20                |
| Mitchell over Minnesota St. Crossing ..... | 20                |

### MINNESOTA-DAKOTA FORTY-SECOND SUBDIVN

X-201 Speed Restrictions (in addition to General Speed Restrictions)

| Location                              | Maximum Speed MPH |
|---------------------------------------|-------------------|
| Rapid city—All street crossings ..... | 10                |

X-202 Manually controlled crossing signals, to be used for switching movements are located at East Boulevard at Rapid City.

X-203 At Rapid City, engines or cars must not be moved west beyond east end of Robbins and Stearns building located on south side of No. 4 track between Seventh and Eighth Streets.

### MINNESOTA-DAKOTA FORTY-THIRD SUBDIVN

X-205 At Bucyrus, Gascoyne, Buffalo Springs and Bowman when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the

near end of the siding until the train that is to take siding has arrived.

### MINNESOTA-DAKOTA FORTY-FOURTH SUBDIVN

X-207 Speed Restrictions (in addition to General Speed Restrictions)

| Location                               | Maximum Speed MPH |
|--|-------------------|
| Miles City — Through city limits ..... | 20                |

X-209 Bridge AA-424 between Terry and Bonfield is protected by a fire detection system. When a train or engine is stopped by a stop and proceed indication at Signal 1082-3 or 1085-8, in addition to complying with Rule 240-B of the Consolidated Code of Operating Rules, a member of the crew must communicate with the train dispatcher before crossing Bridge AA-424 and be governed by instructions received. In case of failure of means of communication, the bridge must be inspected before crossing.

X-210 Bridge AA-478 located between MP 1108 and MP 1109 between Kinsey and Tusler is protected by a fire detection system. When a train or engine is stopped by a stop and proceed indication at signal 1106-7 or 1110-0, in addition to complying with Rule 240-B of the Consolidated Code of Operating Rules, a member of the crew must communicate with the train dispatcher before crossing Bridge AA-478 and be governed by instructions received. In case of failure of means of communication, the bridge must be inspected before crossing.

### MINNESOTA-DAKOTA FORTY-SEVENTH SUBDIVN

X-212 Speed restrictions (in addition to General Speed Restrictions)

| Location                                    | Maximum Speed MPH |
|---|-------------------|
| 1750 HP Diesels GP 9 four wheel truck ..... | 15                |

### MINNESOTA-DAKOTA FORTY-EIGHTH SUBDIVN

X-214 Speed restrictions (in addition to General Speed Restrictions)

| Location                                    | Maximum Speed MPH |
|---|-------------------|
| 1750 HP Diesels GP 9 four wheel truck ..... | 15                |

### MINNESOTA-DAKOTA FORTY-NINTH SUBDIVN

X-216 Speed restrictions (in addition to General Speed Restrictions)

| Location   | Maximum Speed MPH |
|--|-------------------|
| 1750 HP Diesels GP 9 four wheel truck .....                                  | 15                |
| Over FAS Route 520 — First crossing east of station building at Regent ..... | 10                |

## EXCERPTS FROM HAZARDOUS MATERIALS REGULATIONS OF THE DEPARTMENT OF TRANSPORTATION APPLYING TO THE

## HANDLING "PLACARDED CARS" IN RAILROAD TRANSPORTATION

**Note:** For complete information on these regulations, consult R. M. GRAZIANO'S TARIFF or B. E. PAMPHLET 20.

## DEFINITIONS:

"PLACARDED CAR" means a rail car which is placarded as required in part 172 of the regulations with one or more of the following placards:

|                   |                  |
|-------------------|------------------|
| EXPLOSIVES A      | OXYGEN           |
| EXPLOSIVES B      | FLAMMABLE GAS    |
| POISON GAS        | COMBUSTIBLE      |
| FLAMMABLE SOLID W | FLAMMABLE SOLID  |
| RADIOACTIVE       | OXIDIZER         |
| FLAMMABLE         | ORGANIC PEROXIDE |
| NON-FLAMMABLE GAS | CORROSIVE        |
| CHLORINE          | DANGEROUS        |
| POISON            | EMPTY            |

this definition does not apply to FUMIGATION placards.

"Engine" means a locomotive propelled by any form of energy and used by a railroad.

"Occupied caboose" means a rail car being used to transport non-passenger personnel.

"Train" means one or more engines coupled with one or more rail cars, except during switching operations or where the operation is that of classifying and assembling rail cars within a railroad yard for the purpose of making or breaking up trains.

"Shipping paper" means a shipping order, bill of lading, manifest or other shipping document serving a similar purpose and containing the information required by §172.202, §172.203 and §172.204.

## SWITCHING

## § 174.83 Switching of cars containing hazardous materials.

(a) In switching operations where the use of hand brakes is necessary, a loaded placarded tank car, or a draft which includes a loaded placarded tank car, may not be cut off until the preceding car or cars clear the ladder track and the draft containing the loaded placarded tank car, or a loaded placarded tank car, shall in turn clear the ladder before another car is allowed to follow. In switching operations where hand brakes are used, it must be determined by trial whether a loaded placarded car, or a car occupied by a rider in a draft containing a placarded car, has its hand brakes in proper working condition before it is cut off.

(b) A car placarded "EXPLOSIVES A" or "POISON GAS" may not be cut off while in motion or coupled into with more force than is necessary to complete the coupling. No car moving under its own momentum shall be allowed to strike any car placarded "EXPLOSIVES A" or "POISON GAS".

(c) When transporting a car placarded "EXPLOSIVES A" in a terminal yard, or on a side track, or siding, it must be separated from the engine by at least one non-placarded car.

(d) The doors of each closed car placarded "EXPLOSIVES A" must be closed, securely fastened, and the lading securely braced before it is moved.

## § 174.84 Switching of flatcars carrying placarded trailers or freight containers.

(a) A placarded flatcar or a flatcar carrying a placarded trailer or freight container that bears any placard prescribed by Part 172 of this subchapter may not be cut off while in motion.

(b) No rail car moving under its own momentum may be permitted to strike any placarded flatcar or any flatcar carrying a placarded trailer or freight container.

(c) No placarded flatcar or any flatcar carrying a placarded trailer or freight container may be coupled into with more force than is necessary to complete the coupling.

§ 174.85 Placement of freight cars placarded "EXPLOSIVES A" in yards, on sidings, or side tracks. A rail car placarded "EXPLOSIVES A" while in a yard on a siding or side track must be placed so that it will be safe from all probable danger of fire. A car so placarded may not be placed under a bridge or overhead highway.

## LOCATION OF PLACARDED CARS IN TRAINS

§ 174.86 Position in train of cars placarded "EXPLOSIVES A" or "POISON GAS" when accompanied by cars carrying guards or technical escorts. A rail car placarded "EXPLOSIVES A" or "POISON GAS" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "EXPLOSIVES A" placards.

§ 174.87 Placarded cars are prohibited in passenger trains, . . .

§ 174.88 Position in train of cars placarded "EXPLOSIVES A". In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed nearer than the sixth car from the engine or an occupied caboose. However, when the length of the train will not permit this car to be so placed, it must be placed as near the middle of the train as possible, but not less than the second car from the engine or occupied caboose.

§ 174.89 Position in train of cars placarded "RADIOACTIVE". In a moving or standing train, a car placarded "RADIOACTIVE" may not be placed next to any other loaded placarded car (other than one placarded "COMBUSTIBLE"), an engine, occupied caboose, or carload of undeveloped film. Cars placarded "RADIOACTIVE" may be placed next to each other.

## § 174.90 Separating cars placarded "EXPLOSIVES A" or "POISON GAS" from other cars in trains.

(a) In a moving or standing train, a car placarded "EXPLOSIVES A" or "POISON GAS" may not be placed next to:

- (1) A passenger car or combination car that may be occupied except as provided in §174.86;
- (2) Any loaded placarded car other than a car placarded with the same placard or one placarded "COMBUSTIBLE";
- (3) An engine;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, except that loaded cars placarded "EXPLOSIVES A" may be placed next to each other. A flatcar equipped with permanently attached ends of rigid construction is considered to be an open top car. (See subparagraph (6) of this paragraph.);
- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigerator or heating apparatus in operation, or a car with open flame apparatus in service, or with an internal combustion engine in operation;
- (8) A car containing lighted heaters, stoves or lanterns;
- (9) A car occupied by any person, including any attendant for the cargo contained therein; or
- (10) An occupied caboose, except as provided in §174.86.

(b) In a moving or standing train, a car placarded "EXPLOSIVES A" may not be placed next to a car placarded "POISON GAS".

§ 174.91 Position in train of loaded placarded tank car other than car placarded "COMBUSTIBLE". Except for a tank car placarded "COMBUSTIBLE", a loaded placarded tank car in a moving or standing train may not be nearer than the sixth car from the engine, occupied caboose, or passenger car. However, when the length of the train will not permit a loaded placarded tank car to be so placed, it must be placed as near the middle of the train as possible and not nearer than the second car from the engine, occupied caboose, or passenger car.

## § 174.92 Separating loaded placarded tank cars other than cars placarded "COMBUSTIBLE" from other cars in trains.

(a) In a moving or standing train a loaded placarded tank car, other than one placarded "COMBUSTIBLE", may not be placed next to:

- (1) A passenger car or combination car, other than a car occupied by technical escorts and authorized personnel accompanying shipments;
- (2) Any car placarded "EXPLOSIVES A", "RADIOACTIVE", or "POISON GAS";
- (3) An engine or occupied caboose;
- (4) A wooden underframe car (except on narrow gauge railroads);
- (5) A loaded flatcar, other than a specially equipped car in trailer-on-flatcar or container-on-flatcar service or a flatcar loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flatcar, and of a type generally accepted for handling in interchange between railroads subject to the following:
  - (i) A flatcar equipped with permanently attached ends of rigid construction is considered to be an open-top car (see paragraph (a) (6) of this section); and
  - (ii) This exception for cars in trailer-on-flatcar service does not apply to loaded flatbed trucks, loaded flatbed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors;

- (6) An open-top car when any of the lading protrudes beyond the car ends or when any of the lading extending above the car ends is liable to shift so as to protrude beyond the car ends;
- (7) A car with automatic refrigeration or heating apparatus in operation or a car with open-flame apparatus in service or with an internal combustion engine in operation;
- (8) A car occupied by any person, including any attendant for the cargo contained therein.

§ 174.93 **Position in train of empty placarded tank cars.** In a moving or standing train, empty placarded tank cars, except empty tank cars last containing combustible liquid, may not be placed nearer than the second car from the engine or occupied caboose.

#### SHIPPING PAPERS

##### § 172.202 Description of hazardous material on shipping papers.

(a) Each description of a hazardous material on the shipping paper must include—

(1) The proper shipping name prescribed for the material as required by §172.101.

(2) The class prescribed for the material as required by §172.101. When the words of the proper shipping name are identical (excluding the entry "n.o.s.") with the words of the class, the inclusion of the class is not required.

(3) (Reserved)

(4) Except for empty packagings, the total quantity (by weight volume, or as otherwise appropriate) of the hazardous material covered by the description.

##### § 172.203 Additional description requirements.

(g) Transportation by rail

(1) The shipping paper for a rail car containing a hazardous material must contain the notation "Placarded" followed by the name of the placard required for the rail car.

(2) The shipping paper for each specification DOT 112A or 114A tank car (without head shields) containing a flammable compressed gas must contain the notation, "DOT 112A" or "DOT 114A", as appropriate, and either "Must be handled in accordance with FRA E.O. No. 5" or "Shove to rest per E.O. No. 5."

##### § 174.25 Additional information on waybills, switching orders and other billings.

(a) Each waybill, switching ticket, switching order or other billing used in place thereof, prepared by the carrier from bills-of-lading, shipping orders or other shipping papers, and each shipping order used as a waybill for a rail car required to be placarded by Subpart F or Part 172 of this subchapter must, in addition to containing the information required by §172.202 and §172.203 of this subchapter, be plainly marked by the carrier with—

(1) In the case of a flatcar carrying trailers or containers, an indication of which trailers or containers contain the hazardous materials; and

(2) The placard endorsement . . . near the space on the face of the billing provided for the car number—

(b) When the initial movement of a loaded rail car required to be placarded is a switching operation, the switching order, switching receipt, or switching ticket, and all copies thereof, prepared by the shipper, or by the carrier under the shipper's written authority, must contain the following:

(1) The proper shipping name specified in §172.101 of this subchapter;

(2) The hazard class specified in §172.101 of this subchapter;

(3) The total quantity (by weight, volume, or as otherwise appropriate) of the hazardous material covered by the description;

(4) Except when a certified bill of lading is tendered to the carrier, the shipper's certification and signature specified in §172.204 of this subchapter;

(5) The placard notation specified in the Table in §174.25(a);

(c) For empty tank cars which previously contained a hazardous material, other than a combustible liquid, or unless the tank car has been reloaded with a material not subject to this subchapter, or has been sufficiently cleaned of residue and purged of vapor to remove any potential hazard, the billing must show the word(s) "EMPTY" or "EMPTY: Last Contained," followed by the name of the hazardous material last contained in the tank car, the hazard class of the material and the word, "PLACARDED." For example, EMPTY: SULFURIC ACID, Corrosive Material Placarded; or EMPTY: Last Contained SULPHURIC ACID, Corrosive Material, Placarded.

##### § 174.26 Notice to train crews of placarded cars.

(a) At each terminal or other place where trains are made up or switched by crews other than train crews accompanying the outbound movement of cars, the carrier shall execute consecutively numbered notices showing the location in each train of each rail car placarded "EXPLOSIVE A" or "POISON GAS."

A copy of each notice must be delivered to the train and engine crew concerned, and a copy thereof showing delivery to the train and engine crew must be kept on the file by the carrier at each point where the notice is given. At points where train or engine crews are changed, the notice must be transferred from crew to crew. See paragraph (b) of this section for other placarded cars.

(b) The train crew must have a document indicating the position in the train of each loaded placarded car containing hazardous materials, except when the position is changed or the placarded car is placed in the train by a member of the train crew. A train consist may be used to meet this requirement.

(c) A member of the train crew of a train transporting hazardous materials must have in his possession a copy of the shipping papers for the shipment of hazardous materials being transported showing the information required by §172.202 and §172.203 of this subchapter.

#### INSPECTION

##### § 174.8 Inspection.

(b) At any point where a train is required to be inspected, each loaded placarded rail car and each rail car immediately adjacent thereto must be inspected. The cars may continue in transit only when the inspection indicates that the cars are in a safe condition for transportation. (See §174.9 and §174.10). The inspection of a rail car other than a tank car or a rail car containing Class A explosives must include a visual inspection for obvious defects of the running gear and any leakage of contents from the car and to determine whether all required placards are in place and conform to the information given on the train consist or other shipping document as required by §174.26(b).

(c) For inspection requirements applicable to rail cars containing Class A explosives, see §174.10 and §174.104.

##### § 174.9 Inspection of tank cars.

(a) Each loaded placarded tank car must be inspected by the carrier before acceptance at the originating point and when received in interchange to see that they are not leaking and that the air and hand brakes, journal boxes, and trucks are in proper condition for service.

(b) An empty tank car which previously contained a hazardous material and which is tendered for movement or received in interchange must have all manhole covers, outlet valve reducers, outlet valve caps, outlet valve cap plugs, end plugs, and plugs or caps or other openings securely in their proper places, except that heater coil inlet and outlet pipes must be left open for drainage.

##### § 174.10 Inspection of cars at interchange.

(a) Each rail car containing explosives requiring "EXPLOSIVES A" placards (see §174.104) which is offered by a connecting line must be visually inspected externally by the receiving line. If practicable, the receiving carrier should also inspect the lading. The car may not be forwarded until all discovered violations have been corrected.

(b) If the car shows evidence of or if there is any reason to suspect that it has received rough treatment, the lading must be inspected and placed in proper condition before the car is permitted to proceed. When interchange occurs and the inspection is performed after daylight hours, electric flashlights should be used and naked lights may not be used.

(c) A shipment of hazardous materials offered by a connecting carrier must comply with this subchapter, and the revenue waybill, freight bill, manifest of lading, card waybill, switching order, transfer slip ticket, or other billing, must bear the placard notation and endorsement prescribed by §174.25 of this subpart.

(d) A car containing packages of hazardous materials other than explosives may not be offered in interchange if the packages are in a leaking condition.

(e) In the case of a tank car which has developed small leaks in the course of its movement to an interchange point and which requires a short movement to effect delivery for unloading by the consignee, the movement may be made if it can be made safely adhering to the precautions prescribed by §174.50.

#### F.R.A. EMERGENCY ORDER No. 5

(a) DOT specification tank cars 112A and 114A that are not equipped with head shields required by 49CFR 179.100-23, transporting flammable gas requiring Flammable Gas placards, shall not be cut off in motion. No car moving under its own momentum shall be allowed to strike any DOT 112A or 114A tank car containing flammable gas placarded Flammable Gas, that is not equipped with head shields required by 49CFR 179.100-23, nor shall any such car be coupled into with more force than is necessary to complete the coupling.

(b) The shipping papers required by 49CFR 172.203(g)(2), 174.25(a), for DOT specification tank cars 112A and 114A containing flammable gas, placarded Flammable Gas, and not equipped with head shields must carry the notations "DOT 112A" or "DOT 114A" and either "must be handled in accordance with FRA E.O. No. 5" or "shove to rest per E.O. No. 5".

(c) Railroad employees must be informed of the presence of these cars and instructed to handle them in accordance with the requirements of this order.

**Note**—DOT specification 112A and 114A tank cars may be identified by the specification marking displayed on each side of the tank near the right corner.



# HAZARDOUS AND/OR ENVIRONMENTALLY DAMAGING MATERIAL REPORT

Check list to be used **only** when hazardous and/or environmentally damaging commodities loaded in railroad rolling equipment are involved in derailment or found leaking or spilled for any reason.

Name of Person Reporting: \_\_\_\_\_

Train or Other Identification: \_\_\_\_\_

Time of Incident: \_\_\_\_\_ M. Date of Incident: \_\_\_\_\_ 19\_\_\_\_

Location: \_\_\_\_\_

Total Number of Cars Involved: \_\_\_\_\_

Weather Conditions: Clear \_\_\_\_\_ Cloudy \_\_\_\_\_ Raining \_\_\_\_\_ Snowing \_\_\_\_\_

Temperature: \_\_\_\_\_ Wind Direction & Velocity \_\_\_\_\_

| <u>Car No. 1:</u>                                 | <u>Car No. 2:</u> | <u>Car No. 3:</u> |
|---|-------------------|-------------------|
| Initial: _____                                    |                   |                   |
| Number: _____                                     |                   |                   |
| * Contents: _____                                 |                   |                   |
| * Commodity Code No: _____                        |                   |                   |
| <b>THIS CAR IS:</b>                               |                   |                   |
| 1. _____ Not derailed.                            | 1. _____          | 1. _____          |
| 2. _____ Derailed, and:                           | 2. _____          | 2. _____          |
| 3. _____ Upright.                                 | 3. _____          | 3. _____          |
| 4. _____ On side.                                 | 4. _____          | 4. _____          |
| 5. _____ Overturned.                              | 5. _____          | 5. _____          |
| 6. _____ On fire.                                 | 6. _____          | 6. _____          |
| 7. _____ Spilled/leaking.                         | 7. _____          | 7. _____          |
| <b>CONTENTS ARE SPILLED/LEAKING INTO OR ONTO:</b> |                   |                   |
| 8. _____ Lake/river/swamp.                        | 8. _____          | 8. _____          |
| 9. _____ Culvert/sewer.                           | 9. _____          | 9. _____          |
| 10. _____ Drainage/irrigation ditch.              | 10. _____         | 10. _____         |
| 11. _____ Residential property.                   | 11. _____         | 11. _____         |
| 12. _____ Commercial property.                    | 12. _____         | 12. _____         |
| 13. _____ Railroad property.                      | 13. _____         | 13. _____         |
| 14. _____ Farmland.                               | 14. _____         | 14. _____         |
| 15. _____ Other; describe:                        | 15. _____         | 15. _____         |
| _____   |                   |                   |
| _____   |                   |                   |
| _____   |                   |                   |

Note:  
\*Exact description of contents of car, Standard Transportation Commodity Code number and Shippers emergency telephone numbers must be taken from waybill or train list, when practicable.

Reporting employee(s) will remain at scene until released by proper authority.

Remarks: \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Name of Person Receiving Report: \_\_\_\_\_



# POSITION IN TRAIN OF CARS CONTAINING EXPLOSIVES AND OTHER HAZARDOUS COMMODITIES

## HOW TO USE THIS CHART

- To determine where a placarded car can be placed in a train follow these steps:
- Determine the type of placard that is applied to the car.
- Refer to column 2 on chart and locate same placard wording.
- Follow horizontally across chart and note which vertical column applies.
- The symbol "X" indicates wording at top that applies.
- See footnotes for explanation of reference marks.

|                        |   |
|------------------------|---|
| 1                      | 2 |
| PLACARD APPLIED ON CAR |   |

| TYPE OF CAR                                  | WHEN TRAIN LENGTH PERMITS |  | WHEN TRAIN LENGTH DOES NOT PERMIT  |   | 6      | 7   | 8  | 9               | 10              | 11                | 12                | 13                    | 14                      | 15         | 16 |
|--|---------------------------|--|--|---|--------|---|--|-----------------|-----------------|-------------------|-------------------|-----------------------|-------------------------|------------|----|
|  | No                        | Must Not Be Near Sixth Car From Engine or Occupied Caboose | Must Be Placed Near Middle of Train But Not Nearer Than Second Car From Engine or Occupied Caboose | E | Loaded | Open Top Car When Lading Protrudes Beyond Car Ends Or When Lading Extends Above Car Ends Is Liable To Shift | Any Car, Piggyback, Container, Or Other Unit Having Automatic Refrigeration Or Heating Internal Combustion Engine Operating: Lighted Heaters, Stoves Or Lanterns | O C C U P I E D | O C C U P I E D | O C C U P I E S A | P O I S O N G A S | R A D I O A C T I V E | U N D E R V E L O P E D | Any Loaded |    |
| EXPLOSIVES A                                 | X                         | X  | X  | X | X      | X   | X  | X <sup>3</sup>  | X <sup>3</sup>  | X                 | X                 | X                     | X                       | X          | X  |
| POISON GAS                                   |                           |  | X  | X | X      | X   | X  | X <sup>3</sup>  | X <sup>3</sup>  | X                 | X                 | X                     | X                       | X          | X  |
| POISON GAS                                   | X                         | X  | X  | X | X      | X   | X  | X <sup>3</sup>  | X <sup>3</sup>  | X                 | X                 | X                     | X                       | X          | X  |
| RADIOACTIVE                                  |                           |  | X  | X | X      | X   | X  | X               | X               | X                 | X                 | X                     | X                       | X          | X  |
| ANY PLACARD EXCEPT POISON GAS OR COMBUSTIBLE | X                         | X  | X  | X | X      | X <sup>2</sup>  | X  | X               | X               | X                 | X                 | X                     | X                       | X          | X  |
| EMPTY PLACARD EXCEPT EMPTY COMBUSTIBLE       |                           |  | X  | X | X      |   |  |                 |                 | X                 |                   |                       |                         |            |    |
| COMBUSTIBLE OR EMPTY COMBUSTIBLE             | X                         |  |  |   |        |   |  |                 |                 |                   |                   |                       |                         |            |    |
| ANY PLACARDS                                 |                           |  |  |   |        |   |  |                 |                 |                   |                   |                       |                         |            |    |
| ALL OTHER LOADED CARS                        |                           |  |  |   |        |   |  |                 |                 |                   |                   |                       |                         |            |    |

**MUST NOT BE PLACED NEXT TO:**

① A flat car equipped with permanently attached ends of rigid construction is considered to be an open-top car.

② Other than a specially equipped car in trailer-on-flat car or container-on-flat car service or a flat car loaded with vehicles secured by means of a device designed for that purpose and permanently installed on the flat car, and of a type generally accepted for handling in interchange between railroads.  
This exception for cars in trailer-on-flat car service does not apply to loaded flat-bed trucks, loaded flat-bed trailers, loaded open-top trailers or loaded trucks or trailers without securely closed doors.

③ A rail car placarded "Explosives A" or "Poison Gas" in a moving or standing train must be next to and ahead of any car occupied by the guards or technical escorts accompanying this car. However, if a car occupied by guards or technical escorts is equipped with a lighted heater or stove, it must be the fourth car behind any car requiring "Explosives A" placards.