

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

Henry A. Scandrett, Walter J. Cummings, George J. Haight, Trustees

IOWA AND SOUTHERN MINNESOTA DIVISION

SECOND DISTRICT

TIME TABLE No. 11

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

CENTRAL STANDARD TIME

SUNDAY, MARCH 13, 1938.

Superseding Time Table No. 10.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

TABLE OF TRAIN SPEEDS

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

R. C. DODDS,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.
O. N. HARSTAD,
General Manager.

2 WESTWARD

LA CROSSE AND AUSTIN—SUBDIVISION

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	STATIONS	Distance from Austin	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS		SECOND CLASS	
				105	157	158	172							160			
				Mixed	Passenger	Passenger	Mixed	Mixed						Passenger		Daily Except Sat. & Sun.	Sat. Only
				Daily Except Sun.	Daily Except Sun.									Daily Except Sun.			
				6.15 PM	3.15 AM		Yard	.0	.....LA CROSSE.....	108.0	AD		BCEIKRST WYZ	3.20 PM		6.15 PM	8.00 PM
								0.4	.....WEST Y SWITCH.....	107.6	BK		Y				
				6.20	3.20			2.0	1.6 (DRAW BRIDGE) BRIDGE SWITCH.....	106.0	No Office		J	3.12			
				Ls 6.25 PM	Ls 3.25 AM			2.8	0.8 LA CRESCENT (DUB. DIV. CROSSING)	105.2	GN	10.45 PM to 6.45 AM	JY	As 3.10 PM	As 5.50 PM	As 7.35 PM	
				s 6.40	s 3.35	29	9	8.3	5.5 HOKAH.....	99.7	No Office			s 2.59	s 5.35	s 7.15	
				f 6.55	f 3.45	28	14.2	5.9 MOUND PRAIRIE.....	93.8	No Office				f 2.49	f 5.20	f 6.55	
				s 7.20	s 4.00	43	60	20.8	6.6 HOUSTON.....	87.2	HN	5.00 PM to 8.00 AM	DW	s 2.39	s 5.00	s 6.30	
				f 7.30	f 4.07	31	25.1	4.3 PERKINS.....	82.9	No Office				f 2.31	f 4.20	f 5.45	
				s 7.55	s 4.22	45	40	31.9	6.8 RUSHFORD.....	76.1	RH	5.00 PM to 8.00 AM		s 2.21	s 4.05	s 5.30	
				s 8.10	s 4.32	17	38	36.6	4.7 PETERSON.....	71.4	PR	5.00 PM to 8.00 AM		s 2.11	s 3.30	s 4.55	
								10	3.5 NORWEGIAN PIT SPUR ..	67.9	No Office						
				s 8.30	s 4.50	27	27	45.5	5.4 WHALAN.....	62.5	No Office			s 1.56	s 3.00	s 4.25	
				s 9.05	s 5.00	18	77	50.0	4.5 LANESBORO.....	58.0	NE	5.00 PM to 8.00 AM	W	s 1.48	s 2.15	s 4.10	
								54.9	4.9 ISINOORS JUNCTION.....	53.1	No Office		J				
				s 9.30	f 5.10	31	39	55.6	0.7 ISINOORS.....	52.4	No Office			f 1.35	s 1.10	s 3.15	
				s 10.00	s 5.30	34	52	61.3	5.7 FOUNTAIN.....	46.7	FN	5.00 PM to 8.00 AM	C	s 1.23	s 12.45	s 2.50	
				s 10.20	s 5.44	24	30	68.5	7.2 WYKOFF.....	39.5	WF	5.00 PM to 8.00 AM		s 1.09	s 12.20 PM	s 2.20	
								17	6.1 SP'G V'L'Y DOUBLING SPUR	33.4	No Office						
				s 11.00	s 6.02	30	34	75.6	1.0 SPRING VALLEY.....	32.4	SV	5.00 PM to 8.00 AM	DW	s 12.55	s 11.55	s 1.55	
				s 11.30	s 6.23	27	46	85.0	9.4 GRAND MEADOW.....	23.0	GW	5.00 PM to 8.00 AM		s 12.40	s 11.22	s 1.30	
				s 11.45	s 6.38	40	40	91.7	6.7 DEXTER.....	16.3	DX	3.30 PM to 6.30 AM		s 12.28	s 11.00	s 1.05	
				s 12.10 AM	s 6.56	26	99.9	8.2 BROWNSDALE.....	8.1	BD	3.45 PM to 6.45 AM		s 12.14	s 10.40	s 12.40		
								103.4	3.5 C. G. W. CROSSING.....	4.6	No Office		M				
				12.25	7.06		Yard	105.0	1.6 RAMSEY.....	3.0	No Office		JY	12.05 PM	10.25	12.25	
				As 12.40 AM	As 7.15 AM		Yard	108.0	3.0 (C. G. W. CROSSING) AUSTIN.....	.0	DI AX		BCDEIJKR STWZ	L 11.59 AM	L 10.15 AM	L 12.15 PM	
				6.25	4.00				Schedule Time					3.21	8.00	7.45	
				16.8	27.0				Average Speed per Hour					32.3	13.5	14.0	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; FREIGHT TRAINS 30 MILES PER HOUR.

SPECIAL RULES

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

This time table conveys no right to track between Austin and Ramsey. Trains will be governed by manually controlled block signals. See special instructions, page 8.

This time table conveys no right to track between La Crosse and La Crescent; No train will run between La Crosse and La Crescent unless the Conductor and Engineman each have a block train order properly filled out and signed by the operator in charge.

Eastward trains will not pull over the crossing of Dubuque and Illinois Division at La Crescent without first procuring a bridge card or sending a flagman ahead to protect the train.

The operation of Dubuque and Illinois Division trains between Isinours Junction and Isinours by authority of card is discontinued and movement of trains between these two points will be made upon authority of Rule 93. I. & S. M. Division trains will approach Isinours and Isinours Junction under full control and move between these two points at a speed so as to be prepared to stop unless the track is seen or known to be clear.

WESTWARD

AUSTIN AND JACKSON—SUBDIVISION

EASTWARD 3

THIRD CLASS			SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Siding	Other Tracks	Distance from Austin	Time Table No. 11				Distance from Jackson	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS			SECOND CLASS			THIRD CLASS						
Way Freight	Daily Ex. Sun.	561	Way Freight	Daily Ex. Sun.	61	Passenger	Daily Except Sun.	211					In Effect 12:01 a. m. March 13, 1938.	STATIONS	As	Passenger					Daily Except Sun.	222	Way Freight	Daily Ex. Sun.	72	Way Freight	Daily Ex. Sun.	562	Way Freight	Daily Ex. Sun.			
L	8.30 AM		L	8.00 AM		L	7.30 AM					Yard	AUSTIN (C. G. W. CROSSING)	109.5	DI AX		BCDEIJKR STWZ	As 8.10 PM		As 3.00 PM			As 8.35 PM										
	8.40			8.10			7.36				3.0	Yard	RAMSEY	106.5		No Office.	JY	7.58		2.45			8.25										
s	8.55		s	8.25		s	7.48		42	22	9.8		OAKLAND	99.7		No Office		f 7.45		2.30			f 8.10										
	9.05			8.35			7.56				5.3		HOLLANDALE Jct.			No Office	JP	7.32		2.10			7.56										
s	9.25			8.45		s	8.01		41	23	18.0		PETLAN			No Office																	
s	9.55			9.05		s	8.25		58 40	76	24.6		HAYWARD (C. R. I. & P. CROSSING) ALBERT LEA (M. & ST. L. CROSSING)	91.5	HD	5.00 PM to 8.00 AM		s 7.25		2.00		f 7.50											
f	10.05			9.20		f	8.35				16	29.8	ARMSTRONG	84.9	BA	11.00 PM to 7.00 AM	BDIJKTW	s 7.00		1.30			f 3.20										
s	10.25			9.35		s	8.45		42	44	35.2		ALDEN	79.7		No Office		f 6.45		12.50			f 3.05										
	10.35			9.45		f	8.53				43	39.9	BARODA	74.3	DN	5.00 PM to 8.00 AM		s 6.35		12.40			f 3.05										
As	10.45 AM		s	10.30		s	9.00		40	Yard	44.4		WELLS	69.6		No Office		f 6.25		12.20			2.45										
			s	10.55		s	9.22		41	22	53.4		EASTON	65.1	WS	7.00 PM to 8.00 AM	BCDEJRWYZ	s 6.15		s 12.01 PM			L 2.30 PM										
			s	11.20		s	9.33		42	38	59.3		DELAVAN	56.1	AN	5.00 PM to 8.00 AM		s 5.40		s 10.55													
			s	11.55		s	9.47		39	70	66.4		WINNEBAGO (C. ST. P. M. & O. CROSSING)	50.2	VN	5.00 PM to 8.00 AM	W	s 5.25		s 10.25													
			s	12.25 PM		s	9.56		33	71.1			HUNTLEY	43.1	WA	5.00 PM to 8.00 AM	K	s 5.05		s 9.47													
			s	12.40		s	10.07		38	26	77.2		GRANADA	38.4		No Office		s 4.55		s 9.30													
			s	1.30		s	10.18		35	90	83.4		FAIRMONT (C. ST. P. M. & O. C. & N. W. C. Gs.)	32.3	GR	5.00 PM to 8.00 AM		s 4.40		s 9.15													
			s	2.00		s	10.37		50	40	91.4		WELCOME	26.1	FR	5.00 PM to 8.00 AM	KIW	s 4.20		s 9.00													
			s	2.30		s	10.47		42	57	96.9		SHERBURN (M. & ST. L. CROSSING)	18.1	WX	5.00 PM to 8.00 AM		s 4.00		s 7.50													
			s	2.50		s	11.00		42	56	104.2		ALPHA	12.6	SN	5.00 PM to 8.00 AM	I	s 3.50		s 7.35													
			As	3.10 PM		As	11.10 AM		28	Yard	109.5		JACKSON	5.3		No Office		s 3.32		s 7.15													
													Schedule Time	.0	J	5:00 AM to 8:00 AM 6:00 PM to 9:00 PM	BCDRT WY	L 3.20 PM		L 7.00 AM													
	2.15			7.10			3.40						Average Speed per Hour					4.50		8.00			6.05										
	19.3			15.3			29.8											22.7		13.7			7.3										

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; FREIGHT TRAINS 35 MILES PER HOUR.

SPECIAL RULES

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

This time table conveys no right to track between Austin and Ramsey. Trains will be governed by manually controlled block signals. See special instructions, page 8.

All eastward trains will approach the Albert Lea to St. Clair Sub-Division Junction switch one mile west of Albert Lea under control expecting to find Albert Lea to St. Clair Sub Division trains occupying main track.

Nos. 561, 562, 61 and 72 will carry passengers.

4 WESTWARD

JACKSON AND MADISON—SUBDIVISION

EASTWARD

THIRD CLASS			SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	Yard	Distance from Jackson	Time Table No. 11			Distance from Madison	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS		SECOND CLASS		THIRD CLASS	
95	Way Freight	Daily Except Sun.	373	Time Freight	315	211				Passenger	Passenger	222					316	364	94	Way Freight	Daily Except Sun.	Daily Except Sun.
L 5.30 AM						L 11.20 AM	28		JACKSON	124.0	J	5.00AM to 8.00AM 6.00PM to 9.00PM	BCDRT WY	As 3.05 PM							As 4.30 PM	
							35	8.0	DOUBLING TRACK	116.0		No Office										
s 6.00						s 11.40	35	50	LAKEFIELD	112.6	FD	5.00PM to 8.00AM		s 2.40							s 4.00	
s 6.20						s 11.54		25	OKABENA	104.2	BN	5.00PM to 8.00AM		s 2.20							s 3.30	
s 6.30						s 12.04 PM	29	7	MILOMA (G. ST. P. M. & O. CROSSING)	101.1	JC	4.30PM to 7.30AM	K	s 2.10							s 3.10	
s 6.50						s 12.17		23	KINBRAE	93.8	K	5.00PM to 8.00AM		s 1.55							s 2.50	
s 7.20						s 12.29	39	48	FULDA	87.3	FA	5.00PM to 8.00AM	W	s 1.43							s 2.30	
s 7.35						f 12.38		15	WIROCK	81.7	CK	4.00PM to 9.00AM		f 1.30							s 1.55	
s 7.50						s 12.46	55	49	IONA LAKE	77.4	LA	5.00PM to 8.00AM		s 1.20							s 1.45	
s 8.15						s 1.02	33	53	CHANDLER	68.5	XN	5.00PM to 8.00AM	CW	s 1.02							222-211 94-211 s 1.20 s 12.30	
8.25						1.12	22		BUELL	64.1		No Office		12.37							12.05 PM	
s 9.00						s 1.23	40	35	EDGERTON	58.3	DE	5.00PM to 8.00AM		s 12.25							s 11.50	
									EDGERTON GRAVEL PIT..	55.8		No Office										
s 9.15						f 1.35	29	72.6	HATFIELD	51.4	HF	5.00PM to 8.00AM		s 12.09 PM							s 11.10	
s 10.30						s 1.48	42	75	PIPESTONE	44.2	ON	5.00PM to 8.00AM	K	s 11.53							s 10.30	
s 10.45						f 2.03	34	85.9	AIRLIE	38.1	RC	4.00PM to 9.00AM		f 11.41							s 9.20	
s 11.25						s 2.20	40	55	FLANDREAU	29.5	DU	5.00PM to 8.00AM		s 11.25							s 9.00	
s 11.44						s 2.30	22	109	EGAN	25.1	RF	5.00PM to 8.00AM	BDWY	s 11.13							s 8.30	
11.50						2.34		100.8	SIoux FALLS JUNCTION..	23.2		No Office	J	11.08							8.10	
s 12.20 PM						s 2.52	35	33	COLMAN	15.5	CN	5.00PM to 8.00AM		s 10.55							s 7.50	
s 12.40			L 6.20 AM			L 10.40 AM	48	116.3	WENTWORTH (G. N. CROSSING)	7.7	WH	6.00PM to 9.00AM	KR	s 10.40	As 8.30 PM		As 3.10 PM				s 7.25	
As 1.00 PM			As 6.45 AM			As 10.55 AM	24	Yard	MADISON		DK	10.00PM to 6.00AM	BCDJRSTW	L 10.25 AM	L 8.15 PM		L 2.50 PM				L 7.00 AM	
7.30			.25			.15			Schedule Time					4.40	.15		.20				9.30	
16.0			18.5			30.8			Average Speed per Hour					26.5	30.8		23.1				13.1	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; FREIGHT TRAINS 30 MILES PER HOUR.

SPECIAL RULES

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

Conductors of I. & D. Div. trains will get orders by telephone from operator at Egan before fouling I. & S. M. Div. main track at Sioux Falls Jct.

Eastward trains must approach Sioux Falls Junction prepared to stop expecting to find I. & D. Division trains using main track but may proceed without stopping when the way is seen or known to be clear.

Nos. 94 and 95 will carry passengers.
Nos. 94, 211, 222 will register by card at Wentworth.

E. H. LAUGEN,
A. A. SEEMAN,
J. M. MOUDRY,
Train Dispatchers.

F. R. BLOOM,
W. G. ENDE,
C. A. BERG,
Train Dispatchers.

O. C. PEED,
S. JOHNSON,
Train Dispatchers.

F. J. HOLMES,
Asst. Trainmaster & Chief Dispatcher,
Jackson and West.

F. M. VALENTINE,
Chief Dispatcher,
Jackson and East.

M. P. AYARS,
Train Master.

CLEARANCE DISTANCE FOR CAR LOADINGS.

FOR POINTS BETWEEN	Height above top of rail						Limiting Bridge or Other Structure
	6' wide	7' wide	8' wide	9' wide	10' wide	11' wide	
La Crosse and La Crescent.....	20' 2"	20' 2"	20' 2"	19' 11"	19' 9"	19' 5"	Bridge L-4 Bridges Q-30½, Q-64 and Q-96.
La Crescent and Isinours.....	18' 1"	17' 11"	17' 11"	17' 7"	17' 2"	16' 8"	
Isinours and Ramsey.....	18' 10"	18' 9"	18' 7"	18' 2"	17' 9"	16' 10"	Bridge Q-350. " Q-1706. " Q-1444. " S-174½.
Albert Lea and St. Clair.....	22' 0"	22' 0"	22' 0"	22' 0"	22' 0"	22' 0"	
Wells and Mankato.....	17' 6"	17' 6"	17' 6"	17' 6"	17' 6"	16' 6"	
Austin Yard.....	21' 10"	21' 10"	21' 10"	21' 10"	21' 10"	21' 10"	

No overhead obstructions over any other portion of Second District I. & S. M. Div.

WESTWARD

WELLS AND MANKATO—SUBDIVISION

EASTWARD

Table for Wells and Mankato Subdivision. Includes columns for Third Class (561), First Class (41), Capacity of Sidings in Cars, Time Table No. 11 (In Effect at 12:01 A. M. March 13, 1938.), STATIONS (WELLS, MINNESOTA LAKE, MAPLETON, GOOD THUNDER, RAPIDAN, MANKATO), Distance from Mankato, Telegraph Calls, Office Closed Week Days, SYMBOLS (BCDEJ RWYZ, W, CJKRTWZ), First Class (40), Second Class (560), Third Class (562), and Average Speed per Hour.

WESTWARD

MADISON AND WESSINGTON SPRINGS—SUBDIVISION

EASTWARD 5

Table for Madison and Wessington Springs Subdivision. Includes columns for Second Class (311), Capacity of Sidings in Cars, Time Table No. 11 (In Effect at 12:01 A. M. March 13, 1938.), STATIONS (MADISON, JUNIUS, WINFRED, HOWARD, VILAS, ROSWELL, FEDORA, ARTESIAN, FORESTBURG, WOODSOCKET, LANE, WESSINGTON SPRINGS), Distance from Wessington Springs, Telegraph Calls, Office Closed Week Days, SYMBOLS (BCDJRSTW, D, K, W, KN, BDRWY), Second Class (322), and Average Speed per Hour.

WESTWARD

ALBERT LEA AND ST. CLAIR—SUBDIVISION

EASTWARD

Table for Albert Lea and St. Clair Subdivision. Includes columns for Second Class (461), Capacity of Sidings in Cars, Time Table No. 11 (In Effect at 12:01 A. M. March 13, 1938.), STATIONS (ALBERT LEA, FREEBORN, MATAWAN, WALDORF, PEMBERTON, ST. CLAIR), Distance from St. Clair, Telegraph Calls, Office Closed Week Days, SYMBOLS (BDIJKRTW, W, RY), Third Class (460), and Average Speed per Hour.

WESTWARD

MADISON AND BRISTOL—SUBDIVISION

EASTWARD

Table for Madison and Bristol Subdivision. Includes columns for Third Class (375), First Class (315), Capacity of Sidings in Cars, Time Table No. 11 (In Effect at 12:01 A. M. March 13, 1938.), STATIONS (MADISON, RAMONA, OLDHAM, LAKE PRESTON, ERWIN, BRYANT, VIENNA, NAPLES, ELROD, GARDEN CITY, BRADLEY, LILY, BUTLER, BRISTOL), Distance from Bristol, Telegraph Calls, Office Closed Week Days, SYMBOLS (BCDJRSTW, DKM, W, G, LY, BCJRWY), First Class (316), Third Class (398), and Average Speed per Hour.

WESTWARD HOLLANDALE JCT. AND HOLLANDALE SUBDIVISION. EASTWARD

Table for Hollandale Jct. and Hollandale Subdivision. Includes columns for Capacity of Sidings in Cars, Time Table No. 11 (In Effect at 12:01 A. M. March 13, 1938.), STATIONS (HOLLANDALE JCT., TWIN GROVE, SO. HOLLANDALE, MUCKLAND SIDING, ROCK ISLAND JCT., HOLLANDALE), Distance from Hollandale, Telegraph Calls, Office Closed Week Days, SYMBOLS (JPY, JKP), and Average Speed per Hour.

Between Wells and Mankato passenger trains must not exceed maximum speed of 45 miles per hour; freight trains 30 miles per hour. Between Albert Lea and St. Clair trains must not exceed maximum speed of 25 miles per hour. Between Hollandale Jct. and Hollandale trains must not exceed maximum speed of 20 miles per hour.

SPECIAL RULES
Eastward trains are superior to westward trains of the same class. Trains 460, 461, 560, 561 and 562 will carry passengers. Hollandale Line trains need not obtain a clearance card at Hollandale Jct.

Between Madison and Wessington Springs passenger trains must not exceed maximum speed of 40 miles per hour; freight trains 25 miles per hour.

Between Madison and Bristol passenger trains must not exceed maximum speed of 35 miles per hour; freight trains 25 miles per hour.

SPECIAL RULES
Eastward trains are superior to westward trains of the same class. Trains 375 and 398 will carry passengers.

GENERAL INSTRUCTIONS.

SYMBOLS.

- B—Bulletin Boards. C—Coal. D—Drenching Tower. E—Refreshments. G—Railroad Crossing Protected by Gates. I—Interlocking. J—Junction. K—Connection with Foreign Road. M—Railroad Crossing Protected by Signals. O—Oil. P—Dispatchers Telephone. R—Register. S—Standard Clock. T—Turntable. W—Water. Y—Wye. Z—Track Scales.

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

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

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

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

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

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

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

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

Rule 14-L is amended as follows: In complying with Rule 14-L the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the train or engine, so that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz.: Between LaCrescent and Ramsey, Ramsey and Jackson, Jackson and Madison, Madison and Wessington Springs, Hollandale Jct. and Hollandale, Albert Lea and St. Clair, Wells and Mankato, Madison and Bristol. Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: "No. left. at. M and has not passed." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Employees are prohibited from riding:

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

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

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

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

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

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

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

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

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

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

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows: INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

- Normal Speed: The maximum speed authorized by time table in territory involved. Medium Speed: One half the authorized maximum speed. Slow Speed: One fourth the authorized maximum speed.

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

GENERAL INSTRUCTIONS—Continued.

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

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and Enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: Trains must approach the end of double track, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

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

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

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

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, Trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employes, equipment and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph: If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making a coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such cars and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine must be set to avoid a movement of any kind. The engineman must not release brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

Sacks hung on mail cranes create insufficient clearance. Employes on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

When train or enginemen feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher, they must write a telegram. In single track territory, if a train is met before the information had been conveyed to the Train Dispatcher, that train must be stopped and the conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by track men. Track men must be called IMMEDIATELY.

Trains using a siding must proceed, expecting to find it occupied. Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Train Dispatcher or in emergency under flag protection.

Traveling electricians ride on certain passenger trains to take care of defects that may develop enroute on air conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the electrician requests the return of the blue flag.

The following is a supplement to Rule 10 of Rules and Regulations of the Operating Department and will be known as Rule 10-A:

Color	Color Signals	Indication
(a) Red	Stop	
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.	
(c) Green	Proceed, and for other uses prescribed by the rules.	
(d) Green and White	Flag stop. See Rule 28.	
(e) Blue	See Rule 26.	

Rule 10-A applies only on certain divisions or portions thereof when so indicated in time table or bulletin, and will then supersede Rule 10 and modify other rules in conflict therewith.

SPEED RESTRICTIONS.

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

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

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. Turn-outs laid with long frogs are located as follows: Sioux Falls Jct.

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

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

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

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

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distant is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

Trains handling steam derricks will not exceed 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.

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

MILES PER HOUR		MILES PER HOUR	
On Tangent Track	On Curves	On Tangent Track	On Curves
Between LaCrescent and Ramsey.....	20	Between Albert Lea and St. Clair.....	14
Between Ramsey and Jackson.....	15	Between Wells and Mankato.....	15
Between Jackson and Madison.....	20	Between Madison and Bristol.....	17
Between Hollandale Jct. and Hollandale..	14	Between Madison and Wessington Springs....	17

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

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

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

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

SPECIAL INSTRUCTIONS.

There will be no towerman on duty at the interlocking plant at Fairmont between the hours of 7:00 A. M. and 11:00 P. M. on Sundays. Towerman will be employed at Sherburn Interlocking Tower between the hours of 9:00 A. M. and 6:00 P. M. daily except Sunday, and during the balance of the time, tower will be closed, with routes left lined up in both directions for C. M. St. P. & P. track, the signals being set at clear. If for any reason during the hours that the tower is closed with no towerman on duty, the electric home signals should be found at Stop, trains will not proceed or pass same in that position without first being preceded by a flagman, who will see that the route is properly lined up for the movement, that derails on both sides of the crossing are clear of the rail and that the track and crossing is unobstructed before giving hand signal to train to proceed. During the hours when regular towerman is on duty, trains will be governed by signal indications, the same as at other interlocking plants. If signals are found in the Stop position during hours when tower is closed, trainmen will report same promptly to dispatcher at first open office where regular stop is made.

The following will govern the control of freight trains descending Fountain hill, Fountain to Isinours: Before leaving Fountain trains must be carefully inspected by trainmen and retainers must be turned up on not less than 55 per cent of cars in train on which air is operated and in working order, this 55 per cent to be on head end of train. The engineman to be the judge of how many retainers over 55% are to be turned up. Air brakes must be tested before starting, and after test, air pressure must be fully pumped before leaving. Trains must be handled down the hill at a uniform speed. Hand brakes must not be used descending the grade except as called for by engineman or on signal from conductor. If test of brakes at Fountain shows more than two cars in train with defective air brakes, such cars must be controlled by hand brakes, but special care must be given to apply hand brakes in such a manner as not to overheat the wheels. Train will be stopped at Isinours 8 minutes to give the brakemen an opportunity to turn down retainers and for wheels to cool.

Trains with A1, G6 or heavier engines, also trains hauling steam derrick Nos. 12 or 13, or loads of 150,000 to 200,000 lbs. must reduce speed to fifteen (15) miles per hour over bridge and bridge Q96, 0.7 miles east of Perkins. Trains with A2, C1, G7, I5 or heavier engines must reduce speed to fifteen (15) miles per hour over bridge Q212, 1.5 miles east of Isinours.

All train movements over the C. G. W. crossing located 8,000 ft. east of the passenger station at Ramsey, Minn., will be governed by upper quadrant home signals located on right hand side of track approximately 565 ft. from the crossing. These signals are equipped with two arms and smash boards, and indications of same are in accordance with Rule 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-six hundred (2600) feet from the home signals. All trains will approach the home signals under control and, if proceed signal indication is obtained, steam operated trains may proceed over the crossing at a speed not to exceed twenty-five (25) miles per hour. Motor operated trains ten (10) miles per hour. If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in a box marked "C. M. St. P. & P. Release" locked with a standard switch lock. Instructions for operating the release are posted inside the release box. In case the operation of the time release does not clear the home signal, the trainman at crossing upon having made certain that the home signals and smash boards on conflicting road are at "STOP" and no immediate train movement is evident on such line and that the smash boards on the C. M. St. P. & P. signals are clear, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signals or smash boards must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

Swinging type crossing gate has been installed at the crossing of the Minneapolis & St. Louis Railroad and the Chicago, Milwaukee, St. Paul and Pacific Railroad at Bradley, S. D. The normal position of the gate is across the Chicago, Milwaukee, St. Paul & Pacific track and must be kept so set except when a train or engine on the Chicago, Milwaukee, St. Paul & Pacific Railroad is using the crossing. Trains or engines on the Chicago, Milwaukee, St. Paul & Pacific Railroad will make regulation grade crossing stop before using the crossing, whether gate is clear or not, and will not change position of gate or occupy the crossing until any approaching train or engine on the Minneapolis & St. Louis Railroad has come to a full stop or proceeded over the crossing. At night a red light on top of gate post and a red light on arm of gate will indicate Stop and a green light will indicate Proceed, at restricted speed. Proceed indication will be given for trains on the Minneapolis & St. Louis Railroad only. To clear the gate for traffic on either line, it must be swung its full movement and directly across the track. The gate will be handled by trainmen. When crossing is used by C. M. St. P. & P. trains, trainmen will place gates back to normal position across C. M. St. P. & P. track.

Automatic crossing signals at crossing with C. & N. W. Railway two thousand (2,000) feet west of depot at Lake Preston, South Dakota, has been placed in service. C. M. St. P. & P. trains moving over the crossing will be governed by color light type signals (on six foot posts) located at the stop signs on the right hand side of the track four hundred (400) feet from the crossing. Indications of these signals are in accordance with Rules 602-A and 602-G. All trains must come to a full stop at the stop sign (regardless of position of the signal) and if a proceed signal indication is obtained, may then proceed over the crossing at a speed not to exceed fifteen (15) miles per hour. Should the crossing signal fail to clear and no conflicting movement is evident, a trainman shall proceed to the crossing and operate hand release located in box marked "C. M. St. P. & P. Release" locked with a standard switch lock. Instructions for operating release are posted inside the release box. If the operation of the release does not clear the home signal, the trainman at crossing upon having made certain that no immediate train movement is evident on the conflicting road, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

Conductors must notify the employe of the Hormel Packing Company who operates bridge over tracks one and two, located 400 feet from east end of loading docks, before coupling on to, or disturbing any cars on tracks one or two. Conductor must know positively that the bridge has been raised and is clear of cars to be handled.

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS REQUIRING SLOWER SPEED:

That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R. S."—"Resume Speed" at which point normal authorized speed may be resumed.

SEVERE DISCIPLINE WILL BE ADMINISTERED FOR FAILURE TO FULLY COMPLY WITH ABOVE INSTRUCTIONS.

SPECIAL INSTRUCTIONS—Concluded.

Instructions Governing Remote Control and Spring Switches at West End of Double Track at La Crosse

The switch at the end of double track approximately 1,000 feet west of the Roundhouse at La Crosse is electrically interlocked and controlled from the telegraph office at Copeland Avenue, and the switch that connects the west end of the westward main track with the lead track is a spring switch.

Instructions Governing Upper Quadrant Semi-Automatic Home Signals and Smashboards Mississippi Drawbridge at La Crosse.

Trains moving over the Drawbridge will be governed by the home signals, the aspects and routing of which are as shown on diagrams on bulletin boards.

When the home signals indicate "Stop" and for any reason cannot be cleared, trains may proceed only on hand signal from the Bridge Tender and at slow speed expecting to find a broken rail, obstruction or switch not properly set.

Failure of the signals or smashboards must be promptly reported to the Chief Dispatcher from the first open Telegraph Office where regular stop is made.

RULES GOVERNING TRAIN & ENGINEMEN ON SINGLE TRACK MANUALLY CONTROLLED BLOCK SIGNAL TERRITORY BETWEEN C. G. W. CROSSING, AUSTIN AND RAMSEY.

A block signal system is in service between C. G. W. Crossing, Austin and Ramsey. The locations and aspects of the block signals are as shown on the diagram on bulletin boards.

RULE 1

Block signals electrically interlocked and located as indicated will supersede time table authority. The movement of all trains or engines in either direction between C. G. W. Crossing, Austin and Ramsey, will be governed by signal indication as follows:

- Westward trains or engines on main track by stop and stay signal 460 feet west of C. G. W. Crossing, Austin.
Westward trains or engines on main track by stop and stay signal 3600 feet west of C. G. W. Crossing, Austin.
Westward trains or engines on main track by automatic block signal 71-5 located 2500 feet east of Ramsey.

RULE 2

Trains or engines must not foul or enter the block signal territory between C. G. W. Crossing, Austin and Ramsey, unless governing signal is at proceed, or proper authority is obtained from the Train Dispatcher.

RULE 3

When a train is stopped by a "Stop and Stay" block signal it may proceed only upon authority from the Train Dispatcher and at slow speed, expecting to find a broken rail, obstruction, or switch not properly set.

RULE 4

When a train is stopped by a "Stop and Stay" block signal and authority to proceed is requested, the Train Dispatcher will, after being sure there is no opposing train or engine movement, orally authorize train to proceed in the following form:

Should the Train Dispatcher not be able to assure himself that there is no opposing train or engine movement, authority for train to proceed will be given in the following form:

These oral instructions must be repeated by the Conductor or Engineman to insure correct understanding and entry made by the Train Dispatcher in his train order book.

RULE 5

When a train is stopped by a "Stop and Proceed" signal it may proceed when the signal is cleared or if not immediately cleared (except when train is proceeding under flag from last "Stop and Stay" signal as provided in Rule 3) it may proceed at slow speed, expecting to find a broken rail, obstruction, or switch not properly set.

RULE 6

The east end of the crossover from main track to Hornel Plant at Austin is equipped with an electric lock controlled by Train Dispatcher. Trains or engines entering the siding at that point will inform the Train Dispatcher when clear of main track and switches closed and will not again enter upon main track nor open switches without first receiving authority from the Train Dispatcher.

RULE 7

Failure of the signals must be promptly reported to the Train Dispatcher at Austin.

SPEED RESTRICTIONS. ALL TRAINS

Table with 2 columns: Location and Miles per hour. Includes entries like 'Between Black River draw and La Crosse' at 10 mph and 'Over Street Crossings, Fairmont, except North Ave.' at 15 mph.

SPEED RESTRICTIONS. PASSENGER TRAINS.

Table with 2 columns: Location and Miles per hour. Includes entries like 'Descending Fountain Hill' at 25 mph and 'When hauled by two passenger engines double head' at 45 mph.

SPEED RESTRICTIONS. FREIGHT TRAINS.

Table with 4 columns: Location, Direction, and Miles per hour. Includes entries like 'Fountain hill' at 15 mph and 'Spring Valley hill' at 15 mph.

These speed restrictions apply where conditions do not require slower speed. All trains and engines will reduce speed to ten (10) miles an hour while working or running over Liberty Street and the crossing West thereof to La Crosse station.

TONNAGE REDUCTIONS FOR WEATHER CONDITIONS.

Table with 2 columns: Tonnage range and Reduction percentage. Includes entries like '10 to 20 above' at 10% and 'Zero to 10 below' at 20%.

TONNAGE RATING.

Large table with columns for Westward and Eastward directions, and sub-columns for tonnage ratings (G6-M, G6-N, G6-s, K-1, K1-s, G-7, G-8). Lists various locations and their corresponding tonnage ratings.

YARD LIMITS AT

La Crescent. Extend from 2000 feet west of cross-over switch from Iowa & Southern Minnesota Division to Dubuque Illinois Division to main line Junction Switch west of Depot.
Inisours. Extend from 3700 feet east of east switch of yard tracks to 2000 feet west of west switch of yard tracks.

COMPANY SURGEONS.

Table with 4 columns: LOCATION, NAME, RESIDENCE AND TELEPHONE, OFFICE AND TELEPHONE. Lists names and addresses of surgeons in various locations like Chicago, La Crosse, and Woonsocket.

WATCH INSPECTORS.

Table with 4 columns: Location, Name, Address, and Office. Lists watch inspectors and their details in locations like La Crosse, Madison, and Woonsocket.

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

Table with 4 columns: STATION, SUNDAY HOURS, STATION, SUNDAY HOURS, STATION, SUNDAY HOURS. Lists stations and their Sunday operating hours.