DIVISION OFFICERS

E. H. BROBST	Superintendent	Huron
R. W. BAILEY	Division Engineer	Huron
J. E. BREHM	Master Mechanic	Huron
R. W. GEIGEL	Trainmaster	Huron
L. V. GALLUP	Trainmaster	Mankato
D. B. SUTHERLAND	Trainmaster	Winona
H. H. BRUCKS	Traveling Engineer	Tracy
A. W. SATHER	Chief Train Dispatcher	Huron
A. M. FULLER	Train Dispatcher	Huron
I. A. WYLAND	Train Dispatcher	Huron
C. E. MOTCHENBACHER	Train Dispatcher	Huron
R. H. HANSON	Train Dispatcher	Huron
M. A. SCHAFFER	Train Dispatcher	Huron
M. B. STELOW	Train Dispatcher	Huron
R. L. FREDRICK	Train Dispatcher	Huron
D. D. FENSKE	Train Dispatcher	Huron
R. L. CAREY	Train Dispatcher	Huron
R. N. EDDY	Train Dispatcher	Huron

SPEED TABLE

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
1′ 1″	59.	1′12″	50.	2′15″	26.6
1′ 2″	58.	1′15″	48.	2′30″	24.
1′ 3″	57.1	1′20″	45.	2′45″	21.8
1′ 4″	56.2	1′25″	42.3	3′	20.
1′ 5″	55.3	1′30″	40.	3′30″	17.1
1′ 6″	54.5	1′35″	37.9	4′	15.
1′ 7″	53.7	1′40″	36.	5′	12.
1′ 8″	52.9	1′45″	34.3	6′	10.
1′ 9″	52.1	1′50″	32.7	7′	8.6
1′10″	51.4	1′55″	31.3	8′	7.5
1′11″	50.7	2′	30.	10′	6.

General Rules Governing Employes of the Operating Department dated January 1st, 1953 are issued in book form. Employes whose duties are prescribed by these rules must have a copy of them at hand when on duty.

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

DAKOTA DIVISION

TIME TABLE

No. 5

Effective Sunday, Sept. 29, 1957

AT 12:01 A. M.
CENTRAL STANDARD TIME

For the information and government of employes only.

S. C. JONES, Vice President—Operation
C. R. HUSSEY, General Manager
R. W. HERON, General Supt.—Transportation
E. H. BROBST, Superintendent

THINK-PRACTICE-TALK SAFETY

4000—9-29-57

Westward—Winona District—Westward

FIRST CLASS							SECOND CLASS						
		519	515	Mile Posts	Distance from Winona	Time Table 5 Sept. 29, 1957 STATIONS	225	31	97	83	91	9 CGW	495
		DAILY	DAILY				Daily except Sunday	Daily except Sat. & Sunday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday	Daily except Sunday	DAILY
		P.M.	A.M.					A.M.				P.M.	P.M.
		Ls 5.40	Ls 6.03	0		D.....WINONA.....YL		L 7.30				L 1.20	L 6.30
		5.43	6.06	1.6	1.0	C....TOWER CK.....		7.33				1.25	6.35
		5.48	s 6.13	6	6.0	D.MINNESOTA CITY...		7.40				1.35	6.45
		5.53	f 6.20	11.3	11.0	.....STOCKTON.....		7.48				1.45	6.55
		6.06	s 6.38	18.4	19.0	D.....LEWISTON....YL		8.15				2.05	7.15
		6.09	f 6.42	22.6	22.0	D.....UTICA.....		8.25				2.15	7.20
		d 6.15	s 6.50	28.4	28.0	D...ST. CHARLES..YL		8.40				2.25	7.30
		6.20	f 6.56	32.2	32.0	D.....DOVER.....		8.50				2.35	7.38
		6.25	s 7.04	36.9	37.0	D.....EYOTA.....YL		A 9.15 A.M.				A 2.45 P.M.	7.48
				37.7	37.9	...CHATFIELD JCT....							
		6.27	7.07	37.9	38.1	..PLAINVIEW JCT..YL							7.50
		6.33	f 7.15	42.7	44.0	.....HAVERHILL.....							8.02
		6.36	7.18	45.1	46.4	.....SIDING NO. 5.....							8.07
		s 6.45	s **7.23** **7.45**	49.2	50.0	D....ROCHESTER...YL				A.M. L10.30			**8.15** **8.55**
		6.54	s 7.57	58.7	59.3	D.....BYRON.....				10.45			9.10
		7.00	s 8.07	63.9	64.5	D.....KASSON.....YL				11.00			9.28
		s 7.10	s 8.15	68.6	70.1	D....TOWER GW.....				11.10			9.40
		7.16	s 8.20	69.2	70.5	D..DODGE CENTER.YL				**11.31**			9.45
		7.24	s 8.30	76.4	77.5	D...CLAREMONT.....				11.55			10.00
		7.32	8.39	84	85.0	.....HAVANA.....				12.10			10.15
		s 7.37	s 8.51	88.1	90.0	D....OWATONNA...YL				1.00			10.25
		7.49	f 9.02	97	99.0	.....MERIDEN.....				1.20			10.45
		s 8.00	s 9.15	102.5	105.0	C.....WASECA.....YL				A 1.30 P.M.			**11.00** **3.30**
		8.13	s 9.33	112.9	115.5	D....JANESVILLE...YL							3.48
		8.17	9.38	116.3	118.8	....SMITH'S MILL....							3.54
		8.25	9.46	122.6	125.1	.....EAGLE LAKE.....							4.05
		8.29	9.50	125.2	127.8	.....LIME SIDING.....							4.10
		8.36	**10.05**	128.8	131.5	FLETCHER'S SIDING YL							4.18
		s **8.42** **9.00**	s10.10 11.00	139.3	134.3	C.....MANKATO...YL							5.15
		9.12	s11.18	150.1	144.7	D.....JUDSON.....							5.35
		9.20	s11.27	156.5	151.2	.....CAMBRIA.....							5.50
		9.28	11.37	163.7	158.5	....NEW ULM JCT..YL							6.01
		s 9.32	s11.46	165.3	160.1	D.....NEW ULM....YL					P.M. L12.01		6.20
		9.40	s11.57	173.7	168.4	D.....ESSIG.....					12.20		6.40
		s 9.50	s12.12	179.8	174.5	D....SLEEPY EYE...YL			A.M. L 9.30		A12.35 P.M.		**7.05**
		9.57	12.20	186.1	180.7	.....COBDEN.....			9.42				7.20
		s 10.07	s12.32	193.2	187.8	D...SPRINGFIELD..YL			11.00				7.45
		10.17	s12.43	201.7	196.3	D.....SANBORN....YL	A.M. L 3.20		11.40				**8.24**
		10.26	s12.53	208.8	203.4	D...LAMBERTON.....	3.45		12.20				8.40
		10.35	s 1.00	213.7	208.4	D.....REVERE.....	4.00		12.40				**9.00**
		10.42	s 1.07	219	213.6	D.WALNUT GROVE...	4.15		12.50				9.10
		As 10.50 P.M.	As **1.20** P.M.	226.6	221.2	C.....TRACY.....YL	A 4.35 A.M.		A 1.05 P.M.				A **9.30** A.M.

No. 519 will stop at St. Charles to discharge revenue passengers from Madison, Milwaukee or beyond, or to receive revenue passengers for Mankato or beyond.

No. 31 is Superior to No. 32.

Eastward—Winona District—Eastward

Time Table 5
Sept. 29, 1957

FIRST CLASS				SECOND CLASS								
		514	518			84	92	96	10 CGW	32	482	126	
		DAILY	DAILY	STATIONS	Capacity of Sidings	Distance from Tracy	Daily except Sunday	Daily except Sunday	Tuesday Thursday	Daily except Sunday	Daily except Sat. & Sunday	DAILY	Daily except Sunday	
		P. M.	P.M.				A. M.			A. M.	P. M.	A.M.		
		As 9.45	As 1.17	WINONA ....YL		221.0				A10.45	A12.50	A 5.40		
				1.0										
		9.40	1.13	TOWER CK		220.0				10.35	12.45	5.35		
				5.0										
		f 9.34	1.07	MINNESOTA CITY	54	215.0				10.23	12.35	5.25		
				5.0										
		9.27	1.01	STOCKTON	57	210.0				10.13	12.25	5.15		
				8.0										
		s 9.16	12.47	LEWISTON....YL	40	202.0				9.53	12.05	4.50		
				3.0										
		9.08	12.44	UTICA	24	199.0				9.45	11.58	4.35		
				6.0										
		s 9.01	d12.38	ST. CHARLES..YL	24	193.0				9.35	11.48	4.20		
				4.0										
		f 8.55	12.33	DOVER	30	189.0				9.25	11.38	4.10		
				5.0										
		s 8.49	12.27	EYOTA.....YL	96	184.0				L 9.15 A.M.	L11.30 A.M.	4.00		
				0.9										
			12.25	CHATFIELD JCT.		183.1								
				0.2										
		8.44	12.24	PLAINVIEW JCT..YL		182.9						3.55		
				5.9										
		8.38	12.18	HAVERHILL		177.0						3.40		
				2.4										
		8.35	12.15	SIDING NO. 5	94	174.6						3.30		
				3.6										
		8.30	12.10				A. M.							
		s 8.00	s12.02	ROCHESTER...YL	71	171.0	A 7.45					3.20		
				9.3										
		f 7.44	11.49	BYRON	31	161.7	7.23					3.00		
				5.2										
		s 7.36	11.42	KASSON.....YL	56	156.5	7.16					2.45		
				5.6										
		s 7.22	s11.35	TOWER GW	92	150.9	7.07					2.30		
				0.4										
		s 7.16	11.31	DODGE CENTER.YL		150.5	7.05					2.25		
				7.0										
		s 6.58	11.22	CLAREMONT	29	143.5	6.55					2.10		
				7.5										
		6.49	11.13	HAVANA	39	136.0	6.45					1.50		
				5.0										
		s 6.43	s11.07	OWATONNA...YL	22	131.0	6.38					1.30		
				9.0										
		6.28	10.55	MERIDEN		122.0	6.23					1.00		
				6.0										
		6.20	10.46				L 6.15 A.M.					12.45		
		s 6.10	s10.43	WASECA.....YL		116.0						9.40		
				10.3										
		s 5.57	10.28	JANESVILLE...YL	40	105.7						9.25		
				3.3										
		5.50	10.24	SMITH'S MILL	.....	102.4						9.15		
				6.3										
		f 5.43	10.16	EAGLE LAKE	.....	96.1						9.05		
				2.7										
		5.39	10.13	LIME SIDING	100	93.4						9.00		
				3.7										
		5.34	10.05	FLETCHER'S SIDING YL	30	89.7						8.47		
				2.8										
		5.30	10.00											
		s 4.00	s 9.45	MANKATO....YL	43	86.9						8.42		
				10.4										
		s 3.45	9.28	JUDSON	116	76.5						7.05		
				6.5										
		s 3.37	9.20	CAMBRIA	46	70.0						6.53		
				7.3										
		3.28	9.12	NEW ULM JCT..YL	.....	62.7						6.43		
				1.6				A. M.						
		s 3.26	s 9.10	NEW ULM.....YL	48	61.1		A 7.35				6.40		
				8.3										
		s 3.12	8.58	ESSIG	34	52.8		7.15				6.20		
				6.1					P. M.					
		s 2.58	s 8.50	SLEEPY EYE...YL	78	46.7		L 7.05 A.M.	A12.05			6.10		
				6.2										
		2.44	8.41	COBDEN	59	40.5			11.54			5.42		
				7.1										
		s 2.35	s 8.33	SPRINGFIELD..YL	47	33.4			11.30			5.30		
				8.5									P. M.	
		s 2.24	8.24	SANBORN....YL	100	24.9			9.35			5.15	A11.01	
				7.1										
		s 2.15	8.16	LAMBERTON	38	17.8			9.25			5.00	10.40	
				5.0										
		s 2.07	8.10	REVERE	47	12.8			9.00			4.53	10.35	
				5.2										
		s 2.00	8.04	WALNUT GROVE	53	7.6			8.50			4.45	10.17	
				7.6										
		Ls 1.50 P. M.	Ls 7.55 A. M.	TRACY.....YL	.....	0			L 8.30 A.M.			L 4.30 P. M.	L10.01 P. M.	

No. 31 is Superior to No. 32.

No. 518 will stop on signal at St. Charles to receive revenue passengers for Milwaukee, Madison or beyond or to discharge revenue passengers from Mankato or beyond.

Westward—Huron District—Eastward

SECOND CLASS			FIRST CLASS			Mile Posts	Distance from Tracy	Time Table 5 Sept. 29, 1957 STATIONS	Capacity of Sidings	Distance from Huron	FIRST CLASS			SECOND CLASS		
21	495	15	23	519	515						518	514	2	16	126	20
Daily except Sunday	Daily except Sunday	Monday Wednesday Friday	Daily except Sunday	DAILY	DAILY						DAILY	DAILY	Daily except Sunday	Monday Wednesday Friday	Daily except Sunday	Daily except Sunday
	P. M.	A.M.		P. M.	—P. M.—						A.M.	P. M.		P.M.	P. M.	
	L 3.30	L 8.00		Ls 10.55	Ls 1.35	226.6	0.0	C.....TRACY....YL		136.3	As 7.50	As 1.35		A 2.35	A 9.00	
								7.2								
	3.45	8.15		11.04	s 1.50	233.8	7.2	D....GARVIN.....	41	129.1	7.42	s 1.25		2.25	8.35	
								5.8								
	3.55	8.30		11.10	s 1.58	239.5	13.0	D...BALATON.....	52	123.3	7.36	s 1.18		2.15	8.20	
								6.5								
	4.10	8.45		11.18	2.05	246.1	19.5	....BURCHARD....		116.8	7.28	1.08		2.05	8.02	
								7.7								
	4.25	A 9.15		11.27	s 2.16	253.7	27.2	D...TYLER.....YL	90	109.1	7.19	s 12.58		L 1.55	7.52	
		— A.M. —												— P.M. —		
	4.40			s 11.36	s 2.27	261.5	35.0	D.LAKE BENTON...	42	101.3	s 7.10	s 12.48			7.40	
								6.1								
	4.52			11.45	s 2.36	267.8	41.1	.....VERDI.....	46	95.2	7.01	s 12.38			7.30	
								6.7								
	5.05			11.52	s 2.46	274.4	47.8	D....ELKTON.....	100	88.5	6.53	s 12.28			7.20	
								10.8								
	5.25			12.03	s 2.59	285.1	58.6	.....AURORA.....		77.7	6.42	s 12.15			7.00	
								5.7								
P.M.												12.05				P.M.
L 8.00	6.05			s 12.15	s 3.35	290.9	64.3	D..BROOKINGS.YL	63	72	s 6.36	s 11.45			6.50	A 7.10
								3.5								
A 8.20	6.30 7.10			12.19	3.40	294.5	67.8	..Sioux Valley Jct.YL	40	68.5	6.27	11.40			6.37	L 7.00
— P.M. —								3.1								— P.M. —
	7.20			12.23	s 3.46	297.4	70.9	D.....VOLGA.....		65.4	6.23	s 11.35			5.50	
								10.9								
	7.45			s 12.38	s 4.02	308.3	81.8	D..ARLINGTON.YL	45	54.5	s 6.10	s 11.20			5.30	
								5.5								
	7.55			12.45	s 4.11	313.8	87.3	.....HETLAND.....	41	49	6.03	s 11.05			5.20	
								7.1								
	8.10			12.54	s 4.21	321	94.4	D LAKE PRESTON..	50	41.9	5.55	s 10.55			5.06	
								8.6								
	8.25			d 1.04	s 4.34	329.8	103.0	D....DESMET.....	83	33.3	d 5.45	s 10.45			4.52	
								8.8								
	8.45			1.14	f 4.45	338.4	111.8	...MANCHESTER...		24.5	5.36	f 10.35			4.45	
			— P.M. —					6.4					—P.M.—			
	9.10		L 10.15	1.22	s 4.56	344.6	118.2	D...IROQUOIS..YL	45	18.1	5.29	s 10.25	As 9.10		4.28	
								9.3								
	9.28		d 10.27	1.31	f 5.08	354	127.5	.....CAVOUR.....	46	8.8	5.19	f 10.10	8.57		4.14	
								8.8								
	A 9.45 P.M.		As 10.42 P.M.	As 1.45 A.M.	As 5.30 P.M.	362.8	136.3	C.....HURON....YL		0.0	Ls 5.10 A.M.	Ls 10.00 A.M.	Ls 8.45 P.M.		L 4.00 P.M.	

No. 15 is superior to No. 16.

No. 518 will not exceed 30 miles per hour passing Elkton to discharge U. S. mail.

No. 518 will stop at De Smet to receive revenue passengers for Mankato or beyond, and to discharge revenue passengers from Huron or beyond.

No. 519 will stop at De Smet to discharge revenue passengers from Mankato or beyond, and to receive revenue passengers for Huron or beyond.

No. 23 will stop at Cavour to discharge revenue passengers from Salem or beyond.

Westward—Astoria District—Eastward

Distance from Tyler	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D.....TYLER.....YL
	8.0
8.0	.....ARCO.....
	7.0
15.0	.....IVANHOE.....
	9.4
24.4	.....HENDRICKS.....
	7.5
31.9	.....ASTORIA.....

Westward—Pierre District—Eastward

SECOND CLASS 495 Daily except Sunday	SECOND CLASS 29 Tuesday Friday	SECOND CLASS 1 Daily except Sunday	FIRST CLASS 515 DAILY	Mile Posts	Distance from Huron	Time Table 5 Sept. 29, 1957 STATIONS	Capacity of Sidings	Distance from Pierre	FIRST CLASS 514 DAILY	SECOND CLASS 62 Daily except Monday	SECOND CLASS 30 Wednesday Saturday	SECOND CLASS 2 Daily except Sunday
A.M. L 7.40	A.M. L 6.45	A.M. L 3.30	A.M. Ls 2.10	362.8	0.0	C.....HURON.....YL		119.1	A.M. As 4.38	A.M. A 11.25	P.M. A 1.25	P.M. A 5.15
7.50	A 6.55 —A.M.—	A 3.40 —A.M.—	2.20	367	4.0 (4.0)	.JAMES VALLEY JCT..		115.1	4.31	11.15	L 1.15 —P.M.—	L 5.05 —P.M.—
8.15			s 2.35	376.1	13.4 (9.4)	D.....WOLSEY.....	50	105.7	s 4.18	10.55		
8.40			s 2.51	387.6	24.8 (11.4)	D...WESSINGTON.....	70	94.3	s 3.54	10.25		
8.55			f 3.01	393.2	30.4 (5.6)	.....VAYLAND.....		88.7	3.42	10.10		
9.10			s 3.15	400.4	37.6 (7.2)	D..ST. LAWRENCE....		81.5	s 3.29	9.55		
9.45			s **3.23**	402.9	40.1 (2.5)	D.....MILLER.....YL	68	79	s **3.23**	**9.45**		
10.15			s 3.35	413.4	50.6 (10.5)	D...REE HEIGHTS....	60	68.5	s 3.06	8.55		
10.55			s 3.51	425.2	62.5 (11.9)	D....HIGHMORE.....	100	56.6	s 2.45	8.30		
11.15			s 4.02	433	70.4 (7.9)	.....HOLABIRD.....		48.7	f 2.26	8.05		
11.30			s 4.12	440	77.2 (6.8)	D.....HARROLD.....	49	41.9	s 2.16	7.50		
12.20			s 4.28	452.3	89.6 (12.4)	D.....BLUNT.....YL	63	29.5	s 1.56	7.20		
12.40			4.41	461	98.4 (8.8)	.....CANNING.....		20.7	1.37	6.55		
1.00			4.55	470.4	107.6 (9.2)	.....ALTO.....	48	11.5	1.22	6.30		
1.15			5.07	479.4	116.3 (8.7)	.....EAST PIERRE..YL		2.8	1.08	6.08		
A 1.25 P.M.			As 5.15 A.M.	481.9	119.1 (2.8)	C.....PIERRE.....YL	88	0.0	Ls 1.03 A.M.	L 6.00 A.M.		

Westward—Hawarden District—Eastward

First Class 23 Daily except Sunday	Mile Posts	Distance from Hawarden	Time Table 5 Sept. 29, 1957 STATIONS	Distance from Iroquois	Capacity of Sidings	First Class 2 Daily except Sunday
P.M. Ls 5.25	0	0.0	D....HAWARDEN...YL	126.2		A.M. As 2.00
s 5.45	8.6	8.6	D.....ALCESTER..... (8.6)	117.6	34	s 1.30
s 6.02	17.3	17.4	D....BERESFORD..... (8.8)	108.8	31	s 1.05
s 6.20	27.5	27.6	D...CENTERVILLE..YL (10.2)	98.6	30	s12.47
s 6.43	40.6	40.7	D.....HURLEY..... (13.1)	85.5		s12.20
s 6.59	49.5	49.6	D.....PARKER..... (8.9)	76.6	42	s12.05
s 7.16	57.2	57.2	D.....MONROE..... (7.6)	69	67	s11.50
s 7.31	65.8	65.9	D....CANISTOTA..... (8.7)	60.3	31	s11.35
s 7.45 8.45	75.9	76.0	D.....SALEM.....YL (10.1)	50.2	70	s11.20
s 8.55	82	82.1	.....UNITYVILLE..... (6.1)	44.1		s10.34
s 9.05	88	88.1	D.....CANOVA..... (6.0)	38.1	31	s10.23
s 9.21	98.2	98.2	.....VILAS..... (10.1)	28		s10.05
f 9.28	102.9	103.0	.....ARGONNE..... (4.8)	23.2		9.55
s **9.44**	110.7	110.7	D....CARTHAGE..... (7.7)	15.5	33	s **9.44**
s 9.53	117	117.6	.....ESMOND..... (6.9)	8.6		s 9.30
As 10.05 P.M.	126.1	126.2	D.....IROQUOIS....YL (8.6)	0.0	45	Ls 9.18 P.M.

Westward—Yankton District—Eastward

Distance from Centerville	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D...CENTERVILLE..YL
10.5	D.....WAKONDA..... (10.5)
16.4	.....G. N. JCT..... (5.9)
27.1	...C. & N. W. JCT.... (10.7)
28.5	D.....YANKTON..... (1.4)

Westward—Gettysburg District—Eastward

Second Class			Mile Posts	Distance from Sioux Valley Jct.	Time Table 5 Sept. 29, 1957 STATIONS	Capacity of Sidings	Distance from Blunt	Second Class		
21	19	29						30	18	20
Daily except Sunday	Monday Wednesday Thursday	Tuesday Friday						Wednesday Saturday	Tuesday Wednesday Friday	Daily except Sunday
P. M.										P. M.
L 8.20			0	0.0	....Sioux Valley Jct..YL	40	231.0			A 6.20
					—8.2—					
8.45			8.2	8.2	D.....BRUCE.....		222.8			6.00
					—10.1—					
9.15			18.3	18.3	D...ESTELLINE.....		212.7			5.25
					—4.7—					
9.25			23.1	23.0	.....DEMPSTER.....		208.0			5.05
					—7.5—					
9.45			30.5	30.5	D...CASTLEWOOD.....		200.5			4.45
					—6.6—					
10.01			37	37.1	.....APPLEBY.....		193.9			4.28
	—A. M.—				—7.2—				—P. M.—	
A10.20	L 9.30		44.3	44.3	D...WATERTOWN..YL	39	186.7		A 1.40	L 4.10
					—8.2—					—P. M.—
P. M.	9.50		52.4	52.5	.....KAMPESKA.....		178.5		1.15	
					—9.7—					
	10.20		62.3	62.2	D.....HENRY.....		168.8		12.50	
					—5.3—					
	10.35		85.7	67.5	.....ELROD.....		163.5		12.25	
					—7.9—					
	11.05		116.8	75.4	D.....CLARK.....	33	155.6		12.05	
					—11.2—					
	11.40		159	86.6	D.....RAYMOND.....		144.4		11.20	
					—8.0—					
	12.10		209.3	94.6	D.....DOLAND.....YL		136.4		10.55	
					—10.0—					
	12.40		269.7	104.6	D....FRANKFORT.....		126.4		10.20	
		—A. M.—			—10.8—			—A. M.—		
	A 1.15	L 8.15	340.8	115.4	D.....REDFIELD....YL		115.6	A11.25	L 9.45	
	—P. M.—				—10.6—				—A. M.—	
		8.45	351.4	126.0	D.....ZELL.....		105.0	10.55		
					—4.6—					
		9.00	356.1	130.6	D.....ROCKHAM.....		100.4	10.40		
					—8.4—					
		9.20	364.4	139.0	D.....MIRANDA.....		92.0	10.15		
					—8.9—					
		9.45	373.3	147.9	D....FAULKTON.....		83.1	9.50		
					—9.5—					
		10.10	382.9	157.4	.....BURKMERE		73.6	9.20		
					—9.8—					
		10.35	392.7	167.2	D.....SENECA.....		63.8	8.55		
					—13.1—					
		11.10	405.8	180.3	D.....LEBANON.....		50.7	8.22		
					—10.4—					
		11.45	415.7	190.7	D...GETTYSBURG....		40.3	7.55		
					—8.8—					
		12.10	424.4	199.5	.....GORMAN.....		31.5	7.26		
					—6.2—					
		12.30	430.6	205.7	D.....AGAR.....		25.3	7.10		
					—9.7—					
		1.00	440.3	215.4	D.....ONIDA.....		15.6	6.45		
					—15.6—					
		A 1.50 P. M.	456	231.0	D.....BLUNT.....YL	63	9.0	L 6.00 A. M.		

Westward—Groton District—Eastward

Distance from Doland	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D.....DOLAND.....
	—10.9—
10.9	D.....TURTON.....
	—7.5—
18.4	D.....CONDE.....
	—5.9—
24.3	.....VERDON.....
	—6.0—
30.3	D.....FERNEY.....
	—8.5—
38.8	D.....GROTON.....

Westward—St. Peter District—Eastward

Distance from Kasota	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D.....ST. PETER.....
	—4.5—
4.5	.....TRAVERSE.....
	—5.6—
10.1	.....OSHAWA.....
	—4.6—
14.7	D.....NICOLLET.....
	—7.7—
22.4	.....COURTLAND.....
	—5.1—
27.5	....NEW ULM JCT..YL

Westward—Oakes District—Eastward

Third Class		Second Class	Mile Posts	Distance from James Valley Jct.	Time Table 5 Sept. 29, 1957 STATIONS	Capacity of Sidings	Distance fron Oakes	Second Class	Third Class		
19	29	1						2	18	30	
Monday Wednesday Thursday	Tuesday Friday	Daily except Sunday						Daily except Sunday	Tuesday Wednesday Friday	Wednesday Saturday	
	A.M. L 6.55	A.M. L 3.40	0.0	0.0	JAMES VALLEY JCT.		132.1	P.M. A 5.05		P.M. A 1.15	
	7.10	s 3.55	8.1	8.4	8.4 BROADLAND		123.7	s 4.50		12.55	
	7.25	s 4.15	18	18.2	9.8 D HITCHCOCK	53	113.9	s 4.32		12.35	
	7.45	f 4.35	28.4	28.6	10.4 CRANDON		103.5	f 4.12		12.10	
—P.M.— L 1.30	A 8.00 —A.M.—	s 5.00	36.2	36.4	7.8 D REDFIELD YL		95.7	s 4.00	—A.M.— A 9.10	L11.55 —A.M.—	
2.00		s 5.20	46	46.4	10.0 D ATHOL		85.7	s 3.30	8.50		
2.30		s 5.40	56.4	56.6	10.2 D NORTHVILLE		75.5	s 3.10	8.25		
3.00		s 5.55	62.5	62.6	6.0 D MANSFIELD		69.5	s **3.00**	8.10		
3.20		6.10	69.8	70.0	7.4 RUDOLPH		62.1	f 2.45	7.50		
A 3.40 —P.M.—		s 7.00	78.2	78.6	8.6 D ABERDEEN YL	20	53.5	s 2.25	L 7.30 —A.M.—		
		7.20	86.9	87.1	8.5 ORDWAY		45.0	1.45			
		s 7.35	92.6	92.8	5.7 D COLUMBIA		39.3	s 1.35			
		s 8.00	104.4	104.5	11.7 D HOUGHTON		27.6	s 1.10			
		s 8.20	113.1	113.2	8.7 D HECLA		18.9	s12.50			
		s 8.40	122	122.1	8.9 LUDDEN		10.0	s12.35			
		A 9.30 A.M.	131.2	132.1	10.0 D OAKES YL	27	0	L12.15 P.M.			

No. 1 IS SUPERIOR TO No. 2.

TONNAGE RATINGS*

EASTWARD DISTRICT	1600 Alco	1500 GP-7	600 EMD	1500-1600 6-Wheeler
Pierre to Blunt	3620	3330	.....	2900
Blunt to Highmore	2600	2475	.....	3025
Highmore to Huron	7100	6480	.....	7920
Huron to Arlington	2100	1936	.....	2400
Arlington to Sioux Valley Jct.	7500	6810	.....	7500
Sioux Valley Jct. to Tracy	2400	2493	.....	2640
Canby to Marshall	.....	.....	.....	6700
Marshall to Tracy	.....	.....	.....	2950
Tracy to Sleepy Eye	7000	6675	.....	7800
Sleepy Eye to Mankato	8000	7225	.....	8830
Mankato to Lime Siding	1700	1575	.....	1925
Lime Siding to Waseca	2500	2315	.....	2825
Waseca to Rochester	2185	2000	.....	2510
Rochester to Eyota	2075	1750	.....	2325
Eyota to Winona	1925	1775	.....	2250
Blunt to Seneca	.....	.....	.....	2400
Seneca to Raymond	.....	.....	.....	3700
Raymond to Clark	.....	.....	.....	3100
Clark to Watertown	.....	.....	.....	5300
Watertown to Sioux Valley Jct.	.....	.....	.....	8800
Oakes to Redfield	.....	.....	.....	8000
Redfield to Huron	.....	.....	.....	7500
Huron to Centerville	3450	3150	.....	3850
Centerville to Hawarden	2100	1800	.....	2300
Yankton to Centerville	.....	.....	.....	2400
Astoria to Tyler	.....	.....	.....	2900
Groton to Doland	.....	.....	.....	6300
New Ulm to Nicollet	.....	.....	500	.....
Nicollet to St. Peter	.....	.....	1200	.....

WESTWARD DISTRICT	1600 Alco	1500 GP-7	600 EMD	1500-1600 6-Wheeler
Winona to Minnesota City	4200	4000	.....	4525
Minnesota City to Lewiston	.....	975	450	1100
Lewiston to Rochester	2500	2350	.....	2820
Rochester to Byron	1725	1575	.....	2045
Byron to Waseca	2575	2400	.....	2880
New Ulm to Sleepy Eye	1800	1550	.....	2150
Tracy to Tyler	2300	2110	.....	2600
Waseca to Mankato	3600	3215	.....	4050
St. Peter to Traverse	.....	.....	650	2250
Traverse to New Ulm	.....	.....	1500	4300
Mankato to New Ulm	3800	.....	.....	4040
Sleepy Eye to Tracy	2675	2340	.....	2860
Tracy to Canby	.....	.....	.....	4500
Canby to Gary	.....	.....	.....	2100
Tyler to Sioux Valley Jct.	2500	2295	.....	2765
Sioux Valley Jct. to Arlington	2000	1870	.....	2290
Arlington to Wolsey	3200	2950	.....	3450
Wolsey to Highmore	3400	3100	.....	3600
Highmore to Pierre	7000	6480	.....	7900
Brookings to Watertown	.....	.....	.....	3770
Watertown to Clark	.....	.....	.....	3350
Clark to Raymond	.....	.....	.....	2150
Raymond to Redfield	.....	.....	.....	5900
Redfield to Faulkton	.....	.....	.....	3300
Faulkton to Onida	.....	.....	.....	2800
Onida to Blunt	.....	.....	.....	3700
Hawarden to Beresford	2100	1975	.....	2300
Beresford to Parker	2500	2300	.....	2740
Parker to Monroe	1900	1700	.....	2250
Monroe to Huron	3900	3615	.....	4130
Huron to Redfield	.....	.....	.....	7500
Redfield to Oakes	.....	.....	.....	8200

*The above ratings apply under ordinary conditions over maximum grades between the points named; additional tonnage will be handled whenever circumstances and grades will permit.

Westward—Wabasso District—Eastward

Distance from Evan	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D.....EVAN.....YL
	10.7
10.7	.....CLEMENTS.....
	5.0
15.7	.....ROWENA.....
	5.4
21.1	D.....WABASSO....YL
	7.8
28.9	.....LUCAN.....
	7.0
35.9	.....MILROY.....
	6.7
42.6	.....DUDLEY.....
	3.8
46.4	...MARSHALL JCT. YL

Westward—Chatfield District—Eastward

Distance from Chatfield Jct.	Time Table 5 Sept. 29, 1957 STATIONS
	CHATFIELD JCT.YL
	3.0
3.0	...PLANKS JCT....
	8.4
11.4	D...CHATFIELD....

Westward—Plainview District—Eastward

Distance from Plainview Jct.	Time Table 5 Sept. 29, 1957 STATIONS
	PLAINVIEW JCT.YL
	5.0
5.0	.....VIOLA.....
	5.2
10.2	D.....ELGIN.....
	4.7
14.9	D...PLAINVIEW....

Westward—Gary District—Eastward

SECOND CLASS 201 Tuesday Thursday	SECOND CLASS 113 Monday Wednesday Friday	Distance from Tracy	Time Table 5 Sept. 29, 1957 STATIONS	Capacity of Siding	Distance from Gary	THIRD CLASS 114 Monday Wednesday Friday	THIRD CLASS 204 Tuesday Thursday
A. M. L10.00	A. M. L10.00	0.0	D.....TRACY.....YL	....	58.1	P. M. A 6.20	P. M. A 4.45
			7.1				
10.20	10.20	7.1	.....AMIRET.....	....	51.0	6.01	4.25
			8.5				
10.40	10.40	15.6	...MARSHALL JCT. YL	....	42.5	5.35	4.05
			1.7				
A10.45 A. M.	12.15	17.3	D....MARSHALL...YL	....	40.8	5.30	L 4.00 P. M.
			6.9				
	12.35	24.2	D.....GHENT.....	....	33.9	4.45	
			5.8				
	12.55	30.0	D....MINNEOTA.....	....	28.1	4.25	
			4.5				
	1.10	34.5	D.....TAUNTON.....	....	23.6	4.05	
			5.5				
	1.25	40.0	D.....PORTER.....	....	18.1	3.50	
			7.5				
	2.00	47.5	D.....CANBY.....	21	10.6	3.30	
			4.9				
	2.15	52.4	.....BURR.....	....	5.7	3.05	
			5.7				
	A 2.35 P. M.	58.1	D.....GARY.....	....	0.0	L 2.50 P. M.	

BRANCH LINE MILEAGE:

	Miles
Wabasso to Vesta	11.6
Sanborn to Wanda	8.3

Westward—Redwood Falls District—Eastward

Distance from Sleepy Eye	Time Table 5 Sept. 29, 1957 STATIONS
0.0	D....SLEEPY EYE...YL
	7.3
7.3	D.....EVAN.....YL
	6.2
13.5	D.....MORGAN.....
	4.5
18.0	.....GILFILLAN.....
	7.9
25.9	D.REDWOOD FALLS...

SPEED RESTRICTIONS

LOCATION	Restrictions Miles per Hour	
	Psgr. Trains	Freight Trains
BETWEEN WINONA AND WASECA Maximum speed, miles per hour: Passenger trains....59 Freight trains....45		
MP 0.1 to 0.4—Around curve and through crossover between passenger station and yard office at Winona	15	15
MP 0.4 to 1.3—Between Yard Office, Winona and Tower CK	40	.....
MP 1.3 to 1.7—Between home signals and over C. M. St. P. & P. Crossing, Tower CK	20	20
MP 13.0 to 15.0—Between 1.5 and 3.5 miles west of Stockton. Westbound Streamliners only....40 Other Passenger Trains....30 Freight Trains....30		
MP 15.0 to 17.5—Between 3.5 miles west of Stockton and curve 1 mile east of Lewiston. Westbound Streamliners only....35 Other Passenger Trains....30 Freight Trains....30		
MP 18.2 to 18.7—Through the Village of Lewiston	30	30
MP 23.6—Over C. G. W. Jct. switch, 0.5 mile west of Utica	20	20
MP 33.4 to 34.4—Around curves 1.5 miles west of Dover	50	.....
MP 37.0 to 38.0—Between Eyota and Plainview Jct.	Restricted Speed	Restricted Speed
MP 48.0 to 49.0—1.0 mile east of Rochester to highway crossings just east of Rochester station	30	30
MP 49.0 to 49.6—Over highway crossings just east and west of passenger station at Rochester	5	5
MP 49.9—From 300 feet East of crossing to crossing at Eleventh Ave., Northwest, Rochester (Westward)	15	15
MP 50.6—C. G. W. Crossing, Rochester. Between home signals	20	20
MP 56.0 to 57.0—Around curves 2.0 miles east of Byron	50	.....
MP 63.5 to 64.0—Through the Village of Kasson	30	30
MP 68.5 to 69.1—Between home signals and over C. G. W. Railroad crossing at Tower GW	20	20
MP 86.7 to 86.9—Around curve 1.5 miles east of Owatonna	50	.....
MP 88.0—C. M. St. P. & P. Crossing at Owatonna	Stop	Stop
MP 88.2 to 88.3—Over Elm St. and Cedar St. Crossings, Owatonna	10	10
MP 88.9 to 89.2—Around curve 1.0 mile west of Owatonna	50	.....
MP 96.4—Over first highway crossing west of station at Meriden (Westward)	35	35
BETWEEN CHATFIELD JCT. AND CHATFIELD Maximum speed, miles per hour, all trains: On straight track....20 On curves....15		
Junction with Winona District at Chatfield Jct.	Stop	Stop
MP 5.5—Through rock cut at overhead bridge No. 909½—1.6 miles west of Planks Jct.	Restricted speed	Restricted speed
BETWEEN PLAINVIEW JCT. AND PLAINVIEW Maximum speed, miles per hour, all trains: On straight track....20 On curves....15		
Junction with Winona District at Plainview Jct.	Stop	Stop
BETWEEN WASECA AND TRACY Maximum speed, miles per hour: Passenger trains....59 Freight trains....45		
MP 102.6—M. & St. L. Crossing, Waseca	Stop	Stop
MP 103.6 to 103.7—Around curve 1.1 miles west of Waseca	50	.....
MP 109.8 to 111.9—Around curves 3.3 miles east of Janesville to Janesville	55	.....
MP 114.2 to 117.0—Around curves 1.2 miles west of Janesville to 0.8 mile west of Smith's Mill	50	40
MP 125.7 to 128.4—Between 0.5 mile and 3.2 miles west of Lime Siding	30	20
MP 128.4 to 129.3—Between 3.2 miles west of Lime Siding and east switch Mankato	50	40
MP 129.5—Over Twin City Division Crossing 1.75 miles east of Mankato	15	15
MP 130.5—Around Quarry curve 0.75 mile east of Mankato	20	10
MP 130.9 to 131.3—Over Washington and Main Street Crossings and between Home Signals of Interlocking, Mankato	10	10
Over all street crossings Mankato Passenger Station to Bridge M-1605 over Blue Earth River	30	30
MP 1.8 to 2.2—Around reverse curves 1.5 miles to 1.9 miles west of Mankato	50	.....
MP 6.1 to 7.7—Between 5.75 miles and 7.5 miles west of Mankato	25	25

SPEED RESTRICTIONS

LOCATION	Restrictions Miles per Hour Psgr. Trains	Freight Trains
MP 14.1 to 14.4—Around reverse curves 3.5 miles to 3.8 miles west of Judson	50	40
MP 166.3 to 166.6—Around curve 1.0 mile west of New Ulm	45	35
MP 166.8 to 169.0—Between 1.5 miles west of New Ulm and New Ulm	50	30
MP 192.0 to 192.1—Around curve 1.0 mile east of Springfield	50	.....
MP 192.4—Over Brick Yard Crossing, 0.75 mile east of station at Springfield	30	20
MP 205.6 to 206.0—Around curves 3.0 miles east of Lamberton	55	.....
MP 208.5 to 209.1—Within the corporate limits of Lamberton	50	40
MP 225.0 to 225.1—Around curve 1.6 miles east of Tracy	40	30
MP 226.0 to 227—Around curve 0.6 mile east of Tracy station and thru Tracy Yard	25	25
	All Trains	
BETWEEN SANBORN AND WANDA Maximum Speed, Miles per hour: All trains....25		
BETWEEN TRACY AND GARY Maximum Speed, Miles per hour: All trains....30		
MP 244.4—Great Northern Crossing, Marshall	Stop	
MP 278.5 to 284.6—Between 0.3 mile east of Burr and Gary	25	
BETWEEN EVAN AND MARSHALL JCT. Maximum Speed, Miles per hour: All trains.....25		
MP 54.1—Junction with Gary District, Marshall Junction	Stop	
BETWEEN SLEEPY EYE AND REDWOOD FALLS Maximum Speed Per Hour: All trains.....25		
MP 7.8—Junction with Wabasso District, Evan	Stop	
BETWEEN WABASSO AND VESTA Maximum Speed, Miles per hour: All trains....25		
MP 15.0—Junction with Vesta Line, Wabasso	Stop	

LOCATION	Restrictions Miles per Hour All Trains
BETWEEN ST. PETER AND NEW ULM JCT. Maximum Speed, Miles per hour: All trains....25	
MP 161.9 to 162.7—Through Redstone Cut 3.0 miles east of and over Minnesota River bridge, 1.0 mile east of New Ulm Jct.	15
MP 163.7—Junction with Winona District, New Ulm Jct.	Stop
BETWEEN TRACY AND HURON Maximum Speed, Miles per Hour: Passenger trains....59 Freight trains....45	

	Psgr. Trains	Freight Trains
MP 240.9 to 241.1—Around curve 1.4 miles west of Balaton	55	40
MP 247.9 to 248.7—Around curves 1.8 miles to 2.6 miles west of Burchard	40	30
MP 250.6 to 252.0—Around curves 4.5 miles to 5.9 miles west of Burchard	55	.....
MP 259.6 to 259.8—Around curve 2.0 miles east of Lake Benton	45	30
MP 259.9 to 260.1—Around curve 1.7 miles east of Lake Benton	55	.....
MP 261.9 to 262.2—Around curve 0.5 mile west of Lake Benton	30	25
MP 262.4 to 263.3—Around curves 0.7 mile to 1.6 miles west of Lake Benton	45	30
MP 263.9 to 264.0—Around curve 2.3 miles west of Lake Benton	50	.....
MP 264.7 to 265.0—Around curve 3.0 miles east of Verdi	45	30
MP 265.9 to 266.7—Around curves 1.8 miles to 1.1 miles east of Verdi	40	20
MP 274.8—Between Home Signals C. R. I. & P. Crossing, 0.5 mile west of Elkton	20	20
MP 295.2 to 295.3—Around curve 1.8 miles west of Sioux Valley Jct.	50	.....
MP 302.1 to 302.6—Around curves 4.7 miles to 5.2 miles west of Volga	50	35
MP 303.4 to 303.5—Around curve 6.0 miles west of Volga	50	.....
MP 307.3—Between Home Signals G. N. Crossing 1.0 mile east of Arlington	20	20

SPEED RESTRICTIONS

LOCATION	Restrictions Miles per Hour	
	Pass. Trains	Freight Trains
M. P. 308.3—Over Main St. Crossing at Arlington	25	25
MP 309.7 to 310.0—Around curve 1.4 miles to 1.7 miles west of Arlington	55	.....
MP 311.6 to 311.8—Around curve 2.2 miles to 2.0 miles east of Hetland	55	.....
MP 321.3—Between Home Signals C. M. St. P. & P. Crossing, Lake Preston	20	20
MP 362.8—Over Dakota Ave., Huron	5	5
BETWEEN TYLER AND ASTORIA Maximum Speed, Miles per hour: All trains....25	.....	.....
BETWEEN HURON AND PIERRE Maximum Speed, Miles per hour: Passenger trains.....50 Freight trains 40 except: Class "AA" Diesels.....25		
MP 363.4—Between Home Signals G. N. Crossing, Huron	15	15
MP 376.3—Between Home Signals C. M. St. P. & P. Crossing, Wolsey	20	20
MP 459.1—Around curve at Bridge 242—2.0 miles east of Canning	30	20
MP 459.7—Around curve 1.25 miles east of Canning	30	20
MP 463.1—Around curve 2.0 miles west of Canning	30	20
MP 466.8—Around curve 5.4 miles west of Canning	30	20
MP 471.3—Around curve 1.0 mile west of Alto	25	20
MP 481.7—Over Highland Ave., Pierre	25	25
MP 482.5 to 483.1—Around curve east of Missouri River Drawbridge, and over Missouri River Drawbridge. In addition all movements approaching this drawbridge will be governed by Rule 98	20	20
BETWEEN HAWARDEN AND IROQUOIS Maximum Speed, Miles per hour: All trains.....40 Except Class "AA" Diesels between MP 10.1 and 37.3, MP 65.6 and 87.2.....25	All Trains	
MP 0.2—C. M. St. P. & P. Crossing, Hawarden	Stop	
MP 4.0—Around curve 4.0 miles west of Hawarden	25	
MP 5.5—Around curves 5.5 miles west of Hawarden	25	
MP 8.0—Around curve 0.5 mile east of Alcester	25	
MP 17.7—Around curve 600 feet west of West switch, Beresford	20	
MP 35.4—Between Home Signals G. N. Crossing	20	

LOCATION	Restrictions Miles per Hour All Trains
MP 49.0 to 49.7—Around curves 0.6 mile east of Parker and 0.1 mile west of Parker	30
MP 50.7—Around curve 1.5 miles west of Parker	25
MP 75.8—Twin City Division Crossing, Salem	Stop
MP 98.0—C. M. St. P. & P. Crossing 1000 feet east of Vilas	Stop
MP 126.2—Junction with Huron District, Iroquois	Stop
MP 126.2—Trains to or from Hawarden District, Iroquois	15
BETWEEN CENTERVILLE AND YANKTON Maximum Speed, Miles per hour: All trains...25	
MP 0.1—Junction with Hawarden District, Centerville	Stop
MP 16.4—Junction with G. N. at Great Northern Jct.	Stop
MP 27.1—Junction with G. N. at C. & N. W. Jct.	Stop
MP 28.2—C. M. St. P. & P. Crossing, Yankton	Stop
MP 28.4 to 28.6—Over Douglas, and Walnut Street Crossings, main track, and Burleigh St. Crossing, on Belt Line, Yankton	Flag
BETWEEN JAMES VALLEY JCT. AND ABERDEEN Maximum Speed, Miles per hour: All trains...40	
MP 4.0—Junction with Pierre District, James Valley Jct.	Stop
MP 37.7—Between Home Signals C. M. St. P. & P. Crossing 3.0 miles east of Redfield	20
MP 40.5—Over west switch, Redfield	15
MP 68.5 to 79.6—Between 2.0 miles west of Mansfield and 2.0 miles east of Aberdeen	25
MP 79.6—Between Home Signals C. M. St. P. & P. Crossing 2 miles east of Aberdeen	20
MP 79.6 to 80.8—Between 2.5 miles and 1.0 mile east of Aberdeen	25
MP 80.8—Between Home Signals M. & St. L. Crossing 1 mile east of Aberdeen	20
MP 80.8 to 82.1—Between M. & St. L. Crossing 1.0 mile east of Aberdeen and 6th Ave. Crossing, Aberdeen	25
MP 82.1—Over 6th Ave. Crossing, Aberdeen	6
BETWEEN ABERDEEN AND OAKES Maximum Speed, Miles per hour: All trains...30	
MP 82.6—Between Home Signals G. N. and C. M. St. P. & P. Crossings, Aberdeen	20
MP 96.3 to 96.6—Between 0.3 mile east of Columbia and Columbia	20

11 SPEED RESTRICTIONS

LOCATION	Restrictions Miles Per Hour All Trains
MP 127.3—G. N. Crossing 1.25 miles west of Ludden.	Stop
MP 134.7—Soo Line Crossing, Oakes.....	Stop
BETWEEN DOLAND AND GROTON Maximum Speed, Miles per hour: All trains....20 Except Class "C" Diesels between MP 30.6 and MP 36.3: All trains.....15	
MP 0.1—Junction with Gettysburg District, Doland..	Stop
MP 18.5—M. & St. L. Crossing, Conde.....	Stop
MP 38.1—C. M. St. P. & P. gate protected crossing 1500 feet east of depot, Groton.....	Stop
BETWEEN SIOUX VALLEY JCT. AND WATERTOWN Maximum Speed: All trains.....25 Except Class "C" Diesels between MP 6.8 and MP 14.4: All trains.....20	
MP 0.0—Junction with Huron District, Sioux Valley Jct.....	Stop
BETWEEN WATERTOWN AND REDFIELD Maximum Speed, Miles Per Hour: All trains....30	
MP 319.1—Maple Street Crossing, Watertown.....	Flag
Watertown—M. & St. L. gate protected crossing on mill track.....	Stop
MP 319.6—G. N. Crossing, Watertown.....	Stop
MP 319.6 and 337.0—Between G. N. Crossing Watertown and Henry.....	25
MP 342.0—C. M. St. P. & P. Crossing 0.5 mile east of Elrod.....	Stop
MP 386.7 to 389.7—Between 3.5 miles east of Redfield and C. M. St. P. & P. Crossing, Redfield.....	25
MP 389.7—Between Home Signals C. M. St. P. & P. Crossing, Redfield.....	20
BETWEEN REDFIELD AND BLUNT Maximum Speed, Miles Per Hour: All trains....25	
MP 0.2—Over west switch, Redfield.....	15
MP 0.5—Junction with Oakes District, Redfield.....	Stop
MP 32.2—C. M. St. P. & P. Crossing 0.5 mile east of Faulkton.....	Stop
MP 110.8 to 113.5—Between 4.2 miles and 1.5 miles east of Blunt.....	20
MP 115.0—Junction with Pierre District, Blunt.....	Stop

ADDITIONAL SPEED RESTRICTIONS

(a) Eastward trains must use 20 seconds between the M. & St. L. crossing and Second Street at Waseca, Minn. account crossing controls.

(b) Streamliner type trains or Diesel Electric Motor trains and engines must not run over inundated tracks if water is more than 3 inches above top of rail and all trains when operating through water must not exceed 5 miles an hour. Rules 101, 101a and 713 govern.

(c) The maximum speed for diesel power operating light will be as indicated in speed restrictions for freight trains.

(d) Diesel switch engines 1002 and 1200 and those in the 400 series must not be operated at speeds to exceed 25 miles per hour in either forward or backward movement.

(e) The speed of a train moving through a crossover, turnout from main track or siding or to diverging route at a junction, must not exceed 10 miles per hour, except as provided for in the foregoing speed restrictions.

(f) Trains handling steam wreckers must not exceed the speed shown below:

BETWEEN	Miles per Hour
Winona and Pierre Via Mankato.....	30
Hawarden and Iroquois.....	30
James Valley Jct. and Redfield.....	30
On all other districts.....	25

Where lower speed is prescribed it will govern.

(g) Trains handling scale test cars must not exceed 30 miles per hour on Winona District and Huron District nor 20 miles per hour on other Districts. Such cars to be handled only upon specific instructions from chief train dispatcher; placed in train next ahead of caboose and in accordance with Rule 1078.

(h) Circus train and Carnival trains entirely of steel construction or steel underframe cars must not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on Winona District and Huron District and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on other Districts. Where lower speed is prescribed it will govern.

(j) When any locomotive crane or derrick is moved on its own wheels in any train, the boom must be detached.

When any pile driver is moved on its own wheels in any train, except when in actual use, the leads must be folded back and secured.

The cotter key or nut at the bottom of the center pin in the trailing truck of these machines must be removed, when truck is so equipped; such machines must be hauled next to caboose and trains handling them must not exceed 25 miles per hour.

(k) The speed of trains handling rotary snow plows, not in service, will be restricted to 18 miles per hour. Where track conditions will not justify speed of 18 miles per hour the speed must be further reduced to meet existing conditions. When they are handled ahead of engine and not in service the wheel of the rotary should be kept revolving slowly.

(l) "Magor" air dump cars, series No. 11701 to 11765, odd numbers, or cars of a similar type may be handled only in switch, work train or way freight service and then only upon receipt of specific instructions for such handling from the Division Superintendent. Trains handling this type of car must not exceed 20 miles per hour when cars are loaded nor 25 miles per hour when cars are empty.

RULE M **CLOSE CLEARANCES**

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars or attempt to alight therefrom. New employes must exercise great care in this respect.

RULE 3 **STANDARD TIME**

Clocks showing Central Time are located as follows:

Winona Yard Office.	Tracy, Engine House.
Winona, Operators Office.	Huron, Operators Office.
Winona, Engine House.	Huron, Engine House.
Waseca, Operators Office.	Watertown, Operators Office.
Mankato, Operators Office.	Pierre, Operators Office.
Tracy, Operators Office.	Hawarden, Operators Office.

RULE 6

The following letters when placed before the figures of a schedule indicate:

L—Leave
A—Arrive
s—regular stop
f—flag stop to receive or discharge traffic
d—stop to receive or discharge revenue passengers (see footnotes).

RULE 6a

The following letters when placed in the station column indicate:

C—Train order office open continuously.
D—Train order office open as specified by special instructions.
YL—Yard Limits.

RULE 32 **WHISTLING ORDINANCES**

Railroad companies shall not cause nor allow the whistle of any locomotive to be sounded within the limits of Mankato, except as may be necessary to prevent injury to persons or damage to property.

Also refrain from whistling for the following crossings in Rochester:

Broadway
First Avenue
Second Avenue

except in case of emergency.

The use of the locomotive whistle between the Blue Earth River Bridge and the Quarry track Mankato will be modified, but the locomotive bell will be used in this territory.

RULE S-72 **SUPERIOR DIRECTION**

Unless otherwise provided, EASTWARD trains are superior to WESTWARD trains of the same class.

RULE S-83
S-83a **REGISTER STATIONS**

Train registers are located at:

Winona.....Passenger Station. Yard office.
Sioux Valley Jct.....for trains to and from subdivision Gettysburg District and for No. 515 daily except Sundays.
Tyler.....for No. 15 and No. 16.

Waseca	Mankato
New Ulm	Sleepy Eye
Sanborn	Tracy
Watertown	Brookings
Iroquois	Huron
James Valley Jct.	Pierre
Hawarden	Centerville
Redfield	Aberdeen
Oakes	Blunt

No. 519 will stop and register at Sanborn; will register by Blank R at Waseca, New Ulm and Brookings and will not register at Sleepy Eye.

No. 518 will register with Blank R at Brookings, Sanborn, Sleepy Eye, New Ulm and Waseca when communicating offices are open and will not register at Iroquois.

RULE 83c **CLEARANCE FORM A**

(a) All trains must obtain Clearance Form A at Mankato, Waseca, Tracy and Huron.

(b) Trains for which Sleepy Eye, Centerville, Blunt, Watertown, Redfield, Tyler, Aberdeen, Eyota and New Ulm, are initial District stations must obtain Clearance Form A at these stations during the hours that communicating office is open and operators at the stations indicated herein above may accept train orders for such trains without displaying the train order signal at stop.

Except as provided in (a) and (b) Rule 83c does not apply at initial District station when it is a non-communicating office or the office is closed.

RULE 83f **BULLETIN BOARDS**

Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Winona.....Conductor's Room, Trainmen's Room, Yard Office, and Engine House.
Waseca.....Passenger Station.
Mankato.....Yard Office and Enginehouse
Sleepy Eye.....Passenger Station and Enginehouse
Tracy.....Yard Office and Enginehouse
Huron.....Operators Office, Enginehouse and Yardmen's Locker Room
Pierre.....Passenger Station.
Watertown.....Passenger Station and Enginehouse
Hawarden.....Conductor's Room and Enginehouse

RULE 91 **TIME SPACING**

Except in Automatic Block Signal territory, Rules 380 to 382 govern and trains will be spaced 10 minutes apart except that a train must not follow a passenger train within 15 minutes.

RULE 93 **YARD LIMITS**

WINONA DISTRICT:

Winona; Lewiston; St. Charles; Eyota to Chatfield and to Plainview Jct. and Plainview; Rochester; Kasson; Dodge Center; Owatonna; Waseca; Janesville; Fletcher Siding to and including Mankato; New Ulm to New Ulm Jct. and to St. Peter; Sleepy Eye and to Redwood Falls; Springfield; Sanborn and to Wanda; Tracy.

HURON DISTRICT:

Tracy; Tyler and to Astoria; Brookings; Sioux Valley Jct.; Arlington; Iroquois; Huron.

PIERRE DISTRICT:

Huron; Miller; Blunt; East Pierre and to Pierre.

HAWARDEN DISTRICT:

Iroquois; Salem; Hawarden; Centerville and to Yankton except between GN Jct. and C&NW Jct. where GN Rules and time-table apply.

GETTYSBURG DISTRICT:

Sioux Valley Jct.; Watertown; Doland and to Groton; Redfield; Blunt.

GARY DISTRICT:

Tracy; Marshall Jct. to Marshall.

WABASSO DISTRICT:

Evan to and including Marshall Jct.; Wabasso to and including Vesta.

OAKES DISTRICT:

Redfield; Aberdeen; Oakes.

13 SPECIAL RULES—Continued

RULES 104e, 104f, 510a 512a, 512b **SPRING SWITCHES**

WINONA

At east end of roundhouse lead, normal position is for the track leading to ingoing engine house track.

RULES 501a to 516 **AUTOMATIC BLOCK SIGNALS**

Between Lewiston and Stockton.
Between CMStP&P crossing Mankato and 9/10 mile east of Mankato.

RULES 601 to 672 **CROSSINGS, JUNCTIONS AND DRAW BRIDGES**

(a) C. G. W.
Twin Cities Division } Mankato
C. M. St. P. & P.

C. M. St. P. & P. . Tower CK
C. G. W. ..... Dodge Center

(b) In addition to observing Rules 601A to 672 all trains will approach the signal and gate protected crossings shown below at restricted speed. If clear signal indication is given the train must not exceed to speed prescribed in the table below:

	Miles per Hour
Mississippi River Drawbridge, Winona	10
C. G. W. Utica#	20
C. G. W. Rochester	20
Twin Cities Division, 1.75 miles east of Mankato	15
C. R. I. & P., 0.5 miles west of Elkton	20
G. N., 1.0 mile east of Arlington	20
C. M. St. P. & P., Lake Preston	20
G. N., Huron	15
C. M. St. P. & P., Wolsey	20
G. N., 7.8 miles west of Centerville	20
C. M. St. P. & P., 2.0 miles east of Redfield Gettysburg District	20
C. M. St. P. & P., Redfield Oakes District	20
C. M. St. P. & P., 2.0 miles east of Aberdeen	20
M. & St. L., 1.0 mile east of Aberdeen	20
G. N. and C. M. St. P. & P., west of Aberdeen	20

(c) #When a train on the C. & N. W. is stopped by Home signal at the interlocking at Utica, it must not proceed without authority from the operator at Utica; or in case of failure of communication, in accordance with instructions posted in the telephone box at the switch. It may proceed over the switch, preceded by a flagman who must first inspect the switch and know it is properly lined.

Movements to or from the C. G. W. Railroad can be made only by communicating with the operator at Utica, who will release the electric lock on the switch to be lined for the movement.

RULE 704

Civil, gentlemanly deportment is required of all employes in their dealings with the public, their subordinates and each other. Courtesy and attention to patrons is demanded.

Employes who are negligent, insubordinate, dishonest, immoral or quarrelsome or who conduct themselves in such a manner that might bring discredit upon the railway company or loss of good will or who are careless of the safety of themselves or others will not be retained in the service.

RULE 705 **C. G. W. TRAIN INSPECTION**

C. G. W. eastward trains must be carefully inspected before coming onto C. & N. W. main track at Planks Jct.

C. G. W. trains coming off of the C. G. W. track at Utica Jct. must be inspected at that point.

ADDITIONAL SPECIAL INSTRUCTIONS

(a) **HOT BOXES**

When a car is set out because of hot box, the fire must be entirely extinguished and all of the packing removed from the journal box. Close inspection must be made to ascertain whether or not the floor or other wooden parts of the car have been ignited, and if so, they must also be extinguished.

(b) **MANKATO**

A siding 2200 feet in length is located south of and running parallel with the main track, just east of the east yard switch at Mankato which will be known as the "Quarry Siding" and will be used as lead to quarry industry only.

Between Twin Cities Division and Dakota Division main track crossover 1200 feet east of Sibley Park crossing West of Mankato and the crossover at First Avenue, about 1.75 miles east of Mankato passenger station, which is within yard limits, Dakota Division trains and engines and Twin Cities Division trains and engines may use the main tracks of either Division upon receiving permission from the Yardmaster. The time of first class trains must be cleared as prescribed by the rules and special instructions.

When trains of one division are given instructions by the Yardmaster, to use main track of the other division, the Yardmaster will be responsible for knowing that first class trains due have arrived.

All second class or inferior trains and extra trains must approach the crossovers at either end of the yard under full control expecting to find crossovers in use.

Trains and yard engines in either direction when using track back of passenger station, must move under control and at such slow speed as to make the movement entirely safe and must send a flagman ahead over Main Street crossing to warn pedestrians and vehicles as prescribed by Rule 103 and must exercise great care to avoid every danger as vehicles may be standing on track back of station handling passengers and baggage.

Westward trains in using back track must come to a stop before reaching Main Street crossing and wait until flagman has gone ahead and given signal to train to proceed. Rule 103 must be observed.

Eastward passenger trains using the back track to meet another train and stopping at the station to do work will not permit forward end of engine to pass beyond the station building.

(c) **SANBORN**

Dakota Division main track and yard tracks, within the yard limits at Sanborn, are used jointly by the Dakota Divisions and the Northern Iowa District. Main track movements will be governed by Rule 93. The siding at Sanborn is the track immediately north of the main track, extending from the outer switch at the east end of the yard to the extreme west switch at the west end of yard. All Northern Iowa District trains must approach Sanborn Yard at restricted speed expecting to find Dakota Division trains occupying Northern Iowa District main track between crossover and station at Sanborn.

(d) **GETTYSBURG LINE JUNCTION—REDFIELD**

The junction switch located 2,800 feet west of the station at Redfield, will be known as Gettysburg District Junction.

The switch at Gettysburg District Junction, west end of Redfield yard will be set for Oakes District.

(e) **NEW ULM JUNCTION**

The switch at New Ulm Junction will be set for the Winona District.

(f) **MARSHALL JUNCTION**

The switch at Marshall Jct., east of Marshall, will be set for the Gary District.

(g) **MILLER**

The west switch of the siding is the west switch of the facing point crossover for Eastward trains, located about 410 feet west of the station. The extension of the siding, west of this crossover, will be considered a yard track.

(h) **PIERRE**

The track located south of, and running parallel to the main track, extending from the crossover just east of Washington Avenue to the crossover at the viaduct just east of the passenger station, will be considered the siding.

All movements over Pierre St. on "low line" will be preceded by a flagman.

(j) **EVAN**

The junction switch just west of Evan will be set for the Wabasso District.

(k) **WABASSO**

The junction switch just west of Wabasso will be set for the Wabasso District.

(l) **IROQUOIS**

For trains arriving Iroquois on Hawarden District, the east switch of the siding will be the entrance to the siding on Hawarden District.

(m) **SALEM**

The entrance to the siding at Salem for westward trains is the east switch of the crossover located about 1000 feet west of the Twin City Division crossing. The extension to the siding east of this crossover is a yard track.

(n) **OAKES**

C. & N. W. and N. P. trains and engines must proceed at restricted speed within yard limits at Oakes.

(o) **PROTECTION ON BRANCH LINES**

On Hawarden, Gettysburg, Gary and Oakes Districts, third class trains, extra trains and engines, may occupy the main track at stations, between station mile boards, protecting against scheduled trains only, and extra trains must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards.

When possible, trains will be notified of following extra trains by train order in the following form.

After.....M. protect against Extra.....(East or West).

Trains receiving this order, will, after the specified time, protect as prescribed by Rule 99.

Where yard limit signs are shown, Rule 93 will govern.

(p) **GATES AT WATERTOWN**

M. & St. L. crossing on Mill Track. Normal position of gate is across C. & N. W.

(q) **GATES AT GROTON**

The normal position of gates is across the C. & N. W. main track. Trains will stop at crossing sign 200 feet from the crossing. Standard switch indicators are provided at the crossing to indicate approach of C. M. St. P. & P. trains. If indicators are clear, govern instructions on the inside cover of the release box.

(r) **GATES AT ARLINGTON**

The normal position of gates is across the C. & N. W. track and they must be restored to normal position when movements over the crossings have been completed.

(s) **GATES AT YANKTON**

The normal position of the gates is across the C. & N. W. track and they must be restored to normal position when movements over the crossings have been completed.

(t) **OVERHEAD OBSTRUCTIONS**

Maximum width and height of loaded cars that will pass safely over the Dakota Division.

Between	Height Above Top of Rail						Location
	9 ft. wide		10 ft. wide		11′6″ wide		
	ft.	in.	ft.	in.	ft.	in.	
Winona and Waseca	17	1	17	1	17	1	O. H. Br. M-213, east of Owatonna.
Waseca and Tracy	19	10	19	4	18	6	Br. 526, East of Lamberton.
St. Peter and New Ulm	15	10	15	4	14	7	Br. 432, West of Courtland.
Tracy and James Valley Jct.	20	3	19	6	18	3	Br. 29, west of Sioux Valley Jct.
Watertown and Redfield	19	10	19	5	18	9	Br. D-485, west of Frankfort.
Hawarden and Centerville	19	11	19	3	18	3	Br. 2601, West of Hawarden.
Centerville and Iroquois	20	6	19	9	19	3	Br. 2701, ½ mile west of Parker.
Centerville and Yankton	18	1	17	1	17	1	Br. 1104, West of Centerville.

NO LOAD MUST EXCEED 11′ 6″ IN WIDTH NOR 21′ 6″ IN HEIGHT, EXCEPT ON CLEARANCE AUTHORITY FROM CHIEF TRAIN DISPATCHER.

Trainmen and Yardmen must know, and will be held responsible, that cars do not exceed above width and height before placing them in trains or hauling them over the division.