

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

LA CROSSE AND RIVER
DIVISION

Second District

TIME
TABLE
No. 45

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, June 24, 1951

For the government and information
of employees only.

L. W. PALMQUIST,
Superintendent.

C. H. WINTER,
General Superintendent of Transportation.

J. J. O'TOOLE,
Assistant General Manager.

W. J. WHALEN,
General Manager.

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

FIRST SUBDIVISION—WESTWARD

TIME TABLE

No. 45

June 24, 1951

STATIONS

Distance from
La Crosse

Telegraph calls

SEE RULE
6-AOffice Hours
Also see page 10

FIRST CLASS

	57	17	1	55	5	101	15				
	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger				
	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
LA CROSSE											
0.1											
COPELAND AVE.	0.1	BK	P	Continuous	L 2.52 AM	L 3.55 AM	L 5.20 AM	L 10.25 AM	L 3.32 PM	L 5.05 PM	L 7.33 PM
WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)	0.3		IX	No Office							
(MISSISSIPPI DRAWBRIDGE)	0.4										
BRIDGE SWITCH	1.6		IJ	No Office							
(EAST END DOUBLE TRACK)	1.8										
RIVER JCT.	4.1	SJ	BIJPXYR	Continuous	2.59	4.02	5.27	10.31	3.39	5.11	7.39
DRESBACH	7.4			No Office					f 10.36		
DAKOTA	9.1	J	P	7.30AM to 4.30PM Except Sat. & Sun.	3.07	4.08	5.34	s 10.43			
DONEHOWER	12.9		P	No Office	3.11	4.12	5.39	10.48	3.45	5.19	83 7.47
4.8											
LAMOILLE	17.7		P	No Office	3.16	4.17	5.46	f 10.54			
4.6											
HOMER	22.3		P	No Office	3.21	4.21	5.50	f 11.01	3.51	5.27	7.55
4.4											
WINONA	26.7	RH	BCHPVW XZ	Continuous	s 3.30	s 4.27 4.32	f 5.55	s 11.07 11.12	s 4.02 4.04	s 5.33 5.34	s 8.00
(C. & N. W. CROSSING)	1.9										
TOWER CK	28.6	CK	IPVWX	Continuous	3.34	4.36	6.00	11.16			
4.2											
MINNESOTA CITY	32.8		P	No Office	3.39	4.41	6.05	s 11.22	4.11		
4.7											
WHITMAN	37.5		P	No Office	3.44	4.45	6.10	11.27			
5.4											
MINNEiska	42.9		P	No Office	3.49	4.50	6.15	s 11.32			
3.2											
WEAVER	46.1	WR	P	No Office	3.53	4.53	6.19	s 11.38	4.19	5.52	8.19
7.5											
KELLOGG	53.6	WS	P	6.30AM to 3.30PM Except Sat. & Sun.	4.00	5.00	6.26	s 11.48	4.25		
6.1											
WABASHA	59.7	W	BCHJPT WXY	Continuous	4.08	s 5.10	6.32	s 12.01 PM	s 4.36	6.04	8.30
1.9											
READS LANDING	61.6			No Office							
10.6											
LAKE CITY	72.2	CN	PW	6.30AM to 3.30PM Except Sun.	4.22	s 5.24	6.43	91 s 12.18	s 4.50		
6.8											
FRONTENAC	78.5		P	No Office	4.29	5.35	6.51	s 12.26	4.55	6.20	8.45
10.6											
RED WING	89.1	RD	BCHPV WXZ	Continuous	s 4.45	s 5.52	f 7.00	s 12.43	s 5.13	s 6.32	8.56
3.6											
DUKE	92.7		P	No Office							
4.3											
STROMS	97.0			No Office	4.51	6.01	7.07	f 12.51	5.20	6.39	9.03
10.2											
EAST HASTINGS	107.2		PXY	No Office	5.04	6.11	7.18	1.01			
2.3											
HASTINGS	109.5	HN	BCHJPI WXYZ	Continuous	5.07	s 6.17	7.20	s 1.10	s 5.35	6.50	67 9.13
(WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE)	0.8										
ST. CROIX JCT.	110.3		J	No Office							
(C. B. & Q. CROSSING)	0.4										
ST. CROIX TOWER	110.7	QM	IJPV	Continuous	A 5.09 AM	A 6.19 AM	A 7.22 AM	A 1.12 PM	A 5.37 PM	A 6.52 PM	A 9.15 PM
NEWPORT	11.9	RT	IJPV	Continuous	5.21	6.31	7.35	1.25	5.49		
4.5											
OAKLAND	127.1	OA	IPX	Continuous							
1.0											
ST. PAUL YARD	128.1	SY	BCHKOPR TVWXZ	Continuous							
2.6											
ST. PAUL	130.7	U	JKPRTV WXY	6.00AM to 12.01AM	As 5.40 AM	As 6.55 AM	As 8.00 AM	As 1.50 PM	As 6.05 PM	As 7.15 PM	As 9.45 PM

Nos. 5, 15, and 101 must not exceed maximum speed of 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Double track is in use between LaCrosse and West Wye Switch and between River Junction and Hastings.

Centralized Traffic Control System is in use between La Crosse and River Jct., and between Bridge Switch and La Crescent.

Centralized Traffic Control System is in use between a point $\frac{1}{2}$ mile west of depot at Red Wing and Duke.

This time-table confers no authority between St. Croix Tower and St. Paul. C. M. St. P. & P. and C. B. & Q. joint time-table and rules govern.

Automatic Cab Signal System is in use between River Junction and Hastings.

Automatic Block System is in use between LaCrosse and St. Croix Tower. Controlled Manual Block System is in use between Hastings and St. Croix Tower.

No. 55 will stop at Dresbach, Lamolle, Homer, and Stroms on signal for passengers only.

No. 57 does not carry passengers.

No. 1 will make flag stop at Winona and Red Wing to let off revenue passengers from Milwaukee or beyond or to pick up revenue passengers for St. Paul or beyond.

FIRST SUBDIVISION—WESTWARD

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TIME TABLE No. 45 June 24, 1951 STATIONS	Capacity in cars		SECOND CLASS					Siding No.	Other tracks	Siding No.	Other tracks	Siding No.	Other tracks
			91	63	67	83	263						
	Way Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight						
STATIONS	Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily						
LA CROSSE		Yard	L 6.00 AM	L 11.45 AM			L 7.00 PM	L 10.30 PM					
0.1													
COPELAND AVE.													
0.3													
WEST WYE SWITCH													
(WEST END DOUBLE TRACK)													
(BLACK RIVER DRAWBRIDGE)													
(MISSISSIPPI DRAWBRIDGE)	1.6												
BRIDGE SWITCH													
(EAST END DOUBLE TRACK)	1.8												
RIVER JCT.	4.1	E 134	Yard	6.15	12.15 PM	L 5.45 PM	7.20	10.45					
DRESBACH				6.30									
1.7													
DAKOTA		19		6.40	12.30			7.30	10.55				
3.8													
DONEHOWER		E 115		6.50	12.40			7.37 ¹⁵	11.02				
4.8		W 111						7.49					
LAMOILLE		20		7.05	12.50			7.59	11.10				
4.6													
HOMER		7		7.18	12.59			8.07	11.20				
4.4													
WINONA		Yard		7.50	1.05	6.25	8.30	11.35					
(C. & N. W. CROSSING)	1.9												
TOWER CK	4.2	E 111	20	8.00	1.15	6.30	8.35	11.40					
MINNESOTA CITY		8		8.10	1.22			8.45	11.48				
4.7													
WHITMAN		60		8.20	1.30			8.55	11.58				
5.4													
MINNEiska		22		8.35	1.40			9.05	12.04 AM				
3.2													
WEAVER		E 114		8.45	1.46			9.12	12.11				
7.5		W 111	5										
KELLOGG		75		9.05	1.57			9.22	12.20				
6.1													
WABASHA		E 123		9.45	2.15	7.32	10.10	12.40					
1.9		W 67	Yard										
READS LANDING				9.50									
10.6													
LAKE CITY		E 110		10.10 ⁵⁵	1.05 PM	2.41	7.55	10.35	1.05				
6.8		W 80	172										
FRONTENAC		81		1.25	2.52			10.45	1.15				
10.6													
RED WING		W 93	Yard	2.10	3.13	8.20	11.30	1.35					
3.6													
DUKE				2.20	3.18			11.36	1.42				
4.3													
STROMS													
10.2													
EAST HASTINGS		Yard		2.45	3.57	8.55	11.55	2.01					
2.3													
HASTINGS		E 115		3.15	4.15	9.03 ¹⁵	12.45 AM	2.10					
(WEST END DOUBLE TRACK)		W 105	Yard			9.15							
(MISSISSIPPI DRAWBRIDGE)	0.8												
ST. CROIX JCT.													
(C. B. & Q. CROSSING)	0.4												
ST. CROIX TOWER		A 3.20 PM	A 4.20 PM	A 9.20 PM	A 12.55 AM	A 2.15 AM							
11.9	95	24											
NEWPORT													
4.5													
OAKLAND		Yard		4.20	5.10	10.05	1.40	2.55					
1.0													
ST. PAUL YARD		Yard	A 4.30 PM	A 5.30 PM	A 10.30 PM	A 2.30 AM	A 3.30 AM						
2.6													
ST. PAUL		Yard											

Freight trains must not exceed maximum speed of 60 miles per hour

Miles West of Frontenac	Location of Spurs Westward Track	Miles East of Red Wing
7.4	Addington Spur.....	3.2

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 45 June 24, 1951 STATIONS	Distance from St. Paul.	FIRST CLASS						
		4	18	16	6	58	100	56
		Passenger Daily						
LA CROSSE	129.1	As 2.20 AM	As 2.45 AM	As 9.23 AM	As 10.28 AM	As 1.43 PM	As 3.03 PM	As 11.50 PM
0.1								
COPELAND AVE.	129.0							
0.3								
WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)	128.7	2.11	2.35	9.18	10.25	1.31	3.00	11.44
(MISSISSIPPI DRAWBRIDGE)								
BRIDGE SWITCH	127.1							
(EASTEND DOUBLE TRACK)								
RIVER JCT.	125.8	2.06	2.28	9.11	10.20	1.25	2.55	11.39
4.1								
DRESBACH	121.7					f 1.19		
1.7								
DAKOTA	120.0	1.59	2.21			f 1.15		11.31
3.8								
DONEHOWER	116.2	1.55	2.17	9.02	10.11	1.09	2.46	11.29
4.8								
LAMOILLE	111.4					f 1.04		
4.6								
HOMER	106.8	1.46	2.07			f 12.57		
4.4								
WINONA	102.4	s 1.38	s 1.56	s 8.48	s 9.58	s 12.44	s 2.34	s 11.14
(C. & N. W. CROSSING)	1.9					s 12.33	s 11.04	
TOWER CK	100.5	1.34	1.51		9.51	12.39		10.59
4.2								
MINNESOTA CITY	96.3		1.47			s 12.34		10.55
4.7								
WHITMAN	91.6	1.22	1.42	8.33	9.44	12.27	2.19	10.50
5.4								
MINNEiska	86.2					f 12.20		
3.2								
WEAVER	83.0	1.16	1.34		9.39	s 12.15	2.14	10.43
7.5								
KELLOGG	75.5		1.27			s 12.07 PM		10.37
6.1								
WABASHA	69.4	1.05	f 1.21	8.15	9.29	s 11.59	2.03	s 10.30
1.9								
READS LANDING	67.5	1.02	1.18			f 11.51		10.26
10.6								
LAKE CITY	56.9	12.55	f 1.08	8.03	9.17	s 11.40	1.52	s 10.14
6.3								
FRONTENAC	50.6	12.49	1.02			s 11.31		10.03
10.6								
RED WING	40.0	12.40	s 12.51	7.48	s 9.03	s 11.18	s 1.38	s 9.53
3.6								
DUKE	36.4	12.35	12.41			11.09		9.40
4.3								
STROMS	32.1	12.31	12.37	7.40	8.54	f 11.04	1.29	9.36
10.2								
EAST HASTINGS	21.9					10.54		
2.3								
HASTINGS	19.6	12.22	f 12.26	7.31	8.45	s 10.51	1.20	s 9.26
(WEST END DOUBLE TRACK)								
(MISSISSIPPI DRAWBRIDGE)	0.8							
ST. CROIX JCT.	18.8							
(C. B. & Q. CROSSING)	0.4							
ST. CROIX TOWER	18.4	L 12.20 AM	L 12.23 AM	L 7.29 AM	L 8.43 AM	L 10.47 AM	L 1.18 PM	L 9.20 PM
4.0								
SCOTCHLITE	14.4							
1.0								
LANGDON	13.4					10.40		
5.3								
NEWPORT	8.1	12.10 AM	12.11		8.33	10.34		9.09
4.5								
OAKLAND	3.6							
1.0								
ST. PAUL YARD	2.6							
2.6								
ST. PAUL		L 11.50 PM	L 12.01 AM	L 7.10 AM	L 8.25 AM	L 10.25 AM	L 1.00 PM	L 9.00 PM

Nos. 6, 16 and 100 must not exceed maximum speed of 100 miles per hour. Other passenger trains must not exceed maximum speed of 90 miles per hour. Maximum speed for F-5 and F-6 engines is 75 miles per hour, S-2 and S-3 engines 70 miles per hour.

Rule 83B does not apply at St. Croix Tower when the train order signal displays a Proceed indication as per Rule 200C.

Langdon and Scotchlite on Eastward main track only. No telegraph office at these points.

Car capacity of tracks: Scotchlite 94.

No. 58 will stop at Reads Landing when necessary to receive or dispatch parcel post.

No. 58 will stop at Stroms on signal for passengers only.

No. 18 will stop at Hastings and Wabasha to let off revenue passengers from Mobridge and west; Lake City to let off revenue passengers from St. Paul and west.

FIRST SUBDIVISION—EASTWARD

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TIME TABLE No. 45 June 24, 1951 STATIONS	SECOND CLASS				
	76	264	266	66	72
	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily	Time Freight Daily Except Sun.
LA CROSSE 0.1		A 11.30 AM	A 3.30 PM	A 8.45 PM	A 10.30 PM
COPELAND AVE. 0.8					
WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)					
(MISSISSIPPI DRAWBRIDGE) 1.6 BRIDGE SWITCH					
(EAST END DOUBLE TRACK) RIVER JCT. 1.8 4.1	A 5.15 AM	11.00	2.42	8.00	10.03
DRESBACH 1.7					
DAKOTA 3.8		10.45	2.31	7.47	9.45
DONEHOWER 4.8		10.35	2.24	7.35	9.40
LAMOILLE 4.6		10.27	2.13	7.20	9.34
HOMER 4.4		10.20	1.59	7.05	9.26
WINONA 1.9	4.10	10.10	1.50	6.45	9.20
(C. & N. W. CROSSING) TOWER CK 4.2	3.50	9.55 ⁶ 9.44	1.43	6.35	9.10
MINNESOTA CITY 4.7		9.35	1.29	6.25	8.54
WHITMAN 5.4		9.29	1.22	6.15	8.49
MINNEiska 3.2		9.22	1.15	6.05	8.42
WEAVER 7.5		9.18	1.11	6.00	8.38
KELLOGG 6.1		9.07	1.03	5.45	8.28
WABASHA 1.9	3.01	8.55	12.53	5.30	8.03
READS LANDING 10.6					
LAKE CITY 6.8		8.39	12.28	4.20	7.50
FRONTENAC 10.6		8.31	12.21	4.05	7.42
RED WING 3.6	2.05	8.20	12.05	3.45	7.31
DUKE 4.3		8.15	12.01 PM	3.10	7.27
STROMS 10.2					
EAST HASTINGS 2.3		8.00	11.39	2.45	7.08
HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE) 0.8	1.39	7.57	11.35	2.40	7.03
ST. CROIX JCT. 0.4					
(C. B. & Q. CROSSING) 0.4 ST. CROIX TOWER	L 1.35 AM	L 7.55 AM	L 11.30 AM	L 2.10 PM	L 7.00 PM
SCOTCHLITE 4.0					
LANGDON 5.3					
NEWPORT 4.5					
OAKLAND 1.0	1.05	7.30	10.55	1.40	6.35
ST. PAUL YARD 2.6	L 1.00 AM	L 7.25 AM	L 10.50 AM	L 1.30 PM	L 6.30 PM
ST. PAUL					

Freight trains must not exceed maximum speed of 60 miles per hour.

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 45 June 24, 1951 STATIONS	Distance from St. Paul Yard	Telegraph calls	Capacity in cars	Office hours Also see page 10	SEE RULE 6-A	FIRST CLASS					
						57	17	461	507	1	505
						Passenger	Passenger	C. R. I. & P. Passenger	Soo Line Passenger	Passenger	Soo Line Passenger
						Daily	Daily	Daily	Daily	Daily	Daily
ST. PAUL YARD 2.6		SY		Yard	Continuous	BCHKOPR TVWXXZ					
ST. PAUL 0.9	2.6	U		Yard	6.00AM to 12.01AM	JKPRTV WXY	L 5.50 AM	L 7.15 AM	L 7.30 AM	L 7.45 AM	L 8.10 AM
(JOINT TRACT CROSSING) CHESTNUT ST. 0.9	3.5	CA		Yard	Continuous	IJPVX	5.53	7.18	7.33	7.48	8.13
FORDSON JCT. 3.2	4.4				No Office	IJPX					
SNELLING AVE. 0.8	7.6				No Office	P					
MERRIAM PARK 1.4	8.4			Yard	No Office	PVX					
SIGNAL TOWER 1.8	9.8	G			Continuous	IJPXY	6.02	7.27	7.45	8.00	8.25
SOUTH MINNEAPOLIS 1.9	11.6	ON		Yard	Continuous	BCHJKOPR TWXYZ	6.04	7.29	7.47	8.02	8.27
MINNEAPOLIS	18.5	C		Yard	Continuous	BKOPRV WXZ	As 6.15 AM	As 7.40 AM	As 8.00 AM	As 8.15 AM	As 8.40 AM
							As	As	As	As	As 9.00 AM

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 45 June 24, 1951 STATIONS	FIRST CLASS									
	417	55	459	563	421	5	101	721	509	511
	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Soo Line Passenger	C. R. I. & P. Passenger	Passenger	Passenger	Passenger	Soo Line Passenger	Soo Line Passenger
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily Except Sat.
ST. PAUL YARD 2.6										
ST. PAUL 0.9	L 8.45 AM	L 2.10 PM	L 4.30 PM	L 5.25 PM	L 6.03 PM	L 6.15 PM	L 7.18 PM	L 7.25 PM	L 8.00 PM	L 8.30 PM
(JOINT TRACT CROSSING) CHESTNUT ST. 0.9	8.48	2.13	4.33	5.28	6.06	6.18	7.21	7.28	8.03	8.33
FORDSON JCT. 3.2										
SNELLING AVE. 0.8										
MERRIAM PARK 1.4										
SIGNAL TOWER 1.8	9.00	2.22	4.45	5.37	6.17	6.30	7.32	7.37	8.12	8.42
SOUTH MINNEAPOLIS 1.9	9.02	2.24	4.47	5.39	6.19	6.32	7.34	7.39	8.14	8.44
MINNEAPOLIS	As 9.15 AM	As 2.35 PM	As 5.00 PM	As 5.50 PM	As 6.30 PM	As 6.45 PM	As 7.45 PM	As 7.50 PM	As 8.25 PM	As 8.55 PM

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 45 June 24, 1951 STATIONS	FIRST CLASS				SECOND CLASS			
	503	15			263	63		
	Soo Line Passenger	Passenger			Time Freight	Time Freight		
	Daily	Daily			Daily	Daily		
ST. PAUL YARD 2.6					L 4.05 AM	L 6.00 PM		
ST. PAUL 0.9	L 9.35 PM	L 9.45 PM			4.15	6.20		
(JOINT TRACT CROSSING) CHESTNUT ST. 0.9	9.38	9.48			4.18	6.25		
FORDSON JCT. 3.2								
SNELLING AVE. 0.8								
MERRIAM PARK 1.4								
SIGNAL TOWER 1.8	9.50	10.00			4.45	6.55		
SOUTH MINNEAPOLIS 1.9	9.52	10.02			A 5.15 AM	A 7.00 PM		
MINNEAPOLIS	As 10.05 PM	As 10.15 PM						

Passenger trains must not exceed maximum speed of 60 miles per hour, other trains 40 miles per hour.

SECOND SUBDIVISION—EASTWARD

7

TIME TABLE No. 45	Distance from Minneapolis	FIRST CLASS									
		512	16	504	510	6	718	58	420	100	562
		Soo Line Passenger	Passenger	Soo Line Passenger	Soo Line Passenger	Passenger	Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Soo Line Passenger
June 24, 1951		Daily Except Mon.	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily	Daily	Daily	Daily
ST. PAUL YARD 2.6	13.5										
ST. PAUL 0.9	10.9	As 5.45 AM	As 7.05 AM	As 7.15 AM	As 7.45 AM	As 8.12 AM	As 8.35 AM	As 10.05 AM	As 12.23 PM	As 12.55 PM	As 1.25 PM
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	10.0	5.38	6.58	7.07	7.38	8.05	8.28	9.57	12.16	12.48	1.18
FORDSON JCT. 3.2	9.1										
SNELLING AVE. 0.8	5.9	5.31	6.51	6.59	7.31	8.00	8.21	9.51	12.11	12.41	1.11
MERRIAM PARK 1.4	5.1										
SIGNAL TOWER 1.8	8.7	5.28	6.48	6.56	7.28	7.58	8.18	9.48	12.09	12.38	1.08
SOUTH MINNEAPOLIS 1.9	1.9	5.26	6.46	6.53	7.26	7.56	8.16	9.46	12.07	12.36	1.06
MINNEAPOLIS		L 5.20 AM	L 6.25 AM	L 6.45 AM	L 7.20 AM	L 7.50 AM	L 8.10 AM	L 9.40 AM	L 12.01 PM	L 12.30 PM	L 1.00 PM

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 45	Distance from Minneapolis	FIRST CLASS								SECOND CLASS
		462	506	416	518	56	432	18	4	
		C. R. I. & P. Passenger	Soo Line Passenger	C. R. I. & P. Passenger	Soo Line Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Passenger	
June 24, 1951		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Time Freight
ST. PAUL YARD 2.6										Daily
ST. PAUL 0.9	As 5.25 PM	As 6.40 PM	As 6.55 PM	As 7.50 PM	As 8.45 PM	As 10.10 PM	As 11.37 PM	As 11.35 PM		A 5.00 AM
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	5.18	6.33	6.48	7.43	8.38	10.03	11.30	11.28		4.45
FORDSON JCT. 3.2										4.35
SNELLING AVE. 0.8	5.11	6.28	6.41	7.36	8.31	9.56	11.23	11.21		4.22
MERRIAM PARK 1.4										
SIGNAL TOWER 1.8	5.08	6.23	6.38	7.33	8.28	9.53	11.20	11.18		4.10
SOUTH MINNEAPOLIS 1.9	5.06	6.21	6.36	7.31	8.26	9.51	11.18	11.16		L 4.00 AM
MINNEAPOLIS	L 5.00 AM	L 6.15 PM	L 6.30 PM	L 7.25 PM	L 8.20 PM	L 9.45 PM	L 10.50 PM	L 11.10 PM		

Passenger trains must not exceed maximum speed of 60 miles per hour, other trains 40 miles per hour.

Double Track is in use between St. Paul and Minneapolis.
Automatic Block System is in use between a point 600 feet West of Robert
Street St. Paul and South Minneapolis.
Nos. 15, 101, 421 and 461 will not register at St. Paul and will get Clearance
Form A at Chestnut Street.
St. Paul is a Register Station for First Class Trains Only.

Trains not starting or terminating at South Minneapolis will not be re-
quired to register at that register station. Operators South Minneapolis
will transfer from their block sheet to train register proper register information
for trains, engines and yard crews that start their trips from that
station.

J. C. MEYER
Chief Dispatcher.

Wm. T. HJORTH
N. J. KLEIN,
Trainmasters.

W. E. SWINGLE
Superintendent.

TWIN CITY TERMINALS BETWEEN NEWPORT AND MINNEAPOLIS.

WESTWARD—THIRD SUBDIVISION—EASTWARD

THIRD CLASS	SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Winona	TIME TABLE No. 45 June 24, 1951 STATIONS	Distance from Chippewa Falls	SEE RULE 6-A	Office Hours Also see page 10	SECOND CLASS	
		555	561							506	550
Mixed	Mixed									Mixed	Mixed
Daily Except Sun.	Daily Except Sat.									Daily Except Sun.	Daily Except Sun.
		L 10.00 PM		Yard	W					As 8.30 PM	
						2.3					
							WINONA 2.3	94.9	BCHPV RWXYZ	Continuous	
							EAST WINONA 36.3	92.6			
		Lf 11.30 PM		7	SJ	38.6					
							TREVINO 15.2	56.3	IV	No Office	
		L 10.40 AM	s 12.10 AM	18	62	ND	DURAND 6.2	41.1	RX	8.00AM to 5.00PM Exc. Sat. & Sun.	As 9.05 AM
		s 10.55	s 12.25	18	37		RED CEDAR 1.0	34.9	CTWX	No Office	s 6.20
		A 10.58 AM	12.30				RED CEDAR JUNCTION 4.5	33.9	J	No Office	s 5.45
							MERIDIAN 6.8	29.4		No Office	
			s 12.50		18		CARYVILLE 6.1	22.6		No Office	s 5.31
			s 1.10		81	MA	PORTERS MILLS 4.0	16.5		No Office	
			f 1.30				EAU CLAIRE 0.4	11.6	BCRV WXZ	8.00AM to 5.00PM Exc. Sat. & Sun.	L 4.45 PM
			As 2.00 AM				EAU CLAIRE JUNCTION 11.2	11.2	JV	No Office	
							CHIPPEWA FALLS	94.9	V	No Office	

Passenger Trains must not exceed maximum speed of 35 miles per hour, other trains 25 miles per hour.

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

Between Trevino and Winona, on C. B. & Q. R. R., trains of C. M. St. P. & P. R. R. will be governed by the rules and time-table of the C. B. & Q. R. R. Employees of C. M. St. P. & P. R. R. must have a copy of C. B. & Q. book of operating rules and current time-table of LaCrosse Division in their possession while on duty.

This time-table confers no authority between Eau Claire Junction and Chippewa Falls; Soo Line Railway time-table and rules govern. No. 561 and No. 550 will stop at Maxwell, Knights and Lufkins for passengers.

Rule 83-B does not apply at Red Cedar Junction; nor at Eau Claire when operator not on duty.

Rule 83-B does not apply at Durand when operator not on duty and train order signal indicates proceed as per Rule 200-C.

Rule 83 (B) will not apply at Trevino for Train No. 561.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

THIRD CLASS	Capacity in cars	Distance from Red Cedar Jct.	TIME TABLE No. 45 June 24, 1951 STATIONS	Distance from Menomonie	SEE RULE 6-A	Office Hours Also see page 10	SECOND CLASS	
							508	
	557						Mixed	
	Mixed						Daily Except Sun.	
	Daily Except Sun.							
	L 10.58 AM						As 8.46 AM	
			RED CEDAR JUNCTION 1.9	15.9	J	No Office		
	f 11.04	17	DUNNVILLE 5.1	14.0		No Office	f 8.40	
	s 11.20	17	DOWNSVILLE 8.9	8.9	X	8.00AM to 5.00PM Exc. Sat. & Sun.	s 8.25	
	As 11.50 AM	Yard	MO	15.9		7.30AM to 4.30PM Exc. Sat. & Sun.	L 8.00 AM	
			MENOMONIE					

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

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

Rule 83-B does not apply at Red Cedar Junction; nor at Menomonie when operator not on duty

WESTWARD—FIFTH SUBDIVISION—EASTWARD

9

		315	Capacity in cars			TIME TABLE No. 45				356			
		Freight	Sidings	Other tracks	Telegraph calls	Distance from Red Wing	June 24, 1951		SEE RULE 6-A	Office Hours Also see page 10	Freight		
		Mon. & Thurs.					STATIONS				Mon. & Thurs.		
		L	7.00 PM	Yard	RD		RED WING	21.9	BCHP VWXZ	Continuous	A	10.30 PM	
			8.00			11.2	11.2	10.7		No Office		9.45	
		A	8.45 PM	25	68	CF	21.9	WELCH	VWX	8.00AM to 5.00 PM Exc. Sat. & Sun.	L	9.15 PM	
							10.7	CANNON FALLS					

This time-table confers no authority between Red Wing and Cannon Falls; C. G. W. time-table and rules govern.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

Passenger trains must not exceed maximum speed of 25 miles per hour; freight trains 20 miles per hour.

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

This time-table confers no authority between C. St. P. M. & O. Junction and Stillwater; C. St. P. M. & O. time-table and rules govern.

Controlled Manual Block System Is In use between Hastings and St. Croix Junction.

Rule 83B does not apply at C. St. P. M. & O. Jct.

**E. J. SAINSBURY,
H. A. OBERMOWE,
T. L. KEEGAN,** **R. E. BECK,
F. J. WURM,
J. F. ELDER,**
Train Dispatchers.

J. C. MEYER,
Chief Dispatcher.

**G. W. RILEY,
Trainmaster.**

YARD LIMITS AT

La Crosse.....Extend from a point just west of Bridge L4A located about $1\frac{1}{2}$ miles west of passenger station at La Crosse to 1 mile east of Grand Crossing.

River Junction.....Extend from end of double track to 5200 feet west of west switch of Eastward siding.

Winona.....Extend from 10,080 feet east of switch of Wall Street Spur to 2500 feet west of west switch of Eastward siding at Tower CK.

Wabasha.....Extend from 2558 feet east of east switch of Eastward siding to 3000 feet west of crossover switch in west end of yard.

Red Wing.....Extend from 1800 feet east of east switch of Westward siding to 7400 feet west of Jackson St.

Hastings.....Extend from 4000 feet east of crossover at East Hastings to 2000 feet west of switch at end of double track at Hastings.

Twin City Terms.....Extend from 1537 feet east of Tower at Oakland to Minneapolis Passenger depot.

Durand.....Extend from 2000 feet east of east stock yard switch to 1000 feet west of Farmers Oil Co. track switch.

Red Cedar.....Extend from 2000 feet east of east switch of siding to 2000 feet west of west switch of siding.

Eau Claire.....Extend from 2000 feet east of east switch of Gravel Pit track to connection with C. St. P. M. & O. and Soo Line Railways at Magenta.

Downsville.....Extend from 3000 feet east of depot to 2000 feet west of depot.

Menomonie.....Extend from Red Cedar River Dam to 2000 feet east of Roundhouse track switch.

Cannon Falls.....Extend from C. G. W. connection to end of track.

La Crescent.....Extend from Bridge Switch to a point about 7100 feet beyond the junction switch of the D. & I. and I. & S. M. Divisions.

OFFICE HOURS NOT OTHERWISE SHOWN

STATIONS	SATURDAY & SUNDAY HOURS	HOLIDAY HOURS
	Blank	Blank

Telephones for emergency use at blind sidings and stations where operators not on duty are located as follows:

DISPATCHER'S TELEPHONE

Donehower.....In shanty.

Lamoille.....In shanty.

Homer.....In office.

Tower CK.....At water tank.

Minnesota City.....In section foreman's shanty, west of depot.

Whitman.....In shanty.

Minneiska.....In depot.

Weaver.....In freight room.

Kellogg.....In freight room.

Mile Post 321.....In box on telegraph pole.

Mile Post 330.....In box on telegraph pole.

Mile Post 347.....In box on telegraph pole.

Mile Post 349.6.....In box on telegraph pole.

Lake City.....In baggage room.

Frontenac.....In shanty.

Mile Post 364.7.....In box on telegraph pole.

Mile Post 368.5.....In box on telegraph pole, near Rockwool spur switch.

Mile Post 378.1.....In box on telegraph pole.

Mile Post 385.3.....In box on telegraph pole.

East Hastings.....In box on telegraph pole.

Hastings.....In box on telegraph pole near rock quarry.

St. Croix Tower.....Three miles west in box on telegraph pole, eastward track.

Langdon.....In box on telegraph pole.

Mile Post 400.....In box on telegraph pole.

Snelling Ave., St. Paul.....In shanty.

BLOCK TELEPHONE

West Wye Switch...In box on telegraph pole.

La Crosse.....At end of double track.

Power Co. Spur.....At switch just west of Black River Bridge

Bridge Switch.....In shanty.

River Junction.....At end of double track.

Dresbach.....At switch at west end of eastward siding.

Dakota.....In depot.

Wabasha.....In section foreman's house.

Wabasha.....West end yard in box on telegraph pole.

Wabasha.....Near east switch of crossover from third subdivision main track to westward main track.

Old Island Siding ..East end eastward siding in box on telegraph pole.

East Hastings.....In box on telegraph pole.

PORTABLE TELEPHONES ON TRAINS

Nos. 5, 6, 100 and 101 in P & B car, clothes locker, cond'r's room.

Nos. 1 and 4 located in head end baggage dormitory car.

Nos. 17 and 18 located in baggage car.

Nos. 15 and 16 located in locker in baggage end of baggage-dormitory car.

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS.

Location	Name	Residence and Phone	Office and Phone
Chicago	§ Dr. A. R. Metz, Chief Surgeon		Wesley Memorial Hospital 240 E.
Chicago	§ Dr. R. Householder, Ass't Chief Surgeon		Superior St. 6-6500
Chicago	§ Dr. Stephen Chase, Ass't to Chief Surgeon		Union Station CEntral 6-7600
Chicago	§* Dr. Virgil Wescott, Oculist		30 North Michigan Ave. DEarborn 2-3127
Chicago	Dr. L. F. McBride, Aurist		122 So. Michigan Ave. WAbash 2-2272
Chicago	Dr. H. A. Hooper, Dentist		58 E. Washington St. STate 1-0509
La Crosse	§ Dr. J. F. Egan	121 So. 15th St. 4-3828	508 Batavian Bank Bldg. 4-3050
La Crosse	Dr. James C. Fox	527 No. 24th St. 2-2322	509 State Bank Bldg. 4-5240
La Crosse	§ Dr. Gerard I. Uhrich	1216 Main St. 4-4589	State Bank Bldg. 4-5337
La Crosse	Dr. M. A. McGarty	109 So. 14th St. 4-4473	1836 South Ave. 2-5265
La Crosse	Dr. F. A. Douglas, Oculist	1327 Main St. 2-3676	172 Main St. (Clinic Off.-Same) 2834
La Crosse	Dr. S. B. Gunderson	218 So. 14th St. 4-5302	172 Main St. (Clinic Off.-Same) 2834
Winona	* Dr. E. M. McLaughlin	479 W. Broadway. 6977	172 Main St. (Clinic Off.-Same) 2834
Winona	Dr. E. E. Christensen, Asst.	153 W. Wabasha St. 3957	
Winona	Dr. P. A. Mattison, Asst.	1078 W. Mark St. 2656	
Wabasha	§ Dr. B. J. Bouquet	3rd Street. 384	
Wabasha	§ Dr. Clarence G. Ochsner	Wabasha. 184	>Main Street. 183
Lake City	Dr. R. N. Bowers	620 So. Garden St. 6363	201 East Lyon Ave. 2681
Lake City	Dr. H. E. Bowers	319 So. Oak St. 6381	201 East Lyon Ave. 2681
Red Wing	§ Dr. R. F. Hedin	1161 Oak St. 3240	628 W. 3rd St. 3528
Red Wing	Dr. H. T. McGuigan	1707 West 4th St. 4244	412 Main St. 3595
Red Wing	Dr. A. M. Aanes	828 East Ave. 4024	412 Main St. 3595
Hastings	Dr. L. R. Peck	307 West 7th St. 2811	117 West 3rd St. 2541
Eau Claire	* Dr. E. L. Mason	234 Park Ave. 4821	131 So. Barstow St. 4161 or 3075
Eau Claire	Dr. F. J. Spelbring, Oculist	335 McKinley Ave. 6483	131 So. Barstow St. 4144 or 3075
Durand	Dr. J. J. Scott	20 E. Prospect St. 17-3	20 E. Prospect St. 17-2
Menomonie	* Dr. I. V. Grannis	220 West 3rd St. 357	404 Main St. 53-W
Stillwater	Dr. F. M. McCarten	418 So. 6th St. 220	222 East Chestnut St. 359-L
St. Paul	Dr. John V. Kelly	1835 Fairmont Ave. Emerson 1010	1168 Lowry Medical Arts Bldg. Cedar 4969
St. Paul	Dr. R. O. Leavenworth, Oculist	2211 Sargent Ave. DeSoto 3615	835 Lowry Bldg. Cedar 8717
St. Paul	§ Dr. A. B. Williams	340 Cleveland Ave. Nestor 2327	366 North Prior Ave. Nestor 9635
St. Paul	§ Dr. John A. Williams	534 Cretin Ave. So. Emerson 7506	366 North Prior Ave. Nestor 9635
St. Paul	§ Dr. H. R. Tregilgas	395 5th Ave. No. So. St. Paul La Salle 1009	1164 Lowry Medical Arts Bldg. Cedar 8581
Minneapolis	§ Dr. O. W. Yoerg	4933 Colfax Ave. So. Colfax 1606	1853 Medical Arts Bldg., Nicollet
	Dr. W. H. Rucker, Assistant	4243 York Ave. No. Highland 0839	Ave. at 9th St. Geneva 1700
Minneapolis	§ Dr. Frank T. Cavanor, Oculist	2934 Dean Blvd. Kenwood 2761	1818 Medical Arts Bldg., Nicollet Ave. at 9th St. Bridgeport 8701

§ Indicates salaried company surgeons who should be used whenever possible.

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

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

WATCH INSPECTORS.

Location	Inspector
Minneapolis	Oscar P. Gustafson Co.
Minneapolis	Ben H. Anderson & Co.
Minneapolis	A. Bertas.
Minneapolis	O. J. Quale.
St. Paul	Northern Watch Co.
St. Paul	C. J. & H. W. Anderson
St. Paul	R. E. Vierow.
Hastings	Otto Jewelry Co.
Red Wing	O. E. Kaiser.
Wabasha	R. C. Schurhammer.
Winona	Stager Jewelry Co.
La Crosse	Glyn Cremer.
La Crosse	Paul's Jewelry Store.
Menomonie	Ingraham Bros. & Torrey.
Eau Claire	Matteson Jewelers

STATIONS	Ruling Grade	TONNAGE RATING		
		Class S-2	Class L-3	Class L-2
St. Paul to Wabasha	.69	7500	5400	4800
Wabasha to La Crosse	.36	8000	5800	5200
La Crosse to St. Paul	.66	7500	5400	4800

Tonnage rating for single engine St. Paul to Minneapolis is 29 percent of rating between St. Paul and Wabasha.

Chief Dispatcher may increase or decrease above rating as may be found necessary.

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear for their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control the lights and will be governed by the following:

The emergency red rear end lights will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G4 Employees are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.

Standing on top of high cars while passing under bridges or through tunnels.

Getting on the end of an engine or of a car as it approaches them.

Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.

Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.

Kicking or holding drawbar in position to make a coupling with an approaching car or engine.

Following other dangerous practices.

G5 When, for any reason, adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G6 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, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer 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 set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G8 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employees must face the equipment and be sure of a secure hand hold and footing.

G-9 Employees must not step on track rails nor other similar objects when it can be avoided.

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 Employees are prohibited from riding:

On engine footboards or pilot steps between engine and car when cars are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, drawbars, brake beams, journal boxes and brake wheels.

On ends of cars containing lading which may shift.

On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.

On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

In the gangway of engine.

G13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army commissioned officer and operated by his men.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 All 44-ton Diesel engines dead in freight trains must be handled at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44-ton Diesel engine must be placed behind the pusher. When there is a 44-ton dead Diesel engine in the rear of the train, the train must not be pushed nor pulled from the rear, and the dead Diesel engine must not be handled in switching movements in conjunction with other cars.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers, $4\frac{1}{2}$ inches, all other Diesel engines and Gas-Electric Motor Cars, 3 inches.

When operating through water under own power, controller should be in Series position.

G17 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

Bad order cars.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

G19 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the fireman will simply shut off the steam as soon as the train stops in the station.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

DEFINITIONS

G22 Centralized Traffic Control.—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking.—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G23 (a) On portions of the railroad so specified in the time-table, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the Train Dispatcher who may also control the C.T.C. When the C.T.C. is controlled by other than the Dispatcher, the Dispatcher will issue the necessary instructions to the operator at the control station, location of control station will be designated by Special Instructions.

(d) Trains or engines must not enter C.T.C. territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employee at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employee at the control station.

(f) Trains or engines must not move beyond the limits of C.T.C. territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are no opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 668(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

- (j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.
- (k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.
- (l) Dual Control switches are located at Interlocking in C.T.C. territory. See Rules 663 (A), 663 (B), and 663 (C).

GENERAL SPEED RESTRICTIONS

G24 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G25 Diesel or Electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the chief dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or Diesel engines.

Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speeds shown below

and further reduction must be made where conditions require:

Type of equipment	M P H
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Lidgerwood unloaders	15
Scale test cars, on Branch Lines—20, on Main Line	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
F-5 and F-6 engines (on divisions or portions of divisions where authorized to be used)	75
K-1 engines on passenger trains (but must not be used except in extreme emergency)	45
L2 and L8 engines (on divisions or portions of divisions where authorized to be used)	50
S-2 and S-8 engines (on divisions or portions of divisions where authorized to be used)	70
Dead engines with side rods disconnected	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Alco switchers 1600 to 1603 inclusive)	45
600 H.P. Alco switchers, series 1600 to 1603 inclusive	40
All 44-ton Diesel engines:	
When moved dead in train	25
When under own power	30

G31 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G32 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figures shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 Spring switches:

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

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

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

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

See Rules 520 to 525 inclusive.

G34(A) Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trialed through.

G35 In addition to Consolidated Code Rule 801 about handling of occupied outfit cars, the following will also apply on this Railroad:

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

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

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

G36 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 When passenger trains are unusually delayed, passengers should be informed as to the cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakeman and sleeping or parlor car employees to do so.

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

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

G39 In complying with Rule 8, of the Consolidated Code of Operating Rules and General Instructions, the prescribed form for Yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of time slip Form 3256.

G40 When two or more diesel engine units are coupled together, the numerals and suffix letter of the leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced but a speed of 15 miles per hour must not be exceeded.

X1 Trains handling steam derricks will not exceed the following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where

track is not in proper condition for the specified maximum speeds.

	On Tangent	On Curves
Between LaCrosse & Newport.....	40 M.P.H.	25 M.P.H.
“ Newport and Minneapolis	35 M.P.H.	25 M.P.H.
At Signal Tower over Bridge L-332,		
Steam Derrick X-17, X-18.....	15 M.P.H.	
Between Trevino and Eau Claire..	15 M.P.H.	10 M.P.H.
“ Hastings and Stillwater....	10 M.P.H.	10 M.P.H.
“ Red Cedar Jct. and		
Menomonie	10 M.P.H.	10 M.P.H.

X2 Trains handling rotary snow plows, locomotive cranes, Jordan Spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

Between	On Tangent	On Curves
LaCrosse and Newport	35 M.P.H.	25 M.P.H.
Newport and Minneapolis	35 M.P.H.	25 M.P.H.
Trevino and Eau Claire	15 M.P.H.	10 M.P.H.
Menomonie and Red Cedar Jct.	10 M.P.H.	10 M.P.H.
Hastings and Stillwater	10 M.P.H.	10 M.P.H.

X3 The speed of all trains or engines passing through turnouts must not exceed 18 miles per hour, except those turnouts laid with long frogs and designated by Special instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Station	Location
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West Wye Switch	At end of double track.
River Junction	At end of double track.
Minnesota City	At Crossover.
Minneiska	At Crossover.
Weaver	At Crossover.
Kellogg	At Crossover.
In C.T.C. territory between a point $\frac{1}{2}$ mile west of depot at Red Wing and Duke	speed 35 MPH.
Hastings	At end of double track.
St. Croix Tower	At CB&Q connection westward.
Newport	Junction switch between westward main track and CRI&P main track.
Oakland	All turnouts from westward main track to St. Paul Yard leads, and cross-overs between eastward and westward main tracks.
Chestnut Street	Turn out from CMStP&P-CStPM&O joint track to CMStP&P westward main track.
	Turn out from CMStP&P eastward main track to CMStP&P-CStPM&O joint track.

X3 (A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 M.P.H. while moving against the points at the following spring switches: (See Special Instruction G34)

Station	Location
Lake City	East end eastward siding.
Wabasha	East end eastward siding.

X4 Five minute fusees should be used in Automatic Block System territory and ten minute fusees should be used in other territories.

X5 Speed Restrictions (in addition to General Speed Restrictions).

Location	Maximum Speed M. P. H.	
	Passenger Trains	Other Trains
Between Avon St., La Crosse, and West Wye Switch.....	Restricted Speed	Restricted Speed
Between depot, La Crosse, and Mississippi River Drawbridge L-4 at Bridge Switch..	35	35
Over Black River Drawbridge L-0 one mile west of depot at La Crosse.....	25	25
Class S-1, S-2 and S-3 engines when double-headed over Black River Drawbridge one mile west of depot at La Crosse.....	15	15
At La Crosse, through crossover between eastward and westward main tracks at Copeland Ave.....	5	5
At River Jct., westward through turnout at end of double track.....	50	50
At River Jct., through interlocking Westward Eastward	70	60
At Winona, through city limits.....	70	50
At Tower CK, through interlocking.....	30	30
At Tower CK, Class S-2 and S-3 engines using crossover.....	45	30
At Winona, through city limits.....	5	5
At Lake City, through city limits.....	40	40
At Red Wing, through city limits.....	40	40
At Hastings, through interlocking Westward Eastward	30	25
Between Hastings and St. Croix Tower....	40	25
At St. Croix Tower, through interlocking.....	40	40
At St. Paul, between Hoffman Avenue and Robert Street.....	30	25
At St. Paul, when backing train on Union Depot tracks.....	40	25
At Chestnut Street, westward over C. St. P. M. & O. crossing.....	8	8
Between Merriam Park and Chestnut Street, eastward passenger trains must not exceed schedule time and other eastward trains and engines must not use less than 15 minutes.	30	25
At Signal Tower, over Bridge L-332.....	50
At South Minneapolis, through junction switch.....	15	15
Between South Minneapolis and Minneapolis Over Cedar and Franklin Avenues.....	Restricted Speed	Restricted Speed
Over employees crossing between Franklin Avenue and 8th Street.....	8	8
At Minneapolis, through switches between 6th Avenue and 8th Avenue.....	10	10
Class S-2 and S-3 engines, with train running light.....	70
X6 The speed of steam engines when running backward either light or handling trains must not exceed, without instructions from proper authority:		
First Subdivision	25	M.P.H.
Second "	25	M.P.H.
Third "	15	M.P.H.
Fourth "	15	M.P.H.
Fifth "	10	M.P.H.
Sixth "	15	M.P.H.

FIRST SUBDIVISION

X8 At Winona, Class L engines must not be used on Wall Street track east of Mankato Avenue; Class F-3 and F-5 engines must not use this track except when handling detoured passenger trains. Class F-6 and F-7 engines must not use this track.

X9 At Winona between Mankato Avenue and Tower CK the whistle will not be sounded except in emergency when necessary to prevent injury to persons or damage to property. The bell must be rung continuously when train or engine is moving within these limits.

X10 At Lake City, engines must not go beyond west end of Foundry on the Foundry track.

X11 At Red Wing, cars or engines must not be placed on nor moved off the most southerly track at the LaGrange Mill.

X12 Class S-2 and S-3 engines must not be used on the following tracks:

At Winona, Gold Dust track beyond Wall Street, Freight house track, Coal shed track or Roundhouse track.

At Wabasha, East 800 feet of West set out track, Coach track, Rip track, Elevator track or Ice house track except for 825 feet east of west frog.

S-2 and lighter engines may be operated to east end of curve located 7400 feet west of the passenger station at Wabasha on the Third Sub-Division.

At Red Wing, East Yard, inside Linseed Mill track, outside Linseed Mill track, La Grange Mill track just off the old main, Lime Kiln track or Training School track. West Yard, Team track, Coal house track, Rip track or Sewer Pipe track.

At Hastings, Levee track, Coach track, Brewery track, Scale track east of scale, east end Coal house track.

X13 River Jct. is a register station only for trains starting or terminating at that point.

X14 Automatic Cab Signal indicators supplement Automatic Block signals in governing the use of blocks, but do not supersede the superiority of trains nor dispense with the use or observance of Automatic Block, Interlocking or other signals and rules governing them, except as provided for in Section (e).

(a) A green light displayed in the Automatic Cab signal indicator indicates PROCEED.

(b) A yellow light in the Automatic Cab signal indicator indicates PREPARE TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED, MUST IMMEDIATELY REDUCE TO THAT SPEED.

(c) A red light in the Automatic Cab signal indicator indicates PREPARE TO STOP—EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET.

(The above indications do not apply when moving in non-automatic cab signal territory or against the current of traffic.)

(d) When the Automatic Cab signal indicator changes to a more restrictive indication, the engineer must immediately control the train in accordance with the cab signal indication.

(e) When the Automatic Cab signal indicator changes to a less restrictive indication, the train may proceed in accordance with the new indication after the train has moved its own length beyond the point where the indication changed.

(f) Should cab signal and fixed signal conflict, the more restrictive indication will govern.

The cab signal may be cut out under the following conditions: After passing through not less than two consecutive blocks where there is a conflict between the cab signal and fixed signal indications, the cab signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at not to exceed 40 miles per hour, to the first available point of communication, where report must be made to the train dispatcher. Train will then be governed by the indications of the fixed signals, but at not to exceed 79 miles per hour, unless a lower speed is provided by time table or other instructions, keeping clear of occupied block. After waiting one minute at stop and proceed or grade signal in stop position it may be regarded that there has been a failure of wayside signal and train may proceed at restricted speed until a more favorable signal indication is encountered.

(g) The opening of switches and derails operate to cause Automatic Cab signals of approaching trains to display restrictive indication. Trainmen and others must guard against any unnecessary restrictive speed indication.

(h) When operating in Cab Signal territory with Cab Signal cut out, the fireman must be so advised and such additional precautions must be taken as conditions may require.

(i) An engineman taking charge of an engine in Automatic Cab Signal territory must check with engineman relieved as to whether the Cab Signal is in service and functioning properly.

(j) Cab Signals must be cut out in the trailing cab of diesel engines, on engines running backward, or on other than the leading engine when more than one engine on train.

X15 In Automatic Block System territory Manual Block System rules will apply when trains are run against the current of traffic.

X16 C.T.C. between River Jct. and La Crosse and between Bridge Switch and La Crescent is controlled by the operator at River Jct. under the supervision of the train dispatcher at La Crosse.

Special instructions G-23 in conjunction with the Consolidated Code of Transportation Rules and General Instructions will govern the movement of trains or engines within this territory with the following additions:

In case of failure of an interlocking signal at drawbridge L-4, at Bridge Switch, authority to proceed must be obtained from the operator at River Jct. and an understanding must also be had with the bridge tender.

In case of failure of an interlocking signal at the west end of double track at La Crosse governing westward movements, authority to proceed must be obtained from the operator at River Jct. and an understanding must also be had with the operator at Copeland Ave., La Crosse.

Movements into and out of the spur track leading to the Northern States Power Co. plant west of drawbridge L-0 must be authorized by the operator at River Jct. and an understanding must also be had with the operator at Copeland Ave., La Crosse, who controls the electric lock on the dead rail.

During the open season of navigation, in case of failure, the Dual Control Switch at Bridge Switch may be hand operated by the bridge tender on authority of the operator at River Jct.

At La Crosse, the normal position of the Spring switch at the west end of the yard is for the yard lead. The interlocked switch at the west end of double track is controlled by the operator at Copeland Ave. Train or engine movements over these switches are governed by Interlocking Home signals.

X18 The movement of Westward trains or engines on the eastward main track between the interlocking at end of double track 0.8 miles East of River Jct. tower and the tower may be made upon the authority of signal indication only or upon receiving oral permission from the Signalman at River Junction.

Eastward trains or engines moving over the eastward track over Copeland Avenue at La Crosse will be governed by signal indications, and eastward trains moving over other tracks will not move over Copeland Avenue until they receive a hand signal from the operator at Copeland Avenue.

X19 The west switch of the eastward siding at River Jct. is electrically interlocked and controlled by the signalman at River Jct.

X19-A C.T.C. between a point $\frac{1}{2}$ mile west of depot at Red Wing and Duke is controlled by the operator at Red Wing under the supervision of the train dispatcher at La Crosse.

Special Instructions G-23 in conjunction with the Consolidated Code of Transportation Rules and Special Instructions will govern the movement of trains or engines within this territory.

X20 The switch at the end of double track at Hastings is electrically interlocked and controlled by the operator at Hastings.

X21 Definition: Controlled Manual Block System—Series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the cooperation of the signalmen at both ends of the block to display a proceed or permissive block signal.

Controlled manual block system is in use between Hastings and St. Croix Tower on the first sub-division and between Hastings and CB&Q crossing on the sixth sub-division. Block signals, electrically interlocked, supersede time-table authority; trains in either direction are governed by signal indications.

In case of failure of the governing signal, train or engine movements in either direction must be authorized by train order issued by the train dispatcher at Newport who will supervise the movement of train or engines and issue instructions to the operators at Hastings and St. Croix Tower who control the electrically interlocked signals, such movements must be made at restricted speed.

In addition to the train order, during the season of navigation trains or engines must also receive a proceed signal (12c) given with a yellow flag or yellow light, from the bridge tender.

SECOND SUBDIVISION

X22 Westward trains using freight mains from Hoffman Avenue to Robert Street, St. Paul, will stop with their leading engine 75 feet east of shanty 2, just east of Robert Street, awaiting signal to proceed. This to avoid blocking switch-tenders' access to the shanty.

X23 Between St. Paul and Minneapolis all trains will operate at a reasonable rate of speed over street crossings.

X26 When a train is double-headed with two S-2 or S-3 engines over Bridge L-332 at Signal Tower, the train must not go onto the bridge until authorized by the chief dispatcher who will arrange to keep other engines off the bridge until the two S-2 or S-3 engines have passed over it.

X28 At South Minneapolis, all trains in either direction must approach the crossover east of 24th Street prepared to stop and proceed only on signal from the switch tender.

X29 At Minneapolis trains or engines moving into the depot must receive signal from switch tender at Washington Avenue, and after receiving signal to proceed, move at restricted speed.

The movement of passenger trains and passenger equipment backing into the Minneapolis depot must be controlled by trainman handling air from the rear car. A complete stop must be made at Washington Avenue bridge, and proceed only into depot tracks at restricted speed.

X30 On the descending grade from Merriam Park to Chestnut Street, brakemen are required to use as many retainers as the engineer directs. The conductor or a brakeman must notify the engineer as to the number of cars and approximate tonnage in the train and the engineer must then advise the train crew as to the number of retainers he feels are necessary to properly handle the train.

X31 At St. Paul and Minneapolis, city ordinances prohibit the sounding of locomotive whistles within the city limits except in cases of emergency in order to prevent accidents.

X32 In Automatic Block System territory Manual Block System rules will apply when trains are run against the current of traffic.

X33 Within limits of Twin City Terminals Division, Twin City Terminals Division officials have jurisdiction.

X34 Train orders for movements between St. Paul and Minneapolis will be issued over the signature of the superintendent of the L&R Division.

X35 All westward trains must obtain Clearance Form A at St. Paul, St. Paul Yard or Chestnut Street.

X36 Eastward trains need not register at St. Paul.

X37 Between Cedar Avenue coach yard and Washington Avenue Viaduct at Minneapolis, the first track north of the incoming main track will be used by foreign line passenger trains entering and leaving passenger station and may be used as a switching track when properly protected against foreign passenger trains.

X38 The Interlocking at Fordson Jct. is electrically interlocked and controlled by the signalman at Chestnut Street.

When the eastward home signal displays a Stop indication, eastward trains must stop clear of West Seventh Street and communicate with the signalman at Chestnut Street.

X39 At Chestnut St. a light will not be displayed on a train order signal until interlocking route is lined up for movement of a train.

THIRD SUBDIVISION

X40 Speed Restrictions (In Addition to General Speed Restrictions).

At Drawbridge M-6 located 1.7 miles west of Wabasha all trains and engines must stop 400 feet from the pontoon and not proceed until a Proceed-signal (12-c), given with a yellow flag by day and a yellow light by night, is received from the Bridgetender. Trains or engines must not exceed 4 MPH over the pontoon. If necessary to stop on the bridge, no part of the train must be left standing on the pontoon. Not more than one engine should be allowed on the pontoon at one time.

All trains and engines must not exceed 8 M.P.H. passing over any street crossing in the city of Durand.

Eastward trains and engines must not exceed 15 M.P.H. at Plummer's curve 1½ miles West of Durand and at Big Beef Slough curve 4 miles East of Durand.

Between Red Cedar and Red Cedar Jct., westward trains must not exceed 15 M.P.H. around curves.

At Eau Claire, all trains and engines must not exceed 15 M.P.H. over bridge M-188 located between M.P. 46 and M.P. 47 and over bridge M-194 located between M.P. 48 and M.P. 49. Engines must not be double-headed over these bridges. When wrecking crane X-14 is handled over either of these bridges the crane must be preceded and followed by two empty cars.

Steam derrick X-17 and X-18 cannot be handled on Third Subdivision.

X41 All trains and engines must approach Trevino at restricted speed and expect to find CB&Q trains fouling the main track while switching at stock yard spur, and must not exceed 20 M.P.H. passing through the interlocking at Trevino.

X42 At Durand, Meridean and Caryville, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings.

FOURTH SUBDIVISION

X44 Speed Restrictions (In Addition to General Speed Restrictions).

All trains and engines must not exceed 15 M.P.H. over Bridge M-502 located between M.P. 0 and M.P. 1 between Red Cedar Jct. and Dunnville and over bridge M-522 located between M.P. 7 and M.P. 8 between Downsville and Menomonie. Engines must not be double-headed over these bridges.

When Steam derrick X-14 is handled over either of these bridges the crane must be preceded and followed by two empty cars.

Steam derrick X-17 and X-18 cannot be handled on Fourth Subdivision.

X48 At Downsville, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on this siding.

FIFTH SUBDIVISION

X49 Steam derrick X-17 and X-18 cannot be handled on Fifth Subdivision.

SIXTH SUBDIVISION

X50 Definition: Controlled Manual Block System—Series of consecutive blocks governed by block signals, controlled by continuous track circuits, operated manually upon information by telegraph, telephone or other means of communication, and so constructed as to require the cooperation of the signalman at both ends of the block to display a proceed or permissive block signal.

Controlled manual block system is in use between Hastings and St. Croix Tower on the first subdivision and between Hastings and CB&Q crossing on the sixth subdivision. Block signals, electrically interlocked, supersede time-table authority; trains in either direction are governed by signal indications.

In case of failure of the governing signal, train or engine movements in either direction must be authorized by train order issued by the train dispatcher at Newport who will supervise the movement of train or engines and issue instructions to the operators at Hastings and St. Croix Tower who control the electrically interlocked signals, such movements must be made at restricted speed.

In addition to the train order, during the season of navigation trains or engines must also receive a proceed signal (12c) given with a yellow flag or yellow light, from the bridge tender.

X51 At Lakeland Jct., the normal position of the electrically locked crossing gates is against movements on the CMStP&P. Dwarf signals operate in conjunction with these gates.

Trains on the CMStP&P must Stop at the Stop sign regardless of the position of the gates and must not proceed beyond this sign, nor may the gates be swung until after any train approaching on the CStPM&O has either passed over the crossing or come to a stop.

After the required stop has been made, a trainman must proceed to the switch box marked MILWAUKEE P.B. (push button) at the Master gate on the west side of the crossing and locked with a switch lock, open same (making sure that the door is opened as far as possible) then observe the light in the top case and if same is lighted, will operate P.B. (push button), then operate crank unlocking the gate after which the gates may be moved to the clear position for passage of the train.

After the train has passed over the crossing and beyond the limits of the crossing gates, the gates must be restored to their normal position, cranks returned to normal position, doors closed and locked.

If the lamp in the top case does not light when the door is opened wide, the trainman should first observe whether a train on the CStPM&O is approaching from either direction, and if not, and the switches in the CMStP&P track are set for main track movement, he must proceed as directed above. If this does not release the electric locking on the gate, the trainman must operate the hand release located in the box marked MILWAUKEE RELEASE in accordance with instructions posted on the inside of cover.

X53 At Afton and Lakeland, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

X54 Steam derrick X-17 and X-18 cannot be handled on Sixth Subdivision.