

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

## LA CROSSE AND RIVER DIVISION

### Second District

# TIME TABLE No. 64

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

**Monday, February 18, 1957**

For the government and information  
of employes only.

**R. W. RIEDL,**  
Assistant Superintendent.

**W. E. SWINGLE,**  
Superintendent.

**V. P. SOHN,**  
General Superintendent of Transportation.

**P. J. WEILAND,**  
Assistant General Manager.

**J. H. STEWART,**  
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

**WATCH INSPECTORS.**

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

## FIRST SUBDIVISION—WESTWARD

**TIME TABLE**  
**No. 64**  
**February 18, 1957**  
**STATIONS**

Distance from La Crosse	Telegraph calls	SEE RULE 6-A	Office Hours Also see page 10	FIRST CLASS					
				57	1	55	5	15	
				Passenger	Passenger	Passenger	Passenger	Passenger	
				Daily	Daily	Daily	Daily	Daily	
<b>LA CROSSE</b> 0.1		AD	BJKOPR TVWXYZ	Continuous	L 2.20 AM	L 4.50 AM	L 10.25 AM	L 3.32 PM	L 6.10 PM
<b>COPELAND AVE.</b>	0.1	BK	P	Continuous					
<b>WEST WYE SWITCH</b> (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)	0.3 0.4		IX	No Office					
<b>MISSISSIPPI DRAWBRIDGE</b> <b>BRIDGE SWITCH</b>	1.0		IJ	No Office					
<b>(EAST END DOUBLE TRACK)</b> <b>RIVER JCT.</b>	1.3 4.1	SJ	BIJPRXY	Continuous	2.26	4.57	10.31	3.38	6.16
<b>DRESBACH</b> 1.7	7.4			No Office			10.36		
<b>DAKOTA</b> 3.8	9.1		P	No Office	2.32	5.03	10.43		
<b>DONEHOWER</b> 4.8	12.9		P	No Office			10.48	3.46	6.24 <sup>67</sup>
<b>LAMOILLE</b> 4.6	17.7		P	No Office			10.54		
<b>HOMER</b> 4.4	22.3		P	No Office	2.45	5.17	11.01	3.54	6.32
<b>WINONA</b> (C. & N. W. CROSSING)	26.7	RH	BPV XZ	Continuous	s 2.54	s 5.25	s 11.12	s 4.02	s 6.38
<b>TOWER CK</b> 4.2	28.6	CK	IPVX	Continuous	2.58	5.29	11.16		
<b>MINNESOTA CITY</b> 4.7	32.8		P	No Office			11.22	4.09	
<b>WHITMAN</b> 5.4	37.5		P	No Office			11.27		
<b>MINNEISKA</b> 3.2	42.9		P	No Office	3.09	5.43	11.32		
<b>WEAVER</b> 7.5	46.1		P	No Office	3.12		11.38	4.20	6.56
<b>KELLOGG</b> 6.1	53.6	WS	P	6.30 AM to 3.30 PM Except Sat. & Sun.	3.19	5.52	11.48	4.26	
<b>WABASHA</b> 1.9	59.7	W	BP XY	Continuous	3.25	6.04	12.01 PM	4.36	7.07
<b>READS LANDING</b> 10.6	61.6			No Office					
<b>LAKE CITY</b> 6.3	72.2	CN	P	7.30 AM to 4.30 PM Except Sun.	3.39	6.16	12.18 <sup>91</sup>	4.50	
<b>FRONTENAC</b> 10.6	78.5		P	No Office	3.45	6.22	12.26	4.55	7.23
<b>RED WING</b> 3.6	89.1	RD	BPV XZ	Continuous	s 4.02	s 6.40	s 12.43	s 5.13	s 7.33
<b>DUKE</b> 4.3	92.7		P	No Office					
<b>STROMS</b> 10.2	97.0			No Office	4.11	6.51	12.51	5.21	7.40
<b>EAST HASTINGS</b> 2.8	107.2		PXY	No Office	4.21	7.01	1.01		
<b>HASTINGS</b> (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE)	109.5	HN	BJPI XYZ	Continuous	4.24	7.03	1.10	s 5.35	7.50
<b>ST. CROIX JCT.</b> (C. B. & Q. CROSSING)	110.3		J	No Office					
<b>ST. CROIX TOWER</b> 11.9	110.7	QM	IJPV	Continuous	A 4.26 AM	A 7.05 AM	A 1.12 PM	A 5.37 PM	A 7.52 PM
<b>NEWPORT</b> 2.9	122.6	RT	IJPV	Continuous				5	
<b>DUNN</b> 1.6	125.5			No Office					
<b>OAKLAND</b> 1.0	127.1	OA	IPX	Continuous					
<b>ST. PAUL YARD</b> 2.6	128.1	SY	BHKOPR TVWXXZ	Continuous					
<b>ST. PAUL</b>	130.7	U	JKPRTV WXY	6.00 AM to 12.01 AM	As 5.10 AM	As 7.40 AM	As 1.50 PM	As 6.05 PM	As 8.21 PM

Passenger trains must not exceed maximum speed of 90 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 Crosse.  
 Centralized Traffic Control System is in use between a point ½ 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 Homer, and Stroms on signal for passengers only.  
 No. 57 does not carry passengers.  
 No. 55 will stop at Minneiska when necessary to receive or dispatch Parcel Post.

**FIRST SUBDIVISION—WESTWARD**

<b>TIME TABLE</b> <b>No. 64</b> <b>February 18, 1957</b> <b>STATIONS</b>		Capacity in cars		SECOND CLASS				
		Siding	Other tracks	91	63	67	263	83
				Way Freight	Time Freight	Time Freight	Time Freight	Time Freight
				Daily Except Sun.	Daily	Daily	Daily	Daily
<b>LA CROSSE</b> 0.1		Yard	L 6.00 AM	L 11.45 AM		L 8.30 PM	L 11.40 PM	
<b>COPELAND AVE.</b> 0.3								
<b>WEST WYE SWITCH</b> (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)								
<b>BRIDGE SWITCH</b> (MISSISSIPPI DRAWBRIDGE)								
<b>RIVER JCT.</b> 1.8 4.1	E 134	Yard	6.15	12.15 PM	L 5.45 PM	8.45	11.55	
<b>DRESBACH</b> 1.7			6.30					
<b>DAKOTA</b> 3.8		19	6.40	12.30				
<b>DONEHOWER</b> 4.8	E 115 W 111		6.50	12.40	6.20 <sup>15</sup> 6.30			
<b>LAMOILLE</b> 4.6		20	7.05	12.50				
<b>HOMER</b> 4.4		7	7.18	12.59				
<b>WINONA</b> 1.9		Yard	8.10	1.05	6.50	9.30	12.30 AM	
<b>TOWER CK</b> (C. & N. W. CROSSING)	E 111	20	8.15	1.15	6.55			
<b>MINNESOTA CITY</b> 4.7		8	8.23	1.22				
<b>WHITMAN</b> 5.4		60	8.30	1.30				
<b>MINNEISKA</b> 3.2		22	8.40	1.40				
<b>WEAVER</b> 7.5	E 114 W 111	5	8.45	1.46				
<b>KELLOGG</b> 6.1		75	9.05	1.57				
<b>WABASHA</b> 1.9	E 128 W 190	Yard	9.45	2.15	7.35	10.35	1.10	
<b>READS LANDING</b> 10.6			9.50					
<b>LAKE CITY</b> 6.3	E 110 W 80	172	10.10 <sup>55</sup> 1.05 PM	2.41	7.50			
<b>FRONTENAC</b> 10.6		81	1.25	2.52				
<b>RED WING</b> 3.6		Yard	2.10	3.13	8.20	11.30	2.15	
<b>DUKE</b> 4.3			2.20	3.18				
<b>STROMS</b> 10.2								
<b>EAST HASTINGS</b> 2.3		Yard	2.45	3.57	9.00			
<b>HASTINGS</b> (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE)	E 115 W 105	Yard	3.15	4.15	9.10	12.15 AM	2.50	
<b>ST. CROIX JCT.</b> (C. B. & Q. CROSSING)								
<b>ST. CROIX TOWER</b> 0.4			A 3.20 PM	A 4.25 PM	A 9.15 PM	A 12.20 AM	A 3.05 AM	
<b>NEWPORT</b> 2.9	95	24						
<b>DUNN</b> 1.6			4.05	5.10	9.50	1.10	4.00	
<b>OAKLAND</b> 1.0		Yard						
<b>ST. PAUL YARD</b> 2.6		Yard	A 4.80 PM	A 5.30 PM	A 10.30 PM	A 2.00 AM	A 5.30 AM	
<b>ST. PAUL</b>		Yard						

Freight trains must not exceed maximum speed of 80 miles per hour.

Miles West of Frontenac	Location of Spurs Westward Track	Miles East of Red Wing
7.6	Addington Spur.....	8.2

## FIRST SUBDIVISION—EASTWARD

**TIME TABLE**  
**No. 64**  
**February 18, 1957**  
**STATIONS**

Distance from St. Paul.	FIRST CLASS						
	16	58	2	56	4		
	Passenger	Passenger	Passenger	Passenger	Passenger		
	Daily	Daily	Daily	Daily	Daily		
LA CROSSE 0.1	129.1	As 10.10 AM	As 1.28 PM	As 2.58 PM	As 11.05 PM	As 2.06 AM	
COPELAND AVE. 0.3	129.0						
WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLAOK RIVER DRAW BRIDGE)	128.7	10.08	1.16	2.56	11.00	1.56	
(MISSISSIPPI DRAW BRIDGE) BRIDGE SWITCH	1.6	127.1					
(EAST END DOUBLE TRACK) RIVER JCT.	1.3	125.8	10.03	1.10	2.51	10.54	1.50
4.1	121.7		1.04				
DRESBACH 1.7	120.0		f 1.00			1.40	
DAKOTA 3.8	116.2	9.55	12.54	2.43			
DONEHOWER 4.8	111.4		12.49			1.30	
LAMOILLE 4.6	106.8		f 12.42				
HOMER 4.4	102.4	s 9.43	s 12.35	s 2.31	s 10.32	s 1.21	
WINONA 1.9	100.5		12.24		10.22	1.13	
(O. & N. W. CROSSING) TOWER CK 4.2	96.3		s 12.19		10.17	1.09	
MINNESOTA CITY 4.7	91.6	9.30	12.12	2.18			
WHITMAN 5.4	86.2		12.05				
MINNEISKA 3.2	83.0	9.23	s 12.01 PM	2.11			
WEAVER 7.5	75.5		s 11.52		9.59	12.54	
KELLOGG 6.1	69.4	9.12	s 11.44	2.01		f 12.48	
WABASHA 1.9	67.5		f 11.36			12.44	
READS LANDING 10.6	56.9	9.01	s 11.25	1.50	9.44	f 12.36	
LAKE CITY 6.3	50.6		s 11.16			12.29	
FRONTENAC 10.6	40.0	s 8.48	s 11.03	s 1.37	s 9.29	s 12.21	
RED WING 3.6	36.4		10.54			12.14	
DUKE 4.3	32.1	8.38	f 10.49	1.28		12.10	
STROMS 10.2	21.9		10.39				
EAST HASTINGS 2.3	19.6	8.29	s 10.36	1.19	s 9.08	12.01 AM	
HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAW BRIDGE)	0.8						
ST. CROIX JCT. 4.0	18.8						
(O. B. & C. CROSSING) ST. CROIX TOWER	18.4	L 8.27 AM	L 10.32 AM	L 1.17 PM	L 9.06 PM	L 11.59 PM	
CHEMOLITE 1.0	14.4						
LANGDON 5.2	13.4						
NEWPORT 4.5	8.1						
OAKLAND 1.0	3.6						
ST. PAUL YARD 2.6							
ST. PAUL		L 8.10 AM	L 10.10 AM	L 1.00 PM	L 8.45 PM	L 11.40 PM	

Passenger trains must not exceed maximum speed of 90 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 Chemolite Siding on Eastward main track only. No telegraph office at these points.  
Capacity of tracks not otherwise shown.  
Chemolite: Siding 38 cars, other tracks 82 cars.  
Addington Spurr: other tracks 30 cars

No. 58 will stop at Reads Landing, Minneiska and Dresbach when necessary to receive or dispatch Parcel Post.  
No. 58 will stop at Stroms on signal for passengers only.

**FIRST SUBDIVISION—EASTWARD**

TIME TABLE No. 64 February 18, 1957 STATIONS	SECOND CLASS				
	76	264	266	66	72
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
	Daily	Daily	Daily	Daily	Daily Except Sun.
LA CROSSE 0.1		A 8.15 AM	A 11.35 AM	A 8.30 PM	A 10.30 PM
COPELAND AVE. 0.8					
WEST WYE SWITCH (WEST END DOUBLE TRACK) (BLACK RIVER DRAWBRIDGE)					
(MISSISSIPPI DRAWBRIDGE) BRIDGE SWITCH 1.6					
(EAST END DOUBLE TRACK) RIVER JCT. 1.8	A 5.15 AM	8.01	11.25	8.00	10.03
4.1 DRESSBACH 1.7					
DAKOTA 3.8				7.47	9.45
DONEHOWER 4.8				7.35	9.40
LAMOILLE 4.6				7.20	9.34
HOMER 4.4				7.05	9.26
WINONA 1.9	4.10	7.30	10.55	6.45	9.20
(G. & N. W. CROSSING) TOWER CK 4.2	3.50			6.35	9.10
MINNESOTA CITY 4.7				6.25	8.54
WHITMAN 5.4				6.15	8.49
MINNEISKA 3.2				6.05	8.42
WEAVER 7.5				6.00	8.38
KELLOGG 6.1				5.45	8.28
WABASHA 1.9	3.01	6.50	10.20	5.30	8.18
READS LANDING 10.6					
LAKE CITY 6.8	2.23	6.27	10.06	4.20	7.50
FRONTENAC 10.6				4.05	7.42
RED WING 3.6	2.05	6.10	9.49	3.45	7.31
DUKE 4.3				3.10	7.27
STROMS 10.2					
EAST HASTINGS 2.3				2.45	7.08
HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE) 0.8	1.39	5.37	9.23	2.40	7.03
ST. CROIX JCT. (G. B. & Q. CROSSING) 0.4					
ST. CROIX TOWER 4.0	L 1.35 AM	L 5.35 AM	L 9.20 AM	L 2.10 PM	L 7.00 PM
CHEMOLITE 1.0					
LANGDON 5.8					
NEWPORT 4.5					
OAKLAND 1.0	1.05	5.05	9.01	1.40	6.55
ST. PAUL YARD 2.6	L 1.00 AM	L 5.00 AM	L 9.00 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. 64

February 18, 1957

## STATIONS

Distance from St. Paul Yard	Telegraph calls	Capacity in cars		Office hours Also see page 10	SEE RULE 6-A	FIRST CLASS					
		Sidings	Other tracks			57	461	507	1	417	203
						Passenger	C. R. I. & P. Passenger	Soo Line Passenger	Passenger	C. R. I. & P. Passenger	C. & N. W. Passenger
						Daily	Daily	Daily Except Mon.	Daily	Daily	Daily
ST. PAUL YARD 2.6		SY	Yard	Continuous	BHKOPR TVWXZ						
ST. PAUL 0.9	2.6	U	Yard	6.00AM to 12.01AM	JKPRTV WXY	L 5.20 AM	L 7.15 AM	L 7.25 AM	L 7.55 AM	L 8.00 AM	L 8.30 AM
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	3.5	CA	Yard	Continuous	IJPVX	5.23	7.18	7.28	7.58	8.03	A 8.32 AM
FORDSON JCT. 3.2	4.4			No Office	IJPX						
SNELLING AVE. 0.8	7.6			No Office	PX						
MERRIAM PARK 1.4	8.4		Yard	No Office	PVX						
SIGNAL TOWER 1.3	9.8			No Office	IJPXY	5.32	7.30	7.37	8.10	8.15	
RAND 0.5	11.1				PX						
SOUTH MINNEAPOLIS 1.9	11.6	ON	Yard	Continuous	BHJKOP TWXYZ	5.34	7.32	7.39	8.12	8.17	
MINNEAPOLIS	13.5	C	Yard	Continuous	BKOPRV WXZ	As 5.45 AM	As 7.45 AM	As 7.50 AM	As 8.25 AM	As 8.30 AM	

## SECOND SUBDIVISION—WESTWARD

TIME TABLE  
No. 64

February 18, 1957

## STATIONS

STATIONS	FIRST CLASS							
	55	563	421	5	459	513	15	
	Passenger	Soo Line Passenger	C. R. I. & P. Passenger	Passenger	C. R. I. & P. Passenger	Soo Line Passenger	Passenger	
	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
ST. PAUL YARD 2.6								
ST. PAUL 0.9	L 2.10 PM	L 5.05 PM	L 6.05 PM	L 6.15 PM	L 7.00 PM	L 7.45 PM	L 8.30 PM	
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	2.13	5.08	6.09	6.18	7.03	7.48	8.33	
FORDSON JCT. 3.2								
SNELLING AVE. 0.8								
MERRIAM PARK 1.4								
SIGNAL TOWER 1.3	2.22	5.17	6.21	6.30	7.15	8.00	8.42	
RAND 0.5								
SOUTH MINNEAPOLIS 1.9	2.24	5.19	6.24	6.32	7.17	8.02	8.44	
MINNEAPOLIS	As 2.35 PM	As 5.30 PM	As 6.40 PM	As 6.45 PM	As 7.30 PM	As 8.15 PM	As 9.00 PM	

## SECOND SUBDIVISION—WESTWARD

TIME TABLE  
No. 64

February 18, 1957

## STATIONS

STATIONS	SECOND CLASS			
	263	621	63	641
	L. & R. Time Freight	I. M. & D. 62 Time Freight	L. & R. Time Freight	I. M. & D. 64 Time Freight
	Daily	Daily Except Sun.	Daily	Daily Except Sat.
ST. PAUL YARD 2.6	L 4.05 AM	L 8.45 AM	L 6.00 PM	L 8.30 PM
ST. PAUL 0.9	4.15		6.20	
(JOINT TRACK CROSSING) CHESTNUT ST. 0.9	4.18	A 9.00 AM	6.25	A 9.30 PM
FORDSON JCT. 3.2				
SNELLING AVE. 0.8				
MERRIAM PARK 1.4				
SIGNAL TOWER 1.3	4.45		6.55	
RAND 0.5				
SOUTH MINNEAPOLIS 1.9	A 5.15 AM		A 7.00 PM	
MINNEAPOLIS				

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

## SECOND SUBDIVISION—EASTWARD

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TIME TABLE No. 64 February 18, 1957 STATIONS	Distance from Minneapolis	FIRST CLASS										
		16	514	58	420	2	562	462	204	518	416	
		Passenger	Soo Line Passenger	Passenger	C. R. I. & P. Passenger	Passenger	Soo Line Passenger	C. R. I. & P. Passenger	C. & N. W. Passenger	Soo Line Passenger	C. R. I. & P. Passenger	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sat.	Daily	
ST. PAUL YARD 2.6	13.5											
ST. PAUL	0.9	As 7.57 AM	As 8.05 AM	As 9.45 AM	As 12.08 PM	As 12.55 PM	As 1.40 PM	As 5.25 PM	A 6.15 PM	As 6.25 PM	As 7.50 PM	
(JOINT TRACK CROSSING) CHESTNUT ST.	0.9	10.0	7.50	7.58	9.37	12.01 PM	12.48	1.33	5.18	L 6.10 PM	6.18	7.43
FORDSON JCT. 3.2	0.1											
SNELLING AVE. 0.8	5.9	7.45	7.51	9.31	11.55	12.41	1.26	5.11		6.11	7.36	
MERRIAM PARK 1.4	6.1											
SIGNAL TOWER 1.3	3.7	7.43	7.48	9.28	11.53	12.38	1.23	5.08		6.08	7.33	
RAND 0.5	2.4											
SOUTH MINNEAPOLIS 1.9	1.9	7.41	7.46	9.26	11.51	12.36	1.21	5.06		6.06	7.31	
MINNEAPOLIS		L 7.35 AM	L 7.40 AM	L 9.20 AM	L 11.45 AM	L 12.30 PM	L 1.15 PM	L 5.00 PM		L 6.00 PM	L 7.25 PM	

## SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 64 February 18, 1957 STATIONS	FIRST CLASS			SECOND CLASS							
	56	432	4	264	630	650					
	Passenger	C. R. I. & P. Passenger	Passenger	L. & R. Time Freight	I. M. & D. 63 Time Freight	I. M. & D. 65 Time Freight					
	Daily	Daily	Daily	Daily	Daily Ex. Sun.	Daily Ex. Sun.					
ST. PAUL YARD 2.6				A 2.30 AM	A 5.30 PM	A 7.10 PM					
ST. PAUL	As 8.30 PM	As 10.55 PM	As 11.22 PM	2.15							
(JOINT TRACK CROSSING) CHESTNUT ST.	0.9	8.23	10.48	11.16	2.05	L 5.10 PM	L 6.45 PM				
FORDSON JCT. 3.2	0.9										
SNELLING AVE. 0.8		8.16	10.41	11.10	1.52						
MERRIAM PARK 1.4											
SIGNAL TOWER 1.3		8.13	10.38	11.07	1.40						
RAND 0.5											
SOUTH MINNEAPOLIS 1.9		8.11	10.36	11.05	L 1.30 AM						
MINNEAPOLIS		L 8.05 PM	L 10.30 PM	L 11.00 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.  
Centralized Traffic Control System is in use between Chestnut Street and South Minneapolis.

Nos. 461, 421 and 15 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.  
C.R.I.&P and Soo Line trains and engines will use CMS&P tracks between St. Paul and Minneapolis.

C&N.W. trains and engines will use CMS&P tracks between Chestnut St. and St. Paul.

Rules 251, 253 and 254 are in effect on eastward and westward track between Chestnut Street and a point 600 feet west of Robert Street, St. Paul, for movement with the current of traffic.  
Rule 83 (B) does not apply to eastward trains starting at Chestnut Street.

Rule 83 (B) does not apply at South Minneapolis and does not apply to westward trains at St. Paul Yard, *or St Paul.*

<p><b>J. C. MEYER,</b> Chief Dispatcher.</p>	<p><b>G. W. RILEY,</b> <b>R. L. MARTIN,</b> Trainmasters.</p>	<p><b>G. A. CHAMBERLAIN,</b> <b>W. J. PETA,</b> Trainmasters.</p>	<p><b>E. P. SNEE,</b> Ass't Supt.</p>	<p><b>N. H. McKEGNEY,</b> Superintendent.</p>
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**TWIN CITY TERMINALS BETWEEN NEWPORT AND MINNEAPOLIS.**

## WESTWARD—THIRD SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Winona	TIME TABLE			Distance from Chippewa Falls	SEE RULE 6-A	Office Hours Also see page 10	SECOND CLASS		
	561		Sidings	Other tracks			No. 64						550		
	Freight				February 18, 1957							Freight			
	Daily Except Sun.				STATIONS							Daily Except Sun.			
	L 10.00 PM		Yard	W		WINONA	94.9	BPV RXYZ	Continuous	As 8.30 PM					
					2.3	EAST WINONA	92.6								
	Lf 11.30 PM		7		88.6	TREVINO	56.3	RV	No Office	Lf 7.00 PM					
	s 12.10 AM		80	ND	83.8	DURAND	41.1	X	8.00AM to 5.00PM Exc. Sat. & Sun.	s 6.20					
	s 12.25		55		60.0	RED CEDAR	34.9	TX	No Office	s 5.45					
	12.30				61.0	RED CEDAR JUNCTION	33.9	JX	No Office	5.42					
	s 12.50		18		65.5	MERIDEAN	29.4		No Office	s 5.31					
	s 1.10		31		72.3	CARYVILLE	22.6		No Office	s 5.14					
	f 1.30				78.4	PORTERS MILLS	16.5		No Office	f 4.58					
	As 2.00 AM		Yard	AU	83.3	EAU CLAIRE	11.6	BRV XZ	8.00AM to 5.00PM Exc. Sun.	L 4.45 PM					
			Yard		83.7	EAU CLAIRE JUNCTION	11.2	JV	No Office						
			Yard	WC	94.9	CHIPPEWA FALLS		V	No Office						

Trains must not exceed maximum speed of 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.

Rule 83-B does not apply at Red Cedar Junction and Trevino.

This time-table confers no authority between Eau Claire Junction and Chippewa Falls; Soo Line Railway time-table and rules govern.

Eastward trains enroute Eau Claire to Winona will secure two clearances at Eau Claire, a C. M. St. P. & P. clearance, Form A, covering movement Eau Claire to Trevino, and a C. B. & Q. clearance, Form A covering movement, Trevino to Winona. The C. B. & Q. clearance Form A to be checked by the C. B. & Q. Train Dispatcher as prescribed by C. B. & Q. rule 221(a).

Authority to use electric lock on switch leading to C. B. & Q. westward main track at Trevino will be secured from the Operator at Pepin. Unless otherwise provided, the authority to use electric lock will be authority to leave Trevino with the current of traffic.

## WESTWARD—FOURTH SUBDIVISION—EASTWARD

SECOND CLASS			Capacity in cars		Telegraph calls	Distance from Red Cedar Jct.	TIME TABLE			Distance from Menomonie	SEE RULE 6-A	Office Hours Also see page 10	THIRD CLASS		
	507		Sidings	Other tracks			No. 64						508		
	Freight				February 18, 1957							Freight			
	Daily Except Sun.				STATIONS							Daily Except Sun.			
	L 5.42 PM					RED CEDAR JUNCTION	15.9	JX	No Office	A 7.15 PM					
					17	DUNNVILLE	14.0		No Office						
	6.00		17		7.0	DOWNSVILLE	8.9	X	8.00AM to 5.00PM Exc. Sat. & Sun.	6.55					
	A 6.25 PM		Yard	MO	15.9	MENOMONIE		BRVX	7.20AM to 4.30PM Exc. Sat. & Sun.	L 6.30 PM					

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**

		<b>315</b>	Capacity in cars		Telegraph calls	Distance from Red Wing	TIME TABLE No. 64 February 18, 1957			Distance from Cannon Falls	SEE RULE 6-A	Office Hours Also see page 10	<b>356</b>		
		Freight	Sidings	Other tracks			RED WING	WELCH	CANNON FALLS				Freight		
		Mon. & Thurs.											Mon. & Thurs.		
	L	4.15 PM		Yard	RD			RED WING	21.9	BP VWXX	Continuous	A	8.30 PM		
		5.00				11.2		WELCH	10.7		No Office		7.30		
	A	6.00 PM		93	CF	21.9		CANNON FALLS		VX	8.00AM to 5.00 PM Exc. Sat. & Sun.	L	7.00 PM		

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

**WESTWARD—SIXTH SUBDIVISION—EASTWARD**

		<b>SECOND CLASS</b>	Capacity in cars		Telegraph calls	Distance from Hastings	TIME TABLE No. 64 February 18, 1957			Distance from Stillwater	SEE RULE 6-A	Office Hours Also see page 10	<b>THIRD CLASS</b>		
		301	Sidings	Other tracks			HASTINGS	ST. CROIX JCT.	AFTON				LAKELAND	STILLWATER	302
		Freight											Freight		
		Daily Except Sun.											Daily Except Sun.		
	L	7.00 PM			HN			HASTINGS (WEST END DOUBLE TRACK) (MISSISSIPPI DRAWBRIDGE)	25.7	BIJPR XYZ	Continuous	As	10.30 PM		
		7.05				0.8		ST. CROIX JCT. (C. B. & Q. CROSSING)	0.8		No Office		10.25		
	s	7.40	30			14.5		AFTON	11.2	J	No Office	s	9.50		
	s	7.50	20			18.2		LAKELAND	7.5		No Office	s	9.35		
	s	8.01				20.0		LAKELAND JCT. (C&NW CROSSING)	5.7	M	No Office	s	9.25		
	s	8.15		Yard	BN	22.5		BAYPORT	3.2	V	8.00AM to 5.00PM Exc. Sat. & Sun.	s	9.15		
	A	8.20 PM				23.3		JUNCTION SWITCH	2.4	J	No Office	L	9.10 PM		
	As	8.25 PM		Yard	SA	25.7		STILLWATER		V	8.00AM to 5.00PM Exc. Sat. & Sun.	L	9.00 PM		

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

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

This time-table confers no authority between Junction Switch and Stillwater; C&NW time-table and rules govern.

Controlled Manual Block System is in use between Hastings and St. Croix Junction.

Rule 83B does not apply at Junction Switch.

**Train Dispatchers**

**F. K. CRAMER,  
F. J. WURM,  
D. J. OTT,  
V. D. ROBERTS,**

**C. M. OLSON,  
T. E. BIGLEY,  
F. W. BECKER,  
R. E. WITTENBERG,**

**E. T. LIND**

**Chief Dispatcher  
J. C. MEYER**

**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 5200 feet West of West Switch of Eastward siding to End of Double Track and to the Junction with I. M. & D. and D. & I. Division at La Crescent.
La Crescent.....	Extend from Bridge Switch to a point about 7100 feet beyond the junction switch of the D. & I. and I. M. & D. Divisions.
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 Jct.....	Extend from 2,000 feet east of east switch at Red Cedar to 2,000 feet west of junction switch on Third Subdivision and to 2,250 feet west of junction switch on Fourth Subdivision.
Eau Claire.....	Extend from 2000 feet east of east switch of Gravel Pit track to connection with C&NW and Soo Line Railways at Magenta.
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.

**OFFICE HOURS NOT OTHERWISE SHOWN**

STATIONS	SATURDAY & SUNDAY	HOLIDAY
	HOURS	HOURS
	Blank	Blank

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

**DISPATCHER'S TELEPHONE**

Dakota.....	In depot.
Donehower.....	In shanty.
Lamoille.....	In shanty.
Homer.....	In box on pole 25 ft. west of old depot.
Tower CK.....	At water tank.
Minnesota City.....	In section foreman's shanty, west of depot.
Whitman.....	In shanty.
Minneiska.....	In box on telegraph pole 10 ft. west of old depot.
Weaver.....	In freight room.
Kellogg.....	In freight room.
Mile Post 322.....	In box on telegraph pole.
Mile Post 332.....	In box on telegraph pole.
Mile Post 347.....	In box on telegraph pole.
Mile Post 350.....	In box on telegraph pole.
Lake City.....	In baggage room and on pole 1,000 ft. east of Mill Crossing on north side of tracks.
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. At switch at west end of eastward siding. In tower.
Dresbach.....	In depot.
Winona.....	On pole at Franklin Street, and on pole vicinity at C. B. Q. connection for use contacting C. B. Q. operator at East Winona.
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. 2 and 5 in clothes locker, cond'r's room.

Nos. 1 and 4 in baggage ear.

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

## COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS.

Location	Name	Residence and Phone	Office and Phone
Chicago	†Dr. R. Householder, Chief Surgeon		Wesley Memorial Hospital, 240 E. Superior St. Delaware 7-6500
Chicago	†Dr. James R. Hines, Ass't. to Chief Surgeon		Union Station Central 6-7600
Chicago	†Dr. F. Wm. Munson, Ass't to Chief Surgeon		30 North Michigan Ave. DEarborn 2-3127
Chicago	§*Dr. Virgil Wescott, Oculist		122 So. Michigan Ave. WAbash 2-2272
Chicago	Dr. L. F. McBride, Aurist		53 E. Washington St. STATE 1-0509
Chicago	Dr. H. A. Hooper, Dentist		
La Crosse	†Dr. J. F. Egan	121 So. 15th St. 4-3328	
La Crosse	Dr. James C. Fox	527 No. 24th St. 2-2322	
La Crosse	†Dr. Gerard I. Uhrich	1216 Main St. 4-4589	212 South 11th St. 4-3050
La Crosse	Dr. M. A. McGarty	109 So. 14th St. 4-4473	
La Crosse	Dr. S. B. Gundersen	218 So. 14th St. 4-5302	509 State Bank Bldg. 4-5240
La Crosse	Dr. R. E. McMahon	1815 Cass St. 2-2818	1836 South Ave. 2-5265
La Crosse	Dr. B. J. Mansheim, Oculist	2165 Adams St. 2-9565	319 Main St. 4-3050
Winona	*Dr. E. M. McLaughlin	479 W. Broadway. 6977	212 S. 11th St. 4-3050
Winona	Dr. E. E. Christensen, Asst.	153 W. Wabasha St. 3957	172 Main St. (Clinic Off.-Same) 2834
Winona	*Dr. P. A. Mattison, Asst.	1078 W. Mark St. 2656	172 Main St. (Clinic Off.-Same) 2834
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. Edward H. Juers	1160 Oak St. 5520	628 W. 3rd St. 3528
Red Wing	Dr. Samuel L. Hamilton	322 Dakota. 9744	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
Hastings	†Dr. Carl A. Weiss	622 West Third, St. 11-2	Sixth & Vermillion. 11
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
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. Midway 9-1010	1168 Lowry Med. Arts Bldg Capital 2-4969
St. Paul	Dr. Edward H. Kelly	2052 Summit Ave. Midway 8-8792	120 No. Snelling Ave. Midway 4-9411
St. Paul	Dr. R. O. Leavenworth, Oculist	2211 Sargent Ave. Midway 8-3615	835 Lowry Bldg. Capital 2-8717
St. Paul	†Dr. John A. Williams	2247 Edgumbe Rd. Midway 9-7506	366 North Prior Ave. Midway 6-9635
St. Paul	†Dr. R. K. Grau	1628 Maple Knoll Drive. Midway 6-4204	366 No. Prior Ave. Midway 6-9635
St. Paul	†Dr. H. R. Tregilgas	395 5th Ave. No., So. St. Paul La Salle 1009	107 7th Ave. So. La Salle 1824
Minneapolis	§†Dr. O. W. Yoerg	4933 Colfax Ave. So. Colfax 1606	1853 Medical Arts Bldg., Nicollet Ave. at 9th St. FEDERAL 6-1700
Minneapolis	Dr. W. H. Rucker, Assistant	3523 Arbor Lane, Hopkins, West 8-1222	FEDeral 6-1700
Minneapolis	§Dr. Frank T. Cavanor, Oculist	2934 Dean Blvd. Walnut 2-7612	1818 Medical Arts Bldg., Nicollet at 9th St. FEDERAL 5-8701
Minneapolis	Dr. W. J. Bushard, Oculist	6473 Westchester Circle, Orchard 5-8123	849 Medical Arts Bldg., Nicollet Ave. at 9th St. FEDERAL 2-7341

§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.

# 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.

**G8** 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.

**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 and burners in Company's buildings and equipment is prohibited.

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

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

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

**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.

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 timetable, 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 employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe 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 663 (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.

G26 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.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G27 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 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.

G28 All diesel engines must not be towed or operated under own power through water over 3 inches above the rails. When towed or operated under own power through water above rails, a speed of 3 miles per hour must not be exceeded.

G29 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.

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
Scale test cars, on Branch Lines.....	20
on Main Line.....	25
Diesel switchers, either dead in train or operating under their own power (except 600 H.P. Also switchers 1600 to 1603 inclusive) .....	45
600 H.P. Also switchers, series 1600 to 1603 inclusive .....	40
All 44-ton diesel engines 1699 to 1709 inclusive	
When moved dead in train .....	30
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 or without 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 trailed 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 employes 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 their time slip.

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.

G42 When flat spots develop enroute on car or locomotive wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

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

G-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly.

All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19(A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

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 Track	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.

	On Tangent Track	On Curves
Between 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
West Wye Switch	At end of double track.
River Junction	At end of double track.
Minnesota City	At Crossover.
Weaver	At Crossover.
Kellogg	At Crossover.

In C.T.C. territory between a point 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-C&NW joint track to CMStP&P westward main track.

Turn out from CMStP&P eastward main track to CMStP&P-C&NW 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
Wabasha	East end eastward siding.

X4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X5 Five minute fuseses should be used in Automatic Block System territory and ten minute fuseses should be used in other territories.

X6 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
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	70	60
Eastward	70	50
At Winona, through city limits	30	30
At Tower CK, through interlocking	45	30
At Lake City, from depot to 2750 ft. east.	30	30
At Red Wing, through city limits	40	40
At Hastings, through interlocking Westward	30	25
Eastward	40	25
Between Hastings and St. Croix Tower	40	40
At St. Croix Tower, through interlocking	30	25
Eastward	40	25
At St. Paul, between Hoffman Avenue and Robert Street	Restricted Speed	Restricted Speed
At St. Paul, when backing train on Union Depot tracks	8	8
At Chestnut Street, westward over C&NW crossing	30	25
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.		
At Signal Tower, over Bridge L-332	50	
At South Minneapolis, through junction switch	15	15

Location	Maximum Speed M. P. H.	
	Passenger Trains	Other Trains
Between South Minneapolis and Minneapolis	Restricted Speed	Restricted Speed
Over employes crossing between Franklin Avenue and 8th Street.....	10	10
At Minneapolis, between 6th Avenue and 9th Avenue.....	8	8
Trains handling ore loaded in ore cars.....	....	30
Trains handling ore loaded in other type open top equipment.....	....	40
All trains handling ore loaded in any type open top equipment at the following locations:		
Bridge L-4B 1.7 miles west of La Crosse.	....	25
Bridge L-2 1 mile west of La Crosse.....	....	25
Bridge L-O 0.6 mile west of La Crosse...	....	15

X7 Trains being operated with electro-pneumatic braking system, (electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, change over to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be reported to Superintendent by wire.

Incoming crews will notify relieving crews at all change-off points when electro-pneumatic brakes are cut out.

### FIRST SUBDIVISION

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.

X18 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 Operating 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-O 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 derail.

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.

X17 The movement of Westward trains or engines on the eastward main track between the interlocking at end of double track 0.8 mile East of River Jct. tower and the tower will 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.

X18 The west switch of the eastward siding at River Jct. is electrically interlocked and controlled by the signalman at River Jct.

X19 C.T.C. between a point ½ 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.

X24 C.T.C. between South Minneapolis and Signal Tower is controlled by the Operator at South Minneapolis and between Signal Tower and Chestnut Street by the Operator at Chestnut Street, under the supervision of the train dispatcher at La Crosse.

Special Instructions G-23 in conjunction with the Consolidated Code of Operating Rules and General Instructions will govern movements of trains and engines within this territory.

X25 All westward trains or engines except first class trains operating through St. Paul Union Depot tracks or over CMSt&P freight tracks to or beyond Chestnut Street, St. Paul, will stop at Jackson St. and obtain permission from the operator at Chestnut St., to enter C. T. C. Territory.

X27 At Minneapolis, because of the danger involved and to avoid having train or enginemen use the bridge runway on the short line bridge to get to the telephone while westward trains are being operated over the bridge, Eastward trains that are stopped by a STOP INDICATION of the home signal at Signal Tower will be governed as follows:

Passenger trains will stop to clear the west end of bridge and freight trains will stop with engine just over the east end of bridge.

C.T.C. telephones connected with Control Operator at South Minneapolis are located 265 feet west and 35 feet east of the bridge.

Trains will be governed by Instructions from Control Operator. See Rule 663 (A).

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 first class trains except C&NW and IM&D Division trains must obtain clearance Form A at St. Paul 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.

**X39 (A)** Remote Control Interlocking between Cedar and Rand is controlled by the operator at South Minneapolis under the supervision of the Train Dispatcher at LaCrosse.

### THIRD SUBDIVISION

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

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  $1\frac{1}{2}$  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-12 or 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.

### FOURTH SUBDIVISION

**X42** 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-12 or 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.

### FIFTH SUBDIVISION

**X43** Steam derrick X-17 and X-18 cannot be handled on Fifth Subdivision.

### SIXTH SUBDIVISION

**X44** 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.

**X45** 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 C&NW 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 C&NW 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.

**X46** Steam derrick X-17 and X-18 cannot be handled on Sixth Subdivision.

