

COPY

TABLE OF TRAIN SPEEDS

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

WATCH INSPECTORS

- Minneapolis ..... Berens Jewelers & Optometrists
- Minneapolis ..... Ben H. Anderson & Co.
- Minneapolis ..... O. P. Gustafson Co.
- Aberdeen ..... Pleinis Jewelry Store
- Mobridge ..... Mrs. S. A. Amunson
- Marmarth ..... R. R. Telegraph Operator
- Miles City ..... Mrs. H. J. Dale and P. P. Mann
- Farmington ..... E. M. Gerster
- Montevideo ..... Johnson Jewelry Co.
- Milbank ..... Christenson's
- Mitchell ..... Dahle's Jewelers

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

ABERDEEN DIVISION

TIME TABLE No. 2

COPY

Taking effect at 1:01 AM Mountain Standard Time 2:01 AM Central Standard Time

Sunday, September 25, 1960

For the government and information of employees only

COPY

R. J. DIMMITT, Assistant Superintendent.

M. GARELICK, Superintendent.

V. P. SOHN, General Superintendent of Transportation.

W. E. SWINGLE, Assistant General Manager.

L. V. ANDERSON, General Manager.

## FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 2 September 25, 1960 CENTRAL TIME	Distance from Minneapolis.	Telegraph calls	Capacity in cars.		Office Hours Also see Page 15 For Other Assigned Hours	FIRST CLASS			SECOND CLASS		
			Sidings	Other tracks		15			263		
						Passenger			Time Freight		
STATIONS					Daily			Daily			
MINNEAPOLIS 1.0	0.0	O			Continuous	L 8.40 PM					
SOUTH MINNEAPOLIS 0.8	1.9	ON		Yard	Continuous	8.46 PM					
RAND 0.8	2.7			Yard	No Office	L 8.47 PM			L 6.30 AM		
CEDAR 4.2	3.5			Yard	No Office	8.48			6.33		
BASS LAKE 1.5	7.7			Yard	No Office				6.42		
ST. LOUIS PARK 2.5	9.2	SU			7.00 AM to 4.00 PM Except Sat. & Sun.	8.54			6.44		
HOPKINS 3.2	11.7	KN	280		7.30 AM to 4.30 PM Except Sat. & Sun.				6.49		
(WEST END OF DOUBLE TRACK) (M. & ST. L. CROSSING) TOWER E 14 4.5	14.9	WE			Continuous	9.01			6.55		
CHANHASSEN 2.8	19.4			12	No Office						
HAZELTINE 11.1	22.2		117		No Office				7.05		
COLOGNE 3.4	33.3	NY	167	214	7.45 AM to 4.45 PM Except Sat. & Sun.	9.16			7.18		
BONGARDS 3.5	36.7			11	No Office						
(M. & ST. L. CROSSING) 0.6	40.2				No Office						
NORWOOD 6.5	40.7	UN	106	26	7.45 AM to 4.45 PM Except Sat. & Sun.						
PLATO 5.0	40.2	BA		30	8.00 AM to 5.00 PM Except Sat. & Sun.						
GLENCOE 10.3	51.8	GN	255	185	7.45 AM to 3.45 PM 8.50 PM to 11.50 PM Except Sat. & Sun.	9.32			7.42		
BROWNTON 0.7	62.1	WN	137	86	7.45 AM to 4.45 PM Except Sat. & Sun.						
STEWART 0.6	68.8	SY	118	38	7.45 AM to 4.45 PM Except Sat. & Sun.						
BUFFALO LAKE 4.8	75.3	BO	79	37	8.00 AM to 5.00 PM Except Sat. & Sun.						
HECTOR 0.0	80.1	HO	129	85	8.00 AM to 5.00 PM Except Sat. & Sun.						
BIRD ISLAND 4.7	84.1	DS	130	351	7.45 AM to 4.45 PM Except Sat. & Sun.						
OLIVIA 5.5	93.8	VI	81	69	7.45 AM to 4.45 PM Except Sat. & Sun.						
DANUBE 5.7	99.3	DU	115	32	8.00 AM to 5.00 PM Except Sat. & Sun.						
RENVILLE 0.9	105.0	XN	115	33	8.00 AM to 5.00 PM Except Sat. & Sun.						
SACRED HEART 5.4	111.9	BA	133	30	7.45 AM to 4.45 PM Except Sat. & Sun.						
MINNESOTA FALLS 2.2	117.3			17	No Office						
(EAST END OF TWO MAIN TRACKS) E 118 1.6	119.5				No Office						
GRANITE FALLS 2.0	121.1	G		72	7.00 AM to 4.00 PM Except Sat. & Sun.						
(WEST END OF TWO MAIN TRACKS) E 122 (G. N. CROSSING) 0.0	123.1				No Office						
WEGDAHL 5.2	129.1	MR		21	8.00 AM to 5.00 PM Except Sat. & Sun.						
MONTEVIDEO	134.3	MA	291	Yard	7.45 AM to 3.45 PM 10.00 PM to 8.00 AM	A 10.50 PM			A 9.20 AM		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 55 miles per hour.

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

Double track is in use between Cedar and Tower E 14.

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

Between E 118 and E 122, trains will keep to the LEFT, unless otherwise directed.

Automatic Block Signal System is in use between Rand and Montevideo.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Tower E 14 and Cedar for movement with current of traffic.

La Crosse Division No. 150 will assume the schedule of No. 15 on the Aberdeen Division at Rand.

Centralized Traffic Control System is in use between east switch of siding at Glencoe and Montevideo.

No. 15 when not displaying signals for a following section will register at Montevideo by register ticket.

Glen Lake Spur is located 1361 feet west of Tower E-14 and has a capacity of 19 cars.

Rule 83(B) does not apply to trains starting at Rand. No. 15 will obtain clearance at Minneapolis. Other trains starting at Rand will obtain clearance at South Minneapolis.

**FIRST SUBDIVISION—EASTWARD**

TIME TABLE No. 2 September 25, 1960 CENTRAL TIME STATIONS	Distance from Montevideo,	See Rule 6-A	FIRST CLASS		SECOND CLASS							
			16		264							
			Passenger		Time Freight							
			Daily		Daily							
MINNEAPOLIS 1.0	134.3	BKOPRV WXZ	As 6.35 AM									
SOUTH MINNEAPOLIS 0.8	132.4	BHKOP RTWXYZ										
RAND 0.8	131.6	IJX	A 6.05 AM		A 4.45 AM							
CEDAR 1.2	130.8	IPX	6.04		4.25							
BASS LAKE 1.6	126.6	PVWX			4.17							
ST. LOUIS PARK 2.5	125.1	PVX	5.54		4.15							
HOPKINS 3.2	122.6	PVX										
(WEST END OF DOUBLE TRACK) (M. & ST. L. CROSSING) TOWER E 14 4.5	119.4	IP	5.49		4.10							
CHANHASSEN 2.8	114.0	P										
HAZELTINE 11.1	112.1	P	5.44		3.50							
COLOGNE 3.4	101.0	BJPY	5.34		3.35							
BONGARDS 3.5	97.6											
(M. & ST. L. CROSSING) 0.5	94.1	I										
NORWOOD 5.6	93.0	P	5.27									
PLATO 5.0	88.1	P										
GLENCOE 10.3	82.5	PX	5.15		3.10							
BROWNTON 0.7	72.2	P										
STEWART 0.5	65.5	P										
BUFFALO LAKE 4.8	59.0	P										
HECTOR 0.0	54.2	P										
BIRD ISLAND 4.7	45.2	PY										
OLIVIA 5.6	40.5	P										
DANUBE 5.7	35.0	P										
RENVILLE 0.0	29.3	P										
SACRED HEART 5.4	22.4	P										
MINNESOTA FALLS 2.2	17.0	P										
(EAST END OF TWO MAIN TRACKS) E 118 3.0	14.8	P										
(WEST END OF TWO MAIN TRACKS) E 122 (G. N. CROSSING) 0.0	11.2	IP										
WEGDAHL 5.2	5.2	P										
MONTEVIDEO	0.0	BHKOPR TWX	L 4.05 AM		L 1.15 AM							

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 55 miles per hour.

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

Between Minneapolis and St. Louis Park, inclusive, the Officials of the Twin City Terminals Division have jurisdiction.  
 Rules 251, 253 and 254 are in effect on eastward and westward tracks between Tower E14 and Cedar for movement with current of traffic.  
 No. 16 will assume the schedule of No. 161 on the LaCrosse Division at Rand.

South Minneapolis is a register station for other than First Class Trains only.

## SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 2 September 25, 1960 CENTRAL TIME STATIONS	Distance from Montevideo	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS			THIRD CLASS	
			Sidings	Other tracks	15			263			463	
					Passenger			Time Freight			Freight	
					Daily			Daily			Mon., Wed., Fri.	
MONTEVIDEO 0.4	0.0	MA	291	Yard	L 10.53 PM			L 9.25 AM			L 6.30 AM	
NORTH WATSON 0.2	0.4	W	129	36							6.50	
MILAN 8.2	15.0	RA	131	30							7.05	
APPLETON (G. N. CROSSING) 7.0	23.8	CA	101	207							7.30	
CORRELL 8.0	30.8	OR		27							7.45	
ODESSA 0.4	30.4	DE	113	81							8.00	
ORTONVILLE 11.2	45.8	RT	108	138	f 11.32						A 8.30 AM	
MILBANK 7.2	57.0	B	811	Yard	<sup>204</sup> s 11.50							
TWIN BROOKS 7.7	64.2	BK	187	81								
MARVIN 7.2	71.9			89								
SUMMIT 4.2	79.1	H	213	170	12.14 AM			11.21				
JACKSON 3.8	83.8			92								
ORTLEY 5.4	87.1			45								
WAUBAY 10.6	92.5	WA	207	68	12.25			11.37				
WEBSTER 0.4	103.1	WB	170	115	s 12.37			11.49				
HOLMQUIST 3.5	109.5	HM	120	17	12.43			11.57				
(EAST END OF DOUBLE TRACK) BRISTOL E-670 2.4	113.0	BR		397	12.47			12.02 PM				
(WEST END OF DOUBLE TRACK) E-670 11.2	115.4				12.49			12.05				
(EAST END OF DOUBLE TRACK) E-677 1.9	126.6				1.00			12.19				
ANDOVER (WEST END OF DOUBLE TRACK) 0.4	128.5	ND		242	1.02			12.22				
(G. & N. W. CROSSING) GROTON 5.8	137.9	RO	243	46	1.11			12.34				
JAMES 5.3	143.7			25								
BATH 4.0	149.0			23								
(EAST END OF DOUBLE TRACK) E 704 2.3	153.4				<sup>10</sup> 1.26			12.53				
(G. N. & O. & N. W. CROSSING) 0.8	150.2											
ABERDEEN 0.4	157.0	RN			A s 1.45 AM			A 12.58 PM				
(WEST END OF DOUBLE TRACK) ABERDEEN YARD	157.4			Yard				A 1.00 PM				

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 65 miles per hour.

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

Double track is in use between Bristol and E-670, between E-677 and Andover and between E-704 and Aberdeen Yard.

Automatic Block Signal System is in use between Montevideo and Aberdeen.

Automatic Block Signal System is in use from end of double track at Aberdeen yard through Aberdeen yard. Rules 261, 263, and 264 are in effect.

Centralized Traffic Control System is in use between Montevideo and the west switch of siding at Summit.

Westward second and inferior class and extra trains will register at Aberdeen Yard instead of Aberdeen.

First class trains must move at restricted speed between Kline St., Aberdeen and Passenger Station Aberdeen.

No. 15 stops at Ortonville to pickup and discharge revenue passengers.

**SECOND SUBDIVISION—EASTWARD**

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TIME TABLE No. 2 September 25, 1960 CENTRAL TIME	Distance from Aberdeen Yard	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				16		264		464	
				Passenger		Time Freight		Freight	
				Daily		Daily		Tues. Thurs. Sat.	
STATIONS									
MONTEVIDEO 0.4	157.4	BHKOP RTXW	7.45 AM to 3.45 PM 10.00 PM to 6.00 AM	A 4.05 AM		A 1.00 AM		A 4.50 PM	
NORTH WATSON 0.2	151.0	P	Watson 8.00 AM to 5.00 PM Except Sat. & Sun.					4.05	
MILAN 8.2	141.8	P	7.45 AM to 4.45 PM Except Sat. & Sun.					3.20	
APPLETON (G. N. CROSSING) 7.0	133.0	IPVY	7.45 AM to 4.45 PM Except Sat. & Sun.					2.50	
CORRELL 8.0	120.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.					2.35	
ODESSA 0.4	118.0	P	7.45 AM to 4.45 PM Except Sat. & Sun.					1.45	
ORTONVILLE 11.2	111.0	JPY	7.45 AM to 4.45 PM Except Sat. & Sun.	f 3.18				L 1.30 PM	
MILBANK 7.2	100.4	BJKP XY	7.45 AM to 3.45 PM 9.30 PM to 5.30 AM Except Sat. & Sun.	s 3.05		15 11.50			
TWIN BROOKS 7.7	03.2	P	No Office			11.31			
MARVIN 7.2	85.5	P	No Office						
SUMMIT 1.2	78.3	PY	7.45 AM to 4.45 PM Except Sat. & Sun.	2.42		11.00			
JACKSON 3.8	74.1	P	No Office						
ORTLEY 5.4	70.3	P	No Office						
WAUBAY 10.0	64.0	P	7.45 AM to 4.45 PM Except Sat. & Sun.	2.30		10.41			
WEBSTER 8.4	54.3	P	7.45 AM to 4.45 PM Except Sat. & Sun.	s 2.20		10.27			
HOLMQUIST 3.6 (EAST END OF DOUBLE TRACK)	47.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	2.10		10.18			
BRISTOL E-670 (WEST END OF DOUBLE TRACK)	44.4	JP XY	7.45 AM to 4.45 PM Except Sat. & Sun.	2.05		10.10			
(EAST END OF DOUBLE TRACK) E-677	42.0	PX	No Office	2.04		10.05			
ANDOVER (WEST END OF DOUBLE TRACK)	30.8	PX	No Office	1.53		9.47			
(G. & N. W. CROSSING) GROTON 5.8	28.0	DJPXY	7.45 AM to 4.45 PM Except Sat. & Sun.	1.52		9.44			
JAMES 5.3	10.5	IPV	7.45 AM to 4.45 PM Except Sat. & Sun.	1.44		9.30			
BATH (EAST END OF DOUBLE TRACK) E 704	8.4	P	No Office						
(G. N. & C. & N. W. CROSSING)	3.5	P	No Office	15 1.31		9.10			
ABERDEEN (WEST END OF DOUBLE TRACK) ABERDEEN YARD	1.2 0.4	I BKOPR VWX BHJKOPR VWXYZ	No Office Continuous No Office	L 1.25 AM		L 9.05 PM L 9.00 PM			

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 55 miles per hour.

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

Connecting Track in service between North Watson Siding and Watson House Tracks.

Rule 83(B) does not apply to trains entering Second Subdivision off Seventh Subdivision at Ortonville.

Rule 83(B) does not apply at Milbank when operator is not on duty if train order signal indicates proceed as per Rule 200 C.

No. 16 when not displaying signals for a following section will register at Montevideo by register ticket.

No. 16 stops at Ortonville to pick up and discharge revenue passengers.

## WESTWARD—THIRD SUBDIVISION—EASTWARD

THIRD CLASS	SECOND CLASS	FIRST CLASS	Capacity in cars		Distance from Aberdeen	Telegraph cells	TIME TABLE		Distance from Moberidge	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	FIRST CLASS	SECOND CLASS	THIRD CLASS
			Sidings	Other tracks			No. 2	Central Time						
Freight	Time Freight	Passenger					September 25, 1960					Passenger	Time Freight	Freight
Mon., Wed., Fri.	Daily	Daily					CENTRAL TIME					Daily	Daily	Tues., Thur., Sat.
			L 2.00 AM				ABERDEEN	0.4	98.2	BRKPR VWX	Continuous	As 1.05 AM		
L 7.45 AM	L 3.30 PM			Yard	0.4	RN	(WEST END OF DOUBLE TRACK) ABERDEEN YARD	7.4	97.8	BLJKOPR VWXYZ	No Office		A 6.00 PM	A 11.45 AM
7.55			104		7.8		FIFE	8.3	90.4	P	No Office			11.35
8.10			189	23	18.1		MINA	8.1	85.1	P	No Office			11.25
8.20			104	23	21.2		CRAVEN	8.3	77.0	P	No Office			11.10
8.30			79	63	26.5	P	IPSWICH	8.1	71.7	P	7.45 AM to 4.45 PM Except Sat. & Sun.			11.00
8.45			131	21	34.6		BEEBE	6.5	63.6	P	No Office			10.40
					41.1		ORIENT LINE JCT	0.5	57.1	JPKY	No Office			
A 8.55 AM	264 5.00		104	177	41.6	RC	ROSCOE	8.6	56.6	JP XY	7.45 AM to 4.45 PM Except Sat. & Sun.		263 5.00	L 10.30 AM
			104	25	50.2		GRETNA	6.7	48.0	P	No Office			
			104	42	56.9	BW	BOWDLK	7.6	41.8	P	7.45 AM to 4.45 PM Except Sat. & Sun.			
			148		64.5		ALAMO	5.3	33.7	P	No Office			
			78		69.8		JAVA JCT.		28.4	P	No Office			
				52		JA	JAVA	7.3		PX	7.45 AM to 4.45 PM Except Sat. & Sun.			
			103	42	77.1	SB	SELBY	8.0	21.1	P	7.45 AM to 4.45 PM Except Sat. & Sun.			
			89	17	85.1		SITKA	4.3	13.1	P	No Office			
			159	23	89.4	G	GLENHAM	8.8	8.8	P	7.45 AM to 4.45 PM Except Sat. & Sun.			
A 6.30 PM	As 3.35 AM		Yard		98.2	MB	MOBRIDGE		0.0	BRPR TWX	6.30 AM to 2.30 PM 7.00 PM to 8.00 AM	L 11.35 PM	L 3.30 PM	

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 55 miles per hour.

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

Automatic Block Signal System is in use between the west end of double track at Aberdeen Yard and Moberidge. Rules 261, 263 and 264 are in effect.

Double track is in use between Aberdeen and Aberdeen Yard.

Clock at Moberidge marked CENTRAL TIME must be observed.

Rule 83(B) does not apply to No. 806 at Roscoe when operator is not on duty.

First class trains will not register at Aberdeen Yard.

First class trains must move at restricted speed between end of double track Aberdeen Yard and Passenger Station Aberdeen.

Third Subdivision westward trains starting at Aberdeen Yard will secure Clearance Form A at Aberdeen. Rule 83 (B) does not apply at Aberdeen Yard.

# WESTWARD—FOURTH SUBDIVISION

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TIME TABLE No. 2 September 25, 1960 MOUNTAIN TIME	SEE RULE 6-A	Distance from Moblidge	Capacity in Cars		FIRST CLASS		SECOND CLASS			THIRD CLASS		
			Siding	Other Tracks	15		363		205	263	91	
					Passenger		Way Freight		Way Freight	Time Freight	Way Freight	
					Daily		Mon., & Thurs.		Wed. only	Daily	Sun., Tues., & Thurs.	
STATIONS												
MOBRIDGE 3.8	BKOP RTWX	0.0		Yard	L 2.35 AM		L 8.15 AM	L 8.40 AM	L 6.00 PM	L 6.00 AM		
MOREAU JCT. 8.1	JP	3.8	90				8.30	As 8.50 AM	6.06	6.08		
WAKPALA 10.0	P	11.9	126	24			8.45		6.16	6.20		
MAHTO 7.6	P	22.8	90	26			9.10		6.30	6.35		
McLAUGHLIN 15.2	JPWY	30.4	100	230			As 9.25 AM		6.40	6.45		
WALKER 18.0	P	45.6	90	32					7.04	7.05		
McINTOSH 9.7	PW	58.6	155	140					7.20	7.25		
WATAUGA 8.8	P	68.3	124	30					7.32	7.45		
MORRISTOWN 4.4	P	77.1	95	19					7.42	8.10		
KELDRON 8.1	P	81.5	91						7.48	8.20		
THUNDER HAWK 9.2	P	89.6	130	20					8.02	8.45		
LEMMON 5.9	PWY	98.8	90	107	s 4.05				8.15	9.21		
PETREL 4.0	P	104.7	107	22					8.23	9.35		
WHITE BUTTE 5.6	P	108.7	31						8.30	9.42		
HAYNES 8.2	P	114.3	90	48					8.38 <sup>18</sup>	9.54 <sup>204</sup> 10.15		
HETTINGER 8.0	PW	122.5	92	169	s 4.35				8.49	10.45		
BUCYRUS 8.5	P	131.1	107	38	4.42				9.01	11.10		
REEDER 8.8	P	139.6		41	4.49				9.12	11.30		
GASCOYNE 8.6	P	146.4	89	19	4.55				9.20	12.01 PM		
SCRANTON 4.7	P	149.9	63	38	4.58				9.25	12.21		
BUFFALO SPRINGS 7.8	P	154.6	104		5.02				9.31	12.35		
BOWMAN 7.3	PW	162.4	91	71	s 5.15				9.41	1.05		
GRIFFIN 5.9	P	169.7	52		5.21				9.50	1.20		
RHAME 8.0	P	178.6	131	50	5.26				9.57	1.40		
IVES 9.5	P	180.6	80	14					10.05	1.50		
MARMARTH	BKO PRTWX	190.1		Yard	As 5.50 AM				A 10.20 PM	A 2.05 PM		

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 65 miles per hour.

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

Automatic Block Signal System is in use between the east end of the yard at Moblidge and Marmarth.

Rules 261, 263 and 264 are in effect between the east end of the yard at Moblidge and the west end of the yard at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth.

Clock at Moblidge marked MOUNTAIN TIME must be observed.

At Moreau Jct. the time of No. 205 applies at the Junction Switch

At Marmarth No. 15 when not displaying signals for a following section, may register by register ticket.

## FOURTH SUBDIVISION—EASTWARD

TIME TABLE No. 2 September 25, 1960 MOUNTAIN TIME	Distance from Marmarth	Telegraph Calls	Office Hours Also see page 16 For other Assigned Hours	FIRST CLASS		SECOND CLASS			THIRD CLASS	
				16		264	206	364	92	
				Passenger		Time Freight	Way Freight	Way Freight	Way Freight	
STATIONS				Daily		Daily	Thurs. only	Tues., & Fri.	Mon., Wed., & Fri.	
MOBRIDGE 3.8	190.1	MB	6:30 AM to 2:30 PM 7:00 PM to 3:00 AM	A 10.35 PM		A 2.00 PM	A 12.35 PM	A 2.30 PM	A 2.05 PM	
MOREAU JCT. 8.1	186.3		No Office	10.22		1.10	L 12.20 PM	2.20	1.55	
WAKPALA 10.0	178.2		No Office			12.56		2.05	1.40	
MAHTO 7.0	167.3		No Office	10.01		12.36		1.45	1.15	
McLAUGHLIN 15.2	159.7	UN	7:30 AM to 4:30 PM Except Sat. and Sun.	9.53		12.26		L 1.30 PM	1.00	
WALKER 13.0	144.5		No Office	9.40		12.06 PM			12.30	
McINTOSH 9.7	181.5	MI	7:00 AM to 4:00 PM Except Sunday	9.29		11.47			12.05 PM	
WATAUGA 8.8	121.8		No Office			11.33			11.50	
MORRISTOWN 4.4	113.0		No Office	9.13		11.18			11.35	
KELDRON 8.1	108.6		No Office			11.10			11.20	
THUNDER HAWK 9.2	100.5	HD	8:00 AM to 5:00 PM Except Sat. and Sun.			10.55			11.05	
LEMMON 5.0	91.3	MN	8:00 AM to 4:00 PM Except Sat. and Sun. 8:30 PM to 4:30 AM	8.53		10.40 <sup>02</sup>			10.45 <sup>204</sup> 10.00	
PETREL 4.0	85.4		No Office			10.27			9.50	
WHITE BUTTE 5.0	81.4		No Office			10.20			9.40	
HAYNES 8.2	75.8	HA	7:30 AM to 4:30 PM Except Sat. and Sun.	8.38 <sup>203</sup>		10.10 <sup>01</sup>			9.30	
HETTINGER 8.0	67.6	HG	8:00 AM to 5:00 PM	8.27		9.58			9.20	
BUCYRUS 8.5	59.0		No Office	8.13		9.45			8.40	
REEDER 0.8	50.5	RD	7:00 AM to 4:00 PM Except Sat. and Sun.	8.04		9.33			8.30	
GASCOYNE 3.5	43.7	GA	7:00 AM to 4:00 PM Except Sat. and Sun.	7.58		9.23			8.15	
SCRANTON 4.7	40.2	CN	7:00 AM to 4:00 PM Except Sat. and Sun.	7.55		9.18			8.10	
BUFFALO SPRINGS 7.8	35.5		No Office	7.51		9.10			8.00	
BOWMAN 7.8	27.7	AN	7:00 AM to 4:00 PM Except Sunday	7.44		9.00			7.50	
GRIFFIN 5.0	20.4		No Office			8.50			7.35	
RHAME 5.0	14.5	RH	7:00 AM to 4:00 PM Except Sat. and Sun.	7.32		8.40			7.25	
IVES 9.5	9.5		No Office			8.25			7.15	
MARMARTH	0.0	RA	Continuous	L 7.17 PM		L 8.00 AM			L 7.00 AM	

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 55 miles per hour.

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

At Moreau Jct. the time of No. 206 applies at the Junction Switch.  
Rule 83(B) does not apply at Moreau Jct.

Rule 83(B) does not apply to trains moving from the Sixteenth to the Fourth Subdivision at McLaughlin if train order signal indicates proceed as per Rule 200C.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Peerless Mine	West switch is 1 mile east of Gascoyne north of main track....	88 cars
American Colloid Co.	West switch is 1.5 miles east of Gascoyne south of main track...	16 cars



**WESTWARD—FIFTH SUBDIVISION—EASTWARD**

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SECOND CLASS	FIRST CLASS		Capacity in Cars		Distance from Marmarth	TIME TABLE No. 2 Sept. 25, 1960 MOUNTAIN TIME			Distance from Miles City	SEE RULE 6-A	Telegraph Calls	Office Hours Also see page 15 For other Assigned Hours	FIRST CLASS		SECOND CLASS
	263	15	Siding	Other Tracks		STATIONS	16	264							
		Time Freight											Passenger	Passenger	Time Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily									
L 10:35 PM	L 5:50 AM	Yard	0.0	MARMARTH 14.8	123.8	BKOP RTWX	RA	Continuous	As 7:17 PM	A 7:45 AM					
10:58	6:05	126	14.8	KINGMONT 5.6	109.0	P		No Office	6:59	7:25					
11:05	6:18	231	03	20.4	103.4	P	KR	6:00AM to 2:00PM 5:00PM to 1:00AM	6:54	7:18					
11:19	6:30	00	27	32.7	91.1	P	VN	5:00 AM to 2:00 PM Except Sat. & Sun.	6:38	7:03					
11:28		54		40.5	83.3	P		No Office		6:53					
11:38	264 6:43	130	50	48.7	75.1	P	BY	5:00 AM to 2:00 PM Except Sat. & Sun.	6:25	15 6:43					
11:46	6:49	98		55.7	68.1	P		No Office	6:19	6:14					
11:55	6:56	88	26	63.7	60.1	PW	MD	5:30 AM to 2:30 PM Except Sat. & Sun.	6:13	6:02					
12:11 AM	7:09	120	15	78.1	45.7	P		No Office	6:01	5:42					
12:20	7:15	90	32	85.4	38.4	PV	TY	6:00 AM to 3:00 PM Except Sat. & Sun.	5:54	5:32					
12:34		53		97.8	26.0	P		No Office		5:14					
12:41	7:31	180	28	104.0	10.8	P		No Office	5:37	5:05					
12:48		53	43	109.7	14.1	P		No Office		4:56					
12:57	7:42	88		117.3	6.6	P		No Office	5:26	4:46					
A 1:15 AM	As 7:55 AM	Yard	123.8	MILES CITY	0.0	BKOP RVW XYZ	MC	Continuous	L 5:20 PM	L 4:30 AM					

Passenger trains must not exceed maximum speed of 79 miles per hour, other trains 65 miles per hour.

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

Automatic Block Signal System is in use between Marmarth and Miles City. At Marmarth, No. 16 when not displaying signals for a following section, may register by register ticket.

**INDUSTRIAL TRACKS NOT SHOWN AS STATIONS**

Name	Location	Capacity
Murray.....	3.1 miles east of Miles City.....	5 cars
Calypso.....	4.0 miles west of Terry.....	58 cars

**WESTWARD—SIXTH SUBDIVISION—EASTWARD**

SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Farmington	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME			Distance from Cologne	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
	205	Siding			Other tracks	STATIONS	206				Freight	
												Freight
Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily						
L 9:55 AM	Yard	F	0.0	(C. M. ST. P. & P. CROSSING) FARMINGTON	4.8	88.0	BIJ RX	Continuous	A 2:15 PM			
10:10	59	FN	4.8	LAKEVILLE (M. N. & S. CROSSING)	10.8	88.2	I	7:45AM to 4:45PM Except Sat. & Sun.	1:55			
10:35	84	K	15.6	PRIOR LAKE	8.4	22.4		8:00AM to 5:00PM Except Sat. & Sun.	1:25			
11:05	62	BX	24.0	(C. & N. W. CROSSING) SHAKOPEE	3.0	14.0	MVX	8:00AM to 5:00PM Except Sat. & Sun.	1:05			
11:20	30	MB	27.9	CHASKA (M. & ST. L. CROSSING)	10.1	10.1	MVX	8:00AM to 5:00PM Except Sat. & Sun.	12:20 PM			
A 11:60 AM	Yard	NY	88.0	COLOGNE	0.0		BJPRXY	7:45AM to 4:45PM Except Sat. & Sun.	L 11:55 AM			

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

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

Rule 83(B) does not apply at Cologne or Chaska when operator is not on duty if train order signal indicates proceed as per Rule 200C.

## WESTWARD—SEVENTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Ortonville	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME		Distance from Fargo	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
463		Siding	Other tracks			STATIONS					Distance from Fargo	SEE RULE 6-A
Freight										Freight		
Mon., Wed., Fri.										Tues., Thur., Sat.		
L 10.15 AM			Yard	RT	0.0	ORTONVILLE	118.2	JXY	7.45AM to 4.45PM Except Sat. & Sun.	A 1.15 PM		
11.00			37	V	18.4	CLINTON	104.8		7.45AM to 4.45PM Except Sat. & Sun.	12.45		
11.30			51	GR	21.2	GRACEVILLE (G. N. CROSSING)	97.0	UV	7.45AM to 4.45PM Except Sat. & Sun.	12.25		
12.01 PM			32	DO	81.5	DUMONT	86.7		8.00AM to 5.00PM Except Sat. & Sun.	12.01 PM		
12.31			78	WH	88.6	WHEATON	79.6		7.45AM to 4.45PM Except Sat. & Sun.	11.45		
1.00			17		47.7	WHITE ROCK	70.5		No Office	10.25		
2.00			38	MT	87.5	FAIRMOUNT	60.7		7.45AM to 4.45PM Except Sat. & Sun.	9.50		
					87.8	(800 LINE CROSSING)	60.4	UV	No Office			
2.15			24		63.9	TYLER	54.8		No Office	9.25		
					71.4	(N. P. CROSSING)	46.8	UV	No Office			
					71.8	(G. N. CROSSING)	46.4	MV	No Office			
2.45			22	AP	72.1	WAHPETON	46.1		7.45AM to 4.45PM Except Sat. & Sun.	9.10		
					78.5	OTTERTAIL SPUR	44.7	Y	No Office			
					75.9	(G. N. CROSSING)	42.8	I	No Office			
3.30			32	AO	86.2	ABERCROMBIE	32.0		7.45AM to 4.45PM Except Sat. & Sun.	8.25		
3.40			5		90.1	ENLOE	28.1		No Office	8.00		
4.05			22	CN	95.9	CHRISTINE	22.8		7.45AM to 4.45PM Except Sat. & Sun.	7.50		
4.15			9		98.7	LITHIA	19.5		No Office	7.40		
4.25			19	H8	102.6	HICKSON	18.7		7.45AM to 4.45PM Except Sat. & Sun.	7.30		
4.45			13		107.9	WILD RICE	10.8		No Office	7.20		
					116.9	(N. P. CROSSING)	1.8	UV	No Office			
					117.1	(N. P. CROSSING)	1.1	I	No Office			
A 6.30 PM			Yard	FO	118.2	FARGO	0.0	RVX	7.00AM to 4.00PM Except Sat. & Sun.	L 7.00 AM		

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

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

Rule 83(B) does not apply at Ortonville.

Ottertail Power Co. track at Ottertail Spur has a capacity of 128 cars.

## WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Milbank	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME		Distance from Sisseton	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
505		Siding	Other tracks			STATIONS					Distance from Sisseton	SEE RULE 6-A
Freight										Freight		
Mon., Wed., Fri.										Mon., Wed., Fri.		
L 7.20 AM			Yard	B	0.0	MILBANK	37.1	BJKPRXY	7.45AM to 3.45PM 9.30PM to 5.30AM Except Sat. & Sun.	A 11.25 AM		
7.45			20		10.1	CORONA	27.0		No Office	11.00		
8.05			38	MO	17.0	WILMOT	20.1		8.00AM to 5.00PM Except Sat. & Sun.	10.40		
8.35			23		27.4	PEEVER	9.7		No Office	10.10		
A 9.15 AM			516 Yard	BI	37.1	SISSETON	0.0	RT	7.45AM to 4.45PM Except Sat. & Sun.	L 9.45 AM		

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

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

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

**WESTWARD—NINTH SUBDIVISION—EASTWARD**

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SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Andover.	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME			Distance from Brampton	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
605	Freight	Sidings	Other tracks			STATIONS						606	Freight
Mon., Wed., Fri.													
L 8:15 AM			Yard	ND	0.0	ANDOVER	42.9	BJPRXY	7:45 AM to 4:45 PM Except Sat. & Sun.	A 2:45 PM			
8:45			84		7.3	PIERPONT	35.6		No Office	1:35			
9:15			46	FA	14.9	LANGFORD	28.0		No Office	1:05			
9:35			12		22.1	SPAIN	20.8		No Office	12:35			
10:20			74	BI	28.4	BRITTON	14.5		7:45 AM to 4:45 PM Except Sat. & Sun.	12:20 PM			
					32.4	(S. W. CROSSING)	10.5	U	No Office				
10:45			21		38.4	NEWARK	4.5		No Office	11:15			
A 10:55 AM	605		Yard	BM	42.9	BRAMPTON	0.0	RY	8:00 AM to 5:00 PM Except Sat. & Sun.	L 11:05 AM	605		

Trains must not exceed maximum speed of 25 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**  
 Rule 83(B) does not apply at Brampton when operator is not on duty.

**WESTWARD—TENTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Mitchell	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME			Distance from Aberdeen	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	SECOND CLASS	
7	Mixed	Sidings	Other tracks			STATIONS						8	Mixed
Daily Exc. Sun.													
L 12:05 PM			Yard	B	0.0	MITCHELL	128.6	BJKOPRTX	8:00 AM to 6:00 PM Except Sat. & Sun.	A 10:55 AM			
12:15			22		7.5	LOOMIS	121.1	P	No Office	9:00			
12:27		50	50		15.0	LETCHER	113.6	P	No Office	f 8:43			
12:38			41		21.8	CUTHBERT	106.8		No Office	8:30			
12:50		58	91	KN	28.2	WOONSOCKET	100.4	JPXY	7:15 AM to 4:15 PM Except Sat. & Sun.	s 8:15			
f 1:10		91	33		37.9	ALPENA	90.7	P	No Office	f 7:50			
f 1:25			23		46.1	VIRGIL	82.5	P	No Office	f 7:35			
s 2:00			38	WO	54.6	WOLSEY (S. & N. W. CROSSING)	74.0	IPV	No Office	s 7:20			
f 2:20		09	20		67.0	BONILLA	61.6	P	No Office	f 6:55			
2:27			20		71.7	SPOTTSWOOD	56.9		No Office	6:46			
f 2:37			30		77.7	TULARE	50.9	P	No Office	f 6:36			
					85.6	(S. & N. W. CROSSING)	43.0	I	No Office				
s 2:58		01	34	FD	87.8	(S. & N. W. CROSSING) REDFIELD	40.8	IPV	7:15 AM to 4:15 PM Except Sat. & Sun.	s 6:20			
s 3:16			28		96.0	ASHTON	32.6	P	No Office	s 6:05			
3:24			19		101.2	GALLUP	27.4		No Office	5:55			
f 3:33			81	NE	107.0	MELLETT	21.6	P	7:30 AM to 4:30 PM Except Sat. & Sun.	s 5:45			
3:42			19		112.9	DUXBURY	15.7		No Office	5:35			
s 3:52			81		118.7	WARNER	9.9	P	No Office	f 5:25			
					125.6	(S. & N. W. CROSSING)	8.0	I	No Office				
4:07					127.6	(M. & ST. L. CROSSING)	1.0	MV	No Office				
A 5:00 PM			Yard	RN	128.6	ABERDEEN	0.0	BHJKOP RVXYZ	Continuous	L 5:00 AM			

Trains must not exceed maximum speed of 40 miles per hour.  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**  
 Westward Second class and Extra trains, except No. 7, will register at Aberdeen Yard.  
 No. 7 will register at Aberdeen

## WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Aberdeen	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME		Distance from Edgeley	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
705		Sidings	Other tracks			STATIONS					706	
Freight								Freight				
Mon., Wed., Fri.						Mon., Wed., Fri.						
L	1:30 PM		Yard	RN	0.0	ABERDEEN	63.9	BIJKOP RVYZ	Continuous	A	9:10 PM	
	2:05		25		12.8	WESTPORT	51.1		No Office		8:32	
	2:22		20		18.7	BARNARD	45.2		No Office		8:16	
	2:45		50	DK	25.6	FREDERICK	38.8		No Office		7:54	
	3:03		9		31.8	WINSHIP	32.1		No Office		7:35	
	3:30		50	DA	37.4	ELLEDALE (G. M. CROSSING)	26.5	UV	7:45 AM to 4:45 PM Except Sat. & Sun.		7:21	
	4:03		7		48.0	(800 LINE CROSSING) MONANGO CROSSING	15.8	UV	No Office		6:43	
	4:10		20	MA	49.8	MONANGO	14.1		8:00 AM to 5:00 PM Except Sat. & Sun.		6:38	
A	4:45 PM		Yard	GY	63.9	EDGELEY	0.0	RVXY	7:45 AM to 4:45 PM Except Sat. & Sun.	L	6:00 PM	

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

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

Rule 83(B) does not apply at Edgeley when operator not on duty if train order signal indicates proceed as per Rule 200C.

## WESTWARD—TWELFTH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Orient	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME		Distance from Roscoe	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	SECOND CLASS	
971		Sidings	Other tracks			STATIONS					972	
Freight								Freight				
Tues. only						Tues. only						
L	12:30 PM		Yard		0.0	ORIENT	41.8	RY	No Office	A	12:15 PM	
	12:55		28	FN	9.8	(G. & N. W. CROSSING) FAULKTON	32.0	UV	8:00 AM to 5:00 PM Except Sat. & Sun.		11:50	
	1:25		9		20.9	NORBECK	20.4		No Office		11:20	
	1:45		22		29.0	LOYALTON	12.8		No Office		10:55	
A	2:15 PM				40.8	ORIENT LINE JCT.	0.5	JPHY	No Office	L	10:25 AM	
A	2:20 PM		Yard	RC	41.8	ROSCOE	0.0	JPRXY	7:45 AM to 4:45 PM Except Sat. & Sun.	L	10:20 AM	

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

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

This time-table confers no authority between Roscoe and Orient Line Jct. Clearance Form A at Roscoe instead of Orient Line Jct.  
Third subdivision time-table governs. Eastward trains will obtain Rule 83(B) does not apply at Orient

## WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

THIRD CLASS		Capacity in cars		Telegraph calls	Distance from Roscoe	TIME TABLE No. 2 September 25, 1960 CENTRAL TIME		Distance from Linton	SEE RULE 6-A	Office Hours Also see Page 15 For Other Assigned Hours	THIRD CLASS	
806		Sidings	Other tracks			STATIONS					806	
Freight								Freight				
Mon., Wed., Fri.						Tues., Sat.						
L	9:15 AM		Yard	RC	0.0	ROSCOE	75.8	JPRXY	7:45 AM to 4:45 PM Except Sat. & Sun.	A	10:10 AM	
	9:45		29	HM	11.1	HOSMER	64.2		7:45 AM to 4:45 PM Except Sat. & Sun.		9:40	
	10:05		26		18.8	HILLSVIEW	57.0		No Office		9:10	
	10:35		07	K	26.8	EUREKA	49.0		7:45 AM to 4:45 PM Except Sat. & Sun.		8:45	
	11:05		23		37.1	GREENWAY	38.2		No Office		8:15	
	11:10		7		38.6	(800 LINE CROSSING) MADRA	36.7	UV	No Office		8:10	
	11:30		33	Z	45.1	ZEELAND	30.2		7:45 AM to 4:45 PM Except Sat. & Sun.		7:50	
	11:55		23	AU	54.1	HAGUE	21.2		7:45 AM to 4:45 PM Except Sat. & Sun.		7:25	
	12:25 PM		32	B	65.8	STRASBURG	10.0		8:00 AM to 5:00 PM Except Sat. & Sun.		6:55	
A	12:50 PM		Yard	ON	75.8	LINTON	0.0	BRVXY	6:15 AM to 3:15 PM Except Sat. & Sun.	L	6:30 AM	

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

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

Rule 83(B) does not apply at Linton when operator is not on duty if train order signal indicates proceed as per Rule 200C.

**WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD**

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SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Moreau Jot.	TIME TABLE No. 2 September 25, 1960 MOUNTAIN TIME	Distance from Isabel	SEE RULE 6-A	Office Hours Also see page 15 For Other Assigned Hours	SECOND CLASS	THIRD CLASS
105	205	Sidings	Other Tracks							206	106
Way Freight	Way Freight			Way Freight	Way Freight						
Wed. only	Wed. only					STATIONS			Thurs. only	Wed. only	
	L 8.50 AM				0.0	MOREAU JCT. 8.8	58.4	JP	No Office	A 12.20 PM	
	9.10				8.8	SNAKE CREEK 13.6	49.6		No Office	12.01 PM	
L 10.15 AM	A 9.45 AM	46	CJ	22.3	22.3	TRAIL CITY 9.6	36.1	JPR Y	8.00 AM to 5.00 PM Except Sat. & Sun.	L 11.30 AM	A 1.25 PM
10.40		22			31.8	GLENCROSS 7.8	26.6	P	No Office		1.00
11.00		22	MK	39.6	39.6	TIMBER LAKE 10.7	18.8	P	7.30 AM to 4.30 PM Except Sat. & Sun.		12.40
11.20		35			50.3	FIRESTEEL 8.1	8.1		No Office		12.20
<sup>108</sup> A 11.45 AM		29	BI	58.4	58.4	ISABEL	0.0	PRY	8.00 AM to 5.00 PM Except Sat. & Sun.		L 12.01 PM <sup>105</sup>

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

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

Rule 83(B) does not apply at Moreau Jot. and Isabel.

Rule 83(B) does not apply at Trail City if Train Order Signal Indicates Proceed as per Rule 200C.

**WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD**

SECOND CLASS		Capacity in Cars		Telegraph Calls	Distance from Trail City	TIME TABLE No. 2 September 25, 1960 MOUNTAIN TIME	Distance from Faith	SEE RULE 6-A	Office Hours Also see page 15 For Other Assigned Hours	SECOND CLASS	
205		Sidings	Other Tracks							206	
Way Freight				Way Freight	Way Freight						
Wed. only						STATIONS			Thurs. only		
	L 2.00 PM	46	CJ	0.0	0.0	TRAIL CITY 12.0	106.1	JPR Y	7.30 AM to 4.30 PM Except Sat. & Sun.	A 11.05 AM	
	2.45	23			12.0	PROMISE 16.7	93.2	P	No Office	10.30	
	3.40	24	PA	29.6	29.6	LA PLANT 10.1	76.5	P	7.30 AM to 4.30 PM Except Sat. & Sun.	9.55	
	4.10	20			39.7	RIDGEVIEW 7.7	66.4	P	No Office	9.30	
	4.35	30			47.4	THATCHER 10.3	58.7	PY	No Office	9.15	
	5.30	28	EB	63.7	63.7	EAGLE BUTTE 10.0	42.4	P	No Office	8.40	
	6.00	23			73.7	LANTRY 9.6	32.4		No Office	8.20	
	6.30	23	DU	83.3	83.3	DUPREE 9.1	22.8	P	8.00 AM to 5.00 PM Except Sat. & Sun.	8.00	
	6.55	12			92.4	RED ELM 13.7	13.7		No Office	7.43	
A 7.30 PM		36	FA	106.1	106.1	FAITH	0.0	PRYW	7.00 AM to 4.00 PM Except Sat. & Sun.	L 7.15 AM	

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

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

Rule 83(B) does not apply at Trail City if Train Order Signal Indicates Proceed as per Rule 200C.

WESTWARD—SIXTEENTH SUBDIVISION—EASTWARD

THIRD CLASS	TIME TABLE No. 2 September 25, 1960 MOUNTAIN TIME					Distance from New England	SEE RULE 6-A	Office Hours Also see page 15 For other Assigned Hours	THIRD CLASS
	363	Capacity in Cars	Stops	Telegraph Calls	Distance from McLaughlin				
Way Freight	Stops	Other Tracks	Telegraph Calls	Distance from McLaughlin	STATIONS	Distance from New England		Way Freight	
Mon. & Thurs.	Stops	Other Tracks	Telegraph Calls	Distance from McLaughlin	STATIONS	Distance from New England		Tues., & Fri.	
L 9.45 AM	199	Yard	UN	0.0	McLAUGHLIN 8.9	133.9	J KPWY	7:30 AM to 4:30 PM Except Sat. & Sun.	A 1.05 PM
10.05	23			8.0	MAPLE LEAF 8.4	125.0	P	No Office	12.45
10.25	22		SR	17.3	SELFRIDGE 10.0	116.6	P	7:30 AM to 4:30 PM Except Sat. & Sun.	12.25
10.45	23			27.3	CHADWICK 7.0	100.0	P	No Office	12.01 PM
11.05	23			34.9	SHIELDS 0.4	99.0		No Office	11.40
11.25				44.3	FREDA 0.9	89.0		No Office	11.20
11.40	40		RX	51.2	RALEIGH 0.7	82.7	P	7:30 AM to 4:30 PM Except Sat. & Sun.	11.05
12.05 PM	24		DN	60.0	BRISBANE 7.0	73.0	P	8:00 AM to 5:00 PM Except Sat. & Sun.	10.35
12.20	22		HI	67.9	LEITH 10.0	66.0	P	7:30 AM to 4:30 PM Except Sat. & Sun.	10.20
12.45	12		GN	78.5	ELGIN 5.0	55.4	P	8:00 AM to 5:00 PM Except Sat. & Sun.	9.55
1.00	23		WI	84.1	NEW LEIPZIG 0.4	49.8	PV	8:00 AM to 5:00 PM Except Sat. & Sun.	9.40
1.15	22		BY	90.5	BENTLEY 0.4	43.4	P	8:00 AM to 5:00 PM Except Sat. & Sun.	9.25
1.30	26			96.9	WATROUS 7.2	37.0	P	No Office	9.10
1.45	23	25	MO	104.1	MOTT 11.8	29.8	PW	7:30 AM to 4:30 PM Except Sat. & Sun.	8.50
2.15	32		RG	115.9	REGENT 10.3	18.0	P	8:00 AM to 5:00 PM Except Sat. & Sun.	8.15
2.40	14			126.2	HAVELOCK 7.7	7.7		No Office	7.50
A 3.00 PM	29	46	NE	133.9	NEW ENGLAND	0.0	KPR WY	7:00 AM to 4:00 PM Except Sat. & Sun.	L 7.30 AM

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

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

Rule 83(B) does not apply to trains moving from the Fourth to the Sixteenth Subdivision at McLaughlin if train order signal indicates proceed as per Rule 200C.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity
New England Coal Company Spur	.....0.5 miles east of Havelook	.....15 cars

Train Dispatchers

J. G. WIK,  
A. E. JERDE,  
L. E. LARSON,  
R. D. CORNELL,  
F. L. HARVEY,

W. L. MAYER,  
D. P. FRIEDENBACH,  
R. F. HUGER,  
C. N. RODEBERG,  
L. F. MACK

W. J. PETA,  
Trainmaster.

J. F. ELDER,  
Trainmaster.

R. D. MATHIS,  
Chief Dispatcher.

A. G. WILSON,  
G. E. MEIER,

R. D. MARTIN

K. L. KLOVSTAD,  
R. G. JENSEN,

## YARD LIMITS AT

Minneapolis .....	Extends from end of double track at E14 to Minneapolis passenger depot .	Farmington .....	Extend from 5280 feet west of west wye switch to end of main track Farmington Yard.
Cologne .....	Extend from 2000 feet east of east yard switch on Sixth Subdivision to junction with First Subdivision.	Shakopee .....	Extend from 1500 feet west of Rahr Malting Co. lead switch to 2000 feet east of east house track switch.
Glencoe .....	Extend from 1000 feet east of east switch of siding to west switch of siding.	Chaska .....	Extend from 3450 feet east of east switch of house track to 4000 feet west of M. & St. L. crossing.
Montevideo .....	Extend from 3867 feet east of east switch of siding to 3303 feet west of west switch of siding.	Mitchell .....	Extend from 4100 feet east of east switch of packing plant to 1800 feet west of west switch on Aberdeen Division and from 2000 feet east of east switch on Eighteenth Subdivision to 7613 feet west of west switch leading to North Yard on Twentieth Subdivision of IM&D Divn.
Milbank .....	Extend from switch at east end of siding east of Milbank to 500 feet west of M. P. 613 on Second Subdivision and to 2000 feet west of the wye switch on Eighth Subdivision.	Woonsocket .....	Extend from 5536 feet east of east switch of siding to 2625 feet west of west switch of siding.
Ortonville .....	Extend from junction switch to 843 feet west of M. P. 3 on Seventh Subdivision.	Edgeley .....	Extend from 3790 feet east of east switch of siding to depot.
Bristol—E 670 .....	Extend from 3362 feet east of end of double track to 1000 feet west of E 670.	Linton .....	Extend from 3900 feet east of east wye switch to depot.
Andover—E 677 .....	Extend from 2000 feet west of end of double track at Andover to 2000 feet east of E 677 and from wye switches to 1000 feet west on Ninth Subdivision.	Roscoe .....	Extend from 1980 feet east of east wye switch to 2000 feet west of west switch of siding on Third Subdivision and from south switch of wye to 5280 ft. east on Twelfth Subdivision and to 5280 ft. west of yard switch on Thirteenth Subdivision.
Aberdeen and Aberdeen Yard .....	Extend from 3400 feet east of G. N. & C. & N. W. crossing to 4624 feet west of the west switch of Aberdeen Yard and from 700 feet east of Siebrecht Spur on Tenth Subdivision to 2880 feet west of switch of Fair Ground track on the Eleventh Subdivision.	Java Jct. and Java .....	Extend from clearance point at junction switch to end of main track on Java Line at Java.
Fargo .....	Extend from 5463 feet east of east switch of N. P. Interchange tracks and include all tracks west thereof.	Mobridge .....	Extend from 2170 feet east of east switch of east yard to 2640 feet west of west switch.
		Marmarth .....	Extend from 5000 ft. east of east switch to 5280 ft. west of west yard switch.
		Miles City .....	Extend from 5280 ft. east of east switch to 2640 ft. west of west switch of stock yard.

## OFFICE HOURS NOT OTHERWISE SHOWN

STATION	SATURDAY	SUNDAY	MONDAY	HOLIDAYS
Montevideo .....	.....	.....	.....	7:45AM to 3:45PM 10:00PM to 6:00AM
Milbank .....	10:30PM to 12:30AM	2:45AM to 4:45AM 10:30PM to 1:30AM	2:45AM to 5:30AM	.....
Mobridge .....	.....	.....	.....	6:30AM to 2:30PM 7:00PM to 3:00AM
Lemmon .....	.....	.....	.....	8:30PM to 4:30AM
Bowman .....	.....	.....	.....	7:00AM to 4:00PM
Baker .....	.....	.....	.....	6:00AM to 2:00PM 5:00PM to 1:00AM
Mitchell .....	8:00AM to 4:00PM	.....	.....	8:00AM to 4:00PM

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.

At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.

Holidays including New Year's, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

**EMERGENCY TELEPHONES**

**DISPATCHERS' TELEPHONE**

Bass Lake .....In office at west end of yard  
 Hopkins .....In freight room  
 Bongards .....Pole at east switch  
 Chanhassen .....On pole opposite depot  
 Plato .....In waiting room  
 Montevideo .....On pole at Swift Crossing at Stock Yd.  
 Summit .....In freight room  
 Bristol .....In freight room  
 Andover .....In freight room  
 Groton .....In freight room  
 Glenham .....At west end of siding  
 Moberidge .....At east yard switch  
 North Yard,  
 Mitchell .....On pole at west switch  
 Loomis .....On pole opposite elevator  
 Letcher .....On pole at west switch  
 Woonsocket .....On pole at east jct. switch with IM&D Div.  
 Alpena .....On pole at east siding switch  
 Virgil .....On pole along house track  
 Wolsey .....On pole west house track switch  
 Bonilla .....On pole east siding switch  
 Redfield .....On pole west siding switch  
 Ashton .....On pole west house track switch  
 Mellette .....In freight house  
 Warner .....In booth on east wall depot

M.P. 843-1 .....In box on signal pole  
 M.P. 1002-4 .....In phone booth just east of signal 1002-4  
 M.P. 1021-8 .....In box on signal pole  
 M.P. 1066-2 .....In box on signal pole  
 M.P. 1085 .....In box on signal pole

**BLOCK TELEPHONE**

South Minneapolis .... { In switchtenders' shanty at Cedar  
 { At Fifth Ave. on pole  
 Humboldt Ave. ....On pole  
 Bass Lake .....In office at east end of yard  
 Aberdeen .....At G. N. crossing  
 Sitka .....In depot

**DISPATCHERS TELEPHONES ALSO LOCATED**

At all Stop Signals in single track Automatic Block Signal territory.  
 At all switches on main track C.T.C. and C.A.B. territory between South Minneapolis and Moberidge; and at each end of sidings between Moberidge and Miles City.

**PORTABLE TELEPHONES ON TRAINS**

Nos. 15 and 16—Located in Locker in Baggage End of Baggage Dormitory Car.

**LOCATION OF DISPATCHERS CIRCUIT AND BLOCK CIRCUIT ON CROSSARMS MOBRIDGE TO MILES CITY**

To be used with portable telephones at location on crossarms and determined by facing pole looking west.

TERRITORY	DISPATCHERS CIRCUIT	BLOCK CIRCUIT
Moberidge to East Switch Marmarth	4th and 5th wires from pole right hand side—top crossarm.	2nd and 3rd wires right hand side—top crossarm.
Marmarth to Miles City	4th and 5th wires from pole right hand side—top crossarm.	2nd and 3rd wires right hand side—top crossarm.

**LOCATION OF FACILITIES FOR DIESEL ENGINE COOLING WATER**

Moberidge .....On Main Track, 300 feet east and 200 feet west of depot; also roundhouse service pits	Mildred .....On Main Track, in hydrant box, 200 feet east of depot
McLaughlin .....On Main Track, 150 feet east of depot	Miles City .....On Main Track, in service pits at front of Yard Office; also roundhouse service pits.
McIntosh .....On Main Track, 300 feet west of depot	Falth .....In engine house
Lemmon .....On Main Track, 575 feet east of depot	Mott .....On Main Track, in hydrant box, 700 feet west of depot
Hettinger .....On Main Track, 300 feet east of depot	New England .....In engine house
Bowman .....On Main Track, in hydrant box, 200 feet east of depot	
Marmarth .....On Main Track, 300 feet east and 450 feet west of depot	

**STEAM GENERATOR WATER FACILITIES AT FOLLOWING STATIONS**

Moberidge	McIntosh	Hettinger	Miles City
McLaughlin	Lemmon	Marmarth	



## COMPANY SURGEONS ARE LOCATED AS FOLLOWS

LOCATION	NAME	RESIDENCE AND TELEPHONE	OFFICE AND TELEPHONE
Chicago	Dr. Myron J. Tremaine, Chief Surgeon	4933 Colfax Ave. S.	Henroth Hospital, 939 N. LaSalle St. Union Station
Chicago	Dr. Virgil Wescott, Oculist	3523 Arbor Lane Hop	Michigan Central
Chicago	Dr. L. F. McBride, Aurlst	2934 Dean Blvd.	Dearborn
Chicago	Dr. H. A. Hooper, Dentist	58 E. Washington St.	Wabash State
Minneapolis	Otto Yoerg	4933 Colfax Ave. S.	1853 Medical Arts Bldg. Federal
Minneapolis	W. H. Rucker, Ass't. Co. Surgeon	3523 Arbor Lane Hop	1853 Medical Arts Bldg. Federal
Minneapolis	Frank T. Cavanor, Oculist	2934 Dean Blvd.	1818 Medical Arts Bldg. Federal
Minneapolis	Dr. Wilfred J. Bushard, Oculist	6473 Westchester Circle	849 Medical Arts Bldg. Federal

LOCATION	NAME	Residence Phone	Office Phone	LOCATION	NAME	Residence Phone	Office Phone
Glencoe	C. W. Truesdale	UN 4-4230	UN 4-3158	Webster	W. H. Karlins	540	5
Glencoe	Milton M. Howell	UN 4-4143	UN 4-3185	Webster	Dr. Joseph Lovering	525	5
Norwood	J. D. Selmo	5521	5361	Aberdeen	Dr. John C. Rodine	BA 5-6714	BA 5-7326
Brownston	Grant L. Grable	2061	3341	Aberdeen	Dr. Murdy and Murdy	BA 5-0358	BA 5-7964
Hector	Chester A. Anderson	VI 4-4166	VI 4-4111	Aberdeen	J. D. Alway, Oculist	BA 5-7884	BA 5-2467
Bird Island	L. O. Furr	2971	2521	Aberdeen	Dr. Paul V. McCarthy, Roentgenologist	BA 5-6942	BA 5-5191
Ollvia	J. A. Cosgriff	343	84	Ipswich	G. J. Bloemendaal	4311	4311
Ollvia	J. A. Cosgriff, Jr.	795-J	84	Mobridge	A. W. Spiry	574	444
Renville	A. Maxwell Fawcett	472	380	Farmington	A. H. Field	719	815
Sacred Heart	J. Dordal	55-W	55	Graceville	I. L. Oliver	115	53
Granite Falls	M. S. Nelson	LO 4-3625	LO 4-3625	Wheaton	A. L. Lindberg	20-J-2	20
Granite Falls	Paul G. Schmidt, Jr.	LO 4-3247	LO 4-2511	Fargo	Geo. V. Ivers	AD 2-7549	AD 5-6377
Montevideo	L. R. Lima, Jr.	AM 9-9249	AM 9-8841	Sisseton	P. D. Peabody, Jr.	525	62
Montevideo	N. L. Haberg, Ass't. Co. Surgeon	AM 9-9940	AM 9-8841	Britton	Leo W. Graff	HI 8-2266	HI 8-2266
Montevideo	W. A. Owens	AM 9-9095	AM 9-8841	Mitchell	Preston A. Brogdon	WY 6-4188	WY 6-5697
Montevideo	Dr. R. W. Barr	AM 9-7784	AM 9-8841	Mitchell	Dr. F. D. Gillis, Jr.	WY 6-4338	WY 6-5697
Milan	M. A. Burns	30	32	Mitchell	W. A. Delaney	WY 6-3973	WY 6-5553
Appleton	W. C. Kaufman	63	3	Mitchell	O. J. Mabee, Oculist	WY 6-2862	WY 6-2537
Appleton	Edward J. Kaufman	324	3	Mitchell	Dr. R. A. Weber, Oculist	WY 6-5153	WY 6-2002
Ortonville	Jacob F. Karn	414	35	Redfield	Dr. Edmund J. Perry	251	602
Milbank	Walter T. Judge	128	92	Ellendale	Roy Lynde	FI 9-3058	FI 9-3058
Milbank	David A. Gregory, Mitchell Bldg.	87	173	Eureka	Dr. Geo. F. McIntosh	AT 4-2497	AT 4-2621
Waubay	Dr. Oskars Zeldaks	2472	2472	Linton	Felix F. Vonnegut	6013	6011

{}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.

## MILWAUKEE HOSPITAL ASSOCIATION

## SURGEONS

Location	Name	Title
Seattle	Dr. Jas. F. DePree	Chief Surgeon
Aberdeen	Dr. J. D. Alway	Oculist
Mobridge	Dr. A. W. Spiry	District Surgeon
Mobridge	Dr. B. P. Nolan	Assistant Surgeon
McLaughlin	Dr. G. C. Torkildson	Oculist-Local Surgeon
Lemmon	Dr. F. C. Totten	Oculist-Local Surgeon
Hettinger	Dr. Robert G. Carter	Local Surgeon
Hettinger	Dr. D. Murry Cameron	Local Surgeon
Bowman	Dr. P. L. Ahlness	Local Surgeon
Bowman	Dr. Robert C. Thom	Local Surgeon
Rhame	Dr. L. R. Pummer	Local Surgeon
Baker	Dr. C. F. Hogeboom	Local Surgeon
Baker	Dr. S. A. Weeks	Local Surgeon
Terry	Dr. E. B. Mates	Local Surgeon
Miles City	Dr. M. D. Winter	District Surgeon
Miles City	Dr. S. C. Pratt	Assistant Surgeon
Miles City	Dr. L. A. Campodonico	Assistant Surgeon
Miles City	Dr. E. M. Howard	Assistant Surgeon
Miles City	Dr. W. H. Randall	Assistant Surgeon
Miles City	Dr. E. P. Isgreen	Radiologist
Miles City	Dr. H. D. Harlowe	Oculist
Mott	Dr. R. E. Hankins	Local Surgeon
Regent	Dr. S. W. Hill	Local Surgeon
Elgin	Dr. M. B. Jacobsen	Local Surgeon
Elgin	Dr. W. M. Buckingham	Local Surgeon
Eagle Butte	Dr. R. D. Hura	Local Surgeon
Faith	Dr. P. F. Dzintars	Local Surgeon

\*Examining Surgeons.

{}Examining Oculists.

## HOSPITALS

Mobridge Hospital—Mobridge  
Miles City Hospital—Miles City

## STRETCHERS

Mobridge  
McIntosh  
Marmarth  
Baker  
Ismay  
Terry  
Miles City Yard  
Miles City R. M. Office  
Trall City  
Mott

## ALL SUBDIVISIONS

## G-1 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.

## G-2 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 employe must ride on the footboard.

## G-3 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.

## G-4 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employes are prohibited from going between such 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 employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

## G-5 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.

## G-6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure hand hold and footing.

## G-7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

## G-8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

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

## G-10 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.

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

## G-11 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.

## G-12 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department inspector, may be hauled in any part of the train.

## G-13 In addition to Consolidated Code Rule 806 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 condition, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

## G-14 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 steam must be shut off as soon as the train stops in the station.

## G-15 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 at stations when available.

## G-16 A yellow flag by day stencilled ELECTRIC CHARGE LINE and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

## G-17 The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen-Miles City-Deer Lodge-Othello .....All Trains

St. Paul .....Freight Trains only

Minneapolis .....Passenger Trains only

## G-18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

## G-19 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

## G-20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

## G-21 In complying with Rule 3, of the Consolidated Code of Operating Rules, 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.

## G-22 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher and yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed 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 on 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.

## G-23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engines 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.

## G-24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

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

## GENERAL SPEED RESTRICTIONS

**Q-25** Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

TYPE OF EQUIPMENT	M.P.H.
Trains handling ore cars Loaded	35
Empty	40
Trains handling ore loaded in open top equipment other than ore cars	40
Trains handling loaded air dumps (must stop when meeting trains on double track)	25
Work trains with workmen, or occupied outfit cars	25
Scale test cars On Branch Lines	20
On Main Line	25
The following diesel engines either dead in train or operating under own power:	
1670 and 1671, 2000 to 2006 AB, new Nos. 820 and 821, 690 AB to 696 AB	50
1610 to 1635 new Nos. 960 to 985	45
1600 to 1603 new Nos. 980 to 983	40
1699 to 1709 new Nos. 990 to 997	30

**Q-26** 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.

**Q-27** 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.

**Q-28** 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.

**Q-29** 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.

**Q-30** When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engine 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.

**X-1** Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speed must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speed.

	On Tangent Track	On Curves
Between So. Mpls. and St. Louis Park	35 MPH	25 MPH
Between St. Louis Park and Moberge	40 MPH	25 MPH
Between Moberge and Miles City	35 MPH	30 MPH
Between Farmington and Cologne	25 MPH	15 MPH
Between Ortonville and Fargo	20 MPH	10 MPH
Between Milbank and Sisseton	20 MPH	10 MPH
Between Andover and Brampton	20 MPH	10 MPH
Between Aberdeen and Mitchell	25 MPH	20 MPH
Between Aberdeen and Edgeley	20 MPH	10 MPH
Between Roscoe and Orient	20 MPH	10 MPH
Between Roscoe and Linton	20 MPH	10 MPH
Between Moreau Jct. and Isabel	15 MPH	15 MPH
Between Trail City and Faith	15 MPH	15 MPH
Between McLaughlin and New England	15 MPH	15 MPH

**X-2** Trains handling snow plows of all types, 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 train with the heavy end trailing, the speed must be further reduced to insure safe movement.

	On Tangent Track	On Curves
First Subdivision	35 MPH	25 MPH
Second Subdivision	35 MPH	25 MPH
Third Subdivision	35 MPH	25 MPH
Fourth Subdivision	35 MPH	30 MPH
Fifth Subdivision	35 MPH	30 MPH
Sixth Subdivision	20 MPH	15 MPH
Seventh Subdivision	20 MPH	15 MPH
Eighth Subdivision	20 MPH	15 MPH
Ninth Subdivision	20 MPH	15 MPH
Tenth Subdivision	35 MPH	25 MPH
Eleventh Subdivision	20 MPH	15 MPH
Twelfth Subdivision	20 MPH	15 MPH
Thirteenth Subdivision	20 MPH	15 MPH
Fourteenth Subdivision	15 MPH	15 MPH
Fifteenth Subdivision	15 MPH	15 MPH
Sixteenth Subdivision	15 MPH	15 MPH

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

Turnouts laid with long frogs are located at:

Station	Location	Permissible Speed
Tower E14	End of Double Track—Westward Track	50 MPH
Stewart	East End of Siding	25 MPH
Bird Island	West End of Yard Track No. 1	25 MPH
Danube	East End of Siding	25 MPH
Sacred Heart	West End of Siding	25 MPH
E118	End of Two Main Tracks—No. 2 Main Track	
	Passenger trains	50 MPH
	Other trains	40 MPH
E122	End of Two Main Tracks—No. 2 Main Track	
	Passenger trains	50 MPH
	Other trains	40 MPH
Montevideo	East End of Siding	50 MPH
	West End of Siding	50 MPH
Milan	East End and West End of Siding	25 MPH
Milbank	East End of Siding	35 MPH
Twin Brooks	East End of Siding	35 MPH
	West End of Siding	25 MPH
Summit	East End of Siding	25 MPH
Bristol	End of Double Track—Eastward Track	35 MPH
E670	End of Double Track—Westward Track	35 MPH
E677	End of Double Track—Eastward Track	35 MPH
Andover	End of Double Track—Westward Track	35 MPH
E701	End of Double Track—Eastward Track	35 MPH

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

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

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

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

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

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

Aberdeen	West End of Double Track.
Moberge	East Crossover Switch East End of Old Yard.
Marmarth	East Yard Entrance Switch.
Miles City	West Lead Switch West of New Passenger Depot.

**X-3(B) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs.**

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

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

"Speed Test Section" signs are located as follows:

First Subdivision	Westbound at M.P. 441 and 444
	Eastbound at M.P. 548 and 545
Second Subdivision	Westbound at M.P. 562 and 565
	Eastbound at M.P. 700 and 697
Third Subdivision	Westbound at M.P. 723 and 726
	Eastbound at M.P. 802 and 799
Fourth Subdivision	Westbound at M.P. 812 and 815
	Eastbound at M.P. 973 and 970
Fifth Subdivision	Westbound at M.P. 1019 and 1022
	Eastbound at M.P. 1113 and 1110
Eighth Subdivision	Westbound at M.P. 661 and 664
	Eastbound at M.P. 774 and 771

X-3(C) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-4 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.

X-5 Five minute fuses should be used in Automatic Block Signal territory and on Sixth, Eighth, Ninth, Eleventh, Twelfth and Thirteenth Subdivisions. Ten minute fuses should be used on all other subdivisions.

X-5(A) Wrecker derrick X18 may be operated on First, Second, Third, Fourth, Sixth and Tenth Subdivisions only.

X-6 Trains handling Minnesota Scale Test Car 3 or 4 are restricted to speed of 20 MPH on Branch Lines and 25 MPH on Main Line. No speed restrictions on cars No. 1 or 2. Cars will be identified by numbers stenciled on side.

X-7 At the following stations, 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	Griffin and Scranton
Fifth Subdivision	Westmore, Susan and Kinsey
Tenth Subdivision	Alpena, Bonilla
Fourteenth Subdivision	Trail City, Glencross, Timber Lake, Firesteel and Isabel
Fifteenth Subdivision	Promise, Dupree, LaPlant, Lantry, Ridgeview, Eagle Butte and Red Elm
Sixteenth Subdivision	Maple Leaf, Selfridge, Chadwick, Shields, Raleigh, Brisbane, Leith, Elgin, New Leipzig, Bentley, Watrous, Regent and Havlock

## DEFINITIONS

X-8 Controlled Automatic Block (CAB).—A system under which certain signals and switches are controlled from a central location.

X-8(A) (a) In the territory between Aberdeen and Rhame the signals and interlocked switches are controlled as follows:

Between Aberdeen and the east end of the yard at Moberidge .....By the Train Dispatcher at Aberdeen.

Between the east end of the yard at Moberidge and the west end of the siding at Hettinger and between the east end of the siding at Rhame and the east end of the yard at Marmarth .....By the Train Dispatcher at Miles City.

The westward Stop signal at the east end of the yard at Moberidge .....By the Train Dispatcher at Miles City.

Rules 261, 263 and 264 apply in this territory.

(b) Trains or engines must not enter this territory unless the governing signal displays a proceed indication or authority is obtained from the Train Dispatcher.

In case of failure of a Stop signal, authority for a train or engine to proceed will be issued orally by the Train Dispatcher.

(c) When a train or engine has been stopped by a Stop indication, if no conflicting movement is evident, a member of the crew must immediately communicate with the Train Dispatcher, identify himself, his train and location, and be governed by instructions received which must include the route to be used. The instructions must be repeated by the employee receiving them to insure correct understanding. Where dual control switches are involved, Rule 275 must be complied with. Also see Rule 104(B).

(d) When the Train Dispatcher knows there is no opposing train or engine movement involved, he may authorize the train or engine to proceed in the following form: "You may proceed at restricted speed to the next signal."

If the Train Dispatcher does not positively know there is no opposing train or engine movement involved, he may authorize the train or engine to proceed in the following form: "You may proceed under flag protection to the next clear or approach signal." When flagging from a Stop signal, train must wait ten (10) minutes after flagman has started.

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

(f) Trains or engines must not enter or foul main track or re-enter main track after having cleared it unless the governing signal displays a clear or approach indication or authority is obtained from the Train Dispatcher.

Where main track switches are not interlocked or governed by signal indications, trains or engines must report to the Train Dispatcher when clear of the main track and switches properly lined and locked.

(g) Trains or engines must not move in the opposite direction to that authorized by the governing signal without authority from the Train Dispatcher unless preceded by a flagman sent far enough in advance to insure full protection.

(h) If any part of a train or engine overruns a Stop indication, front of train or engine must be protected immediately as prescribed by Rule 99 and member of crew must communicate with Train Dispatcher and be governed by his instructions.

(i) In this territory, regular trains more than twelve hours behind either their arriving or leaving time at any station lose both right and schedule. Further movement will be authorized by the Train Dispatcher.

(j) Under Form S-C Train Orders, when right is given to the beginning of Rule 261, 263 and 264 territory, the first named train may proceed in accordance with the instructions outlined above, but must not leave Rule 261, 263 and 264 territory to enter single track until the second named train has arrived, unless authorized by train order to do so, or it may proceed keeping clear of the schedule of the opposing trains as required by the Rules.

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

(l) The provisions of Rules 271, 272, 273, 275 and 275(A) also apply in this territory.

(m) Extra trains may be run between Aberdeen and Moberidge, between Moberidge and Hettinger and between Rhame and Marmarth without train orders when the provisions of Rules 261, 263 and 264 are in effect.

## FIRST SUBDIVISION

X-9 Speed Restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH Passenger Trains	Other Trains
Between South Minneapolis and Minneapolis ....	Restricted Speed	Restricted Speed
Minneapolis through switches between 6th Ave. and 9th Ave. ....	8	8
Minneapolis approaching and passing over employees crossing middle of 8th St. coach yard ...	10	10
South Minneapolis over Hiawatha Ave. ....	10	10
Between South Minneapolis and St. Louis Park ..	60	25
St. Louis Park, over Wooddale and Brunswick Avenues .....	25	25
Hopkins between 7 AM and 5 PM at Thresher works crossing, Eastward Trains .....	50	40
Westward trains .....	25	25
Hopkins over Excelsior Ave. ....	60	55
Tower E-14—Westward Track .....	50	40
Tower E-14—Eastward Track .....	70	45
Norwood M & StL RR crossing .....	60	45
Glencoe over street crossings .....	25	25
Glencoe—Trains using siding over Greeley Ave. east of depot .....	10	10
Between E118 and E122 and over G. N. crossing at E122:		
Trains using No. 2 main track through turnouts at each end and over G. N. crossing at E122...	50	40
On 6° and 4° curves, east and west of MP 541 ...	40	40
Trains using No. 1 main track and over G. N. crossing at E122 .....	70	50
Montevideo—2100 ft. east to 1200 ft. west of passenger depot .....	20	20

X-9(A) At Minneapolis the City Ordinance prohibits the sounding of locomotive whistles within the city limits except in case of emergency or in order to prevent accidents.

X-9(B) Eastward movements on No. 1 main track South Minneapolis to Rand, must stop west of 26th Ave. and not block the street until the dwarf signal east of 27th Ave. is cleared for their movement.

X-10 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.

X-11 At South Minneapolis, trains or engines in either direction must approach the crossover at 24th Street prepared to stop and proceed only on signal from switch tender.

X-12 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.

X-13 Train orders for movements between Minneapolis and St. Louis Park will be issued over the signature of the Superintendent of the Aberdeen division.

X-14 Between South Minneapolis and Bass Lake all trains and engines will operate at a reasonable rate of speed over street crossings.

X-15 At Lake Street crossing between Minnehaha and South Minneapolis, all trains and engines must stop short of the crossing and one member of the crew must walk ahead to the sidewalk and ascertain if the track is clear and that the Griswold signals are in Stop position before giving signal to his crew to proceed over the crossing.

X-16 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

X-17 At South Minneapolis two main tracks are in use between Rand and Cedar. Beginning at the north, the main tracks are numbered No. 1 and No. 2 main tracks.

Remote Control Interlocking is in use at Cedar and on No. 1 and No. 2 main tracks between Rand and Cedar and is controlled by the Operator

at South Minneapolis under the supervision of the Train Dispatcher at La Crosse.

Automatic Block and Interlocking Rules of the Consolidated Code of Operating Rules governs movements in this territory.

Maximum permissible speed for movements on No. 1 and No. 2 main tracks 20 MPH.

X-18 C.T.C. Operation on First Subdivision is controlled by train dispatcher at Aberdeen.

X-19 Extra trains may be run between Glencoe and Montevideo without train orders when CTC operation is in use.

X-20 At Tower E14 a light will not be displayed on train order signal until interlocking route is lined for movement of a train.

X-21 In automatic block signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-22 A 50-mile-per-hour reduce speed sign is located about 4500 feet west of MP 538 on the single track for westward trains and this sign covers movement over No. 2 main track only.

A 50-mile-per-hour reduce speed sign is located about 3000 feet west of E122 and this sign for eastward operation covers movement over No. 2 main track only.

## SECOND SUBDIVISION

X-23 Speed Restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH	
	Passenger Trains	Other Trains
Montevideo—2100 ft. east to 1200 ft. west of passenger depot .....	20	20
Appleton—GN RR crossing .....	70	55
Appleton Gravel Pit Tracks .....	..	15
From Summit to Twin Brooks, eastward trains .....	70	45
Groton—C & NW RR crossing .....	70	55
Aberdeen—C & NW & G N crossings .....	20	20
Aberdeen over Main Street and Kline street crossings	10	10

X-24 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-25 Eastward freight trains of 4000 tons or more handled by diesel power not equipped with dynamic braking or dynamic braking inoperative will stop on tangent track 3 miles east of Marvin for inspection and to permit wheels to cool.

Trains with diesel engines equipped with dynamic braking will also make this stop when in judgment of the crew it is necessary.

X-26 At Odessa, engines must not be permitted more than 250 feet beyond the south switch of siding on Cold Spring spur.

X-27 At Groton, the normal position of the electrically locked crossing gates is against trains on the C&NW.

X-28 A check of the Train Register at the following stations will suffice when passing from double track to single track at points named:

At Montevideo for westward trains entering single track at E670 and Andover.

At Aberdeen and Aberdeen Yard—for eastward trains entering single track at E704, E677 and Bristol.

When opposing trains are due after the registers at the designated stations have been checked, Rule S-83 will govern.

X-29 In Automatic Block Signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-30 C.T.C. Operation on Second Subdivision is controlled by train dispatcher at Aberdeen.

X-31 Extra trains may be run between Montevideo and Summit without train orders when CTC operation is in use.

## THIRD SUBDIVISION

X-32 Speed Restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH	
	Passenger Trains	Other Trains
Between west end of double track at Aberdeen and a point approximately 600 ft. west of Aberdeen yard office .....	20	20
Between Java and Java Junction .....	12	12
Mobridge between 2100 ft. east and 2000 ft. west of passenger station .....	20	20

X-33 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-34 At Roscoe, an auxiliary siding of 80 cars capacity is located north of main track. Rule 5 applies to the siding south of the main track and west of depot.

## FOURTH SUBDIVISION

X-37 At Mobridge, a two-unit light type indicator located on left-hand side (south side) of lead track about 3400 feet west of passenger depot governs westward trains or engines leaving Mobridge Yard and is controlled by the Train Dispatcher at Miles City.

The upper unit when displaying an illuminated letter "M" governs Fourth Subdivision movements. The lower unit when displaying an illuminated letter "B" governs movements via the Fourth Subdivision to the Fourteenth and Fifteenth Subdivisions.

Westward trains or engines when ready to leave Mobridge yard must not foul the yard lead or proceed on the running track to west end of yard unless the proper letter indication governing the movement is displayed or unless authority is obtained from Train Dispatcher.

This indicator does not supersede rules and instructions applying to movements at or leaving the terminal and yard.

X-38 Helper engines, when cutting off a train east of train order signal at Rhame, must obtain clearance before making westbound movement if the train order signal does not display a proceed indication.

Helper engines cutting off train west of train order signal at Rhame will not be required to obtain clearance.

X-40 Trains or engines must not exceed 20 MPH between points 2100 feet east and 2000 feet west of the passenger station at Mobridge.

X-41 At Bucyrus, Gascoyne, Scranton, Buffalo Springs, Howman and Griffin when trains meet, the train that is to hold the main track will not pass the Automatic Signal at the near end of the siding until the train that is to take siding has arrived.

## FIFTH SUBDIVISION

X-42 Speed restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH
	All Trains
Miles City—through city limits .....	20

## SIXTH SUBDIVISION

X-43 Speed restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH
Lakeville—over MN&S crossing .....	20
Shakopee—Over Apgar, Lewis and Holmes street crossings....	5

X-43(A) 380, 600, 1500 HP Alcos and 1500 SD 7's may be operated between Cologne and Farmington.

X-44 At Shakopee, crews switching Rahr Malting Plant will not move engines over pit on barley track nor over scale on malt track due to reduced clearances.

X-45 At Shakopee, the normal position of the electrically locked crossing gates is against movements on the CMSI&P.

At Chaska, the normal position of the electrically locked crossing gates is against movements on the CMSI&P.

X-46 At Prior Lake all trains will stop before passing over crossing 100 ft. west of depot.

X-47 Cars left on No. 1 track at Cologne must not be left closer than 250 feet east of Adams Street crossing. Cars left on tracks south of No. 1 track must not be left closer than 65 feet from the east edge of the Adams Street crossing.

## SEVENTH SUBDIVISION

X-48 Speed Restrictions (In addition to General Speed Restrictions).

	Maximum Speed MPH
	All Trains
Wahpeton GN crossing .....	18
Fargo between and over both N.P. crossings .....	10

X-49 380, 600, and 1500 HP Alcos and 1600 HP 6-wheel truck Baldwins can be operated between Ortonville and Fargo.

X-50 At Ortonville, all eastward trains on Seventh Subdivision will stop before passing over school house crossing.

X-51 At Wahpeton, the normal position of the electrically locked crossing gates is against movements on the CMSI&P.

X-52 At Fargo, all movements over 13th street must be made under flag protection. Cars must not be dropped or kicked over this crossing.

X-52(A) At Ortonville, where the Tenth Subdivision intersects highway No. 7, when necessary to couple cars over the crossing, the member of the crew protecting the movement must use a lighted red fusee at night and at any time the visibility is impaired.

**EIGHTH SUBDIVISION**

X-53 380-600 and 1500 HP Alcos with 6-wheel trucks and 1600 HP Baldwin with 6-wheel trucks can be operated between Millbank and Sisseton.

**NINTH SUBDIVISION**

X-54 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Andover and Brampton.

**TENTH SUBDIVISION**

X-55 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
Aberdeen over 3rd Ave. and 6th Ave. ....	6
M & StL crossing 1 mile East of Aberdeen .....	10
C & NW crossing 3.0 miles East of Aberdeen .....	20
C & NW crossing 0.2 miles East of Redfield .....	20
C & NW crossing 2.2 miles East of Redfield .....	20
Wolsey C & NW crossing .....	20
Woonsocket over street crossings .....	10

X-56 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

X-57 At Aberdeen, the normal position of the crossing gates at M&StL crossing one mile east on Tenth subdivision is against movements on the M&StL.

X-58 At Woonsocket, cars must not be kicked or dropped over the street crossings.

**ELEVENTH SUBDIVISION**

X-59 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Aberdeen and Edgeley.

X-60 At Aberdeen Yard, crossover switches leading from Tracks 1 and 2 must be left lined for through movement on those tracks.

**TWELFTH SUBDIVISION**

X-61 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Roscoe and Orient.

**THIRTEENTH SUBDIVISION**

X-62 380, 600, and 1500 HP Alcos with 6-wheel trucks can be operated between Roscoe and Linton.

**FOURTEENTH SUBDIVISION**

X-63 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
1000 HP Diesels .....	25
1200 HP Diesels .....	25
1750 HP Diesels GP 9 Four wheel truck .....	15

**FIFTEENTH SUBDIVISION**

X-64 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
1000 HP Diesels .....	25
1200 HP Diesels .....	25
1750 HP Diesels GP 9 Four wheel truck .....	15

**SIXTEENTH SUBDIVISION**

X-65 Speed Restrictions (in addition to General Speed Restrictions).

	Maximum Speed MPH
Over Cannon Ball River Bridge east of Shields .....	20
1750 HP Diesels GP 9 Four wheel truck .....	15