

LIST OF SURGEONS

STATION	NAME	PHONE NUMBER	
		OFFICE	RESIDENCE
Alta Vista, Iowa.....	DR. P. H. HASTINGS	32	32
Austin, Minn.....	DR. JAMES MORROW	2038	2015
Belmond, Iowa.....	DR. GEO. E. STEELE	14	14
Cannon Falls, Minn.....	DR. THORVALD VAALER	124	101
Carroll, Ia.....	DR. O. C. MORRISON	300	302
Carroll, Ia.....	DR. R. B. MORRISON	300	301
Clarion, Ia.....	DR. E. D. TOMPKINS	85	85
Clarion, Ia.....	DR. H. P. WALKER	300	300-W-2
Clarksville, Ia.....	DR. R. E. SHAW	48-W	48-J
Council Bluffs, Ia....	DR. J. P. COGLEY	3050	4177
Dodge Center, Minn.....	DR. C. E. BIGELOW	15-2	15-3
Eagle Grove, Ia.....	DR. C. H. MORSE	125	208
Elma, Ia.....	DR. J. C. HASTINGS	11½	11½
Faribault, Minn.....	DR. C. M. ROBILIARD	8	516 or 1810
Fort Dodge, Ia.....	DR. E. F. BEEH	Walnut 1774	Walnut 1337
Fredericksburg, Ia....	DR. S. B. ZOLLER	Red 45	Black 45
Hampton, Ia.....	DR. E. D. ALLEN	38	208
Harlan, Ia.....	DR. E. A. MOORE	139	63
Hayfield, Minn.....	DR. H. R. BAKER	11-2	11-3
Hayfield, Minn.....	DR. R. R. BAKER	11-2	
Kenyon, Minn.....	DR. R. R. MOSES	161-2	161-3
LeRoy, Minn.....	DR. M. P. MORSE	30	30-J
Mankato, Minn.....	DR. J. S. HOLBROOK	4651	3662
Manly, Ia.....	DR. S. S. WESTLY	240-R2	240-R3
Manning, Ia.....	DR. A. W. CARLILE	131	131
Mason City, Ia.....	DR. GEO. M. CRABB	2700	2263
Mason City, Ia.....	DR. H. D. FALLOWS Oculist.	721	1645
Minneapolis, Minn....	DR. A. E. BOOTH 745 Medical Arts Bldg. or call	Ma. 5371	At. 6161 Gl. 1337.
Minneapolis, Minn....	DR. MYRON O. HENRY 401 Medical Arts Bldg.,	At. 4044	Wa. 1163 Physicians Exch. Gl. 1337
Minneapolis, Minn....	DR. WALTER E. CAMP (Oculist) 1918 Medical Arts Bldg.,	Ge. 7113	Ke. 0761 Physicians Exch. Gl. 1337
Minneapolis, Minn....	ST. BARNABAS HOSPITAL (For ambulance service call Emergency Ambulance Main 5341)		
New Hampton, Ia... ..	DR. PAUL E. GARDNER	43	120
Northfield, Minn.....	DR. I. F. SEERLEY	150	150-J
Oelwein, Ia.....	DR. D. W. WARD	199	199
Oelwein, Ia.....	DR. R. J. GALVIN	158	607
Oelwein, Ia.....	DR. G. M. THEIN (Oculist)	313	492
Oelwein, Ia.....	DR. G. G. WARD (Dental Surgeon)	369	634
Omaha, Nebr.....	DR. J. S. ALEXANDER 815 City Nat. Bank Bldg., Omaha, Neb.	Jackson 0130 or thru Physicians' Exchange Glendale 1127	Walnut 5363
Osage, Ia.....	DR. R. L. WHITLEY	44	22
Pine Island, Minn....	DR. C. B. MCKAIG	18-2	18-3
Randolph, Minn.....	DR. A. H. FIELD	Cannon Falls 387 call 7	
Red Wing, Minn.....	DR. L. E. CLAYDON	730	220
Red Wing, Minn.....	DR. H. T. MCGUIGAN	730	1011
Red Wing, Minn.....	DR. A. M. AAKES	730	632
Red Wing, Minn.....	ST. JOHN'S HOSPITAL	640	
Riceville, Ia.....	DR. T. S. WALKER	176	103
Riceville, Ia.....	DR. THOMAS G. WALKER	176	103
Rochester, Minn.....	MAYO CLINIC	2381	
So. St. Paul, Minn....	DR. H. R. TREGILGAS 207 Drivers State Bank Bldg.	La. 1177	La. 1009
Spring Valley, Minn..	DR. L. W. CLARK	137	134
St. Charles, Minn....	DR. F. H. ROLLINS	45	87
St. Paul, Minn.....	DR. PAUL H. KELLY 1168 Lowry Medical Arts Bldg.	Ce. 4969	Em. 2215
St. Paul, Minn.....	DR. F. J. FLONDER St. John's Hospital, Mounds Blvd. & 6th St.	To. 5122	El. 1411
St. Paul, Minn.....	DR. R. O. LEAVENWORTH Oculist, 835 Lowry Bldg.	Ce. 8717	De. 3615
St. Paul, Minn.....	ST. JOHN'S HOSPITAL (For ambulance service call Martin Auto Livery Ce. 0555)		
Sumner, Ia.....	DR. R. H. STAFFORD	28	213
Waterville, Minn....	DR. THEO. HOLTAM	54	188
Waverly, Ia.....	DR. O. C. HARDWIG	156	147
West Concord, Minn..	DR. F. F. CLIFFORD	116	55
Winona, Minn.....	DR. G. J. TWEEDY	1040	1041
Zambrota, Minn.....	DR. M. G. FLOM	210-J	210-L

CLAIM DEPARTMENT

G. N. Reilly, General Claim Agent Chicago
309 West Jackson Blvd.

O. C. Rumble, Claim Agent St. Paul
Phone—Office Riverview 4200. Residence Midway 1548.

E. E. Meyers, Asst. Claim Agent, Clarion, Iowa.

J. J. D.
MAR 18 1940

CHICAGO GREAT WESTERN RAILROAD

MINNESOTA DIVISION

TIME TABLE

No. 59

Taking Effect at 12:01 a. m.

FRIDAY, MARCH 1, 1940

Superseding Time Table No. 58

Dated APRIL 30, 1939

**FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY.**

**All rules and instructions contained herein supersede
all rules and instructions inconsistent therewith.**

H. W. BURTNES, Assistant to Trustees

G. F. ORLEMANN, Superintendent

BETWEEN OELWEIN AND HAYFIELD—ELEVENTH DISTRICT.

Miles from Chicago	Car Capacity	SIGN	TIME TABLE		WESTWARD							
			No. 59		FIRST CLASS				SECOND CLASS			
			Effective March 1, 1940.		23	25			71	73	75	121
			STATIONS		Passenger Daily	Passenger Daily			Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Monday, Wednesday, Friday
		Leave	Leave			Leave	Leave	Leave	Leave			
245.8	Yard	★	OELWEIN	AM-71 3.30	PM 1.00			AM-23 4.00	PM-122 2.30	PM-72 4.30	AM 6.30	
			1.7									
247.5	Yard	X	JEFF End of Double Track	3.35	1.06			4.05	2.35	4.40	6.35	
			5.6									
253.1	98	D	WESTGATE	3.43	s 1.17			4.20	2.50	4.55	f 6.50	
			7.9									
261.0	117	P-T-W	SUMNER	s 3.55	s 1.32			4.35	3.10	5.10	s 7.10	
			4.5									
265.5	98		VICTORIA	4.01	f 1.41			4.45	⁷² 3.25	5.20	7.25	
			5.4									
270.9	98	D	FREDERICKSBURG	4.09	s 1.51			4.55	3.45	5.30	s 7.45	
			4.0									
275.5	56		BOYD	4.16	f 1.59			5.05	3.55	5.40	f 8.00	
			4.1									
270.6	W 42 E 98	W	NEW HAMPTON	s 4.24	s 2.10			5.15	4.05	5.55	s ⁷⁶ 8.45	
		T	C. M. St. P. & P. Crossing—Interlocked									
			4.0									
284.3	98		DEVON	4.34	f 2.20			5.30	4.20	6.10	f 9.30	
			6.2									
290.5	58	D	ALTA VISTA	4.43	s ⁷² 2.32			5.42	4.35	6.25	s 10.00	
			3.4									
293.9	128	D	ELMA	4.48	s 2.40			5.50	4.45	6.35	s 10.30	
			5.5									
299.4	97		ACME	4.56	f 2.50			6.00	5.00	6.45	f 10.45	
			4.9									
304.3	123	D	RICEVILLE	5.04	s 3.00			6.10	5.10	6.55	s AM 11.10	
			5.6									
309.9	100	★	McINTIRE	s 5.15	s 3.15			6.25	5.20	²⁴ 7.20	s PM 12.01	
			2.0									
311.9	64		BAILEY	5.20	f 3.21			6.30	5.25	7.25	f 12.15	
			6.7									
318.6	139	T-W	C. M. St. P. & P. Crossing—Interlocked TAOPI	5.29	s 3.36			⁷⁶ 6.45	5.40	7.40	f 12.30	
			7.9									
326.5	98	D	ELKTON	5.40	s 3.52			7.05	5.55	7.55	f ⁷² 12.45	
			6.0									
332.5	98		RENOVA	⁷⁶ 5.48	f 4.04			7.20	6.05	8.05	f 1.15	
			5.0									
337.5	98	D	SERGEANT	5.55	s 4.15			7.30	6.15	8.15	f 1.35	
			6.4									
343.9	Yard	★	HAYFIELD	s 6.05 AM	s 4.30 PM			¹²² 7.45 AM	6.25 PM	s 8.30 PM	s 2.00 PM	
					Arrive				Arrive	Arrive		
				23	25			71	73	75	121	

BETWEEN OELWEIN AND HAYFIELD—ELEVENTH DISTRICT.

Miles from St. Paul	Car Capacity	Signs	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	EASTWARD							
				FIRST CLASS				SECOND CLASS			
				24	26			72	74	76	122
				Passenger Daily	Passenger Daily			Time Freight Daily	Time Freight Daily	Time Freight Daily	Way Freight Tuesday, Thursday, Saturday
Arrive	Arrive			Arrive	Arrive	Arrive	Arrive				
178.9	Yard	★	OELWEIN 1.7	PM 9.00	AM 2.15			PM-75 4.30	AM 1.45	AM 10.30	PM-73 2.30
177.2	Yard	X	JEFF End of Double Track 5.6	8.52	2.05			4.05	1.30	10.10	2.15
171.6	98	D	WESTGATE 7.9	8.45	1.58			3.50	1.20	10.00	f 1.55
163.7	117	P-T-W	SUMNER 4.5	s 8.35	s 1.47			3.35	1.05	9.40	f 25 1.32
159.2	98		VICTORIA 5.4	8.29	1.37			73 3.25	12.55	9.25	1.05
153.8	98	D	FREDERICKSBURG 4.6	8.22	1.29			3.15	12.45	9.10	s 12.40
149.2	56		BOYD 4.1	8.16	1.22			3.05	12.35	8.55	f 12.25
145.1	W42 E 98	W	NEW HAMPTON 0.7	s 8.10	s 1.15			2.55	12.25	121 8.45	PM 12.10
		T	C. M. St. P. & P. Crossing—Interlocked 4.0								
140.4	98		DEVON 6.2	8.04	1.06			2.45	12.15	8.30	f AM 11.15
134.2	58	D	ALTA VISTA 3.4	7.56	12.57			25 2.32	AM 12.05	8.15	s 11.00
130.8	128	D	ELMA 5.5	7.51	12.51			2.20	PM 11.59	8.05	s 10.45
125.3	97		ACME 4.9	7.44	12.43			2.05	11.50	7.55	f 10.30
120.4	123	D	RICEVILLE 5.6	7.38	12.35			1.50	11.40	7.45	s 10.15
114.8	100	★	McINTIRE 2.0	75 7.30 PM	s 12.25			1.35	11.25	7.30	s 9.55
112.8	64		BAILEY 6.7		AM 12.05			1.20	10.56	7.05	f 9.10
106.1	139	T-W	C. M. St. P. & P. Crossing—Interlocked TAOPI 7.9		PM 11.56			1.05	10.45	71 6.45	f 8.50
98.2	98	D	ELKTON 6.0		s 11.45			121 12.45	10.30	6.15	f 8.25
92.2	98		RENOVA 5.0		11.36			12.20	10.20	23 6.48	f 8.10
87.2	98	D	SARGEANT 6.4		s 11.29			PM 12.05	10.10	5.20	f 8.00
80.8	Yard	★	HAYFIELD		11.20 PM			11.45 AM	9.55 PM	4.55 AM	71 7.45 AM
				Leave	Leave			Leave	Leave	Leave	Leave
				24	26			72	74	76	122

BETWEEN HAYFIELD AND ST. PAUL—TWELFTH DISTRICT.

WESTWARD

Miles from Chicago	Car Capacity	Stops	SIGNS	TIME TABLE										
				No. 59										
				Effective March 1, 1940.										
STATIONS				FIRST CLASS					SECOND CLASS					
				21 Passenger Daily	23 Passenger Daily	43 Passenger Daily Ex. Sunday	25 Passenger Daily				71 Time Freight Daily	73 Time Freight Daily	75 Time Freight Daily	123 Way Freight Tuesday, Thursday, Saturday
				Leave AM-76	Leave AM-123	Leave	Leave PM				Leave AM	Leave PM	Leave PM	Leave AM-23
343.9	Yard	★	HAYFIELD	4.55	6.05		4.55				7.45	6.25	8.55	7.00
349.0	56		5.1 VLASATY	5.03	6.13		f 5.05				8.15	6.35	9.10	f 7.15
353.3	98	T-Y	4.3 DODGE CENTER C. & N. W. Crossing-Interlocked	s 5.11	6.21		s 5.17				8.25	6.45	74 9.27	s 7.45
			ROCHESTER C. & N. W. Junction											
			1.0 C. G. W. Crossing Automatic Signal Protection											
			8.3 BYRON											
			5.2 KASSON											
			5.6 TOWER—G. W.											
			C. & N. W. Railway											
353.3	98	T-Y	DODGE CENTER C. & N. W. Crossing—Interlocked	s 5.11	6.21		s 5.17				8.25	6.45	74 9.27	s 7.45
357.7	74		4.4 EDEN	5.17	6.27		f 5.24				8.35	6.55	9.40	f 8.00
362.4	98	D	4.7 WEST CONCORD	5.24	6.34		s 5.32				8.45	7.05	9.55	s 8.30
366.9	56		4.5 SKYBURG	5.30	6.40		f 5.39				8.55	7.15	26 10.19	f 8.40
371.8	92	C-D N-W	4.9 KENYON	s 5.38	6.48		s 5.48				123 9.10	7.25	10.45	s 9.30
378.3	54	D	6.5 NERSTRAND	5.47	6.57		s 5.57				9.25	7.40	11.00	s 10.20
383.6	98	D	5.3 DENNISON	5.55	7.05		s 6.06				72 9.40	74 8.00	11.20	s 10.35
388.4	60		4.8 STANTON	6.01	7.11		f 6.13				22 9.58	8.15	11.27	f 10.45
392.2	W 96 E 103	★	3.8 C. G. W. Crossing RANDOLPH	6.06	7.16	PM 5.40	s 6.20				124 10.10	8.50	PM 11.37	s 11.20
398.1	98	D	5.9 HAMPTON	6.14	7.24	5.49	f 6.30				10.30	26 9.29	AM 12.01	s 11.45
402.1	18	D	4.0 EMPIRE	6.20	7.30	5.55	6.36				10.40	9.45	12.15	f 11.55
406.2	100	W	4.1 COATES	6.26	7.36	6.01	f 6.42				74 10.55	10.05	12.30	f 12.05
408.7	70		2.5 RICH VALLEY	6.30	7.40	6.04	6.46				11.05	10.15	76 12.50	f 12.15
417.0	66		8.3 INVER GROVE	6.41	7.51	74 6.15	6.58				11.30	10.35	1.15	f 12.35
419.1		X	2.1 End of Double Track ARMOUR AVE.	6.45	7.55	6.18	7.02				11.40	10.45	1.30	12.40
419.9	Yard	T-X	0.8 SOUTH ST. PAUL	6.47	7.57	6.20	s 7.07				AM 11.50	10.55	1.40	f 12.45
423.5	Yard	★	3.6 STATE ST.	72-124 6.53	8.03	6.25	7.15				s 12.30	76 11.45	s 2.30	s 1.00
			0.7 WEST ST. PAUL End of Double Track—Interlocked DRAW BRIDGE								PM	PM	AM	PM
424.7	Yard	★	0.5 ST. PAUL Union Station	s 7.00	s 8.10	s 6.30	s 7.30							
427.87			3.17 COMO	7.10	8.15	6.35	7.40							
431.78			3.91 ST. ANTHONY PARK											
435.27	Yard	★	3.49 MINNEAPOLIS	s 7.40	s 8.45	s 7.00	s 8.10							
			Great Northern Ry. Double Track	AM Arrive	AM Arrive	PM Arrive	PM Arrive				Arrive	Arrive	Arrive	Arrive
				21	23	43	25				71	73	75	123

GREAT NORTHERN RY. TIME TABLE AND RULES WILL GOVERN.

BETWEEN OELWEIN AND CLARION—FOURTEENTH DISTRICT.

Miles from Chicago	Car Capacity	Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	WESTWARD								
					FIRST CLASS				SECOND CLASS				
					35 Passenger Daily Ex. Sunday				81 Time Freight Daily	83 Time Freight Daily	131 Way Freight Daily Ex. Sunday		
Leave				Leave	Leave	Leave							
245.8	Yard	★		OELWEIN 1.7	AM 9.00				AM 11.00	PM 9.00	AM 6.45		
247.5	Yard	X		JEFF End of Double Track 7.0	9.05				11.05	9.05	6.55		
254.5	56			ORAN 7.7	s 9.20				11.20	9.20	s 7.20		
262.2	72	D		READLYN 7.0	s 9.35				⁸² 11.35	9.35	s 7.45		
269.2	56			DENVER JCT. 5.8	f 9.49				AM 11.50	9.50	f 8.05		
275.0	147	D-P-W- X-Y		WAVERLY 1.7 I. C. Crossing Automatic Signal Protection 4.8	s 10.05				PM 12.10	⁸⁶ 10.10	s 8.45		
281.5	67	D		SHELL ROCK 6.9	s 10.17				12.25	10.25	s 9.10		
288.4	69	T		CLARKSVILLE C. R. I. & P. Crossing—Interlocked 7.0	⁸² s 10.30				12.40	10.40	s 9.35		
295.4	56	D		ALLISON 5.9	s 10.49				12.55	10.55	s ⁸² 10.15		
301.3	121	D-W		BRISTOW 4.0	s 10.59				1.10	11.10	s 10.35		
305.3	55	D		DUMONT C. & N. W. Crossing Automatic Signal Protection 6.8	s 11.09				1.20	11.20	s 10.55		
312.1	56	D		HANSELL 5.4	s 11.23				1.32	11.35	s AM 11.10		
317.5	74	T-X		HAMPTON M. & St. L. Crossing—Interlocked C. R. I. & P. Crossing Automatic Signal Protection 8.3	¹³¹ s 11.35				⁸⁴ 1.55	PM 11.50	s PM-35 12.05		
325.8	101	D-W		COULTER 9.1	AM s 11.53				2.15	AM 12.10	s 12.25		
334.9	56	D		ROWAN C. R. I. & P. Crossing—Interlocked 3.4	PM s 12.12				2.35	12.30	s ⁸⁴ 12.50		
338.3	Spur 10			SOLBERG 6.3	f 12.18						f 1.05		
344.6	Yard	★		CLARION C. R. I. & P. Crossing—Interlocked	⁸⁴ s 12.30 PM				s ⁸⁶ 3.00 PM	s 12.50 AM	s 1.30 PM		
					Arrive				Arrive	Arrive	Arrive		
					35				81	83	131		

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

BETWEEN OELWEIN AND CLARION—FOURTEENTH DISTRICT.

Miles from Council Bluffs	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	EASTWARD							
				FIRST CLASS			SECOND CLASS				
				36			82	84	86		
				Passenger Daily Ex. Sunday			Time Freight Daily	Time Freight Daily Ex. Sunday	Time Freight Daily		
Arrive			Arrive	Arrive	Arrive						
258.8	Yard	★	OELWEIN 1.7	PM s 6.30			PM s 12.30	PM s 4.45	PM s 11.45		
257.1	Yard	X	JEFF End of Double Track 7.0	6.20			12.20	4.35	11.30		
250.1	56		ORAN 7.7	s 6.08			PM 12.01	4.20	11.10		
242.4	72	D	READLYN 7.0	s 5.52			AM-81 11.35	4.05	10.50		
235.4	56		DENVER JCT. 5.8	f 5.37			11.20	3.50	10.30		
229.6	147	D-P-W-X-Y	WAVERLY 1.7	s 5.25			11.00	3.35	⁸³ 10.10		
227.9			I. C. Crossing Automatic Signal Protection 4.8								
223.1	67	D	SHELL ROCK 6.9	s 5.08			10.44	3.20	9.30		
216.2	69	T	CLARKSVILLE C. R. I. & P. Crossing—Interlocked 7.0	s 4.54			³⁵ 10.30	3.05	9.15		
209.2	56	D	ALLISON 5.9	s 4.39			¹³¹ 10.15	2.50	9.00		
203.3	121	D-W	BRISTOW 4.0	s 4.28			10.02	2.35	8.45		
199.3	55	D	DUMONT C. & N. W. Crossing Automatic Signal Protection 6.8	s 4.20			9.52	2.25	8.35		
192.5	56	D	HANSELL 5.4	s 4.08			9.40	2.10	8.20		
187.1	74	T-X	HAMPTON M. & St. L. Crossing—Interlocked C. R. I. & P. Crossing Automatic Signal Protection 8.3	s 3.56			9.30	⁸¹ 1.55	8.00		
178.8	101	D-W	COULTER 9.1	s 3.38			9.10	1.10	7.40		
169.7	56	D	ROWAN C. R. I. & P. Crossing—Interlocked 3.4	s 3.20			8.50	¹³¹ 12.50	7.20		
166.3	Spur 10		SOLBERG 6.3	f 3.12							
160.0	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked	⁸¹ 3.00 PM			8.30 AM	³⁵ 12.30 PM	7.00 PM		
				Leave			Leave	Leave	Leave		
				36			82	84	86		

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

BETWEEN HAYFIELD AND CLARION—FIFTEENTH DISTRICT.

Miles from St. Paul	Car Capacity	Sidings	SIGNS	TIME TABLE		WESTWARD									
				No. 59		FIRST CLASS					SECOND CLASS				
				Effective March 1, 1940.		31	33	17	507	15	133	911	915	917	
				STATIONS		Passenger Daily	Passenger Daily	C. R. I. & P. Passenger Daily	C. R. I. & P. ROCKET Daily	C. R. I. & P. Passenger Daily	Way Freight Daily Ex. Sunday	C. R. I. & P. Freight Daily	C. R. I. & P. Freight Daily	C. R. I. & P. Freight Daily	
						Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	
81.0	Yard	★		HAYFIELD	AM 11.35	PM 11.10					AM 6.00				
86.0	13	D		5.0 WALTHAM	AM 11.45	11.18					f 6.15				
93.7				7.7 C. M. St. P. & P. Crossing Automatic Signal Protection											
96.9		T		3.2 C. M. St. P. & P. Crossing—Interlocked											
97.7	68	P-W-X		0.8 AUSTIN	PM 12.05	PM 11.45					s 7.00				
109.3	86	P		11.6 Illinois Central Crossing											
115.0	26			LYLE	s 12.23	s 12.04					s 7.30				
122.0	25			5.7 MELTONVILLE	f 12.33	12.14					f 7.45				
129.4	66	B-K-T-X		7.0 BOLAN	f 12.44	12.25					f 8.00				
134.4	33	P		7.4 MANLY	s 12.55	s 12.37	AM-18-34 3.25	PM-508 912 3.10	PM 9.40	s 8.20	AM-916 6.00	PM 12.45	PM 9.00		
137.4	65	P-X		5.0 C. R. I. & P. Crossing—Interlocked M. & St. L. Crossing—Interlocked	1.05	12.45	3.32	32 3.16	9.47	8.35	6.10	12.55	9.10		
138.6	W-16 E-51	B-C-D-O P-W-X		3.0 FREEMAN	1.10	12.50	3.37	3.21	9.52	8.45	6.15	1.05	9.15		
139.5				1.2 NORTH YARD	s 1.23	s 1.00	s 3.47	s 3.25	s 9.57	s 9.15	6.20	1.10	9.20		
140.1		B-K-P T-X		0.9 C. & N. W. Crossing—Interlocked MASON CITY	f 1.28	1.05	f 3.51	134 3.29	10.01	f 9.25	6.25	1.15	9.25		
145.9	22			0.6 C. M. St. P. & P. Crossing—Interlocked O. G. W. SWITCH—Interlocked	f 1.39	1.14				f 9.40					
152.2	23	D		5.8 BURCHINAL	f 1.50	1.24				f 10.00					
156.8	56	D		6.3 SWALEDALE	s 2.00	1.31				f 10.15					
162.3	18	D		4.6 THORNTON	s 2.12	1.40				f 10.35					
166.3	13			5.5 MESERVEY	f 2.19					f 10.45					
170.3	19	X		4.0 PALSVILLE											
171.4	16	D-P-W-X		4.0 C. R. I. & P. Crossing GRAVEL PIT	s 2.28	s 2.00				s 11.10					
176.9	28			1.1 BELMOND	f 2.38	2.10				f 11.30					
182.0	Yard	★		5.5 CORNELIA	s 2.50	s 2.22				s 12.01					
				5.1 C. R. I. & P. Crossing—Interlocked			Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive		
					31	33	17	507	15	133	911	915	917		

Second-class and extra trains and all yard engines will clear time of Nos. 507 and 508 not less than 10 minutes.

Freight trains doubleheading between Clarion and Hayfield must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

BETWEEN HAYFIELD AND CLARION—FIFTEENTH DISTRICT.

				EASTWARD										
Miles from Council Bluffs	Car Capacity Sidings	SIGNS	TIME TABLE		FIRST CLASS					SECOND CLASS				
			No. 59		34	32	18	16	508	134	916	912		
			Effective March 1, 1940.		Passenger Daily	Passenger Daily	C. R. I. & P. Passenger Daily	C. R. I. & P. Passenger Daily	C. R. I. & P. ROCKET Daily	Way Freight Daily Ex. Sunday	C. R. I. & P. Freight Daily	C. R. I. & P. Freight Daily		
STATIONS			Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive			
261.0	Yard	★	HAYFIELD	AM	PM				PM					
			5.0	\$ 4.50	\$ 4.50				\$ 7.00					
256.0	13	D	WALTHAM	4.40	\$ 4.40				f 6.30					
248.3			7.7 C. M. St. P. & P. Crossing Automatic Signal Protection											
245.1		T	3.2 C. M. St. P. & P. Crossing—Interlocked											
			0.8											
244.3	68	P-W-X	AUSTIN	\$ 4.20	\$ 4.20				\$ 6.00					
			11.6											
232.7	86	P	Illinois Central Crossing LYLE	\$ 3.57	\$ 3.59				\$ 5.30					
			5.7											
227.0	26		MELTONVILLE	3.47	f 3.49				f 5.15					
			7.0											
220.0	25		BOLAN	3.36	f 3.38				f 5.00					
			7.4											
212.6	66	B-K-T-X	MANLY	17		AM-17	AM	PM-507		AM-911	PM-507			
			C. R. I. & P. Crossing—Interlocked	\$ 3.25	\$ 3.25	3.15	10.30	3.08	\$ 4.45	6.00	2.55			
			M. & St. L. Crossing—Interlocked											
			5.0											
207.6	33	P	FREEMAN	3.15	⁵⁰⁷ 3.16	3.05	10.22	3.02	4.25	5.45	2.35			
			3.0											
204.6	65	P-X	NORTH YARD	3.10	3.08	3.00	10.15	2.58	4.15	5.30	2.25			
			1.2											
203.4	W-16 E-51	B-C-D-O P-W-X	C. & N. W. Crossing—Interlocked MASON CITY	\$ 3.05	\$ 3.03	\$ 2.55	\$ 10.10	\$ 2.55	\$ 4.00	5.20	2.20			
			0.9											
202.5			C. M. St. P. & P. Crossing—Interlocked C. G. W. SWITCH—Interlocked											
			0.6											
201.9		B-K-P T-X	M. C. & C. L. Crossing—Interlocked CLEAR LAKE JCT. —Interlocked	2.54	f 2.54	2.39	\$ 10.08	2.49	f ⁵⁰⁷ 3.29	5.05	2.15			
						AM	AM	PM		AM	PM			
196.1	22		5.8 BURCHINAL	2.44	f 2.42				f 3.15					
			6.3											
189.8	23	D	SWALEDALE	2.34	f 2.31				f 3.00					
			4.6											
185.2	56	D	THORNTON	2.26	\$ 2.22				\$ 2.45					
			5.5											
179.7	18	D	MESERVEY	2.17	\$ ³¹ 2.12				\$ 2.30					
			4.0											
175.7	13		PALSVILLE		f 2.05				f ³¹ 2.19					
			4.0											
171.7	19	X	C. R. I. & P. Crossing GRAVEL PIT											
			1.1											
170.6	16	D-P-W-X	BELMOND	33	134				32					
			M. & St. L. Crossing	\$ 2.00	\$ 1.57				\$ 1.57					
			5.5											
165.1	28		CORNELIA	1.50	f 1.45				f 1.20					
			5.1											
160.0	Yard	★	CLARION	1.40	1.35				¹³³ 1.00					
			C. R. I. & P. Crossing—Interlocked	AM	PM				PM					
				Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave			
				34	32	18	16	508	134	916	912			

Second-class and extra trains and all yard engines will clear time of Nos. 507 and 508 not less than 10 minutes.

Freight trains doubleheading between Clarion and Hayfield must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

BETWEEN CLARION AND CARROLL—SIXTEENTH DISTRICT.

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	WESTWARD								
				FIRST CLASS				SECOND CLASS				
				33 Passenger Daily	31 Passenger Daily			81 Time Freight Daily	83 Time Freight Daily	137 Way Freight Daily Ex. Sunday	135 Way Freight Daily Ex. Sunday	
Leave	Leave			Leave	Leave	Leave	Leave					
344.6	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked 4.8	AM 2.22	PM-81 2.50			PM-31 3.05	AM 12.50	AM 6.45	PM 5.00	
349.4	56		FLORENCE 5.0	2.30	2.59			⁸⁶ 3.20	1.05	6.55	f	5.10
354.4	110	P-T	EAGLE GROVE C. & N. W. Crossing—Interlocked 4.4	s 2.39	s ⁸⁶ 3.09			3.35	³⁴ 1.21	7.05	f	5.20
358.8	Spur 11		NUEL 3.9									
362.7	56	D-P	VINCENT 4.4	2.51	f 3.21			3.50	1.45	7.20	f	5.40
367.1	46		INDUSTRY 5.3	2.57	f 3.27			4.00	1.55	⁸² 7.30	f	5.50
372.4	49	B-K-P-T W-X-Y	ROUND HOUSE 0.8	3.05	3.35			4.15	2.15	s 7.45	s	6.00 PM
373.2	Yard	P	FORT DODGE 0.8	s 3.20	s 3.45							
372.4	49	B-K-P-T W-X-Y	ROUND HOUSE Ft. D. D. M. & S. Crossing—Interlocked 3.0	3.25	3.50			4.15	2.15	s 7.45		
375.4	Spur 19		WEST FORT DODGE 4.9									
380.8	56	P-T	M. & St. L. Crossing—Interlocked MOORLAND 4.0	3.36	s 4.02			4.35	2.40	s 8.05		
384.8	55		ROELYN 4.5	3.42	4.08			4.45	2.50	f 8.15		
388.8	54	D	SOMERS C. R. I. & P. Crossing 3.8	3.48	f 4.14			4.55	3.00	s 8.25		
392.6	53	D	Ft. D. D. M. & S. Crossing—Interlocked RINARD 6.2	3.54	f 4.20			5.05	3.10	s 8.35		
398.8	100	P	C. & N. W. Crossing—Interlocked C. M. St. P. & P. Crossing—Interlocked LOHRVILLE 3.8	s 4.03	s 4.29			5.20	3.25	s 8.50		
402.6	55	P	WIGHTMAN 5.4	4.09	f 4.35			5.30	3.35	f 9.00		
408.0	100	D	LANESBORO 6.4	4.17	f 4.43			5.40	3.50	s 9.15		
414.4	56	D	LIDDERDALE 6.4	4.26	f 4.52			5.55	4.05	s 9.30		
420.8	138	C-P T-W-X	CARROLL	s ⁸³ 4.38 AM	s 5.05 PM			6.10 PM	³³ 4.48 AM	s 10.10 AM		
											Arrive	
				33	31			81	83	137	135	

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

BETWEEN CLARION AND CARROLL—SIXTEENTH DISTRICT.

Miles from Council Bluffs	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	EASTWARD							
				FIRST CLASS			SECOND CLASS				
				32 Passenger Daily	34 Passenger Daily		82 Time Freight Daily	86 Time Freight Daily	136 Way Freight Daily Ex. Sunday		
				PM	AM		Arrive	Arrive	Arrive		
160.0	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked 4.8	s 1.35	s 1.40		s 8.20	s 8.30	s 11.00		
155.2	56		FLORENCE 5.0	1.24	1.29		8.10	⁸¹ 3.20	f 10.50		
150.2	110	P-T	EAGLE GROVE C. & N. W. Crossing—Interlocked 4.4	s 1.17	s ⁸³ 1.21		7.55	⁸¹ 3.09	f 10.40		
145.8	Spur 11		NUEL 3.9								
141.9	56	D-P	VINCENT 4.4	f 1.04	1.09		7.40	2.45	f 10.20		
137.5	46		INDUSTRY 5.3	f 12.58	1.03		¹³⁷ 7.30	2.35	f 10.10		
132.2	49	B-K-P-T W-X-Y	ROUND HOUSE 0.8	12.50	12.55		7.15	2.20	10.00 PM		
133.0	Yard	P	FORT DODGE 0.8	s 12.45	s 12.50						
132.2	49	B-K-P-T W-X-Y	ROUND HOUSE Ft. D. D. M. & S. Crossing—Interlocked 3.0	12.32	12.38		7.15	2.20			
129.2	Spur 19		WEST FORT DODGE 4.9								
124.3	56	P-T	M. & St. L. Crossing—Interlocked MOORLAND 4.0	s 12.19	12.26		6.59	2.01			
120.3	55		ROELYN 4.5	12.13	12.21		6.50	1.53			
115.8	54	D	SOMERS C. R. I. & P. Crossing 3.8	f 12.07	12.15		6.40	1.43			
112.0	53	D	Ft. D. D. M. & S. Crossing—Interlocked RINARD 6.2	PM f 12.02	12.10		6.33	1.35			
105.8	100	P	C. & N. W. Crossing—Interlocked C. M. St. P. & P. Crossing—Interlocked LOHRVILLE 3.8	AM s 11.53	AM 12.01		6.20	1.20			
102.0	55	P	WIGHTMAN 5.4	f 11.47	PM 11.56		6.12	1.12			
96.6	100	D	LANESBORO 6.4	f 11.39	11.49		6.02	1.00			
90.2	56	D	LIDDERDALE 6.4	f 11.30	11.40		5.50	12.45			
83.8	138	C-P T-W-X	CARROLL	11.20 AM	11.30 PM		5.35 AM	12.25 PM			
				Leave	Leave		Leave	Leave	Leave		
				32	34		82	86	136		

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

Miles from Chicago	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	WESTWARD						
				FIRST CLASS			SECOND CLASS			
				33 Passenger Daily	31 Passenger Daily		81 Time Freight Daily	83 Time Freight Daily	137 Way Freight Daily Except Sunday	
				Leave	Leave		Leave	Leave	Leave	
420.8	138	C-P T-W-X	CARROLL 8.3	AM-83 4.38	PM 5.05			PM 6.10	AM-33 4.48	AM 10.10
429.1	40		HALBUR 8.8	4.50	f 5.18			6.30	⁸² 5.20	f 10.30
437.9	77	D-P-W	MANNING 5.2	⁸² s 5.02	s 5.32			6.50	5.35	s ³² 10.52
443.1	56		BOTNA 6.0	5.10	f 5.41			7.05	5.50	f ⁸⁶ 11.30
449.1	56	D	IRWIN 5.9	5.19	f 5.51			7.20	6.05	f AM 11.45
455.0	66		KIRKMAN 6.1	5.29	f 6.00			7.35	6.20	f PM 12.05
461.1	98	P-T-W	HARLAN 8.2	s 5.40	s 6.11			7.55	6.35	s 12.45
469.3	56	P	TENNANT 6.3	5.52	f 6.25			8.15	6.55	f 1.05
475.6	51		MAGILL 4.2	6.00	6.35			8.30	7.10	f 1.20
479.8	57	P-W	MINDEN 7.7	6.06	f 6.42			8.40	7.20	f 1.30
487.5	55		BENTLEY 4.6	6.16	f 6.54			9.00	7.35	f 1.45
492.1	73	D	McCLELLAND 5.2	6.22	f 7.02			9.15	7.50	s 1.55
497.3	56	P	GILLIAT 7.3	6.29	f 7.10			³⁴ 9.33	8.05	f 2.10
504.6	Yard	★	End of Double Track (10th Ave.) COUNCIL BLUFFS C. B. & Q.-C. & N. W.-O. E. & T.- C. B. & Q. Crossings 1.1	s 6.42	s 7.24			s 10.30 PM	s ³²⁻⁸⁶ 8.30 AM	s 2.80 PM
505.7			U. P. JUNCTION 2.9	6.45	7.30					
508.6			OMAHA Burlington Station	s 7.20 AM	s 8.00 PM					
In Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.				Arrive	Arrive			Arrive	Arrive	Arrive
				33	31			81	83	137

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

Miles from Council Bluffs	Car Capacity Sidings	SIGNS	TIME TABLE No. 59 Effective March 1, 1940. STATIONS	EASTWARD					
				FIRST CLASS			SECOND CLASS		
				32 Passenger Daily	34 Passenger Daily		82 Time Freight Daily	86 Time Freight Daily	
83.8	138	C-P T-W-X	CARROLL 8.3	AM s 11.20	PM s 11.30		AM 5.35	PM 12.25	
75.5	40		HALBUR 8.8	11.04	11.15		83 5.20	PM 12.05	
66.7	77	D-P-W	MANNING 5.2	137 s 10.52	s 11.03		33 5.02	AM 11.45	
61.5	56		BOTNA 6.0	f 10.42	10.54		4.30	137 11.30	
55.5	56	D	IRWIN 5.9	f 10.32	10.45		4.15	11.15	
49.6	66		KIRKMAN 6.1	f 10.22	10.35		4.00	11.00	
43.5	98	P-T-W	HARLAN 8.2	s 10.12	s 10.26		3.45	10.45	
35.3	56	P	TENNANT 6.3	f 9.58	10.13		3.25	10.30	
29.0	51		MAGILL 4.2	9.49	10.04		3.10	10.15	
24.8	57	P-W	MINDEN 7.7	f 9.43	9.58		3.00	10.05	
17.1	55		BENTLEY 4.6	f 9.32	9.48		2.45	9.50	
12.5	73	D	McCLELLAND 5.2	f 9.25	9.41		2.35	9.40	
7.3	56	P	GILLIAT 7.3	f 9.17	81 9.33		2.20	9.25	
0.0	Yard	★	End of Double Track (10th Ave.) COUNCIL BLUFFS C. B. & Q.-C. & N. W.-O. B. & T.- C. B. & Q. Crossings	83-86 s 9.05	s 9.20		2.00 AM	32-83 9.10 AM	
1.1			U. P. JUNCTION	9.00	9.15				
UNION PACIFIC RY. TIME TABLE AND RULES WILL GOVERN.									
4.0			OMAHA Burlington Station	8.45 AM	9.00 PM				
			In Council Bluffs, Omaha and South Omaha yards, each member of train and engine crews must have a copy of and be governed by Union Pacific Rules, Bridge Subdivision Special Rules, and Bridge Subdivision time-table.	Leave	Leave		Leave	Leave	
				32	34		82	86	

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by five or more cars in train. When Mikado engines are doubleheaded with smaller engines on freight trains, the smaller engine must be placed on the head end of the train.

TIME TABLE
No. 59
Effective March 1, 1940.
STATIONS

WESTWARD

Miles from Osage	Car Capacity Sidings	SIGNS	WESTWARD						
			FIRST CLASS		SECOND CLASS				
			41 Passenger Daily Leave	43 Passenger Daily Ex. Sunday Leave	145 Way Freight Daily Ex. Sunday Leave	143 Way Freight Daily Ex. Sunday Leave	147 Way Freight Daily Leave	149 Way Freight Daily Ex. Sunday Leave	315 C.M.St.P.&P. Freight Daily Ex. Sunday Leave
0.0	Yard	D-P-Y	<p>Engines operating between McIntire and Osage, and between Belle Chester Jct. and Belle Chester will be governed by Rule 93, and will not require train orders.</p>						
4.4	Spur 13								
8.2	33	X							
11.8	16								
16.4	Yard	★							
23.3									
23.5	20	D-P							
31.6	21	D-P							
37.2	35	D-P-W							
44.9	35	D							
50.3	19	D-P							
54.1	Spur 14								
57.6	29	D-P-W-X-Y							
65.1	Yard	★							
66.9									
73.7	21								
81.9	23	D							
87.1	Spur 16								
90.8	81	D							
97.1	Spur 19								
98.9	22	X							
100.7	35	D-W							
103.6	9								
109.7	7								
113.9	Spur 25								
115.3		X-Y							
116.8	Yard	★							
115.3		X-Y							
125.0	14								
134.8	21	D-X							
135.4		X							
141.1	Yard	★							
			Arrive	Arrive	Arrive	Arrive	Arrive	Arrive	Arrive
			41	43	145	143	147	149	315

All trains will move under control between Cannon Falls station and a point 1500 feet west of C. M. St. P. & P. transfer connection switch, expecting to find main track occupied. This does not relieve trains from protecting per Rule 99.

BETWEEN RANDOLPH AND MANKATO—NINETEENTH DISTRICT.

WESTWARD				Miles from Osage	Car Capacity Sidings	SIGNS	TIME TABLE		Miles from Mankato	EASTWARD			
SECOND CLASS							No. 59			SECOND CLASS			
			141 Way Freight Daily Ex. Sunday				Effective March 1, 1940.			140 Way Freight Daily Ex. Sunday			
			Leave				STATIONS			Arrive			
			AM 4.30	141.1	Yard	★	C. G. W. Crossing RANDOLPH		67.0	PM 4.00			
			f 4.40	143.9			2.8 WALLACE		64.2	f 8.45			
			f 4.53	147.9			4.0 WATERFORD		60.2	f 8.35			
			5.03	149.7		X	1.8 NORTHFIELD JUNCTION			8.27			
							0.05 C. M. St. P. & P. Crossing						
			s 5.30	149.9	65	B-D-X	0.2 NORTHFIELD		58.2	s 8.22			
							0.3 C. M. St. P. & P. Crossing						
			s 5.50	152.7	16		2.5 DUNDAS		55.4	s 8.05			
			f 6.10	157.0	20		4.3 BRIDGEWATER		51.1	f 2.40			
				160.6			3.6 C. R. I. & P. Crossing Automatic Signal Protection						
			6.30	162.6	Yard	X-Y	2.0 FARIBAULT JCT.		45.5	2.20			
							1.4 FARIBAULT		46.9	s 1.50			
			s 7.30	164.0	Yard	D- P-W-X	1.4 FARIBAULT JCT.		45.5	1.10			
			7.40	162.6	Yard	X-Y	0.9 C. M. St. P. & P. Crossing Automatic Signal Protection						
				163.5			1.0 SHEFFIELD MILL		43.6	f 12.59			
			f 8.15	164.5	8	X	6.0 WARSAW		37.6	PM f 12.20			
			f 8.35	170.5	14		3.0 MORRISTOWN		34.6	AM s 11.59			
			s 8.55	173.5	36	D	6.0 WATERVILLE		28.6	s 11.40			
			s 9.30	179.5	37	D-W	0.2 M. & St. L. Crossing—Interlocked						
				179.7			5.8 ELYSIAN		22.6	s 10.55			
			s 9.55	185.5	28	D	7.0 MADISON LAKE		15.6	141 s 10.30			
			s 10.30	192.5	23	D	6.7 WATTERS		8.9	f 10.05			
			f 10.55	199.2	Spur 8		5.1 C. St. P. M. & O. Crossing Automatic Signal Protection						
				204.3			0.1 C. M. St. P. & P. Junction						
			s 11.30	204.4		P	BENNING		3.7	s 9.45			
				204.9			0.5 C. St. P. M. & O. Crossing						
				207.8			2.9 C. & N. W. and C. St. P. M. & O. Crossing— Interlocked						
			s 11.45 AM	208.1	Yard	★	0.3 MANKATO		9.0	9.30 AM			
			Arrive							Leave			
			141							140			

Between Mankato and Benning trains will be governed by C. G. W. R. R. and C. M. St. P. & P. R. R. Joint Time Table.

Between Mankato and Benning trains will be governed by C. G. W. R. R. and C. M. St. P. & P. R. R. Joint Time Table.

BETWEEN WINONA AND SIMPSON—TWENTIETH DISTRICT.

WESTWARD				TIME TABLE				EASTWARD			
SECOND CLASS				No. 59				SECOND CLASS			
			149				148				
			Way Freight Daily Ex. Sunday	Miles from Simpson	Car Capacity	Sidings	SIGN S	Way Freight Daily Ex. Sunday			
			Leave					Arrive			
C. B. & Q. R. R. Time Table and Rules will govern.			PM 8.00	50.2	Yard	C-D-K-P- W-X-Y	WINONA 1.3 LA FAYETTE STREET	PM 1.80	C. B. & Q. R. R. Time Table and Rules will govern.		
C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.				48.9		★	WINONA 1.0 TOWER CK 5.0 MINNESOTA CITY 5.0 STOCKTON 8.0 LEWISTON 3.0 UTICA 1.0 UTICA JUNCTION	C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.			
				47.9			ALTURA 4.1 BETHANY 4.5 UTICA 1.0 UTICA JUNCTION 5.0				
				42.9	60	D	ST. CHARLES 4.0 DOVER 5.0 EYOTA 0.9 CHATFIELD JCT. 2.5 PLANKS JCT. 3.9 PREDMORE 4.6 SIMPSON				
				37.9	64	D-W					
				29.9	45	T					
Engines operating between Altura and Utica Jct., will be governed by Rule 93, and will not require train orders.				26.9	28	D		Engines operating between Altura and Utica Jct., will be governed by Rule 93, and will not require train orders.			
				35.5	9	D-P-X					
C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.				31.4	35	D-P-X		C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.			
				26.9	19	P-X					
				25.9		X					
Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.				20.9	34	W		C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.			
				16.9	34						
Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.				11.9	100	C-W		Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.			
				11.0		Y					
				8.5							
			5.45	0.0	29	D-P-W- X-Y		7.50	Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.		
			PM	0.0			AM				
			Arrive					Leave			
			149					148			

WESTWARD
SECOND CLASS

WAVERLY BRANCH—THIRTEENTH DISTRICT.

EASTWARD
SECOND CLASS

WESTWARD				TIME TABLE				EASTWARD			
SECOND CLASS				No. 59				SECOND CLASS			
			125				126				
			Way Freight Daily Ex. Sunday	Miles from Summer	Car Capacity	Sidings	SIGN S	Way Freight Daily Ex. Sunday			
			Leave					Arrive			
C. & N. W. Ry. Time Table and Rules will govern.			AM 9.30	0.0	117		P-T-W	SUMNER 4.0 SPRING FOUNTAIN 4.9 TRIPOLI 7.6 BREMER 5.6 WAVERLY	PM 1.30	C. & N. W. Ry. Time Table and Rules will govern.	
					4.0	Spur 3					
Trains must not enter upon C. & N. W. Ry. main track without proper authority.				8.9	18		D-P		1.00	Trains must not enter upon C. & N. W. Ry. main track without proper authority.	
				16.5	27		D-P				
				22.1	Yard	D-P-W- X-Y					
Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.				10.00				12.30	Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.		
				10.30							
Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.				10.50				12.01	Engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.		
				AM							
			Arrive					Leave			
			125					126			

SPECIAL INSTRUCTIONS

(1). Watch Inspectors (See Rule 2) are located as follows:

LOCATION	NAME
Austin, Minn.....	J. S. R. SCOVILL.
Carroll, Iowa.....	GLENN WEEKS.
Clarion, Iowa.....	GEO. L. KYSETH & Co.
Council Bluffs, Iowa..	KULESH JEWELRY STORE.
Faribault, Minn.....	J. H. RUGE.
Fort Dodge, Iowa....	OLSON JEWELRY Co.
Hayfield, Minn.....	H. O. SPIESS.
Mankato, Minn.....	MARTIN & HOERR.
Manning, Iowa.....	LEWIS REINHOLD.
Mason City, Iowa	RAY SENNEY.
Minneapolis, Minn.....	OSCAR P. GUSTAFSON Co., 404 Nicollet Ave.
Minneapolis, Minn.....	OLSON JEWELRY Co., 211 East Hennepin Ave.
Minneapolis, Minn.....	ELMER W. RUDD, 720 Washington Ave., S. E.
New Hampton, Iowa...	J. W. SANDUSKEY & Co.
Oelwein, Iowa.....	RATHBUN BROS.
Omaha, Nebr.....	BORSHEIM & Co.
Red Wing, Minn.....	A. F. SUSKOVIC & Co.
Rochester, Minn.....	R. A. ORR Co.
St. Charles, Minn.....	DAVID RUDISUHL.
St. Paul, Minn.....	NORTHERN WATCH Co., 109 Endicott Arcade, 350 Robert Street.
St. Paul, Minn.....	EARL THEIETS, 462 So. Robert Str.
Winona, Minn.....	STAGER JEWELRY STORE.

(2). REGISTER STATIONS.

Benning.....	All Trains.
Cannon Falls	See Note (11).
Clarion (Tower)	All Trains—See Note (3).
Clear Lake Jct.....	All Trains—See Note (1).
Council Bluffs.....	All Trains—See Note (3).
Dodge Center.....	See Note (9).
Hayfield.....	See Note (2).
Mankato (Tower)	All Trains.
Manly.....	All Trains—See Note (3).
McIntire.....	See Note (4).
Northfield.....	All Trains.
Oelwein.....	All Trains—See Note (5).
Randolph	See Note (4).
Red Wing	All Trains.
Rochester.....	All Trains.
Round House (Tower)	See Note (2).
Simpson	See Note (6).
State Street.....	All Trains—See Note (7).
St. Paul Union Station.	All Trains.
South St. Paul.....	All Trains—See Note (1).
Sumner.....	See Note (8).
Waverly.....	See Note (8).
West Red Wing	See Note (10).
Winona.....	All Trains.

Note (1). All trains will register by Form 367, except when displaying signals.

Note (2). All trains starting or terminating.

Note (3). First class trains will register by Form 367, except when displaying signals.

Note (4). All trains starting from or terminating at McIntire and/or Randolph on Eleventh, Eighteenth and Nineteenth Districts.

Note (5). All trains, other than freight trains and/or light engines "WI" Office; freight trains and/or light engines "BA" Office.

Note (6). All Twentieth District trains.

Note (7). First class trains will register by Form 367, but will not make Register Check Form 390.

Note (8). All Thirteenth District trains.

Note (9). No. 24 only will register at Dodge Center and by Form 367, except when displaying signals.

Note (10). All First Class Trains.

Note (11). All trains starting or terminating. Nos. 315 and 356 may register by Form 367 when operator is on duty except when displaying signals.

(2-A). At the following train order offices all trains (except as indicated) will obtain clearance card Form 389.

Cannon Falls—No. 356 only.

Council Bluffs.

Faribault.

Manly.

McIntire (except trains on Eleventh District).

Randolph (except trains on Twelfth District).

Red Wing.

Rochester.

St. Paul Union Station.

(3). AUXILIARY LINES.

Clarion..... 15th District.

Hayfield..... 15th District.

Jeff..... 14th District.

McIntire..... 18th District.

Randolph..... 18th and 19th Districts.

Simpson..... 20th District.

Sumner..... 13th District.

Waverly..... 13th District.

See Rules 14-F and 14-G.

(4). EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS. (See Rule No. 71.) Except No. 143 is Superior to No. 142, and No. 315 is Superior to No. 356, and No. 125 is Superior to No. 126, and No. 135 is Superior to No. 136.

(4-A). EXTRA TRAINS MAY PASS AND RUN AHEAD OF SECOND CLASS TRAINS.

(5). Conditional Stops:

All passenger trains will stop at any point to discharge passengers holding tickets routed through St. Paul, Chicago, Kansas City or Omaha.

No. 21 will stop at any station to discharge pay passengers from No. 34 and will stop at West Concord on signal to receive pay passengers for the Twin Cities and will stop at Randolph to discharge pay passengers for Cannon Falls and Red Wing.

No. 23 will stop at any station to discharge pay passengers from Illinois Division No. 1 and Iowa Division No. 12 and will stop at Riceville Sundays to discharge papers.

No. 24 will stop on signal at any station to receive pay passengers destined Kansas City, Mo., or beyond. Stop on signal South St. Paul, Riceville, Elma, and any station Simpson to Ostrander, incl., to receive pay passengers destined Iowa Division stations where No. 15 is scheduled to stop. Stop on signal Spring Valley, Riceville and Elma to discharge pay passengers from Minneapolis, St. Paul and Rochester. Stop on signal at LeRoy to receive and discharge pay passengers.

No. 26 will stop on signal at any station to receive pay passengers for stations, on Illinois Division where No. 2 is scheduled to stop, on Iowa Division where No. 11 is scheduled to stop and where No. 33 is scheduled to stop and will stop at any station between Hayfield and Oelwein to discharge pay passengers from Twin Cities.

No. 31 will stop on signal at any station to receive passengers for Council Bluffs and Omaha and to discharge passengers from the Twin Cities, and stop on signal at Mayville for passengers.

No. 32 will stop on signal at any station to receive passengers for the Twin Cities and to discharge passengers from Omaha and Council Bluffs, and stop on signal at Mayville for passengers.

No. 33 will stop at any station to discharge pay passengers from Twin Cities.

No. 34 will stop on signal at any station to receive pay passengers for Twin Cities.

(6). The following letters shown in column of signs opposite stations indicate:

- B—Bulletin Books and Boards.
- C—Coal.
- D—Day Telegraph or Telephone Office.
- K—Standard Clock.
- N—Night Telegraph or Telephone Office.
- * O—Turn Table.
- P—Telegraph Office.
- T—Continuous Telegraph or Telephone Office.
- W—Water Station.
- X—Yard Limit Station.
- Y—Wye.

(7). Diverging Train Movements.

Dodge Center.

Arriving time of No. 24 on Twelfth District applies to the west wye switch.

Randolph.

Arriving time of No. 44 on Twelfth District applies to the station. West Red Wing to Red Wing.

No. 44 will head in, No. 43 will back in to station.

Round House to Fort Dodge.

Nos. 33 and 31 will head in to station, and Nos. 34 and 32 will back in to station.

Passenger trains may leave wye switches open while moving to and from passenger station.

(7-A). Trains meeting at New Hampton, Iowa, will use the East Siding unless otherwise instructed.

(7-B). First class trains meeting at Mason City will use West Siding, all other trains use East Siding unless otherwise instructed. Time of First class trains apply at Mason City passenger station.

(7-B-1). Track A-3 is designated siding for meeting or passing trains at North Yard, Mason City.

(7-B-2). Middle siding at Clarion is that part of Oelwein main track located between crossover switch east of passenger station and Hayfield junction switch.

(7-C). When trains are required to meet or pass at Clear Lake Junction the inferior train will (unless otherwise directed by train order) enter switch to No. 1 track, so designated, and protect against cars or other engines that may be standing thereon.

(7-D). Siding at Round House extends from east switch to cross over at east leg of wye.

(7-E). Siding at Council Bluffs extends from switch at East Woodbury Avenue to crossover just west of Tostevin Street. Time of first class trains applies at Council Bluffs passenger station.

(7-F). Cars must not be left on sidings without permission from Chief Dispatcher, except on East siding Randolph and siding Hampton, Iowa. Trains may expect to find cars on these sidings without notice.

(7-G). The switch connecting Nineteenth District Main Track with the East Wye Track and with the inside West Wye Track at Randolph will be set for wye tracks as normal position.

(7-H). Junction switch at West Red Wing will be set for trains to and from Red Wing as normal position.

(7-I). Westward trains will stop clear of frogs at C. M. St. P. & P. Junction, Benning.

(7-K). Fixed signals are located approximately one-half mile east and west of the C. St. P. M. & O. crossing one-half mile West of Benning. Crossing gates are set and locked across the C. St. P. M. & O. track in normal position.

(7-L). A crossing gate connected with the home signal protects the C. R. I. & P. crossing at Somers, Iowa. Gates are set and locked against C. R. I. & P. train movements in normal position. Color light signals located 300 feet east and west of crossing indicate position of gates.

(7-M). The automatic block system is operated between Oelwein and West St. Paul. Be governed by Rules 501 to 522, inclusive.

(7-N). The automatic block system is operated in North Yard and South Yard Mason City.

Supplementing Rule 504. When a train is stopped by automatic block signal in North Yard or South Yard, Mason City, it may, after sounding whistle signal 14 (b), proceed without flagging in advance, but must not exceed a speed of five (5) miles per hour through the block, keeping a sharp lookout for opposing or preceding train, broken rail, open switch, or other obstruction.

(7-O). Account being interlocked, switch west end siding Rowan; and east end siding Rinard cannot be used during hours train order office is closed.

(8). While using tracks of other companies trainmen and enginemen will be governed by the rules and the time tables of such companies, a copy of which must be in their possession.

(9). In connection with the Hours of Service Law, no employe must perform "excess service" except in cases of extreme emergency or upon instructions of proper authority.

(10). Two main tracks are operative between:

Jeff and Oelwein,
Armour Ave. and West St. Paul,
Tenth Ave., Council Bluffs and U. P. Junction.

Normal position of switch at Jeff is for Eastward track; and at Armour Ave. is for Westward track.

Normal position of switch at end of double track at 10th Ave. Council Bluffs is for Westward track. (See Rule D-151.)

(10-A). Between Jeff and Oelwein—14th District, First Class trains will use Eastward main track, move under control and expect find other trains using crossovers at Jeff.

(11). SPEED RESTRICTIONS—GENERAL.

TRAINS AND ENGINES APPROACHING ALL RAILROAD CROSSINGS PROTECTED BY AUTOMATIC SIGNALS AND UNTIL ENGINE IS OVER THE CROSSING—20 MILES PER HOUR. OVER OTHER RAILROAD CROSSINGS FREIGHT TRAINS—25 MILES PER HOUR.

LIGHT ENGINES IN FORWARD MOTION 35 MILES PER HOUR.

ENGINES IN BACKWARD MOTION 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICKS (Except X200) SCALE TEST CARS, PILE DRIVERS AND ALL LOCOMOTIVE CRANES ON THEIR OWN WHEELS, MAXIMUM SPEED 35 MILES PER HOUR.

STEAM DERRICK X200 MAY BE HANDLED AT AUTHORIZED FREIGHT TRAIN SPEED, BUT NOT TO EXCEED 45 MILES PER HOUR, AND MUST NOT BE RUN OVER ANY PORTION OF THE DIVISION EXCEPT 11TH AND 12TH DISTRICTS.

FREIGHT ENGINES HANDLING PASSENGER TRAINS MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS.

TEXAS TYPE ENGINES 5 MILES PER HOUR THROUGH TURNOUTS AND CROSSOVERS.

**11TH DISTRICT:
(BETWEEN OELWEIN AND HAYFIELD.)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	60	45
Oelwein yard—Main tracks	25	15
Oelwein yard—Through turnouts	10	10
Jeff—Spring Switch	25	20
Mile Post 255.10	45	35
Fredericksburg—Curve west switch	40	30
Both curves just east of Acme	40	30
Taopi—Railroad crossing	45	25
Taopi—Curve west switch	40	30
East siding Hayfield, except west 900 feet thereof, must not be used by engines.		

SPECIAL INSTRUCTIONS

**12TH DISTRICT:
(BETWEEN HAYFIELD AND ST. PAUL.)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed.....	60	45
Hayfield—Street crossings.....	15	15
Dodge Center—Railroad crossing.....	45	25
Dodge Center to Mile Post 355.....	45	30
Mile Post 375¾ to Mile Post 377.....	45	30
Nerstrand to Dennison.....	45	30
Randolph—Railroad crossing.....	15	15
Hampton to Empire.....	45	30
Curve 1 mile west Empire.....	45	30
Mile Post 407½ to Mile Post 408½.....	45	30
Curve east and west Mile Post 411.....	45	30
Mile Post 412 to Inver Grove.....	40	25
Inver Grove—Street crossings.....	30	30
Armour Avenue—Spring Switch.....	20	Under Control
Armour Avenue—Street crossing.....	20	Under Control
South St. Paul—Grand Avenue.....	10	Under Control
State Street Yard Office to Fillmore Ave. . .	20	Under Control
Curve west from Fillmore Avenue.....	10	Under Control
St. Paul—Mississippi River Bridge.....	10	Under Control

"L," "M" and "T" class engines will not be operated across girder span bridge from Great Northern tracks into Boom Island, nor across the truss bridge leading into Boom Island.

Engines will not be double-headed over the truss bridge into Boom Island.

Engines heavier than "L" class will not go on East Transfer or Mill tracks, Dodge Center.

**13TH DISTRICT:
(BETWEEN SUMNER AND WAVERLY.)**

Between Sumner and Mile Post 19.....	15	15
Between Mile Post 19 and Waverly.....	8	8
Between Sumner and Waverly, engines heavier than "F" class will not be operated.		
Engines will not be double-headed over the Cedar River Bridge at Waverly.		

**14TH DISTRICT:
(BETWEEN OELWEIN AND CLARION.)**

Maximum speed.....	50	40
Oelwein yard—Main tracks.....	25	15
Oelwein yard—Through turnouts.....	10	10
Between Jeff and 1 mile east of Readlyn... .	40	35
Between 1 mile east of Readlyn and Shell Rock.....	35	25
Waverly—First St. N. W. and Bremer Avenue.....		Under Control
Clarksville—Transfer track.....	5	5
Descending Clarksville Hill.....	40	30
Clarion—Curve east end yard.....	35	20

**15TH DISTRICT:
(BETWEEN HAYFIELD AND CLARION.)**

Maximum speed.....	60	45
Between Hayfield and Manly.....	45	35
Austin—Through City Limits.....	15	15
Austin—Oak Street.....	10	10
Austin—Switching over Oak Street.....	5-Flag	5-Flag
Curves each side of Bridge A-111.81, 2¾ miles, west of Lyle.....	35	25
Curves each side of Bridge A-125.05, 3 miles, west of Bolan.....	35	25
Between Manly and Clear Lake Junction... .	60	45
Bridge A-135.74, C. R. I. & P. 5000 class engines.....	35	35
Mason City—Street crossings.....	25	25
Between Clear Lake Jct., and Clarion.....	50	35
Curve, 1½ miles west of Swaledale.....	35	25
Belmond—Street crossings.....	15	10
Curve, 1½ miles east of Cornelia.....	35	25
Cornelia—Between switches.....	35	25
Curve, ½ mile east of Clarion.....	20	20

**16TH DISTRICT:
(BETWEEN CLARION AND CARROLL.)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed.....	50	40
Eagle Grove—Street crossings.....	15	15
Round House—Gypsum Line.....	10	10
High Bridge, D-373.60—west of Round House	20	10
Somers—Railroad crossing.....	15	15
Lohrville—Through Interlocking limits.....	20	20
Carroll—Street crossings.....	15	15

**17TH DISTRICT:
(BETWEEN CARROLL AND COUNCIL BLUFFS.)**

Maximum speed.....	50	40
Carroll—Curve west end yard.....	35	25
Between 3 miles, west of Botna and 1 mile, west of Kirkman.....	35	30
Descending Tennant Hill (Eastward).....	45	35
Descending Bentley Hill.....	45	35
Between M. P. 499 and Council Bluffs.....	35	30
Trains with "G" and "L" type engines over Bridge D-501.96, 4½ miles, west of Gilliat....	25	25
Council Bluffs—Curve Woodbury Avenue.. .	35	Under Control
Council Bluffs—Between Tostevin Street, and U. P. Junction.....		Under Control
Council Bluffs—Crossing 7th and 8th Streets	5	Stop
Council Bluffs—Crossing 17th Street.....	5	5

When engines are double-headed over bridge D-501.96, 4½ miles west of Gilliat one engine must shut off steam and drift over bridge.

**18TH DISTRICT:
(BETWEEN OSAGE AND RANDOLPH.)**

Maximum speed.....	45	35
Between Osage and McIntire.....	15	15
Bridge, W-186, 1 mile, east McIntire.....	10	10
Bridge, W-168.54 and curves 3 miles, west of Spring Valley.....	30	20
Between Mile Posts 154 and 156.....	35	25
Simpson—East wye switch.....	15	15
Between Simpson and Mile Post 146½.....	35	25
Rochester—Street crossings.....	8	8
Between Rochester and Randolph—G-3 engines.....	25	25
Pine Island—Highway No. 52.....	10	10
Two miles east of White Willow to Zumbrota	30	20
Between Belle Chester Jct. and Belle Chester	10	10
On curves and around Bluffs between Clay Bank and Cannon Falls.....	30	20
Trout Brook—Highway No. 1.....	5	5
Between wye switches West Red Wing and Red Wing.....		Under Control
West Red Wing—Highway No. 61.....	Stop	Stop
Red Wing—Main Street.....	Stop	Stop
Red Wing—Jefferson Street.....	Stop	Stop

Concrete platform at rear end spur track between First and Center Streets, Rochester, will not clear man on side of cars or engines. When switching cars to or from this platform, trains will stop at Stop Sign at end of platform, and foreman or conductor in charge will see that all members of crew are in safe position and no one riding on side of cars or engines on platform side.

Engines heavier than "F" class must not be operated between Belle Chester Jct. and Belle Chester.

**19TH DISTRICT:
(BETWEEN RANDOLPH AND MANKATO.)**

	Miles Per Hour	
	Passenger Trains	Freight Trains
Maximum speed	35	30
Between Mankato and Mile Post 7	25	20
Between Mile Posts 7 and 28	15	15
Faribault—Third Street	Stop	Stop
Faribault—Street crossings	5	5
Dundas—Main Street	10	10
Engines will not pass over bridge at Sheffield Mill.		

**20TH DISTRICT:
(BETWEEN WINONA AND SIMPSON.)**

Maximum speed	25	25
Between Simpson and Planks Junction	10	10
Winona—Mankato Avenue	Stop	Stop
Between Winona and Sugar Loaf	15	15
Engines heavier than "F" class must not be operated over 20th district.		

(12). Trains taking siding for other trains, will pull entirely into clear before slowing up for brakeman to board train.

(13.) Agents and Operators (with card Form 874, ready for use), must take a position on station platform and closely observe all passing trains, signalling trainmen or enginemen to stop if anything noticed that might imperil the safety of the train or employees. Card Form 874, shall be properly filled out and handed to rear end when a hot box, a flat wheel, a brake beam dragging, etc., is noticed. If nothing irregular is detected, a proceed signal must be given.

All employees at work in yards and between stations must also inspect passing trains.

When trains are entering or leaving sidings and when pulling away from coal and water stations and at other places where practicable, at least one member of the train crew must station himself where the entire train will be pulled by him at slow speed and make similar inspection.

Trainmen will exchange signals with trainmen on other trains from platform of caboose or passenger car when practicable, such signals to indicate whether or not train movement has the appearance of being normal.

Train and Engine employees must be on the alert to receive, transmit, and act promptly on these signals.

(14). Precautions to be taken to insure safe train operation during and following severe storms.

OPERATORS—Notify Train Dispatcher promptly nature and extent of storm. Call Section Foreman, if not on duty. If so advised by Section Foreman, hold trains until it is known track is safe.

TRAIN AND ENGINEMEN—Bring train under control and proceed through territory affected by storm at a rate of speed that will insure safety; notify Train Dispatcher condition of track. If unable to communicate with Dispatcher or Section Foreman and there is a doubt as to it being safe to move, take siding and wait until advised track is safe.

TRAIN DISPATCHER—On receipt of report of storm notify trains likely to be affected; see that Superintendent, Division Engineer, and Roadmaster are notified and that Section Foremen are patrolling track and get all information necessary to protect safe movement of trains quickly as possible. If necessary have Operator call Section Foreman.

(15). At interlocking plants within territory where automatic block is not in operation, and from which interlocking plant a train order signal is operated, the train order signal must not be changed from "STOP" to "PROCEED" until after home signal governing the interlocking route shall first be made to give the "PROCEED" indication.

(16). Semaphore signals govern movement all trains and engines on single track between West St. Paul and St. Paul Union Station superseding time-table authority. Trains when ready to leave St. Paul Union Station will secure permission to proceed from towerman West St. Paul and then be governed by signal indications.

(17). Lift Bridge over Mississippi River West St. Paul is operated by bridge tender located in cabin on bridge during period of navigation. Semaphore signals govern all movements over this bridge.

(18). High tension electric lines are located on south side of right-of-way between Clarion and Eagle Grove and between river east of Belmont and highway crossing at Gravel pit.

Extreme care must be taken in setting up 'phones to avoid contact with these wires.

(19). Motormen are prohibited from employing any unauthorized device or means for making ineffective the "Deadman Control" of motor units so equipped.

(20). SPRING SWITCHES ARMOUR AVE. AND JEFF.

If an eastward train is stopped before entire train has passed through spring switch at end of double track Armour Avenue, or if a westward train is stopped before entire train has passed through spring switch at Jeff, no reverse movements shall be made nor slack permitted to run back until switches are lined over by hand and locked in reverse position; and after any authorized manipulation of these switches by hand, the conductor (or engineman if there be no conductor) must see that switches are restored to and locked in normal position immediately after train has completely cleared switches. Movements eastward at Armour Avenue and westward at Jeff must not be made contrary to signal indications except by authority of Caution Card, Form 384, issued by Train Dispatcher, and not then until after some member of crew shall have examined switch points and at Armour Avenue shall have operated switch by hand. Movements westward at Armour Avenue and eastward at Jeff will be governed by Rule 504 for double track after points of spring switch have been examined by some member of crew.

ADDITIONAL STATIONS:

	Location	Car Capacity	Con- nected
POTTERS SIDING	3.0 miles west of Tripoli	3	west end
MAYVILLE	4.5 miles west of Waltham	4	east end
GYP SUM	3.4 miles west of Round House	7	east end
WALTERS SPUR	1.3 miles east of Harlan	3	west end
STONE SPUR	0.6 mile west of LeRoy	2	east end
BELLE CHESTER	5.4 miles east of Belle Chester Jct.	15	both ends
HASTINGS CROSSING	4.0 miles west of Red Wing	7	west end
OIL SPUR	1.0 mile west of Cannon Falls	3	east end
SUGAR LOAF	3.1 miles west of Winona	21	both ends
HILLS CROSSING	3.1 miles west of Madison Lake	14	east end

Texas type engines must not be operated on following tracks:

SO. ST. PAUL.....	Tannery spur.
INVER GROVE.....	House track.
RICH VALLEY.....	House track.
EMPIRE.....	House track.
HAMPTON.....	House track.
RANDOLPH.....	Bridge M-67.30, 19th District.
STANTON.....	House track.
DENNISON.....	House track.
NERSTRAND.....	House track.
KENYON.....	Stock, house and coal chute tracks.
SKYBURG.....	House track.
WEST CONCORD.....	West 400 ft. house track.
EDEN.....	House track.
DODGE CENTER.....	Mill spur and East Transfer.
VLASATY.....	House track.
HAYFIELD.....	Tracks No's 5 and 6, Hayes-Lucas spur and house tracks.
SARGEANT.....	House track.
RENOVA.....	House track.
ELKTON.....	House track.
TAOPI.....	House track.
BAILEY.....	House track.
MCINTIRE.....	House, wye and all 18th District tracks.
RICEVILLE.....	House track west of stock yard, storage track and oil spur.
ELMA.....	House track—east of stock yard, and ice house track.
ALTA VISTA.....	House track—west of stock yard.
DEVON.....	House track.
NEW HAMPTON.....	House track between depots and stock yard, storage track and industry track.
BOYD.....	House track.
FREDERICKSBURG.....	House track—west of stock yard.
SUMNER.....	House track between stock yard and water tank, storage track, crossover main to house track and all 13th District tracks.
WESTGATE.....	House track west of stock yard.

MINNESOTA STATUTES 1927

Every engineer, driving a locomotive on any railway, who shall fail to ring the bell or sound the whistle upon such locomotive, or cause the same to be rung or sounded, at least eighty rods from any place where such railway crosses a travelled road or street, on the same level (except in cities), or to continue the ringing of such bell or sounding of such whistle at intervals until such locomotive and the train thereto attached shall have completely crossed such road or street, shall be guilty of a misdemeanor.

IOWA STATUTES 1927

A bell and a steam whistle shall be placed on each locomotive engine operated on any railway, which whistle shall be twice sharply sounded at least sixty rods before a road crossing is reached, and after the sounding of the whistle the bell shall be rung continuously until the crossing is passed; but at street crossings within the limits of cities or towns the sounding of the whistle may be omitted, unless required by ordinance or resolution of the council thereof; and the company shall be liable for all damages which shall be sustained by any person by reason of such neglect.

SPEED TABLE.

Miles per hour	Time per mile	
	Min.	Sec.
5.....	12	0
10.....	6	0
15.....	4	0
20.....	3	0
25.....	2	24
30.....	2	0
35.....	1	43
40.....	1	30
45.....	1	20
50.....	1	12
55.....	1	5
60.....	1	0

NON-CONTINUOUS TRAIN ORDER OFFICES—OPEN.

Station	Week Days	Sundays	Holidays.
11th and 12th DISTRICTS			
WESTGATE.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
FREDERICKSBURG...	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
ALTA VISTA.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
ELMA.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM
RICEVILLE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM
MCINTIRE.....	Continuous.....	12:01 AM to 3:00 PM 6:30 PM to 8:30 PM 11:00 PM to Midnight..	Continuous.
ELKTON.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
SARGEANT.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
WEST CONCORD.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
KENYON.....	12:01 AM to 12:45 AM and 8:45 AM to Midnight	12:01 AM to 12:45 AM and 10:15 AM to 12:15 PM and 4:45 PM to Midnight....	12:01 AM to 12:45 AM and 8:45 AM to Midnight
NERSTRAND.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
DENNISON.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
HAMPTON.....	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM	Closed.....	Closed.
EMPIRE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
13th DISTRICT			
TRIPOLI.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
BREMER.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
14th DISTRICT			
READLYN.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
WAVERLY.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM
SHELL ROCK.....	8:30 AM to 12:00 Noon and 1:00 PM to 5:30 PM	Closed.....	Closed.
ALLISON.....	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM	Closed.....	Closed.
BRISTOW.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM
DUMONT.....	8:30 AM to 12:00 Noon and 1:00 PM to 5:30 PM	Closed.....	Closed.
HANSELL.....	8:30 AM to 11:30 AM and 12:30 PM to 5:30 PM	Closed.....	Closed.
COULTER.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
ROWAN.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM
15th DISTRICT			
WALTHAM.....	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM	Closed.....	Closed.
MASON CITY.....	7:30 AM to 11:30 AM and 12:30 PM to 4:30 PM	Closed.....	7:30 AM to 11:30 AM and 12:30 PM to 4:30 PM
SWALEDALE.....	8:30 AM to 11:30 AM and 12:30 PM to 5:30 PM	Closed.....	Closed.
THORNTON.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
MESERVEY.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
BELMOND.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
16th and 17th DISTRICTS			
VINCENT.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
SOMERS.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
RINARD.....	4:00 AM to 7:15 AM and 8:15 AM to 1:00 PM	Closed.....	4:00 AM to 7:15 AM and 8:15 AM to 1:00 PM
LANESBORO.....	8:20 AM to 12:30 PM and 1:30 PM to 5:20 PM	Closed.....	Closed.
LIDDERDALE.....	8:30 AM to 12:30 PM and 1:30 PM to 5:30 PM	Closed.....	Closed.
MANNING.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	10:00 AM to 12:00 Noon and 4:30 PM to 6:30 PM.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM
IRWIN.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
MCCLELLAND.....	7:45 AM to 11:30 AM and 12:30 PM to 4:45 PM	Closed.....	Closed.
18th and 19th DISTRICTS			
OSAGE.....	7:00 AM to 12:00 Noon and 1:00 PM to 4:00 PM	Closed.....	Closed.
LEROY.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
OSTRANDER.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
SPRING VALLEY.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
RACINE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
STEWARTVILLE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
SIMPSON.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
ROCHESTER.....	6:15 AM to 10:15 PM.....	2:15 PM to 10:15 PM.....	6:15 AM to 10:15 PM
PINE ISLAND.....	8:30 AM to 12:30 PM and 1:30 PM to 5:30 PM	Closed.....	Closed.
ZUMBROTA.....	8:30 AM to 12:30 PM and 1:30 PM to 5:30 PM	Closed.....	Closed.
GOODHUE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
RED WING.....	8:30 AM to 12:00 Noon and 1:00 PM to 5:30 PM	Closed.....	8:30 AM to 12:00 Noon and 1:00 PM to 5:30 PM
CANNON FALLS.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
NORTHFIELD.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM
FARIBAULT.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM
MORRISTOWN.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
WATERVILLE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
ELYSIAN.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
MADISON LAKE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
20th DISTRICT			
ST. CHARLES.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
BETHANY.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
ALTURA.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.
WINONA.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.

DIVISION OFFICERS

G. F. ORLEMANN	Superintendent.....	St. Paul
H. R. HALVERSON	Trainmaster.....	Clarion
H. J. McGOUGAN	Terminal Trainmaster.....	St. Paul
T. M. MICKELSON	Trainmaster.....	St. Paul
F. J. HOFFMAN	Division Engineer.....	St. Paul
V. N. STAHLEY	General Road Foreman of Engines.....	Clarion and St. Paul
B. J. VAUGHN	Chief Dispatcher.....	St. Paul
R. B. CRAWFORD	Night Chief Dispatcher.....	St. Paul
P. A. BROWN	Train Dispatcher.....	St. Paul
J. W. HARVEY	Train Dispatcher.....	St. Paul
P. A. STENSTROM	Train Dispatcher.....	St. Paul
C. A. VAN NOY	Train Dispatcher.....	St. Paul
H. OAKLEY	Train Dispatcher.....	St. Paul
H. B. FICKLE	Train Dispatcher.....	St. Paul
J. F. MICHELS	Relief Train Dispatcher.....	St. Paul
P. E. HARRISON	Extra Train Dispatcher.....	St. Paul
C. W. WALL	Roadmaster.....	St. Paul
H. ERICKSON	Roadmaster.....	St. Paul
C. FINCH	Roadmaster.....	New Hampton
G. A. LAGERVALL	Roadmaster.....	Rochester
W. T. BLOOMFIELD	Roadmaster.....	Clarion
R. O. DOUGHERTY	Roadmaster.....	Carroll

SAFETY FIRST

SAFETY ALWAYS