

LIST OF SURGEONS

STATION	NAME	TELEPHONE NUMBER	
		OFFICE	RESIDENCE
Austin, Minn.....	DR. DAVID P. ANDERSON	2341	5170 or 3423
Belmond, Ia.....	DR. S. P. LEINBACH	14	110
Cannon Falls, Minn.....	DR. M. R. WILLIAMS	100	5
Carroll, Ia.....	DRS. MORRISON & MORRISON	300	302
Clarion, Ia.....	DR. R. C. EATON	358	358-W-2
Clarion, Ia.....	DR. R. A. YOUNG	224	224-W-2
Clarion, Ia.....	DR. H. P. WALKER	300	300
Clarksville, Ia.....	DR. E. M. MARK	48-W	48-J
Council Bluffs, Ia.....	DR. J. P. COGLEY	6677	3-0733
	DR. A. C. BROWN	6677	8114
Dodge Center, Minn.....	DR. C. E. BIGELOW	15-2	15-3
Eagle Grove, Ia.....	DR. E. M. SMITH	8	378
Elma, Ia.....	DR. J. C. HASTINGS	11½	11½
Faribault, Minn.....	DR. C. M. ROBILIARD	8	516 or 1810
Fort Dodge, Ia.....	DR. E. F. BEEB	Wa 1774	Wa 1337
Fort Dodge, Ia.....	DR. S. B. CHASE (Oculist)	Wa 2760	Wa 1394
Fredericksburg, Ia.....	DR. S. B. ZOLLER	Red 45	Black 45
Hampton, Ia.....	DR. E. D. ALLEN	38	208
Harlan, Ia.....	DR. L. W. SAVAGE	135	135-X
Hayfield, Minn.....	DRS. BAKER & BAKER	46L	46J
Kenyon, Minn.....	DR. R. R. MOSES	161-2	161-3
LeRoy, Minn.....	DR. M. P. MORSE	30	30-J
Mankato, Minn.....	DR. W. C. STILLWELL	4651	3508
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. O. W. YOERG 1853 Medical Arts Bldg. or call	Ge. 1700 Gl 1337	Co 1606
Minneapolis, Minn.....	DR. W. E. CAMP (Oculist) 1918 Medical Arts or call	Ge 6944 Gl 1337	Ke 0761
Minneapolis, Minn.....	Northwestern Hospital	Ma 7266	
Minneapolis, Minn.....	For ambulance call	Ma 5341	
New Hampton, Ia.....	DR. PAUL E. GARDNER	43	120
Northfield, Minn.....	DR. I. F. SEELEY	150	150-J
Oelwein, Ia.....	DR. R. J. GALVIN	158	204
Oelwein, Ia.....	DR. L. W. WARD	199	199
Oelwein, Ia.....	DR. G. M. THEIN (Oculist)	313	492
Oelwein, Ia.....	DR. J. W. FELD, Dental Surgeon.	341	314
Omaha, Nebr.....	DR. J. S. ALEXANDER 815 City Nat. Bank or call	Ja 0130 Gl 1127	Wa 5363
Osage, Ia.....	DR. R. L. WHITLEY	44	22
Pine Island, Minn.....	DR. C. B. MCKAIG	18-2	18-3
Red Wing, Minn.....	DR. H. T. MCGUIGAN	730	1011
Red Wing, Minn.....	DR. A. M. AANES	730	632
Riceville, Ia.....	DRS. WALKER & WALKER	176	103
Rochester, Minn.....	DR. W. A. MERRITT	4051	5230
So. St. Paul.....	DR. THOMAS A. LOWE	La. 1182	La. 1424
So. St. Paul.....	DR. EARL LOWE	La. 1182	La. 1157
Spring Valley, Minn.....	DR. L. W. CLARK	137	134
St. Charles, Minn.....	DR. F. H. ROLLINS	45	87
St. Paul, Minn.....	DR. JOHN A. MOGA 485 Rice St.-Corner University Ave.	Ga 4573	Pr. 3310
St. Paul, Minn.....	DR. R. O. LEAVENWORTH Oculist, 835 Lowry Bldg.	Ce 8717	De 3615
St. Paul, Minn.....	St. Joseph's Hospital	Ce 6321	
St. Paul, Minn.....	For ambulance call	Ce 0555	
Stewartville, Minn.....	DR. A. F. RISSER	3451	3453
Sumner, Ia.....	DR. J. E. WHITMIRE	212	234
Waterville, Ia.....	DR. C. A. ROHRER	89	89-2
Waverly, Ia.....	DR. O. C. HARDWIG	156	147
Winona, Minn.....	DR. R. B. TWEDDY	2214	2606
Zumbrota, Minn.....	DR. M. G. FLOW	210-J	210-L

CLAIM DEPARTMENT

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

E. E. Meyers, Claim Agent, St. Paul
Phone—Office Garfield 5771. Residence Elkhurst 3834.

F. A. Bigley, Claim Agent, Clarion, Iowa
Phone—Office 216.

CHICAGO GREAT WESTERN RAILWAY

MINNESOTA DIVISION

TIME TABLE

No. 12

Taking Effect at 12:01 a. m.

Wednesday, May 11, 1949

Superseding Time Table No. 11-A
Dated March 3, 1949

FOR THE GOVERNMENT AND INFORMATION
OF EMPLOYEES ONLY.

S. M. GOLDEN, Vice-President

H. R. HALVERSON, Superintendent

BETWEEN OELWEIN AND HAYFIELD—ELEVENTH DISTRICT.

TIME TABLE
No. 12

Effective May 11, 1949.

STATIONS

Miles from Chicago	Car Capacity	Sidings	SIGNS	STATIONS	WESTWARD								
					FIRST CLASS				SECOND CLASS				
					23				71	73			
					Passenger Daily					Time Freight Daily	Time Freight Daily		
					Leave					Leave	Leave		
					AM					AM	PM		
245.8	Yard		★	OELWEIN 1.7	3.00					4.00	2.30		
247.5	Yard		X	JEFF End of Double Track—Spring Switch 5.6	3.05					4.05	2.35		
253.1	148		D	WESTGATE 7.9	3.15					4.20	2.50		
261.0	115		D-N-P-W	SUMNER 4.5	s 3.34					4.35	3.15		
265.5	96			VICTORIA 5.4	3.42					4.45	3.25		
270.9	96		D	FREDERICKSBURG 4.6	s 3.52					4.55	3.35		
275.5	54			BOYD 4.1	4.00					5.05	3.45		
279.6	W 40 E 96		W	NEW HAMPTON 0.7	s 4.15					5.15	3.55		
			T	C. M. St. P. & P. Crossing—Interlocked 4.0									
284.3	96			DEVON 6.2	4.24					5.30	4.05		
290.5	56		D	ALTA VISTA 3.4	f 4.35					5.42	4.15		
293.9	126		D	ELMA 5.5	s 4.45					5.50	4.25		
299.4	95			ACME 4.9	4.55					6.00	4.35		
304.3	121		D	RICEVILLE 5.6	s 5.05					6.10	4.45		
309.9	98		★	McINTIRE 2.0	s 5.20					6.25	5.00		
311.9	62			BAILEY 6.7	5.25					6.40	5.05		
318.6	137		W	C. M. St. P. & P. Crossing Automatic Signal Protection TAOPI 7.9	f 5.40					6.52	5.39		
326.5	96		D	ELKTON 6.0	f 5.55					7.10	5.55		
332.5	96			RENOVA 5.0	6.05					7.20	6.05		
337.5	96		D	SARGEANT 6.4	f 6.15					7.30	6.15		
343.9	Yard	B-C-D-K- N-O-P-W- X-Y		HAYFIELD	s 6.40 AM					7.45 AM	6.25 PM		
					23					71	73		

BETWEEN OELWEIN AND HAYFIELD—ELEVENTH DISTRICT.

Miles from St. Paul	Car Capacity	Sidings	SIGNS	STATIONS	EASTWARD				
					FIRST CLASS		SECOND CLASS		
					24 Passenger Daily		74 Time Freight Daily	76 Time Freight Daily	
Arrive		Arrive	Arrive						
178.9	Yard	★		OELWEIN 1.7	s	PM 7.50		PM 4.30	AM 1.00
177.2	Yard	X		JEFF End of Double Track—Spring Switch 5.6	Double Track	7.37		4.05	12.45
171.6	148	D		WESTGATE 7.9	s	7.28		3.40	12.37
163.7	115	D-N-P-W		SUMNER 4.5	s	7.17		⁷³ 3.15	12.22
159.2	96			VICTORIA 5.4		7.06		3.00	12.11
153.8	96	D		FREDERICKSBURG 4.6	s	6.58		2.45	AM 12.01
149.2	54			BOYD 4.1		6.51		2.35	PM 11.50
145.1	W40 E 96	W		NEW HAMPTON 0.7	s	6.45		2.25	11.40
		T		C. M. St. P. & P. Crossing—Interlocked 4.0					
140.4	96			DEVON 6.2		6.34		2.10	11.30
134.2	56	D		ALTA VISTA 3.4	s	6.26		1.55	11.18
130.8	126	D		ELMA 5.5	s	6.19		1.45	11.10
125.3	95			ACME 4.9		6.10		1.35	11.00
120.4	121	D		RICEVILLE 5.6	s	6.02		1.25	10.50
114.8	98	★		McINTIRE 2.0	s	5.58		1.15	10.40
112.8	62			BAILEY 6.7		5.48		1.10	10.10
106.1	137	W		C. M. St. P. & P. Crossing Automatic Signal Protection TAOPI 7.9	s	⁷³ 5.39		12.55	9.50
98.2	96	D		ELKTON 6.0	s	5.27		12.40	9.38
92.2	96			RENOVA 5.0		5.18		12.30	9.20
87.2	96	D		SARGEANT 6.4	s	5.11		PM 12.20	9.10
80.8	Yard	B-C-D-K- N-O-P-W- X-Y		HAYFIELD		5.01 PM		11.59 AM	8.55 PM
						Leave		Leave	Leave
						24		74	76

BETWEEN HAYFIELD AND ST. PAUL—TWELFTH DISTRICT.

Miles from Chicago	Car Capacity	Stations	SIGNS	TIME TABLE No. 12 Effective May 11, 1949										
				WEST WARD				WEST WARD						
				FIRST CLASS				SECOND CLASS						
				21 Passenger Daily	23 Passenger Daily					71 Time Freight Daily	73 Time Freight Daily			
				Leave	Leave					Leave	Leave			
				AM	AM					AM	PM			
343.9	Yard		B-C-D- K-N-O- P-W-X-Y	HAYFIELD	4.40	6.40					7.45	6.25		
349.0	54			5.1 VLASATY	4.49	6.48					8.15	6.33		
353.3	96		T-Y	4.3 DODGE CENTER C. & N. W. Crossing—Interlocked	s 4.59	s 7.00					8.25	6.40		
357.7	72			4.4 EDEN	5.05	7.08					8.35	6.47		
362.4	96		D	4.7 WEST CONCORD	s 5.13	s 7.20					8.45	6.56		
366.9	54			4.5 SKYBURG	5.20	s 7.27					8.55	7.05		
371.8	90		C-D-W	4.9 KENYON	s 5.27	s 7.40					⁷⁴ 9.10	⁷⁶ 7.23		
378.3	50		D	6.5 NERSTRAND	5.35	s 7.53					9.25	7.45		
383.6	96		D	5.3 DENNISON	5.43	s 8.05					9.40	8.00		
388.4	58			4.8 STANTON	5.49	s ⁷⁴ 8.15					9.58	8.15		
392.2	W 94 E 101		★	C. G. W. Crossing, Gates RANDOLPH	5.54	s 8.40					10.10	8.40		
398.1	96		D	5.9 HAMPTON	6.03	s 8.49					²⁸ 10.30	²⁸ 9.26		
402.1	18			4.0 EMPIRE	⁷⁴ 6.09	8.55					10.40	9.45		
406.2	98		D-W	4.1 ROSEMOUNT	6.15	9.01					10.55	10.05		
408.7	77			2.5 RICH VALLEY	6.19	9.05					11.05	10.16		
417.0	64			8.3 INVER GROVE	6.30	9.18					11.30	10.35		
419.1			X	2.1 End of Double Track—Spring Switch ARMOUR AVE.	6.34	9.22					11.40	10.45		
419.9	Yard		T-X	0.8 SOUTH ST. PAUL	6.36	s 9.25					AM 11.50	10.55		
423.5	Yard		★	3.6 STATE ST.	6.43	9.30					s 12.30 PM	s 11.45 PM		
424.7	Yard		★	0.7 WEST ST. PAUL End of Double Track—Interlocked LIFT BRIDGE—Interlocked										
427.87				0.5 ST. PAUL Union Station	s 6.55	s 9.40								
431.78				3.17 COMO	7.10	9.50								
435.37	Yard		★	3.91 ST. ANTHONY PARK										
				3.49 MINNEAPOLIS	s 7.35	s 10.15								
					AM	AM								
					Arrive	Arrive					Arrive	Arrive		
					21	23					71	73		

GREAT NORTHERN RY. TIME TABLE AND RULES WILL GOVERN.

BETWEEN HAYFIELD AND ST. PAUL—TWELFTH DISTRICT.

Miles from St. Paul	Car Capacity	Stations	SIGN	TIME TABLE No. 12 Effective May 11, 1949									
				EASTWARD				WESTWARD					
				FIRST CLASS				SECOND CLASS					
				24 Passenger Daily	28 Passenger Daily					74 Time Freight Daily	76 Time Freight Daily		
				Arrive	Arrive					Arrive	Arrive		
				PM	PM					AM	PM		
80.8	Yard	HAYFIELD	B-C-D- K-N-O-P -W-X-Y	s 5.01	s 10.41					10.45	8.55		
78.7	54	VLASATY		4.53	10.34					10.20	8.10		
71.4	96	DODGE CENTER C. & N. W. Crossing—Interlocked	T-Y	s 4.45	s 10.29					10.10	8.01		
67.0	72	EDEN		4.33	10.21					9.55	7.53		
62.8	96	WEST CONCORD	D	s 4.25	s 10.15					9.40	7.43		
57.8	54	SKYBURG		s 4.14	10.10					9.25	7.34		
52.9	90	KENYON	C-D- W	s 4.07	s 10.04					⁷¹ 9.10	⁷³ 7.23		
46.4	50	NERSTRAND	D	s 3.55	9.56					8.55	7.10		
41.1	96	DENNISON	D	s 3.43	9.47					8.40	6.50		
36.3	58	STANTON		s 3.33	9.41					²³ 8.15	6.40		
32.5	W 94 E 101	C. G. W. Crossing, Gates RANDOLPH	*	s 3.25	9.35					7.45	6.30		
26.6	96	HAMPTON	D	s 3.16	⁷³ 9.26					6.30	6.05		
22.6	16	EMPIRE		3.11	9.21					²¹ 6.09	5.57		
18.5	98	ROSEMOUNT	D-W	3.06	9.16					5.50	5.50		
16.0	77	RICH VALLEY		3.02	9.12					5.45	5.45		
7.7	64	INVER GROVE		2.51	9.01					5.25	5.25		
5.6		End of Double Track—Spring Switch ARMOUR AVE.	X	2.47	8.57					5.20	5.20		
4.8	Yard	SOUTH ST. PAUL	T-X	2.45	s 8.55					5.15	5.15		
1.2	Yard	STATE ST.	*	2.40	8.50					5.00 AM	4.30 PM		
0.0	Yard	WEST ST. PAUL End of Double Track—Interlocked (LIFT BRIDGE—Interlocked)	X										
0.0	Yard	ST. PAUL Union Station	*	s 2.35 s 2.25	8.45 s 8.35								
3.17		3.17 COMO											
7.08		3.91 ST. ANTHONY PARK											
10.57	Yard	3.49 MINNEAPOLIS	*										
				2.00 PM	8.10 PM					Leave	Leave		
				24	28					74	76		

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. 12 Effective May 11, 1949. STATIONS	WESTWARD			
				FIRST CLASS		SECOND CLASS	
				35 Passenger Daily Ex. Sunday		81 Time Freight Daily	
				Leave		Leave	
245.8	Yard	★	OELWEIN 1.7	AM 9.00		AM 11.00	
247.5	Yard	X	JEFF End of Double Track 7.0	9.05		11.05	
254.5	56		ORAN 7.7	s 9.18		⁸² 11.20	
262.2	72	D	READLYN 7.0	s 9.31		11.35	
269.2	56		DENVER JCT. 5.8	f 9.44		AM 11.50	
275.0	147	D-W- X-Y	WAVERLY 1.7 I. C. Crossing Automatic Signal Protection 4.8	s 10.00		PM 12.10	
281.5	67	D	SHELL ROCK 6.9	s ⁸² 10.12		12.25	
288.4	69	D	CLARKSVILLE C. R. I. & P. Crossing Automatic Signal Protection 7.0	s 10.25		12.40	
295.4	56	D	ALLISON 5.9	s 10.40		12.55	
301.3	98	D-W	BRISTOW 4.0	s 10.50		1.10	
305.3	55		DUMONT C. & N. W. Crossing Automatic Signal Protection 6.8	s 10.58		1.20	
312.1	56	D	HANSELL 5.4	s 11.11		1.30	
317.5	70	D-X	HAMPTON M. & St. L. Crossings—and C. R. I. & P. Crossing Automatic Signal Protection 8.3	s 11.25		1.50	
325.8	101	D-W	GOULTER 9.1	s 11.41		2.10	
334.9	56	D	ROWAN C. R. I. & P. Crossing—Gates 3.4	AM s 11.58		2.30	
338.3	Spur 10		SOLBERG 6.3	PM f 12.04			
344.6	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked	s 12.15 PM		³⁶ 3.00 PM	
				Arrive			
				35		81	

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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	STATIONS	EASTWARD									
				FIRST CLASS				SECOND CLASS					
				36				82					
			Effective May 11, 1949	Passenger Daily Ex. Sunday					Time Freight Daily				
				Arrive					Arrive				
				PM					AM				
258.8	Yard	★	OELWEIN 1.7	s 6.15					s 11.50				
257.1	Yard	X	JEFF End of Double Track 7.0		6.10					11.35			
250.1	56		ORAN 7.7	s 5.51					81 11.20				
242.4	72	D	READLYN 7.0	s 5.38						11.05			
235.4	56		DENVER JCT. 5.8	f 5.25						10.50			
229.6	147	D-W-X-Y	WAVERLY 1.7	s 5.15						10.25			
227.9			I. C. Crossing Automatic Signal Protection 4.8										
223.1	67	D	SHELL ROCK 6.9	s 5.01					35 10.12				
216.2	69	D	CLARKSVILLE C. R. I. & P. Crossing Automatic Signal Protection 7.0	s 4.47						9.56			
209.2	56	D	ALLISON 5.9	s 4.34						9.42			
203.3	98	D-W	BRISTOW 4.0	s 4.22						9.31			
199.3	55		DUMONT C. & N. W. Crossing Automatic Signal Protection 6.8	s 4.14						9.23			
192.5	56	D	HANSELL 5.4	s 4.02						9.11			
187.1	70	D-X	HAMPTON M. & St. L. Crossings—and C. R. I. & P. Crossing Automatic Signal Protection 8.3	s 3.52						9.01			
178.8	101	D-W	COULTER 9.1	s 3.36						8.45			
169.7	56	D	ROWAN C. R. I. & P. Crossing—Gates 3.4	s 3.20						8.25			
166.3	Spur 10		SOLBERG 6.3	f 3.12									
160.0	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked	81 3.00 PM					8.05 AM				
				Leave									
				36						82			

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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 No. 12 Effective May 11, 1949 STATIONS	WEST WARD									
				FIRST CLASS					SECOND CLASS				
				33 Passenger Daily Leave	17 C. R. I. & P. Passenger Daily Leave	507 C. R. I. & P. ROCKET Daily Leave	15 C. R. I. & P. Passenger Daily Leave	133 Way Freight Daily Ex. Sunday Leave	911 C. R. I. & P. Freight Daily Leave	915 C. R. I. & P. Freight Daily Leave			
81.0	Yard	B-C-D- K-N-O-P- W-X-Y	HAYFIELD —5.0—	PM 10.45					AM 6.00				
86.0	13	D-P	WALTHAM —4.5—	10.53					f 6.15				
90.5	20		MAYVILLE —3.2—	10.59									
93.7			C. M. St. P. & P. Crossing Automatic Signal Protection —3.2—										
96.9		T	C. M. ST. P. & P. CROSSING— Interlocked —0.8—	11.07									
97.7	68	P-W-X	AUSTIN —11.6—	s 11.16					s 7.00				
109.3	56	P	Illinois Central Crossing, Stop LYLE —5.7—	11.34					s 7.30				
115.0	26		MELTONVILLE —7.0—	11.44					f 7.45				
122.0	25		BOLAN —7.4—	PM 11.54					f 8.00				
129.4		B-K-T-X	MANLY C. R. I. & P. Crossing—Interlocked M. & St. L. Crossing—Interlocked —0.5—	AM 12.05	AM 34 3.25	PM 912 2.43	PM 11.05		s 8.20	AM 18 4.25	PM 12.01		
129.9	66	X	WEST MANLY —4.5—	12.06	3.26	2.44	11.06		8.25	4.26	12.02		
134.4	33		FREEMAN —3.0—	12.11	3.32	2.49	11.12		8.35	4.35	12.11		
137.4	55	P-X	NORTH YARD —1.2—	12.15	3.37	2.53	11.16		8.45	4.40	12.16		
138.6	W-16 E-51	B-C-O- P-W-X- D	C. & N. W. Crossing—Interlocked MASON CITY —0.9—	s 12.31	s 3.45	s 2.58	s 11.25		s 134 9.10	4.45	12.25		
139.5			C. M. St. P. & P. Crossing Automatic Signal Protection —0.6—										
140.1	Yard	B-K-P- T-X	M. C. & C. L. Crossing—Interlocked CLEAR LAKE JCT.—Interlocked —5.8—	12.34	f 18 3.51 AM	508-914 3.02 PM	11.29 PM		f 16 9.25	4.50 AM	912 12.47 PM		
145.9	22		BURCHINAL —6.3—	12.42					f 9.40				
152.2	23	D	SWALEDALE —4.6—	12.51					f 10.00				
156.8	56	D	THORNTON —5.5—	12.57					f 10.15				
162.3	18	D	MESERVEY —4.0—	1.05					f 10.35				
166.3	13		PALSVILLE —4.0—										
170.3	10	X	C. R. I. & P. Crossing, Stop GRAVEL PIT —1.1—										
171.4	16	D-W-X	BELMOND M. & St. L. Crossing, Stop —5.5—	s 1.21					s 11.10				
176.9	28		CORNELIA —5.1—	34 1.30					f 11.30				
182.0	Yard	*	CLARION C. R. I. & P. Crossing—Interlocked	s 1.39 AM					s 11.45 AM				
				Arrive	Arrive	Arrive	Arrive		Arrive	Arrive	Arrive		
				33	17	507	15		133	911	915		

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.

Miles from Council Bluffs	Car Capacity Sidings	SIGNS	TIME TABLE																		
			No. 12																		
			Effective May 11, 1949																		
			STATIONS																		
										EASTWARD											
										FIRST CLASS					SECOND CLASS						
										34	18	16	508		134	912	914				
										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				
										Arrive	Arrive	Arrive	Arrive		Arrive	Arrive	Arrive				
261.0	Yard	B-C-D-K-N-O-P-W-X-Y	HAYFIELD	5.0																	
256.0	13	D-P	WALTHAM	4.5																	
251.5	20		MAYVILLE	3.2																	
248.3			C. M. St. P. & P. Crossing Automatic Signal Protection	3.2																	
245.1		T	C. M. ST. P. & P. CROSSING—Interlocked	0.8																	
244.3	68	P-W-X	AUSTIN	11.6																	
232.7	56	P	Illinois Central Crossing, Stop	LYLE	5.7																
227.0	26		MELTONVILLE	7.0																	
220.0	25		BOLAN	7.4																	
212.6		B-K-T-X	MANLY	0.5																	
212.1	66	X	C. R. I. & P. Crossing—Interlocked M. & St. L. Crossing—Interlocked	0.5																	
207.6	33		WEST MANLY	4.5																	
204.6	55	P-X	FREEMAN	3.0																	
203.4	W-16 E-51	B-C-O-P-W-X-D	NORTH YARD	1.2																	
202.5			C. & N. W. Crossing—Interlocked	MASON CITY	0.9																
201.9	Yard	B-K-P-T-X	C. M. St. P. & P. Crossing Automatic Signal Protection	0.6																	
196.1	22		M. C. & C. L. Crossing—Interlocked	CLEAR LAKE JCT.—Interlocked	5.8																
189.8	23	D	BURCHINAL	6.3																	
185.2	56	D	SWALEDALE	4.6																	
179.7	18	D	THORNTON	5.5																	
175.7	13		MESERVEY	4.0																	
171.7	19	X	PALSVILLE	4.0																	
170.6	16	D-W-X	C. R. I. & P. Crossing, Stop	GRAVEL PIT	1.1																
165.1	28		BELMOND	5.5																	
160.0	Yard	★	M. & St. L. Crossing, Stop	CORNELIA	5.1																
			CLARION	1.18																	
			C. R. I. & P. Crossing—Interlocked																		
				AM																	
				Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave	Leave
				34	18	16	508			134	912	914									

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. 12 Effective May 11, 1949 STATIONS	WESTWARD				
					FIRST CLASS		SECOND CLASS		
					33 Passenger Daily		81 Time Freight Daily		
					Leave				
					AM			PM	
344.6	Yard	★		CLARION C. R. I. & P. Crossing—Interlocked 4.8	1.45			3.00	
349.4	56			FLORENCE 5.0	1.52			3.10	
354.4	110	P		EAGLE GROVE C. & N. W. Crossing Automatic Signal Protection 4.4	s 2.01			3.20	
358.8	Spur 11			NUEL 3.9					
362.7	56	D-P		VINCENT 4.4	f 2.13			3.40	
367.1	46			INDUSTRY 5.3	2.19			3.50	
372.4	49	B-K-P-T W-X-Y		ROUND HOUSE 0.8	2.27			4.10	
373.2	Yard	P-X		FORT DODGE 0.8	s 2.45				
372.4	49	B-K-P-T W-X-Y		ROUND HOUSE Ft. D. D. M. & S. Crossing—Interlocked 3.0	2.51			4.10	
375.4	20	X		WEST FORT DODGE 4.9	2.56			4.20	
380.3	65	D		M. & St. L. Crossing Automatic Signal Protection MOORLAND 4.0	3.04			4.30	
384.3	55			ROELYN 4.5	3.10			4.40	
388.8	54	D		SOMEERS C. R. I. & P. Crossing, Gates 3.8	s 3.18			4.50	
392.6	53			Ft. D. D. M. & S. Crossing—Interlocked RINARD 6.2	s 3.25			5.00	
398.8	100	T-W		C. & N. W. Crossing—Interlocked C. M. St. P. & P. Crossing—Interlocked LOEUVILLE 3.8	s 3.34			5.15	
402.6	55			WIGHTMAN 5.4	3.39			5.25	
408.0	100	D		LANESBORO 6.4	s 3.48			5.35	
414.4	56	D		LIDDERDALE 6.4	s 3.58			5.45	
420.8	138	C-D-N W-X		CARROLL	s 4.16 AM			6.00 PM	
					33			81	

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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. 12 Effective May 11, 1949 STATIONS	EASTWARD									
				FIRST CLASS				SECOND CLASS					
				34 Passenger Daily				82 Time Freight Daily					
160.0	Yard	★	CLARION C. R. I. & P. Crossing—Interlocked 4.8	AM s 1.18					AM 8.05				
155.2	56		FLORENCE 5.0	1.00					7.55				
150.2	110	P	EAGLE GROVE C. & N. W. Crossing Automatic Signal Protection 4.4	s 12.52					7.47				
145.8	Spur 11		NUEL 3.9										
141.9	56	D-P	VINCENT 4.4	12.41					7.33				
137.5	46		INDUSTRY 5.3	12.35					7.24				
132.2	49	B-K-P-T W-X-Y	ROUND HOUSE 0.8	12.28					7.14				
133.0	Yard	P-X	FORT DODGE 0.8	s 12.25									
132.2	49	B-K-P-T W-X-Y	ROUND HOUSE Ft. D. D. M. & S. Crossing—Interlocked 3.0	12.09					7.14				
129.2	20	X	WEST FORT DODGE 4.9	AM 12.03					7.05				
124.3	65	D	M. & St. L. Crossing Automatic Signal Protection MOORLAND 4.0	PM 11.57					6.55				
120.3	55		ROELYN 4.5	11.52					6.48				
115.8	54	D	SOMERS C. R. I. & P. Crossing, Gates 3.8	11.46					6.40				
112.0	53		Ft. D. D. M. & S. Crossing—Interlocked RINARD 6.2	11.40					6.32				
105.8	100	T-W	C. & N. W. Crossing—Interlocked C. M. St. P. & P. Crossing—Interlocked LOHRVILLE 3.8	11.31					6.20				
102.0	55		WIGHTMAN 5.4	11.25					6.18				
96.6	100	D	LANESBORO 6.4	11.18					6.04				
90.2	56	D	LIDDERDALE 6.4	11.10					5.54				
83.8	138	C-D-N W-X	CARROLL	11.00 PM					5.44 AM				
				34					82				

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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. 12 Effective May 11, 1949 STATIONS	WESTWARD									
				FIRST CLASS				SECOND CLASS					
				33 Passenger Daily				81 Time Freight Daily					
420.8	138	C-D-N-W-X	CARROLL 8.3	AM 4.16					PM 6.00				
429.1	65		HALBUR 1.7	f 4.29					6.20				
430.8			N. W. JUNCTION 7.1										
437.9	77	D-W	MANNING 5.2	s 4.45					6.40				
443.1	56		BOTNA 6.0	s 82 4.59					6.50				
449.1	56	D	IRWIN 5.9	s 5.09					7.00				
455.0	66		KIRKMAN 6.1	s 5.20					7.10				
461.1	98	P-D-W	HARLAN 8.2	s 5.32					7.25				
469.3	56	P	TENNANT 6.3	s 5.47					7.40				
475.6	51		MAGILL 4.2	5.56					7.50				
479.8	57	P-W	MINDEN 7.7	6.02					8.00				
487.5	55		BENTLEY 4.6	s 6.15					8.15				
492.1	73	D	McCLELLAND 5.2	s 6.23					8.25				
497.3	56		GILLIAT 7.3	6.31					34 8.58				
504.6	Yard	B-C-D-K-N-O-W-X	End of Double Track (10th Ave.) COUNCIL BLUFFS C. B. & Q., Gates; C. & N. W., O. B. & T., C. B. & Q. Crossings, Stop 1.1	s 6.45					s 9.30 PM				
505.7			U. P. JUNCTION 2.9	6.50									
UNION PACIFIC RY. TIME TABLE AND RULES WILL GOVERN.													
508.6			OMAHA Burlington Station	s 7.30 AM									
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				
				33					81				

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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. 12 Effective May 11, 1949 STATIONS	EASTWARD			
				FIRST CLASS		SECOND CLASS	
				34 Passenger Daily			82 Time Freight Daily
83.8	138	C-D-N- W-X	CARROLL 8.3	PM s 11.00			AM 5.44
75.5	65		HALBUR 1.7	10.44			5.24
73.8			N. W. JUNCTION 7.1				
66.7	77	D-W	MANNING 5.2	s 10.31			5.09
61.5	56		BOTNA 6.0	10.21			³³ 4.59
55.5	56	D	IRWIN 5.9	10.13			4.31
49.6	66		KIRKMAN 6.1	10.04			4.22
43.5	98	D-P-W	HARLAN 8.2	s 9.55			4.13
35.3	56	P	TENNANT 6.3	9.39			3.57
29.0	51		MAGILL 4.2	9.30			3.44
24.8	57	P-W	MINDEN 7.7	9.24			3.25
17.1	55		BENTLEY 4.6	9.13			3.20
12.5	73	D	McCLELLAND 5.2	9.06			3.10
7.3	56		GILLIAT 7.3	⁸¹ 8.58			3.00
0.0	Yard	B-C-D-K- N-O-W-X	End of Double Track (10th Ave.) COUNCIL BLUFFS C. B. & Q., Gates; C. & N. W., O. B. & T., C. B. & Q., Crossings, Stop 1.1	s 8.45			2.45 AM
1.1			U. P. JUNCTION 2.9	8.35			
4.0			OMAHA Burlington Station	8.15 PM			
				Leave			Leave
				34			82

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.

UNION PACIFIC RY. TIME TABLE AND RULES WILL GOVERN.

Freight trains doubleheading between Council Bluffs and Oelwein must have the engines separated by one 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 OSAGE AND RANDOLPH—EIGHTEENTH DISTRICT.

Miles from Osage	Car Capacity Sidings	SIGNS	TIME TABLE No. 12 Effective May 11, 1949 STATIONS		WESTWARD								
					FIRST CLASS		SECOND CLASS						
					43 Passenger Daily Ex. Sunday Leave		143 Way Freight Daily Ex. Sunday Leave	145 Way Freight Tuesday Friday 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	OSAGE										
8.2	33	X	LITTLE CEDAR										
16.4	Yard	★	McINTIRE										
23.3			C. M. St. P. & P. Crossing, Stop										
23.5	20	D-P	LE ROY										
31.6	70	D-P-X-N	OSTRANDER										
37.2	35	D-P-W	SPRING VALLEY										
44.9	35	D-P	RACINE										
50.3	19	D-P	STEWARTVILLE										
57.6	29	D-P-W-X-Y	SIMPSON										
65.1	Yard	B-C-D-K-O-P-W-X	ROCHESTER	AM-145 6.00				AM-43 6.15	s 1.00 AM		s 5.30 PM		
66.9		P	ROCHESTER JCT.										
73.7	21	P	DOUGLAS	f 6.15				f 6.35					
81.9	23	D	PINE ISLAND	s 6.30				s 7.00					
90.8	31	D	ZUMBROTA C. M. St. P. & P. Crossing, Stop	s 6.45				s 7.30					
98.9	22	P-X	BELLE CHESTER JCT.										
100.7	35	D-P-W	GOODHUE	s 7.05				s 8.00					
103.6	9		CLAYBANK	f 7.10				f 8.10					
109.7	7		HAY CREEK	7.19				f 8.30					
113.9	Spur 25		TROUT BROOK										
115.3		X-Y	WEST RED WING	7.27									
116.8	Yard	B-C-D-K-P-W-X-Y	RED WING	s 7.35				PM 8.00	s 9.00 AM		PM 7.00		
115.3		X-Y	WEST RED WING	7.40				8.15			7.05		
125.0	20	P	WELCH	f 7.55				f 8.45			8.00		
134.8	21	D-X	CANNON FALLS	s 8.15				s 356 9.15			8.45		
135.4		X	C. M. ST. P. & P. CROSSING, Stop								s 8.50 PM		
141.1	Yard	★	RANDOLPH C. G. W. Crossing, Gates	s 8.30 AM				s 9.45 PM					
				Arrive				Arrive	Arrive	Arrive	Arrive	Arrive	
				43				143	145	147	149	315	

Trains or 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.

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 Orange	Car Capacity Sidings	SIGNS	TIME TABLE		Miles from Mankato	EASTWARD				
SECOND CLASS							No. 12			SECOND CLASS				
			141 Way Freight Daily Ex. Sunday				Effective May 11, 1949			140 Way Freight Daily Ex. Sunday				
			Leave							Arrive				
			AM 4.30	141.1	Yard	★	C. G. W. Crossing, Gates RANDOLPH 6.8	87.0	s	PM 2.00				
			f 4.53	147.9	Spur 2		WATERFORD 1.8	60.2	f	1.35				
			5.03	149.7		X	NORTHFIELD JUNCTION 0.05			1.27				
							C. M. St. P. & P. Crossing, Stop 0.2							
			s 5.30	149.9	65	B-D-X	NORTHFIELD 0.3	58.2	s	1.22				
							C. M. St. P. & P. Crossing, Stop 2.5							
			s 5.50	152.7	16		DUNDAS 4.3	55.4	s	1.05				
			f 6.10	157.0	20		BRIDGEWATER 3.6	61.1	f	12.50				
				160.6			C. R. I. & P. Crossing Automatic Signal Protection 2.0							
			6.30	162.6	Yard	X-Y	FARIBAUT JCT. 1.4	45.5		12.30				
			s 7.30	164.0	Yard	D- P-W-X	FARIBAUT 1.4	46.9	s	PM 12.10				
			7.40	162.6	Yard	X-Y	FARIBAUT JCT. 0.9	45.5		AM 10.30				
				163.5			C. M. St. P. & P. Crossing Automatic Signal Protection 1.0							
			f 8.15	164.5	8	X	SHEFFIELD MILL 6.0	43.6	f	10.20				
			f 8.35	170.5	14		WARSAW 3.0	37.6	f	10.00				
			s 8.55	173.5	36	D	MORRISTOWN 6.0	34.6	s	9.50				
			s 9.30	179.5	37	D-W	WATERVILLE 0.2	28.6	s	141 9.30				
				179.7			M. & St. L. Crossing—Interlocked 5.8							
			s 9.55	185.5	28	D	ELYSIAN 7.0	22.6	s	8.15				
			s 10.40	192.5	23	D	MADISON LAKE 6.7	15.6	s	7.30				
			f 11.10	199.2	Spur 8		WATTERS 5.1	8.9	f	6.45				
				204.3			C. St. P. M. & O. Crossing Automatic Signal Protection 0.1							
			s 11.30	204.4		P	C. M. St. P. & P. Junction BENNING 0.5	3.7	s	6.20				
				204.9			C. St. P. M. & O. Crossing, Gates 2.9							
Between Mankato and Benning trains will be governed by C. G. W. Ry. and C. M. St. P. & P. R. R. Joint Time Table.				207.8			C. & N. W. and C. St. P. M. & O. Crossing— Interlocked 0.3			Between Mankato and Benning trains will be governed by C. G. W. Ry. and C. M. St. P. & P. R. R. Joint Time Table.				
			s 11.45 AM	208.1	Yard	★	MANKATO	0.0		6.00 AM				
			Arrive							Leave				
			141							140				

WESTWARD				TIME TABLE No. 12				EASTWARD					
SECOND CLASS				Effective May 11, 1949				SECOND CLASS					
			149 Way Freight Daily Ex. Sunday	Miles from Simpson	Car Capacity	Sidings	SIGNS				148 Way Freight Daily Ex. Sunday		
			Leave								Arrive		
			PM 2.30	50.2	Yard		B-C-D-P-W-X-Y				PM 1.00		
C. B. & Q. R. R. See Time Table Rule 18.								WINONA 1.3				C. B. & Q. R. R. See Time Table Rule 18.	
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			★	LA FAYETTE STREET				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			T	WINONA 1.0					
				42.9	60		D	TOWER CK 5.0					
				37.9	64		D-W	MINNESOTA CITY 5.0					
				29.9	45		T	STOCKTON 8.0					
				26.9	28		D	LEWISTON 3.0					
Trains or engines operating between Altura and Utica Jct., will be governed by Rule 93, and will not require train orders.								UTICA 1.0				Trains or 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	UTICA JUNCTION					
				31.4	35		P-X	ALTURA 4.1					
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				BETHANY 4.5				C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.	
				25.9			X	UTICA 1.0					
				20.9	34		D-P	UTICA JUNCTION 5.0					
Trains or engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.				16.9	34			ST. CHARLES 4.0				C. & N. W. Ry. Time Table and Rules will govern. Trains must not enter upon C. & N. W. Ry. main track without proper authority.	
				11.9	100		C-W	DOVER 5.0					
				11.0			Y	EYOTA 0.9					
Trains or engines operating between Simpson and Planks Junction, will be governed by Rule 93, and will not require train orders.								CHATFIELD JCT. 2.5				Trains or engines operating between Simpson and Planks Junction will be governed by Rule 93, and will not require train orders.	
							X	PLANKS JCT. 3.9					
							P-X	PREDMORE 4.6					
				s 5.00 PM	0.0	29	D-P-W-X-Y	SIMPSON			6.20 AM		
				Arrive							Leave		
				149							148		

WESTWARD				TRIPOLI BRANCH—THIRTEENTH DISTRICT.				EASTWARD					
SECOND CLASS				TIME TABLE No. 12				SECOND CLASS					
			125 Way Freight Mon. Wed. Sat.	Miles from Sumner	Car Capacity	Sidings	SIGNS				126 Way Freight Mon. Wed. Sat.		
			Leave								Arrive		
			AM 8.00	0.0	117		P-T-W-X	SUMNER 4.0			PM 12.30		
Trains or engines operating between Sumner and Bremer will be governed by Rule 93, but will require clearance card Form 389 at Sumner.								SPRING FOUNTAIN 4.9				Trains or engines operating between Sumner and Bremer will be governed by Rule 93, but will require clearance card Form 389 at Sumner.	
							X	TRIPOLI 7.6					
				s 9.00	8.9	18	D-P-X	BREMER 5.6					
				s 9.30 AM	16.5	27	D-P-X	WAVERLY					
								22.1	Yard	D-P-W-X-Y			
				Arrive							Leave		
				125							126		

SPECIAL INSTRUCTIONS

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

LOCATION	NAME
Austin, Minn.....	MIER, WOLF & SONS, INC.
Carroll, Iowa.....	GLENN WEEKS.
Clarion, Iowa.....	GEO. L. KYSETH & Co.
Council Bluffs, Iowa.....	KULESH JEWELRY STORE.
Fort Dodge, Iowa.....	OLSON JEWELRY Co.
Hayfield, Minn.....	H. O. SPIESS.
Mankato, Minn.....	BRENDLER JEWELRY Co.
Manning, Iowa.....	LEWIS REINHOLD.
Mason City, Iowa.....	C. E. BLANCHARD.
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.....	SIBBING JLY. Co.
Omaha, Nebr.....	EDWARDS JLY. Co.
Red Wing, Minn.....	KAISER JLY. Co.
Rochester, Minn.....	HENRY BLICKLE, 21 2nd Street S. W.
St. Charles, Minn.....	DAVID RUDISUHL.
St. Paul, Minn.....	NORTHERN WATCH Co., 109 Endicott Arcade, 350 No. Robert Street.
St. Paul, Minn.....	EARL THIETS, 462 So. Robert Str.
Waterville, Minn.....	S. E. SHERRATT.
Winona, Minn.....	STAGER JEWELRY STORE.

(2). REGISTER STATIONS.

Benning.....	All Trains.
Cannon Falls.....	See Note (9).
Clarion (Tower).....	All Trains—See Note (3).
Clear Lake Jct.....	All Trains—See Note (1).
Council Bluffs.....	All Trains.
Hayfield.....	See Note (2).
Mankato.....	All Trains.
Manly.....	All Trains—See Note (3).
Mason City.....	See Note (8).
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.....	All Trains.
State Street.....	All Trains—See Note (6).
St. Paul Union Station.....	All Trains.
South St. Paul.....	All Trains—See Note (1).
Sumner.....	See Note (7).
Waverly.....	See Note (7).
West Red Wing.....	See Note (8).
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). First class trains will register by Form 367, but will not make Register Check Form 390.

Note (7). All Thirteenth District trains.

Note (8). All First Class Trains.

Note (9). 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 trains must obtain clearance card Form 389 as indicated:

Cannon Falls—No. 356 only.

Council Bluffs—All trains.

Faribault—All trains.

Manly—All trains.

McIntire—All 18th District trains.

Randolph—All 18th and 19th District trains.

Red Wing—All trains (except No. 143 only will not require clearance card Form 389 when train order signal is in the clear position.)

Rochester—All trains.

St. Paul Union Station—All trains

(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. 356. No. 315 is superior to No. 356. No. 125 is superior to No. 126. No. 145 is superior to No. 144.

(5). Conditional Stops:

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

No. 21 will stop at any station to discharge pay passengers from No. 34 and will stop at Randolph to discharge pay passengers for Cannon Falls and Red Wing.

Nos. 23 and 24 will stop at any station to receive or discharge pay passengers.

No. 28 will stop on signal at any station to receive pay passengers for any stations where No. 33 is scheduled to stop.

Nos. 33 and 34 will stop at any station to receive or discharge pay passengers.

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

- B—Bulletin 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.

WEST RED WING TO RED WING.

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

ROUND HOUSE TO FORT DODGE.

No. 33 will head in to station, No. 34 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 and trains meeting at Randolph will use West 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.

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

(7-B-2). Middle Siding, Clarion, is that part of Oelwein main track located between crossover switch east of passenger station and Hayfield junction switch. First-class trains meeting at Clarion will use Middle Siding unless otherwise instructed.

(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 east of West Woodbury Avenue to crossover just west of Tostevin Street.

(7-F). Cars must not be left on sidings without permission from Chief Dispatcher, except on east siding Randolph, W. M. & P. siding McIntire and east siding Waverly.
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 517, 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). An electrically locked gate arrangement connected with home signals protects C. R. I. & P. crossing at Rowan. Gates are set and locked against C. R. I. & P. train movements in normal position. Color light signals located 60 feet east and 80 feet west of the crossing indicate position of gates.

(7-P). Account being interlocked, east end siding Rinard can be used only from 4:00 a.m. to 7:15 a.m. and 8:15 a.m. to 1:00 p.m. daily except Sunday.

(7-Q). At Council Bluffs, Mason City and Rochester; time of first-class trains applies at passenger station.

(8). While using tracks of other companies trainmen and engine-men will, unless otherwise provided, be governed by the rules and the time tables of such companies.

(9). Freight trains and light engines arriving Oelwein from Eleventh and Fourteenth Districts must head into yard at Jeff.

(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 to find other trains using crossovers at Jeff.

(11). SPEED RESTRICTIONS—GENERAL.

ALL TRAINS, 20 MILES PER HOUR APPROACHING AND PASSING OVER RAILROAD CROSSINGS PROTECTED BY AUTOMATIC SIGNALS. FREIGHT TRAINS, NOT TO EXCEED 25 MILES PER HOUR OVER OTHER RAILROAD CROSSINGS.

LIGHT STEAM ENGINES, MAXIMUM SPEED AUTHORIZED FOR FREIGHT TRAINS BUT NOT TO EXCEED 35 MILES PER HOUR.

STEAM ENGINES IN BACKWARD MOTION, 15 MILES PER HOUR.

TRAINS HANDLING STEAM DERRICKS, SCALE TEST CAR, PILE DRIVER, OR CRANES ON THEIR OWN WHEELS, 35 MILES PER HOUR. SCALE TEST CAR RESTRICTED TO MOVEMENT IN WAY FREIGHT TRAINS ONLY.

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

TEXAS TYPE ENGINES, 5 MILES PER HOUR THROUGH CROSSOVERS, TURNOUTS, AND SHARP CURVES ON SIDINGS AND OTHER TRACKS.

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 yard tracks and 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—Curve west switch.....	40	30

**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 375 $\frac{1}{4}$ to Mile Post 377.....	45	30
Nerstrand to Dennison.....	45	30
Randolph—Railroad crossing.....	15	15
Four degree curve just east of Empire.....	50	40
Mile Post 407 $\frac{1}{2}$ to Mile Post 408 $\frac{1}{2}$	45	30
Between Mile Post 412 and State Street... ..	40	25
Inver Grove—Street crossing.....	30	30
Armour Avenue—Spring Switch.....	20	20
Armour Avenue—Street crossing.....	20	20
South St. Paul—Grand Avenue.....	10	10
Between State Street and 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 6.....	20	20
Between Mile Post 6 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 Yard Tracks and turnouts.....	10	10
Between Jeff and 1 mile east of Readyln.....	40	35
Between 1 mile east of Waverly and Shell Rock.....	35	25
Waverly—First St. N. W. and Bremer Avenue.....	Under Control	
Clarksville—Transfer track.....	5	5
Descending Clarksville Hill (Eastward)....	40	30
Rowan—Railroad Crossing.....	15	15
Clarion—Curve east end yard.....	35	20

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

Maximum speed.....	55	45
Between Mile Post 96 and Manly.....	45	35
Austin—Through City Limits.....	15	15
Austin—Oak Street.....	10	10
Austin—Switching over Oak Street.....	..	5-Flag
Curves each side of Bridge A-111.81, 2 $\frac{3}{4}$ miles west of Lyle.....	35	25
Curves each side of Bridge A-125.05, 3 miles west of Bolan.....	35	25
Manly—Between interlocking home signals..	20	20
Between Manly and Clear Lake Junction... ..	55	45
Bridge A-135.74, C. R. I. & P. 5000 class engines	35	35
Mason City—Street crossings.....	25	25
Between C. M. St. P. & P. Crossing and Clear Lake Jct.....	20	20
Between Clear Lake Jct., and Clarion.....	50	35
Curve, 1 $\frac{1}{2}$ miles west of Swaledale.....	35	25

Miles Per Hour
Passenger
Trains

Freight
Trains

Belmond—Street crossings.....	15	10
Curve, 1 $\frac{1}{2}$ miles east of Cornelia.....	35	25
Cornelia—Between switches.....	35	25
Curve, $\frac{1}{2}$ mile east of Clarion.....	20	20

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

Maximum speed.....	50	40
Clarion—Between Depot and Main Line crossovers.....	Under Control	
Eagle Grove—Street crossings.....	15	15
Round House—Gypsum Line.....	10	10
Round House—F. D. D. M. S. Crossing....	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
Descending Tennant Hill (Eastward).....	45	35
Descending Bentley Hill (Eastward).....	45	35
Over bridge 500.25 three miles west of Gilliat	35	30
Trains with "G" and "L" type engines over		
Bridge D-501.96, 4 $\frac{1}{2}$ miles west of Gilliat....	25	25
Through the passing track switch at east end of the siding at Council Bluffs.....	5	5
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, 4 $\frac{1}{2}$ 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.....	10	10
Bridge W-194— $\frac{1}{4}$ mile west of Little Cedar.	5	5
Bridge W-186, 1 mile, east of 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 146 $\frac{1}{2}$	35	25
Rochester—Street crossings.....	8	8
Rochester—Dairy Crossing—Roundhouse... ..	5	5
Between Rochester and Randolph—G-3 engines.....	25	25
Pine Island—Highway No. 52.....	10	10
Between Mile Post 113 and Zumbrota.....	30	20
Between Belle Chester Jct. and Belle Chester	5	5
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 and from McIntire to Osage.

**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 14.....	15	15
Between Mile Posts 14 and 23.6.....	10	10
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.....	15	15
Between Utica Jct. and Altura.....	10	10

Engines heavier than "F" class must not be operated between Utica Junction and Altura and on house tracks, Dover and Predmore.

(12). Texas type engines, when double-headed, must be spaced at least ten (10) car lengths.

(12-A). Texas type engines must not be operated on following tracks:

- SO. ST. PAUL.....Tannery spur.
- RICH VALLEY.....House track.
- ROSEMOUNT.....House track.
- HAMPTON.....House track.
- RANDOLPH.....Back wye and roundhouse tracks.
- STANTON.....House track.
- DENNISON.....House track.
- NERSTRAND.....House track.
- KENYON.....Stock, coal chute pit, house, and mill track west of street crossing.
- SKYBURG.....House track.
- WEST CONCORD.....West 400 ft. house track.
- DODGE CENTER.....Mill spur and East Transfer.
- HAYFIELD.....Hayes-Lucas spur, house track and 100 feet beyond frogs, tracks 5 and 6 west end of yard.
- SARGEANT.....House track.
- RENOVA.....House track.
- ELKTON.....House track.
- TAOPI.....House track.
- MCINTIRE.....House beyond crossover switch, tank track beyond frog east switch, Osage line beyond wye switch, crossover from house to Osage line, Rochester line and wye.
- RICEVILLE.....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, storage track and 100 feet beyond frog of Transfer track.
- FREDERICKSBURG.....House track west of stock yard.
- SUMNER.....House track between water tank and crossover and all 13th District tracks.
- WESTGATE.....House track west of stock yard.

(12-B). Following restrictions are in effect:

- WAVERLY.....No. 2 track Carnation Company, movements made carefully and at slow speed due to close clearance and no elevations in turnout.
Sugar Beet tracks. "L" class engines must not go beyond loading door on track No. 3.
The Independence Produce Co. spur track at Waverly, Iowa, is O.K. for all classes of engines including "L" class, up to a point one car length from bumping post at south edge of building.
- ROWAN.....Transfer track, move carefully account sharp curve.

- ROUND HOUSE.....Engines must not pass over old cinder pit on spur to engine house.
- FORT DODGE.....East Side Lumber Company. Close clearance fence and buildings. Cab of L-1-B class engines will not clear. Hold on to at least two cars when switching.
Leighton Spur. "L" Class engines must not head in on this track account sharp curve.
- RINARD.....Transfer track. "L" class engines must not go beyond frog.
- LANESBORO.....Gravel loading ramp—engines or cars must not be moved past ramp when aprons are down.
- HARLAN.....C. & N. W. Transfer. "L" class engines must not go more than one car length beyond frog.
- AUSTIN.....Mill Spur. Engines must not be operated west of east end of curve at lumber company sheds.
Bottling Works Spur, engines must not be operated beyond frog.
Hormel Plant. "L" class engines must not go on track No. 19, or beyond ice plant on tracks Nos. 1 and 2.

(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 DISPATCHERS—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 stations where there is a train order signal operated by operator-leverman, except where automatic block system is in effect, train order signal must not be changed to display a "Proceed" indication for a train until after the interlocking signal has been changed to permit the train to proceed.

(16). Semaphore signals govern movement of 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.

(16-A). 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.

SPECIAL INSTRUCTIONS

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

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

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

(18). Movement over any portion of the CB&Q track between East Winona and Winona, 2.21 miles, will be made by CB&Q, GB&W and CGW trains and engines at restricted speed as the way is seen to be clear, and must stop before crossing Walnut and Franklin Streets, Winona, protect movement over the crossing, and stop for C. M. St. P. & P. crossing. Maximum speed 15 miles per hour. Trains carrying passengers must be protected as prescribed by Rule 99.

(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 switch must be operated by hand and restored to and locked in normal position after train has cleared switch. 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.

OPERATING INSTRUCTIONS FOR MARS COMBINATION WHITE AND RED FIGURE "8" HEADLIGHT

WHITE LIGHT

To be used in figure "8" position whenever the standard locomotive headlight is in operation.

RED LIGHT

ON SINGLE TRACK

When head end protection is required as provided by Rule 99, enginemen will immediately display RED HEADLIGHT. This will not relieve forward trainman or fireman from complying with third paragraph of Rule 99.

When occupying main track meeting an opposing train, RED HEADLIGHT will be displayed approaching and while standing on main track awaiting arrival of opposing train.

ON DOUBLE TRACK

When a train is disabled or stopped suddenly by an emergency application of air brakes or when engineman finds it necessary to stop train due to some defect or under circumstances which might cause derailment, resulting in fouling adjacent tracks, or when necessary to provide protection when doing station work, enginemen will immediately display RED HEADLIGHT. Enginemen on approaching trains on adjacent tracks will immediately stop and proceed only after knowing track is clear.

THE OPERATION AND USE OF RED HEADLIGHT WILL NOT RELIEVE ENGINEMEN OR TRAINMEN FROM COMPLYING WITH RULES 99, 102-A and D152.

ADDITIONAL STATIONS:

Location	Car Capacity	Connected
POTTERS SIDING . . . 3.0 miles west of Tripoli	3	west end
BELLEMANS SPUR . . . 3.6 miles west of Austin	25	east end
GYPNUM 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	west end
HASTINGS CROSSING . 4.0 miles west of Red Wing	7	west end
OIL SPUR 1.0 mile west of Cannon Falls	3	east end

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.

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 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
SUMNER.....	12:01 AM to 4:00 PM.....	12:01 AM to 4:00 PM.....	12:01 AM to 4:00 PM
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
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.
HAYFIELD.....	4:00 AM to 12:00 Noon.....	4:00 AM to 12:00 Noon.....	4:00 AM to 12:00 Noon
WEST CONCORD.....	4:00 PM to 12:00 Midn.....	4:00 PM to 12:00 Midn.....	4:00 PM to 12:00 Midn.
KENYON.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
NERSTRAND.....	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
DENNISON.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
HAMPTON.....	8:30 AM to 12:00 Noon and 1:00 PM to 5:30 PM	Closed.....	Closed.
ROSEMOUNT.....	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.
CLARKSVILLE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
BRISTOW.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
HANSELL.....	8:30 AM to 11:30 AM and 12:30 PM to 5:30 PM	Closed.....	Closed.
HAMPTON.....	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
COULTER.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
ROWAN.....	7:45 AM to 12:30 PM and 1:30 PM to 4:45 PM	Closed.....	Closed.
15th DISTRICT			
WALTHAM.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
MASON CITY.....	8:45 AM to 11:30 AM and 12:30 PM to 5:45 PM	Closed.....	8:45 AM to 11:30 AM and 12:30 PM to 5:45 PM
SWALEDALE.....	8:30 AM to 11:30 AM and 12:30 PM to 5:30 PM	Closed.....	Closed.
THORNTON.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
MESERVEY.....	8:00 AM to 11:30 AM and 12:30 PM to 5:00 PM	Closed.....	Closed.
BELMOND.....	7:45 AM to 12:00 Noon and 1:00 PM to 4:45 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.
MOORLAND.....	8:00 AM to 12:30 PM and 1:30 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.
LOHRVILLE.....	Continuous.....	8:00 AM to 4:00 PM.....	Continuous.
LANESBORO.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
LIDDERDALE.....	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM	Closed.....	Closed.
CARROLL.....	9:30 AM to 5:30 PM and 10:30 PM to 6:30 AM	10:30 PM to 6:30 AM.....	9:30 AM to 5:30 PM and 10:30 PM to 6:30 AM
MANNING.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
IRWIN.....	8:45 AM to 12:30 PM and 1:30 PM to 5:45 PM	Closed.....	Closed.
HARLAN.....	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
McCLELLAND.....	7:45 AM to 11:30 AM and 12:30 PM to 4:45 PM	Closed.....	Closed.
Co. BLUFFS.....	2:00 AM to 10:00 AM.....	2:00 AM to 10:00 AM.....	2:00 AM to 10:00 AM.
	4:00 PM to 12:00 Midn.....	4:00 PM to 12:00 Midn.....	4:00 PM to 12:00 Midn.
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.....	7:00 AM to 11:00 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.....	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
PINE ISLAND.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
ZUMBROTA.....	8:00 AM to 12:30 PM and 1:30 PM to 5:00 PM	Closed.....	Closed.
GOODHUE.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
RED WING.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM
CANNON FALLS.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 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.
ALTURA.....	8:00 AM to 12:00 Noon and 1:00 PM to 5:00 PM	Closed.....	Closed.
WINONA.....	8:45 AM to 12:00 Noon and 1:00 PM to 5:45 PM	Closed.....	Closed.

DIVISION OFFICERS

H. R. HALVERSON	Superintendent	St. Paul
H. BOLLER	Assistant Superintendent	St. Paul
H. J. McGOUGAN	Terminal Trainmaster	St. Paul
H. L. JUERGENS	Trainmaster	Clarion
F. E. RAFFERTY	Trainmaster	Rochester
B. J. VAUGHN	Chief Dispatcher	Oelwein
P. A. STENSTROM	Dispatcher	Oelwein
L. B. BLANN	Dispatcher	Oelwein
W. J. MURPHY	Dispatcher	Oelwein
C. K. COLE	Dispatcher	Oelwein
H. OAKLEY	Dispatcher	Oelwein
R. D. BEDGOOD	Relief Dispatcher	Oelwein
I. H. LATIMER	Dispatcher	Oelwein
J. F. MICHELS	Dispatcher	Oelwein
E. G. JORDAN	Extra Dispatcher	Oelwein
R. E. HAGELBERG	Extra Dispatcher	Oelwein
R. R. HURD	Extra Dispatcher	Oelwein
N. J. KJAR	Extra Dispatcher	Oelwein
F. J. HOFFMAN	Division Engineer	St. Paul
C. W. WALL	Roadmaster	St. Paul
S. W. SCHAUMBURG	Roadmaster	St. Paul
E. LAHR	Roadmaster	New Hampton
G. A. LAGERVALL	Roadmaster	Rochester
H. ERICKSON	Roadmaster	Clarion
F. SHIPP	Roadmaster	Carroll

SAFETY FIRST

SAFETY ALWAYS