

COMPANY SURGEONS

First District—

- Dr. W. C. Carroll, St. Paul Clinic, 372 St. Peter St., St. Paul
- Dr. F. J. Plondke, Lowry Medical Arts Bldg., Room 1052, St. Paul
- Dr. M. J. Lynch, Medical Arts Bldg., Room 1553, Minneapolis
- Dr. H. B. Sweetser, Medical Arts Bldg., Room 1553, Minneapolis
- Dr. Looe Baker.....Insurance Exchange Bldg., Mpls.
- Dr. W. E. Patterson, Oculist, Medical Arts Bldg., Room 1750, Minneapolis
- Dr. C. Da. Wright, Oculist, Medical Arts Bldg., Room 307, Minneapolis
- Dr. G. Elmer Strout, Oculist.....Nicollet Clinic, Mpls.
- Dr. James Blake.....Hopkins
- Dr. M. B. Hebeisen.....Chaska
- Dr. W. H. Phillips.....Jordan
- Dr. W. F. Maertz.....New Prague
- Dr. F. C. Westerman.....Montgomery
- Dr. B. J. Gallagher.....Waseca
- Dr. H. D. Burns.....Albert Lea

Second District—

- Dr. H. F. Thompson.....Forest City
- Dr. B. F. Denney.....Britt
- Dr. R. W. Beardsley.....Livermore
- Dr. E. F. Beeh.....Ft. Dodge
- Dr. E. M. Kersten.....Ft. Dodge
- Dr. R. C. Sebern (Oculist).....Ft. Dodge

Third District—

- Dr. H. M. Huston.....Ruthven
- Dr. C. L. Jones.....Gilmore City
- Dr. D. L. Borgen.....Gowrie
- Dr. F. P. Cartwright.....Grand Junction
- Dr. Geo. Elvidge.....Perry
- Dr. E. J. Butterfield.....Dallas Center
- Dr. P. G. Watters.....West Des Moines
- Dr. L. D. Powell.....Des Moines
- Dr. Chas. F. Howland (Oculist).....Des Moines

Fourth District—

- Dr. Rolf Hovde.....Winthrop
- Dr. F. H. Dubbe.....New Ulm
- Dr. C. E. Birney.....Estherville
- Dr. E. E. Munger.....Spencer

Fifth District—

- Dr. Jas. Blake.....Hopkins
- Dr. S. L. Arey.....Excelsior
- Dr. E. J. Eklund.....Norwood

Sixth District—

- Dr. F. W. Penhall.....Morton
- Dr. Harry Silver.....Belview
- Dr. Carl M. Johnson.....Dawson
- Dr. Finn Koren.....Watertown
- Dr. H. J. Bartron.....Watertown
- Dr. A. E. Johnson (Oculist).....Watertown

Seventh District—

- Dr. P. S. McIntyre.....Bradley
- Dr. F. W. Freyberg.....Conde
- Dr. Owen King.....Aberdeen
- Dr. J. D. Alway (Oculist).....Aberdeen
- Dr. Theodore Keller.....Leola

Eighth District—

- Dr. F. W. Freyberg.....Conde

Ninth District—

- Dr. Geo. M. Crabb.....Mason City
- Dr. W. R. Arthur.....Hampton
- Dr. J. R. Winnett.....Eldora
- Dr. G. M. Johnston.....Marshalltown
- Dr. Royal F. French (Oculist).....Marshalltown
- Dr. J. J. Noonan.....Marshalltown

Tenth District—

- Dr. S. D. Porter.....Grinnell
- Dr. P. E. Somers.....Grinnell
- Dr. K. L. Johnston.....Oskaloosa
- Dr. C. H. Merrill (Oculist).....Oskaloosa
- Dr. T. E. Gutch.....Albia

Eleventh District—

- Dr. Roy W. Tandy.....Morning Sun
- Dr. T. D. Coe.....Keithsburg
- Dr. J. L. Sherrick.....Monmouth

Twelfth District—

- Dr. R. P. Grimm.....Farmington
- Dr. J. F. Sloan.....Peoria
- Dr. P. R. McGrath.....Peoria

**THE
MINNEAPOLIS & ST. LOUIS
RAILROAD**

L. C. SPRAGUE-JOHN JUNELL
Co-Receivers

TIME TABLE
No. 1

Superseding Eastern Div. Time Table
No. 34, dated June 23rd, 1935

Superseding Central Div. Time Table
No. 33, dated June 20th, 1937

Superseding Western Div. Time Table
No. 35, dated June 20th, 1937

**Taking Effect SUNDAY,
OCTOBER 2nd, 1938
at 12:01 o'clock A. M.**

For the information and government of
employes concerned, who must also carry copy
of Special Instructions No. 1, dated Octo-
ber 2nd, 1938.

The Railroad Company reserves the right
to vary therefrom as circumstances may re-
quire.

J. W. DEVINS,
General Manager.

R. E. RYAN,
Assistant General Manager.

E. E. HAMILTON,
General Superintendent.

First District—St. Paul to Albert Lea

EASTWARD

Time Table No. 1

Taking Effect

SUNDAY, OCT. 2nd, 1938

STATIONS

THIRD CLASS		SECOND CLASS					FIRST CLASS				Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	STATIONS
730 Mon., Wed. Fri.	70 Ex. Sun.	990 Daily	96 Daily	172 Daily	190 Daily	94 Daily	152 Daily	4 Daily	2 Ex. Sun.	130 Ex. Sun.					
Local Freight	Local Freight	Time Freight	Des Moines St. Louis Time Frt.	C. St. P. M. & O. Freight	C. St. P. M. & O. Freight	Peoria Ills.-Cent. Time Frt.	Dakota Limited	Night Express	Day Express	Day Express					
			P. M.-L 8.30								0.0	0			ST. PAUL..... 11.8
This time table is without force between Minneapolis & St. Paul. For time of trains and rules governing, see Joint time table of N. P. and M. & St. L. Railroads															
							P. M.-L 10.20 PM	P. M.-L 8.35 PM	A. M.-L 10.00 AM	A. M.-L 8.00 AM	11.8	12			MINNEAPOLIS.....
				P. M.-L 7.37	A. M.-L 8.35		10.22 PM	8.37 PM	10.02 AM	8.02 AM	11.8	12			SECOND STREET NORTH 0.6
				7.40	8.37		10.23	8.38	10.03	8.03	12.4				G. N. Crossing HOLDEN ST..... 2.0
A. M.-L 8.15 130-190	A. M.-L 7.30	P. M.-L 11.15	152 9.30 10.33	7.40	8.37	A. M.-L 6.15 3-163	96 10.28	8.43	10.08	8.07	14.4	14			CEDAR LAKE..... 0.2
f	f						10.33	8.48	10.13	8.12	14.6	15			KENWOOD..... 2.8
											17.4	17			ST. LOUIS PARK..... 2.2
s 8.35 A. M.-A	s 7.50	97 P. M.-A 11.35	10.50	8.10	9.05	3-163 6.42	s 10.40 P. M.-A	s 8.54	s 10.18	s 8.17 A. M.-A	19.6	20		254	End of Double Track HOPKINS..... 3.5
											23.1				C. M. ST. P. & P. CROSSING Interlocked 3.3
	f 8.05		97 11.10	8.30	9.20	7.00		f 9.05	s 10.29		26.4	26	76	28	EDEN PRAIRIE..... 7.8
	s 8.40		11.30	8.50	9.40	7.20		s 9.20	s 10.42		34.2	34	58	428	CHASKA..... 2.0
	s 8.50		11.35	8.57	9.45	7.25		s 9.25	s 10.46		36.2	36		31	C. M. St. P. & P. Crossing CARVER..... 2.5
	f 9.05		11.40	9.10 P. M.-A	9.50 A. M.-A	7.30		f 9.30	f 10.51		38.7	39	24	33	MERRIAM..... C. St. P. M. & O. Crossing Interlocked 5.3
	s 9.30		11.55 PM			7.45		s 9.40	s 11.02		44.0	44	55	44	JORDAN..... 3.7
	f 9.45		12.05 AM			7.55		f 9.47	f 11.08		47.7	48	44		HELENA..... 6.2
	s 10.45 2-71		12.25			8.15		s 10.00 97	s 11.20 70-71		53.9	54	58	199	NEW PRAGUE..... 7.4
	s 11.35		1.00			8.40		s 10.15	s 11.35		61.3	61	100	209	MONTGOMERY..... C. M. St. P. & P. Cross.-In'lkd. 4.7
	f 11.55 AM		95 1.15			8.50		f 10.22	f 11.42		66.0	66	67	10	DOYLE..... 4.0
	s 12.05 PM		1.25			9.00		s 10.29	s 11.50		70.0	70	41	25	KILKENNY..... 4.9
						9.20		10.36	11.57 AM		74.9	75		27	ROGERS..... 2.0
	s 12.25		1.50			9.20		s 10.42	s 12.02 PM		76.9	77	53	102	WATERVILLE..... C. G. W. Cross.-Interlocked 4.4
	f 12.35		2.05			9.35 71		f 10.50	f 12.11		81.3	81	44		PALMER..... 6.2
	s 1.10		2.25			9.50		s 11.04	s 12.23		87.5	88	72	178	WASECA..... C. & N. W. Crossing 6.8
						10.05		f 11.15	s 12.34		94.3	94	43	40	OTISCO..... 5.8
	s 1.30		2.45			10.20		s 11.27	s 12.44		100.1	100	58	59	NEW RICHLAND..... 6.2
	s 2.10		3.00			10.40		s 11.38 95	s 12.55		106.3	106	58	49	HARTLAND..... 5.9
	s 2.42		3.29			10.55		f 11.49 PM	s 1.05		112.2	112	74	19	MANCHESTER..... 6.8
	s 3.00		3.50			11.15		s 12.05 AM A. M.-A	s 1.20 P. M.-A		119.0	119		446	ALBERT LEA.....
	s 3.30 P. M.-A		4.30 A. M.-A												
0.20	8.00	0.20	8.00	1.33	1.15	5.00	0.20	3.30	3.20	0.17					Running Time

Second Street is the initial station for trains scheduled from St. Paul (See Rule 4).

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Third District—Between Ruthven and Des Moines

EASTWARD					Time Table No. 1										WESTWARD				
THIRD CLASS		SECOND CLASS	FIRST CLASS		Miles from St. Paul Clare West, via Spencer Tara-East, via Ft. Dodge	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	STATIONS		Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Miles from Des Moines	FIRST CLASS	SECOND CLASS	THIRD CLASS		
56	54	196	28	4					29	3					197	55	57		
Tues., Thur., Sat.	Mon., Wed., Fri.	Daily	Ex. Sun.	Daily					Ex. Sun.	Daily					Daily	Tues., Thur., Sat.	Mon., Wed., Fri.		
Local Freight	Local Freight	Time Freight	Day Express	Night Express									Day Express	Night Express	Time Freight	Local Freight	Local Freight		
A. M.-L 8.05			P. M.-L 2.45		210.0	C210	24	45	RUTHVEN	RN	D		137.6	P. M.-A 12.40				A. M.-A 11.10	
8.35			3.02		217.5	C218		40	C. M. St. P. & P. Cross. 7.5 AYRSHIRE	AY	D		130.1	12.25			10.45		
9.00			3.14		223.9	C224		34	6.4 CURLEW	CU	D		123.7	12.13			10.00		
9.40			3.23		228.0	C228	37	28	4.1 MALLARD	MA	D	C-W	119.6	12.03PM			9.40		
10.10			3.33		233.0	C233		38	5.0 PLOVER	VR	D		114.6	11.53AM			9.00		
10.40			3.46		239.7	C240		75	6.7 ROLFE	RO	D		107.9	11.40			8.30		
11.25 ²⁹			4.01		247.1	C247		52	C. & N. W. Crossing— Automatic Signal 7.4 GILMORE CITY	GI	D		100.5	11.25 ⁵⁶			8.00		
11.55AM			4.13		252.8	C253		42	5.7 PIONEER	NE	D	W	94.8	11.12			7.30		
12.25PM			4.23		257.9	C258		41	5.1 CLARE	CR	D		89.7	11.00			7.10		
1.35PM			4.40PM		227.6	228		95	7.2 TARA	JN	DN	Y	82.5	10.45AM			6.45AM		
2.15PM P. M.-A	A. M.-L 6.50	P. M.-L 9.05	5.10 5.20PM	A. M.-L 4.05	221.6	221			6.0 FORT DODGE	FD	D		88.5	10.25 10.15AM	P. M.-A 11.05	A. M.-A 3.00	P. M.-A 2.45	6.05 A. M.-L	
7.25AM	9.45PM	5.40PM	4.20AM		227.6	228		95	TARA	JN	DN	Y	82.5	9.45AM	10.48PM	2.35AM	2.10PM		
7.40	10.00 ³	5.50	4.28		231.7	232		22	I. C. Crossing 4.1 C. G. W. Cross.—In'lkd. MOORLAND	MN	D		78.4	9.34	10.35	2.10	1.45		
8.00	10.26 ³	6.01	4.39		237.1	237		40	5.4 CALLENDER	CA	D		73.0	9.24	10.26 ¹⁹⁶	1.50	1.15		
8.25	10.55	6.13	4.51		242.7	243		50	5.6 GOWRIE	GR	DN	W-Y	67.4	9.13	10.16	1.30	12.50		
9.02 ²⁹	11.10	6.20	4.59		246.9	247		20	Ft. D. D. M. & S. Cross. C. & N. W. Cross. both In'lkd. 4.2 LENA				63.2	9.02 ⁵⁴	10.06	1.05	12.15PM		
9.25	11.25	6.28	5.08		251.2	251		28	4.1 PATON	ON	D		58.9	8.55	9.58	12.50	11.55AM		
9.45	11.45PM	6.35	5.16		255.3	255		47	5.1 DANA	DA			54.8	8.48	9.49	12.35 ¹⁹⁶	11.30		
10.30	12.15AM	6.46	5.28		260.4	260		106	7.4 GRAND JUNCTION	ND JU	DN	C-W	49.7	8.39	9.40	12.15AM	11.10		
11.05	12.40	6.59	5.41		267.8	268		27	C. & N. W. Cross.—In'lkd. 7.4 RIPPEY	R	D		42.3	8.26	9.27	11.40PM	10.25		
11.20	12.55	7.07	5.49		272.1	272		14	4.3 ANGUS	AG			38.0	8.18	9.18	11.25	10.10		
11.40AM	1.20	7.18	6.01		276.0	276		31	91 C. M. St. P. & P. Cross. PERRY	UT	D	W	34.1	8.10	9.08	11.10	9.55		
12.01PM	1.45	7.32	6.15		276.9				0.9 D. M. & C. I. CROSSING				33.2						
12.15	2.10	7.44	6.28		282.9	283		22	6.0 MINBURN	MB	D		27.2	7.57	8.57	10.35	9.15		
12.35	2.35	7.57	6.43		289.0	289		50	6.1 DALLAS CENTER	SC	D		21.1	7.45	8.44	10.10	8.55		
12.55	2.55	8.09	6.56		295.4	295		35	6.4 C. M. St. P. & P. Cross. WAUKEE	WU			14.7	7.33	8.31	9.45	8.30		
1.05	3.05	8.13	7.01		302.5	303		20	7.1 ASHAWA	AS			7.6	7.20	8.17	9.15	8.08		
					305.1	305		123	2.6 WEST DES MOINES	WD	DN		5.0	7.16 ⁴	8.13 ²⁸	9.05	8.00		
					309.1				4.0 End of Double Track M. & ST. L. JUNCTION				1.0						
					310.1	310		200	1.0 D. M. U. Crossing DES MOINES (Yard)	DM		C-W S-T				8.40 P. M.-L	7.45 A. M.-L		
									DES MOINES (C. R. I. & P. Sta.)					7.05 A. M.-L	8.00 ⁴ P. M.-L				
6.10	6.40	6.25	5.45	3.10					Running Time					5.35	3.05	6.20	7.00	5.05	

This time table is without force between Ft. Dodge and Tara. For time of trains and rules governing see time table of Ills. Cent. R. R.
This time table is without force between Des Moines and West Des Moines. For time of trains and rules governing, see joint time table of C. R. I. & P. Railway.

This time table is without force between Ft. Dodge and Tara. For time of trains and rules governing, see time table of Ills. Cent. R. R.
This time table is without force between Des Moines and West Des Moines. For time of trains and rules governing, see joint time table of C. R. I. & P. Railway.

Ruthven is the terminal station for train Nos. 29 and 57 and the initial station for train Nos. 28 and 56. (See Rule 4b.)
West Des Moines is the terminal and initial station for trains scheduled to and from Des Moines; and Tara, for trains scheduled to and from Ft. Dodge. (See Rule 4b.)

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Fifth District—Between Hopkins and Morton

WESTWARD				Time Table No. 1										EASTWARD			
THIRD CLASS	SECOND CLASS	FIRST CLASS		Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Taking Effect				Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	FIRST CLASS		THIRD CLASS
73	99	15	13					SUNDAY, OCT. 2nd, 1938							16	14	72
Mon., Wed., Fri.	Daily	Daily	Ex. Sun.					STATIONS							Daily	Ex. Sun.	Tues., Thurs., Sat.
Local Freight	Time Freight	Dakota Limited	Day Express					Dakota Limited	Day Express	Local Freight							
A. M.-L	P. M.-L	P. M.-L	A. M.-L					A. M.-A	P. M.-A	P. M.-A							
8.35 ¹³	11.35	10.40	8.17 ⁷³	19.6	20		254	HOPKINS	HO	DN		s 6.22	s 7.15	s 2.45			
f 8.45		10.45	8.21	22.8	A23			G. N. Crossing									
				24.5	A25			MINNETONKA MILLS	MN			f 6.14	f 7.07	f 2.25			
f 9.00	11.59PM	f 10.50	f 8.26	27.0	A27	45	8	TONKAWOOD									
				27.4	A27½			DEEPHAVEN	DV			f 6.07	f 7.00	f 2.15			
				27.9	A28			COTTAGEWOOD									
				28.3	A28½			LINWOOD									
f 9.30	12.20AM	s 10.57	s 8.31	29.0	A29		7	FAIRVIEW									
				29.8	A30	63	45	SOLBERGS									
				31.1	A31			EXCELSIOR	SR	DN	W	s 6.02	s 6.55	s 2.00			
				31.8	A32			MANITOU									
				32.8	A33			EUREKA									
								MINNEWASHTA									
		11.05	8.39														
s 9.55	12.40	s 11.08	s 8.41	34.5	A35		4	ZUMBRA HEIGHTS	ZA			s 5.52	s 6.44	f			
		11.17	8.49	35.8	A36		44	VICTORIA	VC	D		f 5.50	s 6.42	s 1.35			
		11.20	8.54	40.8	A41		32	CONEY ISLAND				s 5.40	s 6.32	f			
s 10.15	1.01	s 11.35	s 9.09	42.5	A43		38	WACONIA	WY	D		s 5.37	s 6.29	s 1.10			
s 10.40	1.25	s 11.38	s 9.12	50.2	A50	53	31	YOUNG AMERICA	GN	D		s 5.22	s 6.13	s 12.40			
s 10.45	1.30	s 11.38	s 9.12	51.4	A51		13	C. M. St. P. & P. Cross.—In'lkd.									
								NORWOOD	CN	DN		s 5.19	s 6.10	s 12.35			
s 11.00	1.40	s 11.45	s 9.21	54.9	A55		21	HAMBURG	BI	D		s 5.12	s 6.03	s 12.20			
s 11.15	1.55	s 11.53PM	s 9.28	59.2	A59		33	GREEN ISLE	GR	D	W	s 5.03	s 5.54	s 12.01 PM			
s 11.45AM	2.15	s 12.05AM	s 9.40	65.4	A65	52	38	ARLINGTON	RA	D		s 4.51	s 5.41	s 11.40AM			
s 12.15PM	2.40	s 12.20	s 9.55	73.4	A73	26	42	GAYLORD	DO	D		s 4.35	s 5.25	s 11.10			
s 1.15	3.25	s 12.40	s 10.10 ⁷²	80.5	A81	92	110	WINTHROP	WS	DN	C-W T	s 4.20	s 5.10	s 10.30 ¹³			
			A. M.-A.					Junction with Fourth Dist.									
s 1.50	3.57 ¹⁶	s 12.56		88.6	A89	44	57	GIBBON	BN	D		s 3.57		s 9.30			
s 2.40	4.40	s 1.15		98.2	A98	41	83	FAIRFAX	FR	D		s 3.38		s 8.50			
s 3.15	5.05	s 1.31		106.2	A106	50	45	FRANKLIN	FN	D	W C-W T	s 3.21		s 8.10			
s 3.40	6.00	s 1.45		111.6	A112	76	320	MORTON	MR	DN		s 3.08		s 7.45			
P. M.-A	A. M.-A	A. M.-A										A. M.-L		A. M.-L			
7.05	6.25	3.05	1.53					Running Time				3.14	2.05	7.00			

Nos. 13 and 15 will stop to discharge passengers and stop on signal to receive passengers at Minnetonka Mills, Tonkawood, Cottagewood, Linwood, Fairview, Solbergs, Manitou, Eureka, Minnewashta and Zumbra Heights.
 No. 13 will stop to discharge passengers at Coney Island, May 15th to Sept. 5th.
 Nos. 16 and 14 will stop to discharge passengers and will stop on signal to receive passengers at Zumbra Heights, Minnewashta, Eureka, Manitou, Solbergs, Fairview, Linwood, Cottagewood, Tonkawood and Minnetonka Mills.
 No. 14 will stop on signal to receive passengers at Coney Island, May 15th to Sept. 5th.

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Sixth District—Between Morton and Watertown

WESTWARD								EASTWARD					
THIRD CLASS		FIRST CLASS						FIRST CLASS		THIRD CLASS			
75	15					16	74						
Ex. Sun.	Daily					Daily	Ex. Sun.						
Local Freight	Dakota Limited					Dakota Limited	Local Freight						
		Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Time Table No. 1			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye		
						Taking Effect							
						SUNDAY, OCT. 2nd, 1938							
						STATIONS							
A. M.-L	A. M.-L					MORTON	MR	DN	CWT	A. M.-A	P. M.-A		
7.20	1.50	111.6	A112	76	320	6.0				3.03	4.45		
s 7.50	s 2.02	117.6	A118		35	3.7	REDWOOD	WD	D	s 2.51	s 4.20		
	2.09	121.3	A121		15	2.8	HILL TRACK			2.43			
s 8.20	s 2.14	124.1	A124	47	23	5.8	DELHI	DH	D	s 2.39	s 3.55		
s 8.45	s 2.26	129.9	A130		29	4.4	BELVIEW	BW	D	s 2-26 ¹⁵	s 3.35		
s 9.10	s 2.36	134.3	A134	47	36	6.6	ECHO	KO	D	s 2.11	s 3.10		
s 9.35	s 2.48	140.9	A141		29	4.7	WOOD LAKE	DK	D	s 1.58	s 2.40		
s 10.05	s 2.58	145.6	A146	33	17	6.2	HANLEY FALLS G. N. Crossing—Auto. Signals	NY	D	s 1.48	s 2.20		
	3.10	151.8	A152		25	5.2	HAZEL RUN	HA	D	s 1.36	s 1.55		
s 10.35	s 3.20	157.0	A157		53	6.5	CLARKFIELD	KR	D	s 1.26	s 1.35		
s 11.05	s 3.32	163.5	A164		48	9.3	BOYD	BD	D	s 1.14	s 1.05		
s 12-25 ⁷⁴ PM	s 3.49	172.8	A173	41	100	8.8	DAWSON	N	DN	C-W	s 12.56	s 12-25 ⁷⁵ PM	
s 1.15	s 4.06	181.6	A182	55	103	5.4	MADISON	AD	D	s 12.38	s 11.15AM		
f 1.30	f 4.15	187.0	A187		6	5.8	HAYDENVILLE			f 12.27	f 10.35		
s 1.50	s 4.25	192.8	A193		41	7.5	MARIETTA	MI	D	s 12.17	s 10.20		
s 2.20	s 4.40	200.3	A200	45	39	10.6	REVILLO	VO	D	s 12.03AM	s 9.50		
s 3.00	s 5.06	210.9	A211	41	22	5.8	STRANDBURG	GF		s 11.42PM	s 9.15		
f 3.20	s 5.21	216.7	A217		26	6.4	TROY	RY		s 11.30	f 8.55		
s 3.45	s 5.36	223.1	A223	56	24	10.2	WAVERLY	AV		s 11.18	s 8.35		
		233.3				0.8	C. R. I. & P. JCT.						
		234.1	A234		503		C. & N. W. Crossing WATERTOWN	WO	DN	S	10.55 P. M.-L	8.05 A. M.-L	
9.40	4.25						Running Time			4.08	8.40		

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Seventh District—Between Watertown and Leola

WESTWARD								Time Table No. 1				EASTWARD			
THIRD CLASS		SECOND CLASS		Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Taking Effect				SECOND CLASS		THIRD CLASS	
		215 Tues., Thurs., Sat.	115 Ex. Sun.					SUNDAY, OCT. 2nd, 1938				116 Ex. Sun.	216 Tues., Thurs., Sat.		
		Mixed	Mixed	STATIONS				Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Mixed	Mixed			
			A. M.-L 6.45	234.1	A234		503	..... WATERTOWN	WO	DN	C-W S-T	P. M.-A s 5.45		
				234.7				0.6 G. N. CROSSING							
				238.2	A238		113	3.5 KAMPESKA			W				
	f	7.00		240.0	A240		24	1.8 YAHOTA	YA			f 5.25			
	s	7.25		249.6	A250		33	9.6 FLORENCE	RC	D		s 5.00			
	s	7.50		258.0	A258		29	8.4 WALLACE	AC	D		s 4.30			
	s	8.15		266.1	A266		31	8.1 BRADLEY	DR	D	W	s 4.00			
	s	8.40		273.6	A274		31	7.5 C. M. St. P. & P. Crossing CROCKER	CK			s 3.35			
				277.1	A277			3.5 SUMMIT							
	s	9.15		283.9	A284		24	6.8 CRANDALL	RN			s 3.00			
	s	9.45 10.00		291.1	A291	34	155	7.2 C. & N. W. Crossing CONDE	C	D	C-W Y	s 2.35 2.20			
	s	10.20		299.1	A299		24	8.0 Junction with Eighth District RANDOLPH	RH			s 1.55			
	s	10.40		306.0	A306		31	6.9 STRATFORD	SN	D		s 1.35			
	f	10.55		312.8	A313		24	6.8 NAHON	WN			f 1.15			
				318.5				5.7 C. & N. W. CROSSING ..							
		A. M.-L 11.50		319.3	A319	21	260	Automatic Signals ABERDEEN	A	D	C-W T	P. M.-A s 1.00 3.30			
				319.6				0.3 C. M. St. P. & P. Crossing M. & ST. L. JUNCTION ..							
				320.6				1.0 MILWAUKEE JUNCTION ..							
	f	12.15 PM		328.0	A328		26	7.4 RICHMOND	MD			f 3.05			
	s	12.45		338.0	A338		31	10.0 WETONKA	WE			s 2.35			
	s	1.20 P. M.-A		348.9	A348	13	37	10.9 LEOLA	FS	D	W-Y	P. M.-L 2.00			
		1.30	4.40					Running Time				4.45	1.30		

No. 115 is superior by direction to No. 116.
No. 215 is superior by direction to No. 216.

For time of trains and rules governing
see time table C. M. St. P. & P. Ry.

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Eighth District—Between Conde and Akaska

WESTWARD				Time Table No. 1							EASTWARD						
THIRD CLASS	SECOND CLASS		FIRST CLASS	Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Taking Effect			Telegraph Calls	Telegraph Stations	Coal, Water, Seales, Turn Table, Wye	FIRST CLASS	SECOND CLASS		THIRD CLASS
	315							SUNDAY, OCT. 2nd, 1938							316		
	Mon., Wed. & Fri.							STATIONS					Tues., Thur. & Sat.				
	Mixed												Mixed				
	A. M.-L												P. M.-A				
	10.10			291.1	A291	34	155	..... CONDE	C	D	C-W		s 1.50			
f	10.25			296.4	D296		27	Junction with Seventh District 5.3 ADELAIDE	DA				f 1.15				
s	10.50			302.0	D302		33	5.6 BRENTFORD	FO	D			s 12.55				
s	11.20			310.7	D311		50	8.7 C. M. St. P. & P. Crossing MELLETTE	MC				s 12.20				
s	11.35AM			314.7	D315		51	4.0 C. & N. W. Crossing NORTHVILLE	NH	D			s 12.05PM				
s	12.10PM			322.7	D323		29	8.0 CHELSEA	HE		W		s 11.30AM				
s	1.05			332.7	D333		37	10.0 CRESBARD	BA	D			s 10.45				
s	1.40			341.0	D341		24	8.3 WECOTA	WC				s 10.05				
s	2.00			345.8	D346		13	4.8 NORBECK	NO				s 9.45				
s	2.50			358.3	D358		24	12.5 C. M. St. P. & P. Crossing ONAKA	KN				s 9.00				
s	3.25			365.7	D366		28	7.4 TOLSTOY	SY	D	C-W		s 8.30				
s	4.05			374.5	D375		33	8.8 HOVEN	HV	D	Y		s 7.50				
s	4.50			386.0	D386		23	11.5 LOWRY	RO		W		s 7.00				
s	5.40			393.9	D394		24	7.9 AKASKA	KS	D	Y		s 6.30				
	P. M.-A												A. M.-L				
	7.30							Running Time					7.20				

EASTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Corwith Branch—Between Hampton and St. Benedict

15

EASTWARD				Time Table No. 1 Taking Effect SUNDAY, OCT. 2nd, 1938										WESTWARD			
SECOND CLASS				Miles from St. Paul Via Hampton	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	STATIONS			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	SECOND CLASS			
390 Tuesday Thursday Saturday Mixed														391 Monday Wednesday Friday Mixed			
		A. M.-L		235.4	G235		38	.....	ST. BENEDICT								
		7.00		228.8	178	38	63	.....	CORWITH	CH	D	C. W. Y.			P. M.-A		
	f	7.20		223.8			15	.....	DENHART					f	5.55		
	s	7.35		219.3	G219	41	72	.....	KANAWHA	KA	D			s	5.40		
	f	7.50		214.3	G214		20	.....	OLAF					f	5.15		
									C. G. W. Ry. Crossing								
	s	8.25		206.9	G207		92	.....	BELMOND	ND	D	W		s	4.50		
									C. R. I. & P. Ry. Crossing								
	s	8.50		199.5	G200		32	.....	ALEXANDER	XN	D			s	4.10		
	s	9.15		193.2	G193		27	.....	LATIMER	MR	D			s	3.40		
									C. R. I. & P. Crossing—Automatic Signals								
									C. G. W. Crossing—Interlocked								
		9.45	A. M.-A	184.7	E185	52	121	.....	HAMPTON	ON	DN	C. W. Y.			3.00	P. M.-L	
		2.45							Running Time						3.20		

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Story City Branch—Between Minerva Junction and Story City

EASTWARD				Time Table No. 1 Taking Effect SUNDAY, OCT. 2nd, 1938										WESTWARD			
SECOND CLASS				Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	STATIONS			Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	SECOND CLASS			
342 Tuesday Thursday Saturday Mixed														341 Tuesday Thursday Saturday Mixed			
		A. M.-L		274.0	J274		28	.....	STORY CITY	RY	D	W. T.			A. M.-A		
		8.30		268.9	J269		34	.....	ROLAND	RA	D			s	7.30		
	s	8.55		263.2	J263		28	.....	C. R. I. & P. Crossing					s	7.00		
	s	9.20		258.9	J259		47	.....	McCALLSBURG	BG	D			s	6.30		
	s	9.50		252.7	J253		20	.....	ZEARING	HR	D			s	6.05		
	s	10.15		250.6	J251		25	.....	ST. ANTHONY	SA	D			s	5.50		
	s	10.30		246.9	J247		16	.....	CLEMONS GROVE	CR	D			s	5.35		
	f	10.45		241.5	J242		15	.....	MINERVA					f	5.20		
		11.05		239.6	J240	66	20	.....	MARIETTA					f	5.15		
		11.20	A. M.-A						MINERVA JUNCTION						5.15		
		2.50							Running Time						2.45		

WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.

Laurel Branch—Between Newburg and Van Cleve

Newton Branch—Between New Sharon and Newton

Eastward				Time Table No. 1				Westward											
SECOND CLASS				Taking Effect				SECOND CLASS											
SUNDAY, OCT. 2nd, 1938				SUNDAY, OCT. 2nd, 1938				SUNDAY, OCT. 2nd, 1938											
STATIONS				STATIONS				STATIONS											
Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye			
278.5	L279		38			Y				P. M.-L							A. M.-A		
										12.35	317.0	N317	8	56	NEWTON	ON	D	W-T	11.50
271.7	L272		35							1.15	307.0	N307		25	KILLDUFF				11.05
262.4	E262	49	28	WR	D					1.35	303.3	N304		20	SULLY	SY	D		10.45
										1.45	300.9	N301		11	LYNNVILLE JUNCTION				10.15
										2.10	303.3	N303		23	LYNNVILLE				10.01
										2.20	300.9	N301		11	LYNNVILLE JUNCTION				9.40
										2.40	295.3	N295		35	TAINTOR				9.15
										3.00	289.0	E289	65	41	NEW SHARON	H	D	W	8.40
										P. M.-A									A. M.-L
										2.25					Running Time				3.10
WESTWARD TRAINS ARE SUPERIOR, BY DIRECTION EXCEPT AS OTHERWISE SPECIFIED.										WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.									

Tracy Branch—Between Tracy and Tracy Branch Junction

EASTWARD				Time Table No. 1				WESTWARD											
SECOND CLASS				Taking Effect				SECOND CLASS											
SUNDAY, OCT. 2nd, 1938				SUNDAY, OCT. 2nd, 1938				SUNDAY, OCT. 2nd, 1938											
STATIONS				STATIONS				STATIONS											
Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye	Miles from St. Paul	Station Numbers	Car Capacity of Sidings	Car Capacity of Other Tracks	Telegraph Calls	Telegraph Stations	Coal, Water, Scales, Turn Table, Wye			
										P. M.-L							P. M.-A		
										9.50	314.2	Q314					3.55		
										10.10	314.1						3.35		
						110				10.30	308.2	Q308					3.15		
										P. M.-A	302.6						P. M.-L		
										0.40							0.40		
										Running Time							0.40		
WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.										WESTWARD TRAINS ARE SUPERIOR BY DIRECTION, EXCEPT AS OTHERWISE SPECIFIED.									

SPECIAL INSTRUCTIONS

The General Rules and Regulations governing employes of the operating department are issued in book form, dated November 1st, 1920. Every employe whose duties are in any way prescribed by these Rules, must always have a copy at hand when on duty. Must also have a copy of Special Instructions No. 1.

ALL DISTRICTS

SPEED LIMITS—MILES PER HOUR

Note: Unless specified, speed restrictions apply to all trains.

SPEED TABLE

Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour	Time 1 Mile	Speed per hour
M. S.	Miles	M. S.	Miles	M. S.	Miles	M. S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

All Districts—

Freight trains, 25 miles on descending grades.
Trains handling steam derrick or pile driver, 25 miles, unless there is a slower speed limit in which case the slower limit will govern.
Engines running backward, 15 miles.
Trains hauling "Battleship" type of hopper-bottom coal cars, loaded:

	On Tangent	On Curves and Descen- ding Grades
Between Minneapolis and Peoria, between Minneapolis and Watertown, between Albert Lea and Des Moines West of Watertown, between Winthrop and Spencer, between Ruthven and Tara and on Branch Lines.	25 mi. an hr.	20 mi. an hr.
	20 mi. an hr.	15 mi. an hr.

First District—

Unless Otherwise Specified.

Passenger trains, 50 miles and freight trains, 35 miles, unless otherwise specified.
Between Wayzata Blvd. Bridge and Cedar Lake Boulevard, 15 miles.
Between Lake street bridge and the Belco Elevator, on westward track, 10 miles; on eastward track, 20 miles.
St. Louis Park, over street crossings, 20 miles.
Carver, Minnesota River Bridge, passenger trains, 30 miles; freight trains, 20 miles.
Jordan, over street crossings, 10 miles.
Helena to Jordan, on curves, passenger trains, 35 miles; freight trains, 25 miles.
New Prague, over street crossings, 8 miles.
Montgomery, over street crossings, 15 miles.
Rogers to Waterville, on curves, passenger trains, 35 miles; freight trains, 25 miles.
Waterville, over Main St., 10 miles.
Palmer to Waterville, on curves, passenger trains, 35 miles; freight trains, 25 miles.
Waseca, over street crossings, 12 miles.

Second District—

Unless Otherwise Specified.

Between:

Albert Lea and Ft. Dodge:
Passenger trains, 45 miles per hour.
Freight trains, 30 miles per hour.
Curve near mile post 121—passenger trains, 30 miles.

Twin Lakes and Lake Mills on Curves:

Passenger trains, 30 miles per hour.
Freight trains, 15 miles per hour.
Curve near mile post 152—passenger trains, 35 miles.

Over Des Moines River Bridge, one mile west of Livermore:

Passenger trains, 25 miles per hour.
Freight trains, 20 miles per hour.
Curve near mile post 208—passenger trains, 35 miles.

Over street crossings at Emmons, Humboldt:

All trains, 8 miles per hour.

Over Central Ave. at Ft. Dodge:

All trains, 5 miles per hour.

Third District—

Unless Otherwise Specified.

Between:

Ruthven and West Des Moines.

Passenger trains, 45 miles per hour.
Freight trains, 30 miles per hour.

Over U. S. Highway No. 18 located about one-third mile east of Ruthven, 15 miles per hour.

Over North Lizzard Creek Bridge, 2.2 miles west of Tara:

All trains, 20 miles per hour.

Over street crossings at:

Gowrie,
Grand Junction,
Perry,
Des Moines.

All trains, 6 miles per hour.

Fourth District—

Unless Otherwise Specified.

Between:

Winthrop and New Ulm:

Passenger trains, 30 miles per hour.
Freight trains, 20 miles per hour.

Klossner and Searles on curves:

Passenger trains, 25 miles per hour.
Freight trains, 15 miles per hour.

New Ulm to Spencer:

Passenger trains, 35 miles per hour.
Freight trains, 25 miles per hour.

Estherville and Raleigh on curves:

Passenger trains, 25 miles per hour.
Freight trains, 15 miles per hour.

Over Highway Crossing 1.3 miles east of Klossner:

All trains 10 miles per hour.

All trains, 15 miles per hour over:

Bridge 32, 2.2 mi. east of New Ulm.
Bridge 38, 0.8 mi. west of Searles.
Bridge 84, 0.3 mi. east of Estherville.
Bridge 97, at Spencer.

Over Street Crossings at:

New Ulm,
St. James,
Estherville,
Spencer,

All trains, 6 miles per hour.

Fifth District—

Unless Otherwise Specified.

Passenger trains, 40 miles and freight trains, 30 miles, unless otherwise specified.

Hopkins: Reduce speed to 15 miles per hour through signal limits east and west of Excelsior Avenue.

Solberg's draw bridge, 20 miles.

Between Victoria and Waconia, and between Franklin and Morton, on curves, passenger trains, 35 miles; freight trains, 25 miles.

Fairfax, over street crossings, east and west of depot, 12 miles.

SPECIAL INSTRUCTIONS

Sixth District—

Unless Otherwise Specified.

Passenger trains, 40 miles, and freight trains, 30 miles.
Madison, over 6th and 7th Aves., 12 miles.
Bridge 95, 3 miles west of Revillo, 10 miles.
Bridge 100, 2.7 miles east of Strandburg, 10 miles.
Waverly to Revillo, on curves, passenger trains, 35 miles;
freight trains, 25 miles.
Troy to C. R. I. & P. Junction, on curves, passenger trains,
35 miles; freight trains, 25 miles.

Seventh District—

Unless Otherwise Specified.

Between Watertown and Conde, passenger trains, 40 miles,
and freight trains, 30 miles, and between Conde and
Aberdeen, passenger trains, 35 miles and freight trains,
25 miles, and between Aberdeen and Leola, passenger
trains, 25 miles, and freight trains, 20 miles.
Summit to Crandall, on curves, passenger trains, 35 miles,
freight trains, 25 miles.

Eighth District—

Unless Otherwise Specified.

Between Conde and Akaska, passenger trains, 30 miles,
and freight trains, 25 miles.

Ninth District—

Unless Otherwise Specified.

Passenger trains, 50 miles.
Freight trains, 35 miles.
On sharp curves between Chapin and Geneva, and between
Abbott and Eldora, passenger trains, 30 miles, and
freight trains, 20 miles.
Steamboat Rock, Iowa River Bridge, passenger trains, 30
miles, freight trains, 15 miles.
Half mile west to half mile east of Albion, passenger
trains, 35 miles, and freight trains, 25 miles.

Tenth District—

Unless Otherwise Specified.

Passenger trains, 50 miles.
Freight trains, 35 miles.
On sharp curves between Dillon and 2 miles west (west-
ward), between Oak Grove and Searsboro (eastward),
passenger trains, 35 miles; freight trains, 25 miles.
Between Mile Posts 296 and 297 on Lacy Hill, east of
Lacey, passenger trains, 35 miles; freight trains, 25 miles.
Eddyville, Des Moines River Bridge and Trestle, passen-
ger trains, 20 miles, and freight trains, 15 miles.
West of Maxon on Hickory Hill, from Mile Post 319 to
Mile Post 321, passenger trains, 30 miles, and freight
trains, 15 miles.

Eleventh District—

Unless Otherwise Specified.

Passenger trains, 50 miles.
Freight trains, 35 miles.
On sharp curves between Martinsburg and Richland and
Wayland, Newport and Oakville passengers, 30 miles—
freights, 20 miles, except following six degree curves,
passengers, 25 miles—freights, 15 miles; east of Mile
Post 330 east of Martinsburg.
Between Mile Posts 338 and 339½ west of Richland.
West of Mile Post 406 west of Seaton.
Over Blackhawk Bridge west of Keithsburg, passengers,
20 miles—freights, 15 miles.
Through corporate limits of Little York, all trains, 15
miles.

Twelfth District—

Unless Otherwise Specified.

Passenger trains, 50 miles.
Freight trains, 35 miles.
Between Spoon River Bridge and Mile Post 450, account
sharp curves, passenger trains, 20 miles, and freight
trains, 15 miles.
Over slides between Spoon River Bridge and Mile Post
450, all trains, 10 miles.
On sharp curves between Berwick and Abingdon, be-
tween Hermon and London Mills and between Rapatee
and London Mills (westward), passenger trains, 30
miles, and freight trains, 20 miles.
Between Maxwell and Kickapoo-Creek Bridge, passenger
trains, 25 miles; freight trains and yard engines, 15 miles.

All Branch Lines—

Unless Otherwise Specified.

Corwith Branch:
All trains, 25 miles.
Story City Branch:
All trains, 25 miles.
Laurel Branch:
All trains, 25 miles.
Newton Branch:
All trains, 25 miles except between Lynville Jct. and
Lynville, 20 miles.
Tracy Branch:
All trains, 20 miles, except over crossing about one mile
west of Tracy Branch Jct., 5 miles.
Over Des Moines River Bridge, 8 miles.

ALL DISTRICTS

1. Third class trains may pass and run ahead of second class
trains but must be careful to avoid delay to important trains.
See Rule No. 85.

2. On the Third District between Tara and Ruthven, and on
Fourth District, an inferior train must clear the time (arriving
time where shown) of first class trains moving in the same direc-
tion, ten minutes. See Rule 86.

3. On the Fifth District between Arlington and Morton;
Sixth District between Boyd and Watertown; Seventh District,
and Eighth District, an inferior train must clear the time
(arriving time where shown) of first class trains moving in the
same direction, ten minutes. See Rule 86.

4. Conductors and enginemen of all trains using tracks of
other companies will provide themselves with time tables of
and be governed by the rules and regulations of such companies.

5. In addition to running under control between Distant
Signal and Home Signal, prepared to stop, all trains or engines
must move under control through the Interlocked Zone, at

C. M. St. P. & P.—crossing, east of Hopkins.
C. St. P. M. & O.—crossing, Merriam Junction.
C. M. St. P. & P.—crossing, Montgomery.
C. G. W.—crossing, Waterville.
C. St. P. M. & O.—crossing, east of St. James.
C. & N. W.—crossing, west of Monterey.
C. M. St. P. & P.—crossing, Sherburn.
C. M. St. P. & P.—crossing, Norwood.

The Interlocked Zone extends between the Home Signals.

6. First class trains before leaving Minneapolis, Albert Lea,
Tara, West Des Moines (westward), Spencer Tower, Winthrop
(eastward on Fourth District), Morton, Watertown, Manly
(eastward), Mason City, Marshalltown, Oskaloosa, Albia,
Monmouth Yard and Bartlett (westward).

All other trains before leaving Cedar Lake (eastward), Albert
Lea, Fort Dodge yard, Tara, West Des Moines (westward),
Spencer Tower, Winthrop (eastward on Fourth District), Mor-
ton, Watertown, Conde, Aberdeen, Leola, Akaska, Manly (east-
ward), Mason City, Marshalltown, Oskaloosa, Albia, Monmouth
Yard and Bartlett (westward).

Corwith branch trains—Hampton, Corwith.
Story City branch trains—Marshalltown, Story City.
Laurel branch trains—Newburg.
Newton branch trains—Oskaloosa, Newton.
Tracy branch trains—Oskaloosa, Tracy.

Must obtain a train clearance (Form A) for each engineman
and one for the conductor; also engineman's train register ticket
(Form E) for each engineman.

SPECIAL INSTRUCTIONS

FIRST DISTRICT

11. At Minneapolis, passenger trains crossing over from M. & St. L. tracks to Great Northern tracks at Second Street North, or when making the reverse movement, will stop for the crossing at First Street North where the Northern Pacific crosses over from Northern Pacific to joint M. & St. L. and Northern Pacific tracks.

The back-up movement between Third Avenue North and the passenger station will be handled under the personal direction of the conductor, who will personally station himself at the rear of the train and will handle the back-up hose.

12. Tracks between Third Avenue North and Holden Street, Minneapolis, will be used as follows: Track 4 for all eastward trains and engines. Track 5 for all westward trains and engines except M. & St. L. passenger trains. Track 6 for M. & St. L. westward passenger trains and M. & St. L. freight trains and transfers which can use the track without delaying passenger trains.

13. All engines and trains must move under control between 20th Avenue South, Minneapolis, and Lake Street Bridge; first class trains 15 minutes or more late, and all engines and other trains, must move under control between Lake Street Bridge and Hopkins.

All engines and trains using main tracks between Third Avenue North and Holden Street and between Wayzata Blvd. Bridge and 21st Street West, will move expecting to find other trains, engines or cars occupying those tracks without markers or flag protection.

Between 20th Avenue South and Third Avenue North, between Holden Street and Wayzata Blvd. Bridge. (Minneapolis), between 21st Street West (Kenwood) and Hopkins, all trains, switching transfers and engines, when occupying main tracks, will protect at all times in accordance with Rule No. 99.

Between Third Avenue North and Holden Street (Minneapolis) and between Wayzata Blvd. Bridge (Minneapolis) and 21st Street West (Kenwood), trains carrying passengers will protect at all times; other trains, switching transfers and engines will protect when on the time of first class trains, and during fogs, storms or other unusual weather conditions.

(This Rule amends Rule 93-a, inasmuch as it requires added flag protection.)

14. The following switches in Minneapolis will be handled by switch tenders, and trains and engines will be governed by signals from switch tenders before attempting to pass over these switches:

3rd Avenue North
1st Street North
2nd Street North
Washington Avenue
Holden Street

15. Trains use Northern Pacific tracks between St. Paul and 20th Avenue, Minneapolis, Great Northern tracks between Second Street North and Passenger Station and Great Northern joint tracks between Third Avenue North and Holden Street, Minneapolis.

ELEVENTH DISTRICT

21. All trains will approach Home Signal protecting lift span, Mississippi River Bridge, west of Keithsburg under control and prepared to stop.

If signal is clear, trains will move over lift span at speed shown below:

Passenger trains, 15 miles an hour.
Freight trains, 10 miles an hour.

SPECIAL INFORMATION

REGISTER STATIONS

First District—

Minneapolis, for first class trains.
Cedar Lake, for all except first class trains.
Hopkins, for all trains.
Merriam, for C. St. P. M. & O. trains.
Albert Lea, for all trains.
Trains may register by ticket at Hopkins. See Rule 83-c.

Second District—

Albert Lea, for all trains.
Junction Switch, for all first class trains.
Ft. Dodge yard, for all except first class trains.

Third District—

Ruthven, C. M. St. P. & P. station for all trains.
Tara, for all trains.
West Des Moines, for all trains.
Des Moines Round House, for all except first class trains.
Des Moines, C. R. I. & P. Passenger Station, for first class trains.
Trains may register by ticket at West Des Moines. See Rule 83-c.

Fourth District—

Winthrop, for all trains.
Spencer Tower, for all trains.
First class trains may register by ticket at Spencer Tower. See Rule 83-c.

Fifth District—

Hopkins, for all trains.
Winthrop, for all trains.
Morton, for all trains.
Trains may register by ticket at Hopkins. See Rule 83-c.

Sixth District—

Morton, for all trains.
Watertown, for all trains.

Seventh District—

Watertown, for all trains.
Conde, for all trains.
Aberdeen, for all trains.
Leola, for all trains.

Eighth District—

Conde, for all trains.
Akaska, for all trains.

Ninth District—

Albert Lea, for all trains.
Manly, for all trains.
Mason City, for all trains.
Hampton, for Corwith branch trains.
Minerva Jct., for Story City branch trains.
Marshalltown, for all trains.

Tenth District—

Marshalltown, for all trains.
Newburg, for Laurel branch trains.
New Sharon, for Newton branch trains.
Oskaloosa, for all trains.
Albia, for all trains.

Eleventh District—

Oskaloosa, for all trains.
Monmouth Yard, for all trains.

Twelfth District—

Monmouth Yard, for all trains.
Bartlett, for all trains.
First class trains may register at Bartlett, by ticket. See Rule No. 83-C.

Corwith Branch—

Corwith, for all trains.

Story City Branch—

Story City, for all trains.

Laurel Branch—

Newburg, for all trains.

Newton Branch—

Newton, for all trains.

Tracy Branch—

Tracy, for all trains.

STANDARD CLOCKS

First District—

Minneapolis, Passenger Station.
Cedar Lake Yard Office.
Cedar Lake, Dispatcher's Office.
Merriam Telegraph Office.
Albert Lea Telegraph Office.

Second District—

Albert Lea Telegraph Office.
Ft. Dodge Yard Office.

SPECIAL INFORMATION

STANDARD CLOCKS (Continued)

Third District—
Des Moines Round House.
Des Moines C. R. I. & P. Passenger Station.

Fourth District—
Winthrop Telegraph Office.
Spencer Tower.

Fifth District—
Winthrop Telegraph Office.
Morton Telegraph Office.

Sixth District—
Morton Telegraph Office.
Watertown Telegraph Office.

Seventh District—
Watertown Telegraph Office.
Conde Telegraph Office.
Aberdeen Telegraph Office.

Eighth District—
Conde Telegraph Office.

Ninth District—
Albert Lea Telegraph Office.
Mason City Telegraph Office.
Hampton Telegraph Office.
Marshalltown Telegraph Office.

Tenth District—
Marshalltown Telegraph Office.
Oskaloosa Telegraph Office.
Albia Telegraph Office.

Eleventh District—
Oskaloosa Telegraph Office.
Oskaloosa Round House.
Monmouth Yard Telegraph Office.

Twelfth District—
Monmouth Yard Telegraph Office.
Bartlett Telegraph Office.
Peoria—Passenger Station.

BULLETIN BOARD STATIONS

First District—
Minneapolis G. N. depot, for first class trains.
Cedar Lake Roundhouse, for all trains.
Cedar Lake Yard Office, for all trains.
Merriam Telegraph Office, for C. St. P. M. & O. trains.
Albert Lea Telegraph Office, for all trains.
Albert Lea Roundhouse, for all trains.

Second District—
Albert Lea Telegraph Office, for all trains.
Albert Lea Roundhouse, for all trains.
Ft. Dodge Yard Office, for all except first class trains.
Ft. Dodge Roundhouse, for all except first class trains.

Third District—
Ft. Dodge Yard Office.
Ft. Dodge Roundhouse.
West Des Moines Telegraph Office, for all C. R. I. & P. trains, and for all trainmen of first class trains.
Des Moines Roundhouse, for all trains except trainmen of first class trains.
Des Moines, C. R. I. & P. Passenger Station.

Fourth District—
Winthrop Telegraph Office, for all trains.
Winthrop Roundhouse, for all trains.
New Ulm Telegraph Office, for all trains.
Spencer Tower, for all except first class trains.

Fifth District—
Minneapolis G. N. Depot, for first class trains.
Cedar Lake Roundhouse, for all except first class trains.
Cedar Lake Yard Office, for all except first class trains.
Morton Telegraph Office, for all trains.
Morton Roundhouse, for all trains.

Sixth District—
Morton Telegraph Office, for all trains.
Morton Roundhouse, for all trains.
Watertown Telegraph Office, for all trains.
Watertown Roundhouse, for all trains.

Seventh District—
Watertown Telegraph Office, for all trains.
Watertown Roundhouse, for all trains.
Conde Telegraph Office, for all except first class trains.
Aberdeen Telegraph Office, for all trains.

Eighth District—
Conde Telegraph Office, for all trains.

Ninth District—
Albert Lea Telegraph Office, for all trains.
Albert Lea Roundhouse, for all trains.
Mason City Telegraph Office, for all trains.
Mason City Roundhouse, for all trains.
Marshalltown Telegraph Office, for all trains.
Marshalltown Roundhouse, for all trains.

Tenth District—
Marshalltown Telegraph Office, for all trains.
Marshalltown Roundhouse, for all trains.
Oskaloosa Telegraph Office, for all trains starting.
Oskaloosa Roundhouse, for all trains starting.
Albia Telegraph Office, for all trains.

Eleventh District—
Oskaloosa Telegraph Office, for all trains.
Oskaloosa Roundhouse, for all trains.
Keithsburg Telegraph Office, for trains starting.
Monmouth Telegraph Office, for trains starting.

Twelfth District—
Monmouth Yard Telegraph Office, for trains starting.
Middle Grove Telegraph Office, for trains starting.
Bartlett Telegraph Office, for all except first class trains.
Bartlett Roundhouse for all trains.
Peoria Passenger Depot, for first class trains.

BULLETIN BOOK STATIONS

First District—
Minneapolis, G. N. Depot, for first class trains.
C. St. P. M. & O. Roundhouse, for C. St. P. M. & O. trains.
C. St. P. M. & O. West Yard Office, for C. St. P. M. & O. trains.
C. St. P. M. & O. East Yard Office, for C. St. P. M. & O. trains.
Cedar Lake, for all except first class trains.
Merriam Telegraph Office, for C. St. P. M. & O. trains.
Albert Lea, for all trains.

Second District—
Albert Lea, for all trains.
Ft. Dodge Yard Office, for all except first class trains.

Third District—
Gowrie, for all C. R. I. & P. trains.
West Des Moines Telegraph Office, for all trainmen of first class trains and for all C. R. I. & P. trains.
Des Moines Roundhouse, for all trains except trainmen of first class trains.

Fourth District—
Winthrop, for all trains.
New Ulm, for all trains starting.
Spencer Tower, for all except first class trains.

Fifth District—
Minneapolis, G. N. Depot, for first class trains.
Cedar Lake, for all except first class trains.
Winthrop, for No. 14.
Morton, for all trains.

Sixth District—
Morton, for all trains.
Watertown, for all trains.
Watertown Roundhouse, for freight enginemen.

SPECIAL INFORMATION

BULLETIN BOOK STATIONS (Continued)

Seventh District—

Watertown, for all trains.
 Watertown Roundhouse, for freight enginemen.
 Conde, for all except first class trains.
 Aberdeen, for all trains.

Eighth District—

Conde, for all trains.

Ninth District—

Albert Lea Telegraph Office, for all trains.
 Albert Lea Roundhouse, for all trains.
 Mason City Telegraph Office, for trains starting.
 Mason City Roundhouse, for trains starting.
 Marshalltown Telegraph Office, for all trains.
 Marshalltown Roundhouse, for all trains.

Tenth District—

Marshalltown Telegraph Office, for all trains.
 Marshalltown Roundhouse, for all trains.
 Oskaloosa Telegraph Office, for trains starting.
 Oskaloosa Roundhouse, for trains starting.
 Albia Telegraph Office, for all trains.

Eleventh District—

Oskaloosa Telegraph Office, for all trains.
 Oskaloosa Roundhouse, for all trains.
 Keithsburg Telegraph Office, for trains starting.
 Monmouth Yard Telegraph Office, for trains starting.

Twelfth District—

Monmouth Yard Telegraph Office, for trains starting.
 Middle Grove, Telegraph Office, for trains starting.
 Bartlett Telegraph Office, for all except first class trains.
 Bartlett Roundhouse, for all trains.

YARD LIMIT STATIONS

First District—

Minneapolis-Hopkins	Waterville
Chaska	Waseca
Between Carver and Merriam	New Richland from west switch, eastward
Jordan	Albert Lea
New Prague	
Montgomery	

Second District—

Albert Lea	Humboldt
Forest City	Ft. Dodge Yard-Kalo Jct.
Corwith	

Third District—

Ruthven	Grand Jct.
Mallard	Perry
Rolfe	West Des Moines
Tara	M.&St.L.Jct.-Des Moines
Gowrie	

Fourth District—

Winthrop	Estherville
New Ulm	Spencer

Fifth District—

Hopkins	Winthrop
Excelsior	Morton

Sixth District—

Morton	Madison
Dawson	C.R.I.&P.Jct.-Watertown

Seventh District—

Watertown-C.R.I.&P.Jct.	Conde
Kampeska	Aberdeen

Eighth District—

Conde	Tolstoy
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Ninth District—

Albert Lea	Ackley
Manly	Abbott—Abbott Crossing
Mason City—Mason City Jct.	Marshalltown.
Sheffield	Eldora
Hampton	Gifford

Tenth District—

Marshalltown.	Oskaloosa	Lockman
Newburg	Eddyville	Maxon-Albia
Grinnell		
New Sharon		

Eleventh District—

Oskaloosa	Morning Sun	Keithsburg
Hedrick	Brighton	Monmouth Yard
Martinsburg		
Olds		

Twelfth District—

Monmouth Yard—Monmouth		
Nemo	Middle Grove	Maxwell
Abingdon	Farmington	Bartlett—Iowa Jct.
London Mills		

Story City Branch—Minerva Junction—West

Newton Branch—New Sharon

WATCH INSPECTORS

All Districts—

American Railroad Time Service Co.....St. Louis, Mo.
 General Inspector

First District—

Northern Watch Co.....St. Paul
 Allen and Berg.....Minneapolis
 M. A. David.....Montgomery
 Clayton N. Wulff.....Albert Lea

Second District—

Clayton N. Wulff.....Albert Lea
 H. W. Heilman.....Ft. Dodge

Third District—

Plumb Jewelry Store.....Des Moines

Fourth District—

John R. Schisler.....Winthrop
 H. O. Schleuders and Sons.....New Ulm
 H. Kunath.....Spencer

Fifth District—

John B. Schisler.....Winthrop
 Hillig Bros.Redwood Falls

Sixth District—

C. F. Halbkat.....Watertown

Seventh District—

E. D. Cundiff.....Conde
 D. G. Gallett.....Aberdeen

Ninth District—

Clayton N. Wulff.....Albert Lea, Minn.
 Livergood Bros.Mason City, Iowa
 C. G. Haney.....Hampton, Iowa
 M. L. Svacina.....Marshalltown, Iowa

Tenth District—

M. L. Svacina.....Marshalltown, Iowa
 Maurice E. Reiley.....Oskaloosa, Iowa
 F. S. Lambert.....Albia, Iowa

Eleventh District—

Maurice E. Reiley.....Oskaloosa, Iowa
 M. M. Vaughn.....Monmouth, Ill.

Twelfth District—

M. M. Vaughn.....Monmouth, Ill.
 Kennedy Bros.Peoria, Ill.
 C. I. Josephson.....Peoria, Ill.

SPECIAL INFORMATION

TRACKS OUTSIDE OF YARD AND STATION LIMITS

First District—

Shady Oak Lake.....2.1 miles E. of Hopkins
 Sand Pit.....1.5 miles E. of Merriam
 Gravel Pit.....2.8 miles W. of Albert Lea

Second District—

Kansota Spur.....3.2 miles W. of Twin Lakes
 C.R.I.&P. Transfer...0.9 miles E. of Forest City
 C.M.St.P.&P. Trf....1.0 miles W. of Britt
 C.&N.W. Transfer ...0.4 miles W. of LuVerne
 Kalo4.2 miles E. of Ft. Dodge Yard

Third District—

Cement Plant.....1.8 miles W. of Gilmore City
 C.G.W. Transfer.....0.3 miles W. of Moorland
 Hollingsworth Brnch.0.3 miles E. of West Des Moines

Fourth District—

C.St.P.M.&O. Transfer 1.2 miles E. of St. James

Fifth District—

Gravel Pit.....1.0 miles E. of Deephaven

Sixth District—

Seventh District—

Eighth District—

Ninth District—

Quimby Quarry.....2.7 miles west of Mason City
 Tile Spur0.5 miles east of Sheffield
 Indus. School Spur.....0.5 miles east of Eldora
 Brick Yard2.1 miles west of Marshalltown

Tenth District—

Great Lakes Pipe Line Spur 3.7 miles west of Searsboro
 Concrete Material Corpn....0.7 mile west of Eddyville

Twelfth District—

Virgin Coal & Mfg. Co.....1.8 miles east of Rapatee
 Midland Mine Spur.....1.5 miles west of Middle Grove
 Emon's2.0 miles west of Farmington

Corwith Branch—

Great Lakes Pipe Line Spur 2.0 miles west of Latimer.

Story City Branch—

Empire Sand and Material
 Spur0.6 mile east of Marietta
 Bromley Spur1.0 mile east of Clemons Grove

F. O. Coleman, Assistant General Superintendent, Cedar Lake
 E. L. Crimmen, Assistant General Superintendent, Oskaloosa
 A. A. Fox, Assistant Superintendent, Ft. Dodge

D. R. Carroll, Train Master, Cedar Lake

A. T. Nelson, Train Master, Oskaloosa

E. E. Sperry, Chief Train Dispatcher, Cedar Lake

R. H. McCall, Train Dispatcher, Cedar Lake

F. H. Barry, Train Dispatcher, Cedar Lake

D. E. Lynch, Train Dispatcher, Cedar Lake

R. N. Perkins, Train Dispatcher, Cedar Lake

E. L. Callies, Train Dispatcher, Cedar Lake

R. W. Brown, Chief Train Dispatcher, Oskaloosa

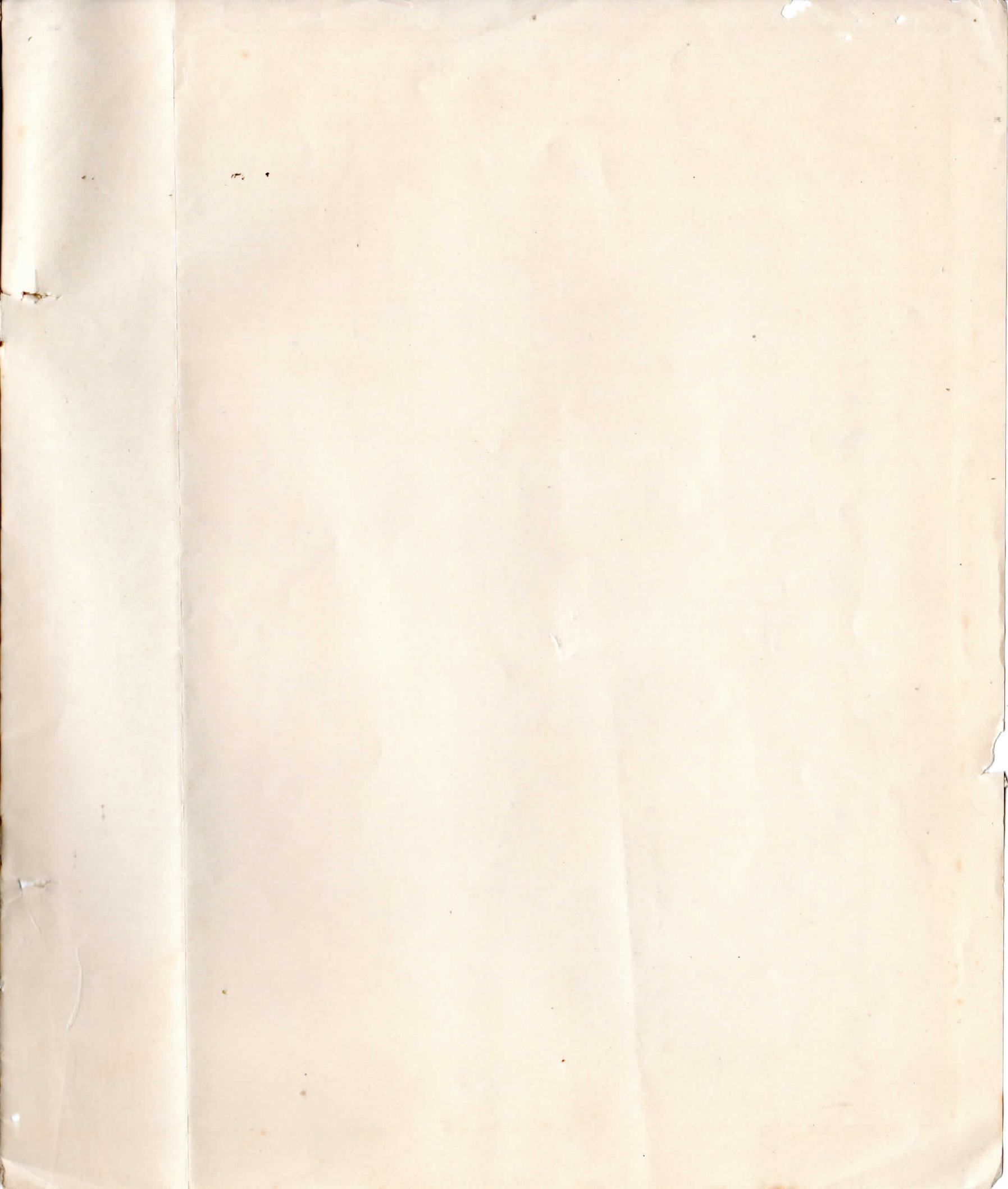
J. H. Tyler, Train Dispatcher, Oskaloosa

C. L. Keohen, Train Dispatcher, Oskaloosa

L. B. Trout, Train Dispatcher, Oskaloosa

C. E. Robison, Train Dispatcher, Oskaloosa

M. J. Shauger, Train Dispatcher, Oskaloosa



SPECIAL INFORMATION

TRACKS OUTSIDE OF YARD AND STATION LIMITS

West Tracks

Track 10 - 1/2 mile E. of Station
Track 11 - 1/2 mile E. of Station
Track 12 - 1/2 mile E. of Station

North Tracks

Track 13 - 1/2 mile E. of Station
Track 14 - 1/2 mile E. of Station
Track 15 - 1/2 mile E. of Station
Track 16 - 1/2 mile E. of Station

East Tracks

Track 17 - 1/2 mile E. of Station
Track 18 - 1/2 mile E. of Station
Track 19 - 1/2 mile E. of Station

South Tracks

Track 20 - 1/2 mile E. of Station

West Tracks

Track 21 - 1/2 mile E. of Station

North Tracks

East Tracks

West Tracks

Track 22 - 1/2 mile E. of Station
Track 23 - 1/2 mile E. of Station
Track 24 - 1/2 mile E. of Station

North Tracks

Track 25 - 1/2 mile E. of Station
Track 26 - 1/2 mile E. of Station

East Tracks

Track 27 - 1/2 mile E. of Station
Track 28 - 1/2 mile E. of Station

South Tracks

Track 29 - 1/2 mile E. of Station

West Tracks

Track 30 - 1/2 mile E. of Station
Track 31 - 1/2 mile E. of Station

1. A. Wilson, Chief Engineer, Chicago & North Western Railway, Chicago, Ill.
2. J. H. ...
3. ...

4. ...
5. ...
6. ...
7. ...
8. ...
9. ...
10. ...

11. ...
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