

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

## SOUTHERN MINNESOTA DIVISION

# TIME TABLE No. 21

TAKING EFFECT AT 12:01 O'CLOCK A. M.

(CENTRAL STANDARD TIME)

# SUNDAY, MAY 18, 1930.

Superseding Time Table No. 20.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

**G. A. VAN DYKE,**  
Superintendent.  
**C. S. CHRISTOFFER,**  
General Superintendent.

**M. K. BUCKLEY,**  
Assistant Superintendent of Transportation.  
**H. G. FOWLER,**  
Superintendent of Transportation.  
**J. L. BROWN,**  
General Superintendent of Transportation.

**E. F. RUMMEL,**  
Assistant General Manager.  
**O. N. HARSTAD,**  
General Manager.

2 WESTWARD

BETWEEN LA CROSSE AND AUSTIN—SUBDIVISION

EASTWARD

THIRD CLASS				SECOND CLASS		FIRST CLASS		Capacity of Sidings in Cars	Distance from La Crosse	Time Table No. 21 In Effect May 18, 1930.				SYMBOLS See Special Rule Page 6	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91				111		23				Passing Tracks	Other Sidings	Distance from Austin	Telegraph Calls		Office Closed Week Days	24		60		90
Way Freight				Passenger		Passenger		STATIONS	Passenger					Passenger		Stock Pick Up	Way Freight		Except Sun.	
Except Sun.				Except Sat.		Except Sun.				Yard	Distance from La Crosse	Distance from Austin	Telegraph Calls		Office Closed Week Days		Except Sun.		Sat. Only	
			5.40 AM			6.55 PM	10.25 AM		.0					108.0		AD		BCIKRT WYZT	s 2.50 PM	s 1.20 AM
							10.30		0.4	107.6	BK		Y							
						f 7.04	f 10.36		2.0	106.0	GB		J	f 2.40	1.04					
			Ls 6.00 AM			Ls 7.10 PM	Ls 10.41 AM		2.8	105.2	GN	10.45PM to 6.45AM	JY	As 2.36 PM	As 1.02 AM	A 9.50 PM		As 2.05 PM		
			s 6.20			s 7.23	s 10.53	30	9	99.7		No Office		s 2.24	s 12.46	9.20		s 1.40		
			f 6.35			s 7.36	s 11.05		28	93.8		No Office		s 2.13	f 12.33	9.00		s 1.20		
			s 7.10			s 7.53	s 11.19	46	52	87.2	HN	4.00PM to 7.00AM	DCW	s 2.01	s 12.19	8.45		s 1.00		
			7.20			f 8.03	f 11.27		31	82.9		No Office		f 1.53	12.09 AM	7.55		s 12.20 PM		
			s 7.55			s 8.19	s 11.41	49	38	76.1	RH	4.50PM to 7.50AM	W	s 1.40	s 11.57	7.40		s 11.41		
			s 8.10			s 8.30	s 11.52	18	35	71.4	PR	5.00PM to 8.00AM		s 1.30	s 11.47	7.10		s 11.15		
									10	67.9		No Office								
			s 8.40			s 8.50	s 12.11 PM	28	18	62.5	WN	5.00PM to 8.00AM		s 1.13	s 11.30	6.40		s 10.50		
			s 9.00			s 9.01	s 12.22	19	99	58.0	NE	11.59PM to 8.00AM	W	s 1.03	s 11.20	6.20		s 10.35		
									54.9	53.1		No Office	J							
			s 9.20			s 9.25	s 12.42	31	42	52.4	IS	5.00PM to 8.00AM	W 2 miles west. T	s 12.42	s 11.08	5.40		s 10.15		
			s 9.50			s 9.45	s 1.03	37	60	46.7	FN	5.00PM to 8.00AM	CT	s 12.27	s 10.49	5.10		s 9.50		
			s 10.30			s 10.00	s 1.18	23	24	39.5	WF	5.00PM to 8.00AM		s 12.12 PM	s 10.36	4.30		s 9.00		
									17	33.4		No Office								
			s 11.10			s 10.20	s 1.33	32	46	32.4	SV	6.00PM to 9.00AM	DW	s 11.57	s 10.20	4.00		s 8.20		
			s 11.39			s 10.40	s 1.51	37	30	23.0	GD	5.00PM to 8.00AM		s 11.39	s 9.59	3.20		s 7.35		
			s 12.45 PM			s 10.55	s 2.03	43	40	16.3	DX	5.00PM to 8.00AM	W	s 11.25	s 9.45	2.50		s 7.05		
			s 1.15			s 11.12	s 2.20	26	99.9	8.1	BD	5.00PM to 8.00AM		s 11.12	s 9.32	2.20		s 6.40		
									103.4	4.6		No Office								
			s 1.45			f 11.25	s 2.33		Yard	3.0	SY		JWY	s 11.00	s 9.20	1.45		s 6.20		
			As 3.30 PM			As 11.55 PM	As 2.55 PM		Yard	108.0		DI AX	BCDLJKR TWZT	Ls 10.40 AM	Ls 9.05 PM	Ls 1.30 PM		Ls 5.45 AM		
			9.50			5.00	4.30							4.10	4.15	10.05		9.45		
			11.0			21.6	24.0							25.9	25.4	10.6		11.0		

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; OTHER TRAINS 30 MILES PER HOUR.

SPECIAL RULES

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

This time table conveys no right to track between Austin and Ramsey; staff block system is in use between Austin and Ramsey. See Rules 808 and 831.

This time table conveys no right to track between La Crosse and La Crescent; No train will run between La Crosse and La Crescent unless the Conductor and Engineman each have a block train order properly filled out and signed by the operator in charge. Eastward trains will not pull over the crossing of Dubuque Division at La Crescent without first procuring a bridge card or sending a flagman ahead to protect the train.

Before fouling main track at Isinours Jct. Conductors of Dubuque Div. trains will procure train orders by telephone. In opposite direction conductors will get train orders at Isinours and will report by telephone when their train is clear of S. M. Div. main track at Isinours Jct.

Conductors of trains entering or leaving I. & M. Div. track at Ramsey, when the view is not clear, will make movement under flag protection as per Rule 99.

Trains 90 and 91 will carry passengers.  
Train 24 take siding at Isinours for train 23.

**WESTWARD**

**BETWEEN AUSTIN AND JACKSON—SUBDIVISION**

**EASTWARD 3**

THIRD CLASS				SECOND CLASS	FIRST CLASS		Capacity of Sidings in Cars		Time Table No. 21 In Effect May 18, 1930				SYMBOLS See Special Rule Page 6		FIRST CLASS		SECOND CLASS		THIRD CLASS		
93	561	77	23	111	Passing Tracks	Other Sidings	Distance from Austin	Distance from Jackson	Telegraph Calls	Office Closed Week Days	STATIONS	Distance from Jackson	Telegraph Calls	Office Closed Week Days	24	122	72	60	92	562	
Way Freight	Way Freight	Freight	Passenger	Passenger											Passenger	Passenger	Freight	Chicago Stock Freight	Way Freight	Way Freight	
Except Sun.	Except Sun.	Except Sat.	Except Sun.	Except Sun.											Except Sun.	Except Sun.	Mon. Tues. Thurs. & Fri.	Wed. & Sat.	Except Sun.	Except Sun.	
	Ls 7:30 AM	Ls 4:50 AM	Ls 3:20 PM	Ls 6:15 AM			Yard	109.5	DI AX		AUSTIN (C. G. W. CROSSING)	109.5	AX		As 10:10 AM	As 8:25 PM	As 7:00 PM	As 9:00 PM		As 3:00 PM	
	f 7:45	5:20	f 3:27	f 6:22			Yard 3.0	106.5	SY		3.0 (I. & M. DIV. CROSSING) RAMSEY	106.5	SY	JWY	f 10:00	f 8:10	6:15	<sup>122</sup> 8:15 7:55		f 2:30	
	s 8:10	5:45	s 3:41	s 6:35	45	25	9.8	99.7		No Office	OAKLAND	99.7			s 9:46	s 7:56	5:55	7:35		s 2:00	
	8:20	6:00	3:51	6:44			54 15.1			No Office	HOLLAND Jct.			P	9:35	7:45	6:40	7:20		1:35	
	s 8:35	6:10	s 3:57	s 6:50	45	25	18.0	91.5	HD	5:00 PM to 8:00 AM	HAYWARD	91.5	HD		s 9:30	s 7:40	5:35	7:15		s 1:30	
	<sup>24</sup> s 9:15	6:40	<sup>72</sup> s 4:17	s 7:00 7:20	55 43	76	24.6	84.9	BA	10:45 PM to 6:45 AM	ALBERT LEA (M. & ST. L. CROSSING)	84.9	BA	B DIJKTW	<sup>561</sup> s 9:15	s 7:25	<sup>23</sup> 5:15 3:35	6:55		s 1:00	
							8 28.8	80.7		No Office	ARMST'G DOUBLING TRACK	80.7									
	s 9:50	7:05	f 4:32	f 7:32			20 29.8	79.7		No Office	ARMSTRONG	79.7			f 8:53	f 7:02	2:50	6:25		12:10 PM	
	s 10:10	7:20	s 4:42	s 7:40	43	52	35.2	74.3	DN	5:00 PM to 8:00 AM	ALDEN	74.3	DN		s 8:41	s 6:52	2:35	6:10		s 11:50	
	10:45	7:30	f 4:54	f 7:47			43 39.9	69.6		No Office	BARODA	69.6			f 8:30	f 6:43	2:15	5:55		11:20	
	<sup>72</sup> Ls 12:50 PM	<sup>562</sup> As 11:00 AM	<sup>60</sup> s 5:06 5:20 PM	<sup>24-77</sup> s 7:55 8:10	45	Yard	44.4	65.1	WS	11:10 PM to 7:15 AM	WELLS	65.1	WS	BCDJRWYZ	<sup>77-111</sup> s 8:20 8:10	s 6:35 6:20	<sup>93</sup> 2:00 12:50	<sup>23</sup> 5:40 4:50	As 11:00 AM	<sup>561</sup> Ls 11:05 AM	
	s 1:10	10:15	s 5:38	s 8:26	43	22	53.4	56.1	AN	5:00 PM to 8:00 AM	EASTON	56.1	AN		s 7:50	s 6:04	12:10 PM	4:20	<sup>77</sup> s 10:15		
	s 1:40	10:40	s 5:52	s 8:37	45	38	59.3	50.2	VN	5:00 PM to 8:00 AM	DELAN	50.2	VN	W	s 7:38	s 5:52	11:55	4:00	s 9:45		
	s 2:20	<sup>72</sup> 11:35	s 6:08	s 8:53	47	87	66.4	43.1	WA	7:30 PM to 6:55 AM	WINNEBAGO (C. ST. P. M. & O. CROSSING)	43.1	WA	K	s 7:25	s 5:36	<sup>77</sup> 11:35	3:40	<sup>111</sup> s 8:53		
							16 67.6	41.9		No Office	TILE WORKS SPUR	41.9									
	s 2:35	11:55	s 6:19	s 9:01	33	71.1		38.4		No Office	HUNTLEY	38.4		W	s 7:15	s 5:24	11:15	3:15	s 8:20		
	<sup>60</sup> s 2:55	12:20 PM	s 6:33	s 9:12	38	27	77.2	32.3	GR	5:00 PM to 8:00 AM	GRANADA	32.3	GR		s 7:05	s 5:12	11:00	<sup>93</sup> 2:55	s 8:00		
	s 3:45	1:00	s 6:45	s 9:23	38	81	83.4	26.1	F	5:00 PM to 8:00 AM	FAIRMONT (C. ST. P. M. & O. C. & N. W. C'GS.)	26.1	F	KIW	<sup>92</sup> s 6:53	s 5:00	10:45	2:35	<sup>24</sup> s 7:35 6:25		
	<sup>122</sup> s 4:30	1:30	s 7:03	s 9:41	49	40	91.4	18.1	WX	5:00 PM to 8:00 AM	WELCOME	18.1	WX		s 6:35	<sup>93</sup> s 4:30	10:15	2:10	s 5:05		
	s 5:30	<sup>60</sup> 1:50	s 7:18	s 9:54	41	56	96.9	12.6	SN	5:00 PM to 8:00 AM	SHERBURN (M. & ST. L. CROSSING)	12.6	SN	I	s 6:23	s 4:15	<sup>111</sup> 9:54	<sup>77</sup> 1:50	s 4:45		
	s 6:05	3:01	s 7:33	s 10:08	43	35	104.2	5.3		No Office	ALPHA	5.3			s 6:11	s 3:57	9:20	1:30	s 4:20		
	As 6:35 PM	As 3:30 PM	As 7:50 PM	As 10:20 AM	30	Yard	109.5	.0	J		JACKSON	.0	J	@BCDRT WY	Ls 6:00 AM	Ls 3:40 PM	Ls 9:00 AM	Ls 1:15 PM	Ls 4:00 AM		
	5.45	3.30	4.30	4.05							Schedule Time				4.10	4.45	10.00	7.45	7.00	3.55	
	11.08	12.6	25.2	26.8							Average Speed per Hour				26.2	23.0	10.9	14.1	10.6	11.4	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; OTHER TRAINS 30 MILES PER HOUR.

**SPECIAL RULES**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.**  
 This time table conveys no right to track between Austin and Ramsey; staff block system is in use between Austin and Ramsey. See Rules 808 and 831.  
 Conductors of trains entering or leaving I. & M. Div. track at Ramsey when the view is not clear will make the movement under protection as per Rule 99.  
 All eastward trains will approach the Albert Lea to St. Clair Sub-Division Junction switch one mile west of Albert Lea under control expecting to find Albert Lea to St. Clair Sub Division trains occupying main track.  
 All trains will flag themselves over crossings of M. & St. L. R. R. at Albert Lea.  
 Trains 92, 93, 561 and 562 will carry passengers.

**SPEED TABLE.**

60 miles per hour is equivalent to one mile in 1 minute and 0 seconds.  
 55 miles per hour is equivalent to one mile in 1 minute and 5 seconds.  
 50 miles per hour is equivalent to one mile in 1 minute and 12 seconds.  
 45 miles per hour is equivalent to one mile in 1 minute and 20 seconds.  
 40 miles per hour is equivalent to one mile in 1 minute and 30 seconds.  
 35 miles per hour is equivalent to one mile in 1 minute and 43 seconds.  
 30 miles per hour is equivalent to one mile in 2 minutes and 0 seconds.  
 25 miles per hour is equivalent to one mile in 2 minutes and 24 seconds.  
 20 miles per hour is equivalent to one mile in 3 minutes and 0 seconds.  
 15 miles per hour is equivalent to one mile in 4 minutes and 0 seconds.

**WESTWARD BETWEEN WELLS AND MANKATO—SUBDIVISION EASTWARD**

THIRD CLASS		FIRST CLASS		Capacity of Sidings in Cars	Time Table No. 21				Distance from Mankato	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS	SECOND CLASS	THIRD CLASS
561	43	41	In Effect May 18, 1930.				42	40					560	562	
Way Freight	Passenger	Passenger	STATIONS				Passenger	Passenger	Freight	Way Freight					
Except Sun.	Except Sun.	Except Sun.					Except Sun.	Except Sun.	Sat. Only	Except Sun.					
Ls 1.00 PM	Ls 6.25 PM	Ls 8.15 AM	45	Yard	.....	38.2	WS	11.10 PM to 7.15 AM	BCDJRWYZ	As 7.40 AM	As 5.10 PM	As 4.00 PM	As 9.50 AM		
s 1.45	s 6.43	s 8.32	43	8.6	..... MINNESOTA LAKE.....	29.6	AR	5.00 PM to 8.00 AM		s 7.20	s 4.51	3.30	s 9.15		
<sup>560</sup> s 2.45	s 6.55	<sup>562</sup> s 8.48	32	60	..... MAPLETON.....	21.1	MA	5.00 PM to 8.00 AM	W	s 7.02	s 4.35	<sup>561</sup> 2.45	<sup>41</sup> s 8.48		
s 3.35	s 7.11	s 9.03	27	24.9	..... GOOD THUNDER.....	13.3	GT	5.00 PM to 8.00 AM		s 6.46	s 4.19	1.45	s 7.30		
<sup>40</sup> s 4.07	s 7.23	s 9.15	23	31.2	..... RAPIDAN.....	7.0	RJ	5.00 AM to 8.00 AM		s 6.35	<sup>561</sup> s 4.07	1.20	s 7.05		
As 4.45 PM	As 7.45 PM	As 9.35 AM	37	Yard	..... MANKATO..... (C. ST. P. M. & O. CROSSING)	38.2	MK	12.45 PM to 1.45 PM 9.45 PM to 4.45 AM	CIKRTWZ	Ls 6.15 AM	Ls 3.50 PM	Ls 12.50 PM	Ls 6.35 AM		
Schedule Time									1. 5			1.20	3.10	3.15	
Average Speed per Hour									26.9			28.6	12.0	11.7	

**WESTWARD BET. ALBERT LEA AND ST. CLAIR—SUBDIVISION EASTWARD**

THIRD CLASS		Capacity of Sidings in Cars	Time Table No. 21				THIRD CLASS			
461	411		In Effect May 18, 1930.				422	460		
Freight	Freight	Distance from Albert Lea	STATIONS		Distance from St. Clair	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	Freight	Freight
Sat. only	Except Sat. & Sun.								Except Sat. & Sun.	Sat. only
Ls 10.30 AM	Ls 7.15 AM	43	(C. R. I. & P. CROSSING) ..... ALBERT LEA..... (M. & ST. L. CROSSING)		39.9	BA	10.45 PM to 6.45 AM	BDIJKRTW	As 2.00 PM	As 5.55 PM
s 11.20	s 8.05	14	13.2	..... FREEBORN.....	26.7		No Office		s 1.10	s 5.00
s 12.05 PM	s 8.45	24	20.8	..... MATAWAN.....	19.1		No Office	CW	s 12.25 PM	s 4.20
s 12.50	s 9.15	52	26.7	..... WALDORF.....	13.2		No Office		s 11.40	s 3.40
s 1.20	s 9.45	25	33.5	..... PEMBERTON.....	6.4		No Office		s 11.10	s 3.10
As 1.45 PM	As 10.10 AM	23	39.9	..... ST. CLAIR.....	0.0		No Office	RWY	Ls 10.45 AM	Ls 2.45 PM
Schedule Time								3.15		3.10
Average Speed per Hour								12.2		12.6

**WESTWARD BET. HOLLANDALE JCT. AND HOLLANDALE SUBDIVISION. EASTWARD**

THIRD CLASS		Capacity of Sidings in Cars	Time Table No. 21				SYMBOLS See Special Rule Page 6	
In Effect May 18, 1930.			STATIONS					
		Distance from Hollandale Jct.			Distance from Hollandale	Telegraph Calls	Office Closed Week Days	
		54	..... HOLLANDALE JCT.....		8.6		No Office	JPY
		Yard	8.6	..... HOLLANDALE.....		HO	5.00 PM to 8.00 AM	JKPY
				Schedule Time				
				Average Speed Per Hour				

**BETWEEN WELLS AND MANKATO PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; OTHER TRAINS 30 MILES PER HOUR. BETWEEN ALBERT LEA AND ST. CLAIR PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 35 MILES PER HOUR; OTHER TRAINS 25 MILES PER HOUR. BETWEEN HOLLANDALE JCT. AND HOLLANDALE TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 20 MILES PER HOUR.**

**SPECIAL RULES**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.  
TRAIN 422 WILL WAIT AT ST. CLAIR FOR TRAIN 411 TO ARRIVE AND TRAIN 460 WILL WAIT AT ST. CLAIR FOR TRAIN 461 TO ARRIVE.**

The storage tracks in the east end of the Mankato yard must be used for the storage of cars that do not belong on the main tracks near the passenger station. All making and breaking up of trains must be done on these tracks in order to reduce the switching movement over Main Street crossing to the minimum. In switching to the industry tracks at the freight house do not handle so many cars that engines will get on Main Street crossing. Double out of these industry tracks if necessary to avoid fouling the crossing. When it is necessary to make any switching movement over Main Street crossing the engine or cars must not be allowed to stop on the crossing. They must pull over the crossing and stop so crossing flagman can allow pedestrians and vehicles to cross tracks. Instructions that conductors must be stationed at the Main Street crossing when any switching movements are made over that crossing are still in effect and must be rigidly adhered to. It must be understood by all concerned that no more switching movements must be made over Main Street crossing at Mankato than are absolutely necessary.

All trains will flag themselves over crossings of M. & St. L. R. R. at Albert Lea.  
All Albert Lea to St. Clair Sub-Division trains will protect themselves between Albert Lea depot and Albert Lea to St. Clair Sub-Division Junction switch one mile west of Albert Lea.  
Conductors of Eastward Albert Lea to St. Clair Sub-Division trains will get a clearance at the junction switch by telephone before fouling the Austin to Jackson Sub-Division main track.  
Trains 411, 422, 460, 461, 561 and 562 will carry passengers.

**WESTWARD**

**BETWEEN JACKSON AND MADISON—SUBDIVISION**

**EASTWARD 5**

THIRD CLASS			SECOND CLASS	FIRST CLASS			Capacity of Sidings in Cars		Time Table No. 21 In Effect May 18, 1930.				FIRST CLASS			SECOND CLASS		THIRD CLASS				
395	95	77	111				Passing Tracks	Other Sidings	Distance from Jackson	Distance from Madison	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	122			64			94	394	396
Freight	Way Freight	Freight	Passenger											Passenger			Savanna Feed Stock			Way Freight	Freight	Freight
Except Sun.	Except Sun.	Sun. Only	Except Sun.											Except Sun.			Wed. & Sat.			Except Sun.	Except Sun.	Except Sun.
Ls 6.00 AM	Ls 8.00 AM		Ls 10.30 AM	30	Yard			JACKSON	124.0	J		BCDRT WY	As 3.15 PM			As 12.50 PM			As 6.10 PM			
6.30	8.30		10.45	40	8.0			DOUBLING TRACK	116.0		No Office		2.55			12.05 PM			5.25			
s 7.30	9.00		s 10.55	45	50	11.4		LAKEFIELD	112.6	FD	5.00 PM to 4.30 AM		s 2.44			11.50 10.15			s 5.10			
s 7.50	9.25		s 11.10		25	19.8		OKABENA	104.2	BN	5.00 PM to 8.00 AM	W	s 2.27			9.55			s 4.35			
s 8.10	9.35		s 11.22	31	7	22.9		MILOMA (C. ST. P. M. & O. CROSSING)	101.1	JC	4.30 PM to 7.30 AM	K	s 2.15 s 2.00			9.40			s 4.15			
s 8.35	10.00		s 11.36		23	30.2		KINBRAE	93.8	K	5.00 PM to 8.00 AM		s 1.40			9.20			s 3.50			
s 9.00	10.40		s 11.49	41	48	36.7		FULDA	87.3	FA	5.00 PM to 8.00 AM	W	s 1.28			9.00			s 3.25			
s 9.30	11.00		s 11.57		15	42.3		WIROCK	81.7	CK	5.00 PM to 8.00 AM		f 1.15			8.25			s 2.55			
s 10.00	11.25		s 12.05 PM	55	26	46.6		IONA LAKE	77.4	IA	5.00 PM to 8.00 AM		s 1.06			8.10			s 2.40			
s 10.45	12.05 PM		s 12.25	45	46	55.5		CHANDLER	68.5	XN	5.00 PM to 8.00 AM	CTW	s 12.46			7.30			s 2.10			
11.00	12.20		12.35	23		59.9		GRAVEL PIT	64.1		No Office		12.35			6.45			1.25			
s 11.35	12.50		s 12.50	40	35	65.7		EDGERTON	58.3	DE	5.00 PM to 8.00 AM		s 12.25			6.30			s 12.50			
						68.1		EDGERTON GRAVEL PIT	55.8		No Office											
	12.05 PM 12.28	1.15	s 1.05		29	72.6		HATFIELD	51.4	HF	5.00 PM to 8.00 AM	W	s 12.08 PM			6.05			s 12.28			
94-122 Ls 12.05 PM	111 s 1.45	2.15	s 1.23	45	69	79.8		PIPESTONE (G. N. and C. R. I. & P. CROSSING)	44.2	ON	5.00 PM to 8.00 AM	KR	11.50 11.40			5.40			12.08 PM 11.35	As 8.45 AM		
s 12.25	s 2.10	2.45	s 1.43		34	85.9		AIRLIE	38.1	RC	5.00 PM to 8.00 AM	W 2 miles east	s 11.26			5.00			s 10.45	s 8.25		
s 1.00	s 3.00	3.20	s 2.00	26	55	94.5		FLANDREAU	29.5	DU	4.45 PM to 7.45 AM	BRY	s 11.08			4.30			s 10.10	Ls 8.00 AM	As 2.30 PM	
As 1.15 PM	s 3.30	4.15	s 2.10	21	109	98.9		EGAN	25.1	RF	4.40 PM to 7.40 AM	BCDRWY	s 10.55			4.10			s 9.20		Ls 2.15 PM	
	s 3.40	4.20	2.14			100.8		SIoux FALLS JUNCTION	23.2		No Office	J	10.48			3.30			s 8.40			
	s 4.25	5.00	s 2.33	35	31	108.5		COLMAN	15.5	CN	5.00 PM to 8.00 AM		s 10.34			3.05			s 8.20			
	s 5.00	5.30	s 2.49		48	116.3		WENTWORTH (G. N. CROSSING)	7.7	WH	6.00 PM to 9.00 AM	K	s 10.18			2.40			s 7.55			
As 6.00 PM	As 6.10 PM		As 3.05 PM	24	Yard	124.0		MADISON		DK		BCDJRTW	Ls 10.00 AM			Ls 2.20 AM			Ls 7.30 AM			
1.10	12.00	10.10	4.35					Schedule Time					5.15			10.30			10.40	.45	.15	
25.8	10.3	12.2	27.0					Average Speed per Hour					23.6			11.8			11.6	19.6	17.6	

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; OTHER TRAINS 30 MILES PER HOUR.

**SPECIAL RULES**

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

Train 396 will wait at Egan for train 395 to arrive.  
 Conductors of S. C. & D. Div. trains will get orders by telephone from operator at Egan before fouling S. M. Div. main track at Sioux Falls Jct.  
 Train crews switching at Lakefield on team and elevator tracks must have train man stationed on street crossings while making moves over either street.  
 Trains 94, 95 and 396 will carry passengers.  
 Account no stop board west of Sioux Falls Junction, Southern Minnesota Division Eastward trains must approach Sioux Falls Junction under full control prepared to stop and look out for S. C. & D. Division trains occupying Southern Minnesota Division main track and if way is known to be clear it will not be necessary to stop.

**6 WESTWARD BETWEEN MADISON AND WESSINGTON SPRINGS—SUBDIVISION EASTWARD**

**WESTWARD BETWEEN MADISON AND BRISTOL—SUBDIVISION EASTWARD**

THIRD CLASS		FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 21		Distance from Wessington Springs	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS	THIRD CLASS	Distance from Madison	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS	THIRD CLASS					
99	111	122	98	Passing Tracks	Other Sidings	122					98	375					307	308	398				
Way Freight	Passenger	Passenger	Way Freight			Passenger	Way Freight	Way Freight	Passenger	Passenger	Way Freight	Way Freight	Passenger	Way Freight			Passenger	Way Freight					
Except Sun.	Except Sun.		Except Sun.			Except Sun.	Except Sun.	Except Sun. Tues. Thurs.	Except Sun.	Except Sun.	Except Sun.	Except Sun.					Except Sun.	Except Mon. Wed. Fri.					
STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS		STATIONS					
Ls 8.40 AM	Ls 3.20 PM	24	Yard	.0	MADISON	75.0	DK	BCDJRTW	As 9.35 AM	As 5.00 PM	Ls 7.30 AM	Ls 3.10 PM	24	Yard	.0	MADISON	103.0	DK	BCDJRTW	As 9.40 AM	As 4.40 PM		
<sup>122</sup> s 9.15	<sup>98</sup> s 3.35	12	6.9	JUNIUS	68.1	JN	5.00PM to 8.00AM		<sup>99</sup> s 9.15	<sup>111</sup> s 3.35	s 8.22	<sup>398</sup> s 3.31	31	42	10.3	RAMONA	92.7	RM		s 9.17	<sup>307</sup> s 3.31		
s 9.40	s 3.50	24	13.3	<sup>6.4</sup> WINFRED	61.7	CF	5.00PM to 8.00AM		s 9.03	s 3.05	s 8.55	s 3.50	45	19.9	9.6 10.4	OLDHAM	83.1	HD		s 8.55	s 2.00		
s 10.25	s 4.09	91	21.7	<sup>8.4</sup> HOWARD	53.3	HC	5.00PM to 8.00AM	D	s 8.43	s 2.40	s 10.15	s 4.12	40	30.3	10.4	LAKE PRESTON (C. & N. W. CROSSING)	72.7	KS	5.00PM to 8.00AM	DKW	s 8.32	s 1.05	
s 10.45	s 4.20	22	25.5	<sup>3.8</sup> VILAS (C. & N. W. CROSSING)	49.5	X	5.00PM to 8.00AM	K	s 8.29	s 2.10	s 11.10	s 4.35	35	40.0	9.7	ERWIN	63.0	WR	4.45PM to 7.45AM		s 8.10	<sup>12.20 PM</sup>	
s 11.05	s 4.33	34	30.1	<sup>4.6</sup> ROSSELL	44.9	RO	5.00PM to 8.00AM	W	s 8.20	s 1.50	<sup>398</sup> s 11.55	s 4.55	73	47.5	7.5	BRYANT	55.5	NY	4.35PM to 7.35AM	CYW	s 7.50	<sup>375</sup> s 11.55	
s 11.25	s 4.45	21	34.8	<sup>4.7</sup> FEDORA	40.2		No Office		s 8.11	s 1.25	s 12.40 PM	s 5.14	32	55.8	8.3	VIENNA (G. N. CROSSING)	47.2	VA	4.15PM to 7.15AM	K	s 7.30	s 10.15	
<sup>98</sup> s 1.00 PM	s 5.01	26	41.3	<sup>6.5</sup> ARTESIAN	33.7	EA	4.30PM to 7.30AM		s 7.57	<sup>99</sup> s 1.00	s 1.15	s 5.25	28	60.6	4.8	NAPLES	42.4		No Office		s 7.17	s 9.50	
s 1.25	s 5.21	25	50.8	<sup>9.5</sup> FORESTBURG	24.2		No Office	W	s 7.38	s 12.20 PM	s 1.45	s 5.45	33	69.4	8.8	ELROD (C. & N. W. CROSSING)	33.6	OD	3.40PM to 6.40AM	K	s 6.55	s 9.20	
<sup>1.50</sup> s 4.00	s 5.50	65	59.9	<sup>9.1</sup> WOONSOCKET (ABERDEEN DIV. CROSSING)	15.1	KN	6.30AM to 8.00AM 5.00PM to 10.30PM	BCJRWY	s 7.15	<sup>11.55</sup> s 9.50	s 2.10	s 5.57	28	74.3	4.9	GARDEN CITY	28.7	GC	5.00PM to 8.00AM	W	s 6.45	s 9.00	
s 4.25	s 6.20	26	67.7	<sup>7.8</sup> LANE	7.3		No Office		s 6.45	s 9.25	s 2.50	s 6.21	32	84.4	10.1	BRADLEY (M. & ST. L. CROSSING)	18.6	BY	5.00PM to 8.00AM	K	s 6.25	s 8.25	
As 4.50	As 6.45 PM	21	48	75.0	WESSINGTON SPRINGS	.0	RS	8.00PM to 6.00AM	DRWY	Ls 6.30 AM	Ls 9.00 AM	s 3.20	s 6.39	27	91.1	6.7	LILY	11.9	LY	4.30PM to 7.30AM		s 6.09	s 8.00
8.10	3.25				Schedule Time					3.05	8.00	s 3.50	s 6.53	27	96.7	5.6	BUTLER	6.3		No Office		s 5.55	s 7.35
9.2	22.0				Average Speed per Hour					24.3	9.3	As 5.30 PM	As 7.10 PM	Yard	103.0	6.3	BRISTOL	.0	BR		BCJRWY	Ls 5.40 AM	Ls 7.10 AM
											10.00	4.00									4.00	9.30	
											10.3	25.7									25.7	10.7	

**BETWEEN MADISON AND WESSINGTON SPRINGS PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 40 MILES PER HOUR; OTHER TRAINS 25 MILES PER HOUR.  
BETWEEN MADISON AND BRISTOL PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 35 MILES PER HOUR; OTHER TRAINS 25 MILES PER HOUR.**

**SPECIAL RULES**

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

S. M. Div. trains occupying H. and D. Div. track at Woonsocket must use extreme care and protect themselves against H. and D. Div. trains.

Trains 98, 99, 375 and 398 will carry passengers.

Conductors of Madison to Bristol Sub-Division trains will protect themselves while on main track at Madison and will not foul H. & D. Div. main track at Bristol without orders from H. & D. Dispatcher.

Rule 19-A of the Rules and Regulations of the Operating Department requiring the display of a red light in the cupola of the caboose on freight and work trains is hereby withdrawn, and the display of red light in cupola of caboose will be discontinued.

That part of Rules 19 and D-19 in the book of Rules and Regulations prescribing the kind of markers to be displayed by day is changed to read: "By day green flags (or marker lamps not lighted)."

All trains must obtain Clearance Card Form A or A-1 before leaving initial station on each subdivision.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of train dispatcher to register by card.

Enginemen must personally inspect and know before leaving a terminal and any point where front end hoppers or ash pans have been opened, that they are closed and properly secured.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employes, and if where fires may be communicated to a bridge or other structure, stop their train and assist in extinguishing fire.

In switching, when train or yard men, giving signals are lost to view, the enginemen or trainmen are required to stop the train immediately.

Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their enginemen to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped to extinguish fire.

Employes will observe passing trains for defects and should there be any indication of conditions endangering the train take such measures for its protection as may be practical.

Train and enginemen of freight and passenger trains will observe passing trains and if any defects are noticed such as brakes sticking, brake rigging down, swinging doors, hot boxes, objects protruding that may result in damage or injury, will signal the members of such trains, calling attention to dangerous conditions and if nothing irregular is noted, will give proceed signal to rear of passing trains when it is practical to do so.

Train and engine crews on moving trains will be on the lookout for signal when passing other trains. At stations, interlocking plants, meeting points with other trains and where trackmen are working when practical, exchange signals.

Operators or agents will place themselves in a position to inspect trains when passing their stations and give signals to train or enginemen as indicated above.

When for any reason an engine leaves its train or part of its train on the main track, great care must be taken when returning to avoid colliding with the detached portion and at night, or when the view is obscured from any cause, the conductor and engineer must take every precaution for protection. When conditions require it, the flagman must protect the returning engine.

When the engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which his train may be overtaken by another train he must sound signal 14 (c).

When rules require the headlight to be displayed, electric headlights on engines in road service will be dimmed by engineers under the following conditions:

When entering, or moving through side tracks in yards where yard engines are employed.

At meeting points when standing waiting arrival of approaching train or trains.

When standing on sidings, in yards, or at engine terminals.

Enginemen will be governed by Rule 17 when a train turns out to meet another train and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

The following will govern, except in territory where a trainman is required to ride on the rear platform:

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

"Rule 33 in the Book of Rules and Regulations is changed to read: "Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use, by day, a STOP disc, and by night a red light visible only from a highway to stop highway traffic."

Towerman will be employed in Sherburn Interlocking Tower between the hours of 9:00 A. M. and 6:00 P. M. only, daily except Sunday, and during the balance of the time, tower will be closed, with routes left lined up in both directions for C. M. St. P. & P. track, the signals being set at Clear.

If for any reason during the hours that the tower is closed with no towerman on duty, the electric home signals should be found at Stop, trains will not proceed or pass same in that position without first being preceded by a flagman, who will see that the route is properly lined up for the movement, that details on both sides of the crossing are clear of the rail and that the track and crossing is unobstructed before giving hand signal to train to proceed.

During the hours when regular towerman is on duty, trains will be governed by signal indications, the same as at other interlocking plants.

If signals are found in the Stop position during hours when tower is closed, trainmen will report same promptly to Dispatcher at first open office where regular stop is made.

Green flag by day and green light by night, displayed on the engineer's side of the track, or on the fireman's side when moving against the current of traffic on double track, indicates the track one-half mile distant is safe for a speed of not more than ten miles per hour, unless otherwise directed by train order.

The speed of all engines when running backwards, either light or handling trains, must not exceed 20 miles per hour on main lines or 10 miles per hour on branch lines unless otherwise instructed by proper authority.

The following will govern the control of freight trains descending Fountain hill, Fountain to Isinours: Before leaving Fountain trains must be carefully inspected by trainmen and retainers must be turned up on not less than 55 per cent of cars in train on which air is operated and in working order, this 55 per cent to be on head end of train. The engineman to be the judge of how many retainers over 55% are to be turned up. Air brakes must be tested before starting, and after test air pressure must be fully pumped before leaving. Trains must be handled down the hill at a uniform speed. Hand brakes must not be used descending the grade except as called for by engineman or on signal from conductor. If test of brakes at Fountain shows more than two cars in train with defective air brakes, such cars must be controlled by hand brakes, but special care must be given to apply hand brakes in such a manner as not to overheat the wheels. Train will be stopped at Isinours 8 minutes to give the brakemen an opportunity to turn down retainers and for wheels to cool.

The speed of all trains approaching railroad crossings at grade and interlocking plants must be controlled. Passenger trains must not exceed twenty-five (25) miles per hour and other trains 20 miles per hour passing over railroad crossing and through interlocking plant limits.

The speed of all trains passing through crossovers, entering upon or leaving ends of double tracks, passing tracks or other side tracks, must be controlled and not exceed ten (10) miles per hour, except at Sioux Falls Jct. which turn out is laid with long frog where speed may be increased to, but not exceeding, twenty (20) miles per hour.

Trains handling steam derrick, pile drivers, steam shovels, locomotive cranes or hoisting machinery must not exceed 20 miles per hour between La Crescent and Madison and between Wells and Mankato, nor 15 miles per hour between Madison and Wessington Springs and between Madison and Bristol.

Trains handling wrecking outfits, other than steam derricks, must not exceed 25 miles per hour between La Crescent and Madison, and between Wells and Mankato, nor 20 miles per hour between Madison and Bristol, Madison and Wessington Springs, and between Albert Lea and St. Clair.

When moving Lidgerwood unloaders the speed must not exceed 15 miles per hour. Work trains handling laborers must not exceed 20 miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

Trains with A1, B3, G6 or heavier engines, also trains hauling steam derrick Nos. 12 or 13, or loads of 150,000 to 200,000 lbs. must reduce speed to 15 miles per hour over bridge Q64, 1.7 miles west of Mound Prairie and bridge Q96, 0.7 miles east of Perkins.

Trains with A2, B4, C1, G7, I5 or heavier engines must reduce speed to 15 miles per hour over bridge Q212, 1.5 miles east of Isinours. Trains with A2, B4, C1, G7, G8 or heavier engines must reduce speed to 30 miles per hour over bridge Q1444, 1 mile east of Good Thunder and when any of these engines are double headed speed must be reduced to 15 miles per hour.

Swinging type crossing gates have been installed at the crossing of the Iowa & Minnesota Division and Southern Minnesota Division tracks at Ramsey, Minnesota, with fixed distant signals located at a distance of approximately 3,000 feet from the crossing and all trains will move at reduced speed passing the distant signal prepared to stop before reaching crossing.

The normal position of gates will be against Southern Minnesota Division trains, and gates are to be so set except when a Southern Minnesota Division train is using or intending to use the crossing, and must be restored to normal position by operator on duty immediately after the movement over crossing has been completed.

The lighting arrangement of gates will consist of a red light for a "Stop" and a green light for a "Proceed" indication at restricted speed. Proceed indication will be given for Iowa & Minnesota Division trains only.

Southern Minnesota Division trains will continue to come to a complete standstill (regardless of position of gates) before proceeding over crossing, and will not swing gates or occupy crossing until any approaching Iowa & Minnesota Division train has come to a full stop.

Speed of all trains must not exceed ten (10) miles per hour for a distance of not less than 500 feet before reaching crossing. To swing the gate for trains of any one line, it must be swung to its full movement over and at right angles to the track of the conflicting line.

All train movements over the C. G. W. crossing located 8,000 ft. east of the passenger station at Ramsey, Minn., will be governed by upper quadrant home signals located on right hand side of track approximately 565 ft. from the crossing. These signals are equipped with two arms and smash boards, and indications of same are in accordance with Rule 602-A and 602-G.

Fixed distant signals with indications in accordance with rule 603-J are located approximately twenty-six hundred (2600) feet from the home signals.

All trains will approach the home signals under control and, if proceed signal indication is obtained, may proceed over the crossing at a speed not to exceed twenty (20) miles per hour.

If a train is stopped at a home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate time release located in a box, marked "C. M. St. P. & P. Release" locked with a standard switch lock. Instructions for operating the release are posted inside the release box.

In case the operation of the time release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals and smash boards on conflicting road are at "STOP" and no immediate train movement is evident on such line and that the smash boards on the C. M. St. P. & P. signals are clear, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements.

Failure of the home signals or smash boards must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

Swinging type crossing gate has been installed at the crossing of the Minneapolis & St. Louis Railroad and the Chicago, Milwaukee, St. Paul and Pacific Railroad at Bradley, S. D.

The normal position of the gate is across the Chicago, Milwaukee, St. Paul & Pacific track and must be kept so set except when a train or engine on the Chicago, Milwaukee, St. Paul & Pacific Railroad is using the crossing.

Trains or engines on the Chicago, Milwaukee, St. Paul and Pacific Railroad will make regulation grade crossing stop before using the crossing, whether gate is clear or not, and will not change position of gate or occupy the crossing until any approaching train or engine on the Minneapolis & St. Louis Railroad has come to a full stop or proceeded over the crossing.

At night a red light on top of gate post and a red light on arm of gate will indicate Stop and a green light will indicate Proceed, at restricting speed. Proceed indication will be given for trains on the Minneapolis & St. Louis Railroad only.

To clear the gate for traffic on either line, it must be swung its full movement and directly across the track. The gate will be handled by trainmen.

When crossing is used by C. M. St. P. & P. trains, trainmen will place gates back to normal position across C. M. St. P. & P. track.

Train Order Manual Block and Staff Signal at Ramsey is equipped with four blades. Westward Top Blade will govern I&M westward trains. Eastward Top Blade will govern all trains moving Ramsey to Austin. Middle Blade governs SM Divn. westward trains and Bottom Blade SM Divn. eastward trains.

All trains operated with power or train brakes must have at least 85% of the cars in such trains with operative air brakes and these cars must all be together and at the head end of the train.

Cars with inoperated brakes and cars with air cut out must be handled in the rear of the train.

SYMBOLS.

- Standard Clock, Water, Coal, Oil, Register, Turntable, Wye, Dispatcher's Telephone, Interlocked, Connection with Foreign Road, Bulletin Boards, Junction, Track Scales, Refreshments, Drenching Tower.

SPEED RESTRICTIONS. ALL TRAINS.

Table with 2 columns: Location and Miles per hour. Includes entries for Through Lanesboro, Wykoff, Spring Valley, Albert Lea, Mankato, Flandreau and Egan, over Egan Ave. at Madison (6 mph), etc.

SPEED RESTRICTIONS. PASSENGER TRAINS.

Table with 2 columns: Location and Miles per hour. Includes entries for Going to So. La Crosse passing "BK" office (6 mph), Descending Fountain hill (25 mph), etc.

**SPECIAL INSTRUCTIONS**

**SPEED RESTRICTIONS. FREIGHT TRAINS.**

Spring Valley hill.....	Westward.....	15
Armstrong hill.....	Westward.....	15
Jackson hill.....	Westward.....	15
Chandler hill.....	Westward.....	15
Flandreau hill.....	Westward.....	15
Rapidan hill.....	Westward.....	15
Colman hill.....	Eastward.....	15
Des Moines River hill.....	Eastward.....	15
Fountain hill.....	Eastward.....	15

These speed limits apply where conditions do not require slower speed.

All trains and engines will reduce speed to ten miles an hour while working or running over Liberty Street and the crossing West thereof to La Crosse station:

Particular care must be given to engines backing up at night with no head light. Bell must be ringing and whistle sounded when necessary.

Conductors and engineers must see that the street crossings at Woonsocket are not blocked over the legal limit. Switching over these crossings must be done in a careful manner. Cars must not be kicked or dropped over these crossings. They must be moved with engine, and a trainman stationed at crossings at all times while switching or backing over crossings, to prevent accidents.

Engineers and firemen, also train and yardmen who may be riding on road or yard engines, approaching street or highway crossings within municipalities are requested to maintain a constant lookout, and where the view is obstructed enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Engines (other than Mallet type), running light or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of the Mallet type engines, working steam, with one main rod removed must not exceed a speed of twenty (20) miles per hour.

**YARD LIMIT BOARDS AT**

La Crescent, located 2,000 feet west of west switch.  
 Houston, located 2,000 feet west of west switch and 2,000 feet east of east switch.  
 Lanesboro, located 2,000 feet west of west switch and 956 feet east of east switch.  
 Fountain, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Spring Valley, located 2,000 feet west of west switch and 2,000 feet east of east switch.  
 Ramsey, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Austin, located 2,000 feet west of Packing House switch.  
 Albert Lea, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Wells, located 2,000 feet east of east switch, and 2,000 feet west of west switch.  
 Mankato, located 2,134 feet east of east switch.  
 Winnebago, located 2,000 feet west of west switch and 2,000 feet east of east switch.  
 Fairmont, located 3,000 feet west of west switch and 2,000 feet east of east switch.  
 Jackson, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Chandler, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Edgerton, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Pipestone, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Flandreau, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Egan, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 Madison, located 2,000 feet east of east switch and 2,000 feet west of Lake Herman Spur.  
 Woonsocket, located 2,000 feet east of east switch and 2,000 feet west of west switch.  
 In addition to full compliance with Rule 99 in Book of Rules and Regulations of the Operating Department and special rules and instructions for the movement and protection of trains, the following will be observed for the operation of trains moving in the same direction, in territory not operated under automatic, staff, or manual block systems:

Between La Crescent and Ramsey,  
 Ramsey and Jackson,  
 Albert Lea and St. Clair,  
 Wells and Mankato,  
 Jackson and Madison,  
 Madison and Wessington Springs,  
 Madison and Bristol,

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher except when communication cannot be had with the Train Dispatcher, the train held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:

No..... at

..... and has not passed.....

The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

A train passed by a passenger train at station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

**TONNAGE RATING**

Westward	H-8	G6-M	B-3	G-7	G-8	Eastward	H-8	G6-M	B-3	G-7	G-8
	G-4	G6-N	G6-s				G-4	G6-N	G6-s		
La Crosse to Isinours.....	710	900	1060	1240	1540	Wessington Springs to Junius...	805	1020	1200		
Isinours to Fountain.....	320	410	480	560	700	Junius to Madison.....	1040	1320	1550		
Fountain to Ramsey.....	670	850	1000	1170	1450	Madison to Egan.....	790	1005	1180	1380	1710
Austin to Welcome with Helper,						Egan to Pipestone.....	620	790	925	1080	1340
Ramsey to Wells.....	1040	1320	1550	1815	2245	Pipestone to Iona Lake.....	815	1035	1215	1420	1760
Ramsey to Albert Lea.....	805	1020	1200	1405	1740	Iona Lake to Doubling Track..	905	1150	1350	1580	1955
Albert Lea to Wells.....	670	850	1000	1170	1450	Doubling Track to Jackson.....	620	790	925	1080	1340
Welcome to Jackson.....	905	1150	1350	1580	1960	Jackson to Austin with Helper,					
Jackson to Doubling Track.....	620	790	925	1080	1340	Wells to Ramsey.....	1090	1510	1775	2080	2535
Doubling Track to Kinbrae.....	850	1080	1270	1485	1840	Wells to Albert Lea.....	670	850	1000	1170	1450
Kinbrae to Egan.....	740	940	1105	1292	1602	Albert Lea to Ramsey.....	805	1020	1200	1405	1740
Egan to Madison.....	620	790	925	1080	1340	Ramsey to Dexter.....	805	1020	1200	1405	1740
Madison to Winfred.....	805	1020	1200			Dexter to Fountain.....	905	1150	1350	1580	1950
Winfred to Forestburg.....	1040	1320	1550			Fountain to La Crosse.....	1345	1700	2010	2350	2935
Forestburg to Lane.....	805	1020	1200			Mankato to Rapidan.....	350	440	520	610	755
Lane to Wessington Springs..	620	790	925			Rapidan to Mapleton.....	710	900	1060	1240	1540
Wells to Mapleton.....	1130	1435	1685	1970	2445	Mapleton to Wells.....	780	990	1165	1363	1690
Mapleton to Rapidan.....	740	940	1105	1290	1600	Bristol to Ramona.....	805	1020	1200		
Rapidan to Mankato.....	1130	1435	1685	1970	2445	Ramona to Madison.....	1380	1750	2060		
Madison to Garden City.....	805	1020	1200			St. Clair to Albert Lea.....	490	620	730		
Garden City to Bristol.....	905	1150	1350								
Albert Lea to St. Clair.....	905	1150	1350								

When there is a strong head or quarter wind which would interfere with the handling of tonnage, Conductors will confer with the Train Dispatcher and agree on the per cent of reduction to be made on account of such wind.

G-8 Engine rating is 145% of G-6s.	G-4 Engine rating is 67% of G-6s.
G-7s " " " 130% " "	H-7 " " " 55% " "
G-7 " " " 117% " "	H-6 " " " 52% " "
G-6sf " " " 113% " "	H-5 " " " 48% " "
G-6m " " " 85% " "	
G-5 " " " 72% " "	

Westward trains will haul cars for points east of Isinours from La Crosse in addition to above rating.  
 Westward trains will haul cars for Wykoff and Spring Valley from Fountain in addition to above rating.  
 When there are cars for the west at Dexter, Alden, Pipestone or Colman, westward trains will haul them in addition to the above rating.

Eastward freight trains that stop at Lakefield will use the doubling track rating out of Lakefield unless they can back down and start from west switch.

Eastward trains will haul east cars from Wentworth, Colman and Airlie in addition to above rating.

These ratings may be increased or decreased by order of the Chief Dispatcher.

Eastward trains, unless otherwise instructed, will double Spring Valley hill. Trains instructed not to double the hill will haul 70% of the Ramsey rating.

Eastward trains, except stock trains, will haul from Jackson cars for stations Alpha to Easton inclusive in addition to above rating.

When there are cars to go, westward trains will haul a doubling train from Jackson.

When an engine is unable to haul the tonnage rating, engineer must wire Train Dispatcher number of tons to be reduced and why reduction is necessary. Conductors must know that their train contains full tonnage over the principal grades. Conductors of dead freights must, unless otherwise instructed, haul additional tonnage when conditions permit.

**WEIGHTS OF DEAD LOCOMOTIVES.**

N2—198 Ton.	F3—124 Ton.	B4— 89 Ton.	G7— 92 Ton.	A1— 75 Ton.	H7— 46 Ton.
L2—138 Ton.	C5—110 Ton.	B3— 83 Ton.	G6— 89 Ton.	I4— 46 Ton.	H6— 50 Ton.
L3—150 Ton.	C2—108 Ton.	B2— 74 Ton.	G4— 55 Ton.	I5— 63 Ton.	H5— 41 Ton.
F5—127 Ton.	C1— 89 Ton.	K1—103 Ton.	A2— 88 Ton.		

**TONNAGE REDUCTIONS FOR WEATHER CONDITIONS.**

10 to 20 above.....	Reduce 10%.
Zero to 10 above.....	Reduce 15%.
Zero to 10 below.....	Reduce 20%.
10 to 20 below.....	Reduce 30%.

The following table is for convenience in quickly determining the maximum number of ineffective brakes with which a train may be permitted to proceed if it is impossible to have repairs made. With driver and tender brake effective the locomotive will be equivalent to two cars. Cars with inoperative brakes must not be intermingled with power brake cars controlled by the enginemen:

No. of cars	Inoperative brakes
6 cars or less.....	0 cars
7 cars to 13 cars, inclusive.....	1 car
14 cars to 19 cars, inclusive.....	2 cars
20 cars to 26 cars, inclusive.....	3 cars
27 cars to 33 cars, inclusive.....	4 cars
34 cars to 39 cars, inclusive.....	5 cars
40 cars to 46 cars, inclusive.....	6 cars
47 cars to 53 cars, inclusive.....	7 cars
54 cars to 59 cars, inclusive.....	8 cars
60 cars to 66 cars, inclusive.....	9 cars
67 cars to 73 cars, inclusive.....	10 cars
74 cars to 79 cars, inclusive.....	11 cars
80 cars to 86 cars, inclusive.....	12 cars
87 cars to 93 cars, inclusive.....	13 cars
94 cars to 99 cars, inclusive.....	14 cars
100 cars to 106 cars, inclusive.....	15 cars
107 cars to 113 cars, inclusive.....	16 cars
114 cars to 119 cars, inclusive.....	17 cars
120 cars to 126 cars, inclusive.....	18 cars



**SPECIAL INSTRUCTIONS**

**COMPANY SURGEONS**

LOCATION	NAME	RESIDENCE AND TELEPHONE	OFFICE AND TELEPHONE
Chicago	A. R. Metz, Chief Surgeon		Union Station..... Central 7600
Chicago	R. Householder, Asst. to Chief Surgeon		Union Station..... Central 7600
Chicago	G. G. Hallenbeck, Asst. to Chief Surgeon		Union Station..... Central 7600
Chicago	Drs. Westcott & Westcott, Oculists		58 E. Washington, Dearborn 4934
Chicago	L. F. McBride, Aurist		122 S. Michigan Ave. Wabash 9467
Chicago	H. A. Hooper, Dentist		53 E. Washington... State 0509
La Crosse	G. J. Egan	134 S. 14th..... 200-3 rings	328 State..... 200
La Crosse	J. E. McLoone	208 Kingston Court..... 588	328 State..... 200
La Crosse	F. C. Suiter, Asst.	1616 Cass..... 52-3 rings	800 Rose..... 52
La Crosse	F. A. Douglas, Oculist	1112 King..... 691-A	303 State Bank Bldg..... 2254-A
Houston	L. K. Onsgard	17-R5 and (28 night)	..... 17R2
Rushford	R. V. Williams		..... 115
Lanesboro	F. A. Drake		..... 24
Spring Valley	C. H. Johnson		..... 53
Austin	A. W. Allen	303 S. Chatham..... 2619	White Front Bldg..... 2675
Austin	O. H. Hegge & Son	200 Courtland Ave..... 2093	400 No. Main..... 2242
Albert Lea	R. G. Stevenson	207 No. Washington-State. 494 J-2	207 No. Washington-State. 494 J-1
Albert Lea	H. D. Burns	525 Park Ave..... 249 J-2	State Bank Bldg..... 249 J-1
Albert Lea	C. Foster Palmer	Short & Hights..... 306 J-1	State Bank Bldg..... 306 J-2
Wells	W. H. Barr		..... 160-J
Mankato	V. I. Miller, Oculist	212 Liberty St..... 4046	Corner Broad & Main..... 4651
Mankato	J. W. Andrews	516 So. Second..... 3072	Corner Broad & Main..... 4651
Mankato	R. N. Andrews	516 So. Second..... 3072	Corner Broad & Main..... 4651
Fairmont	H. P. Johnson	Over 109 No. Ave..... 178-2	Over 109 No. Ave..... 178
Jackson	W. C. Portman		Portman Bldg..... 84
Jackson	W. H. Halloran		Portman Bldg..... 84
Pipestone	W. E. Richardson	308 So. Helen..... 203 J-2	124 W. Olivia..... 203-J
Flandreau	A. E. Rider	310 Second Ave..... 90-3	Main St..... 90-2
Madison	R. S. Westaby	415 Washington..... 2227	New Madison Hospital..... 2277
Madison	J. R. Westaby, Asst.	621 Washington.....	Henkin Porter Block..... 2228
Madison	D. S. Baughman, Asst.	E. City Limits..... 2392	New Madison Hospital..... 2391
Madison	C. C. Hoagland, Oculist	602 Egan Ave. No..... 2372	Dakota State Bank Bldg..... 2324
Woonsocket	F. S. Kidd		..... 53
Wessington Springs	H. Jenkinson		..... 177 call 2
Bryant	G. L. Hickman		..... 84-2
Bristol	B. A. Adams		..... 48-2

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

STATION	SUNDAY HOURS	STATION	SUNDAY HOURS
La Crosse	Continuous	Kinbrae	9.45 am to 11.45 am
West Wye Switch	Continuous	Fulda	Closed.
Bridge Switch	Continuous	Iona Lake	Closed.
La Crescent	9.00 am to 11.00 am 6.45 pm to 8.45 pm	Chandler	Closed.
Houston	Closed.	Edgerton	Closed.
Rushford	Closed.	Hatfield	Closed.
Peterson	Closed.	Pipestone	Closed.
Whalan	Closed.	Airlie	Closed.
Lanesboro	8.30 pm to 10.30 pm	Flandreau	Closed.
Isinours	Closed.	Egan	Closed.
Fountain	Closed.	Colman	Closed.
Wykoff	Closed.	Wentworth	Closed.
Spring Valley	Closed.	Madison	Continuous
Grand Meadow	Closed.	Junius	Closed.
Dexter	Closed.	Winfred	Closed.
Brownsdale	Closed.	Howard	Closed.
Ramsey	Continuous.	Vilas	Closed.
Austin	Continuous.	Roswell	Closed.
Hayward	Closed.	Artesian	Closed.
Albert Lea	Closed.	Woonsocket	1.00 am to 3.00 am 8.15 am to 10.15 am 3.30 pm to 5.30 pm 9.00 pm to 11.00 pm
Alden	Closed.	Wessington Springs	Closed.
Wells	Closed.	Ramona	Closed.
Easton	Closed.	Oldham	Closed.
Delavan	Closed.	Lake Preston	Closed.
Winnebago	Closed.	Erwin	Closed.
Fairmont	Closed.	Bryant	Closed.
Welcome	Closed.	Vienna	Closed.
Sherburn	Closed.	Garden City	Closed.
Jackson	11.00 am to 1.00 pm	Bradley	Closed.
Hollandale	Closed.	Lily	9.20 am to 11.20 am
Minnesota Lake	Closed.	Bristol	Continuous.
Mapleton	Closed.		
Good Thunder	Closed.		
Rapidan	Closed.		
Mankato	Closed.		
Lakefield	Closed.		
Miloma	2.00 pm to 4.30 pm		

Whenever passengers or employes are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employe is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

**WATCH INSPECTORS.**

La Crosse	G. F. Cremer	Jackson	D. G. Coderre
La Crosse	C. B. Wright & Son	Flandreau	C. E. Beatty
Austin	Gleason & Johnson	Madison	Madison Drug & Jewelry Co.
Albert Lea	Clayton N. Wulff	Woonsocket	Max Labuda
Wells	Stiles Jewelry Co.	Wessington Springs	Milo Putney
Mankato	S. A. Smith		

**C. M. AUGHEY,**  
**S. C. SORENSEN,**  
**E. H. LAUGEN,**  
Train Dispatchers.  
**F. M. VALENTINE,**  
Chief Dispatcher.  
Jackson and East.

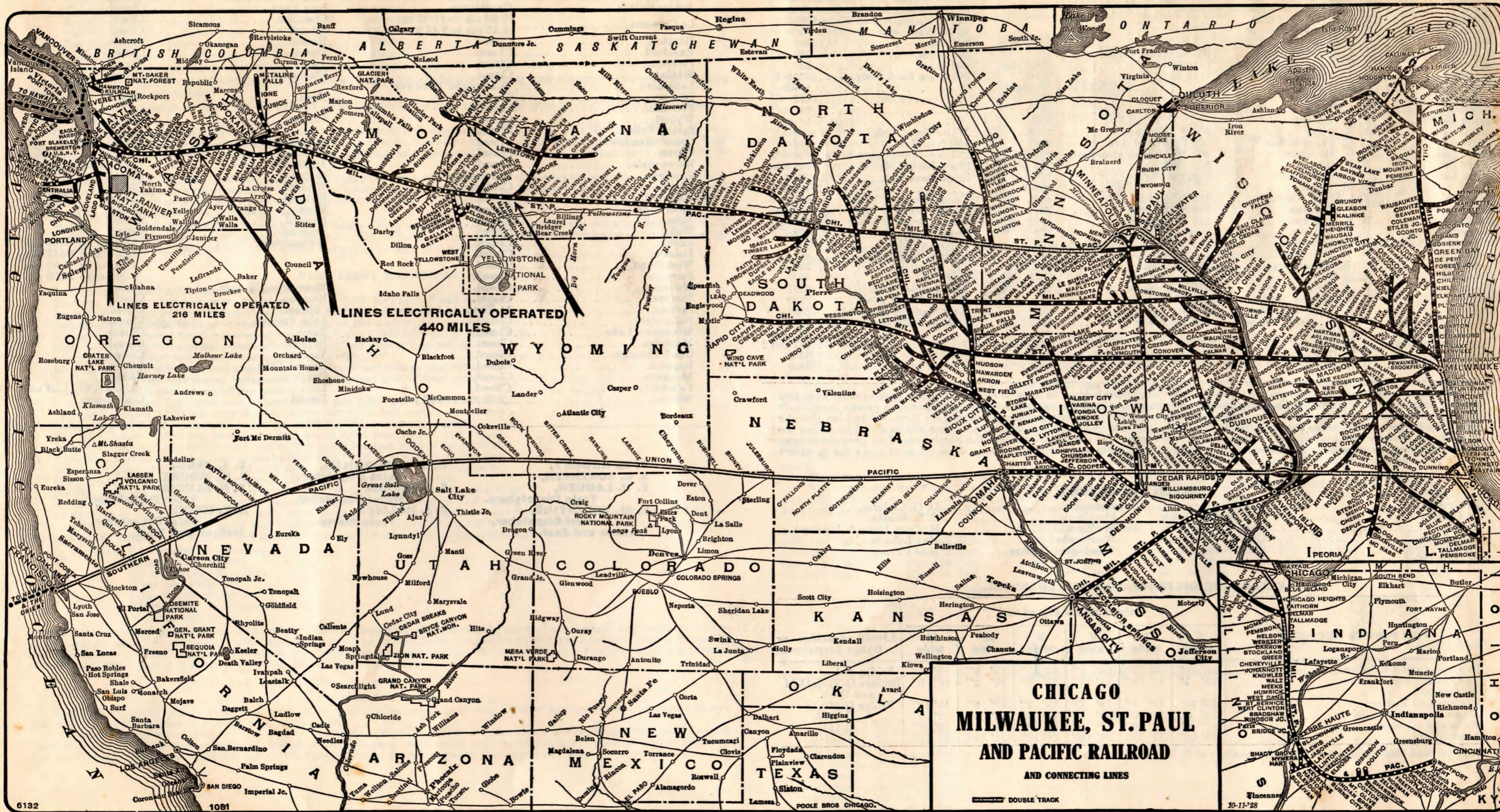
**O. D. THEOPHILUS,**  
Extra Dispatcher.  
**S. JOHNSON,**  
Relief Dispatcher.  
**F. J. HOLMES,**  
Train Master.

**C. A. BERG,**  
**J. M. MOORE,**  
**F. R. BLOOM,**  
Train Dispatchers.  
**R. E. WOOD,**  
Chief Dispatcher.  
Jackson and West.

**CLEARANCE DISTANCE FOR CAR LOADINGS.**

FOR POINTS BETWEEN	Height above top of rail						Limiting Bridge or Other Structure
	6' wide	7' wide	8' wide	9' wide	10' wide	11' wide	
La Crosse and La Crescent	20' 2"	20' 2"	20' 2"	19' 11"	19' 9"	19' 5"	Bridge L-4
La Crescent and Isinours	18' 1"	17' 11"	17' 11"	17' 7"	17' 2"	16' 8"	Bridges Q-30½, Q-64 and Q-96.
Isinours and Ramsey	18' 10"	18' 9"	18' 7"	18' 2"	17' 9"	16' 10"	Bridge Q-350.
Albert Lea and St. Clair	22' 0"	22' 0"	22' 0"	22' 0"	22' 0"	22' 0"	Q-1706.
Wells and Mankato	17' 6"	17' 6"	17' 6"	17' 6"	17' 6"	16' 6"	Q-1444.
Austin Yard	21' 10"	21' 10"	21' 10"	21' 10"	21' 10"	21' 10"	S-174½.

No overhead obstructions over any other portion of S. M. Division.



**CHICAGO  
MILWAUKEE, ST. PAUL  
AND PACIFIC RAILROAD  
AND CONNECTING LINES**

DOUBLE TRACK

