

# CHICAGO, MILWAUKEE & ST. PAUL RAILWAY

TO PUGET SOUND—ELECTRIFIED

H. E. BYRAM, MARK W. POTTER AND EDWARD J. BRUNDAGE, Receivers

## SOUTHERN MINNESOTA DIVISION

# TIME TABLE No. 14

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

(CENTRAL STANDARD TIME)

# SUNDAY, NOVEMBER 14, 1926.

Superseding Time Table No. 13.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY.

G. A. VAN DYKE,  
Superintendent.

C. S. CHRISTOFFER,  
General Superintendent.

H. G. FOWLER,  
Assistant Superintendent of Transportation.

J. L. BROWN,  
General Superintendent of Transportation.

C. H. BUFORD,  
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	Time Table No. 14 In Effect November 14, 1926.	STATIONS	Distance from Austin	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS		SECOND CLASS		THIRD CLASS	
91	91	75	75	7	23	22	6								60	66	90	22	6	60
Way Freight	Way Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passing Tracks	Other Sidings	Distance from La Crosse	Distance from Austin	Telegraph Calls	Office Closed Week Days	SYMBOLS	Passenger	Passenger	Stock Pick Up	Stock Pick Up	Way Freight	Way Freight
Except Sun.	Except Sun.	Thursday Only	Thursday Only	Except Sat.	Except Sun.	Except Sat.	Except Sun.								Except Sun.	Except Sun.	Sat. Only	Wed. Only	Except Sun.	Except Sun.
				7.30 PM	10.15 AM			Yard	.0	.....LA CROSSE.....	109.1		No Office	●BRYZT	s 3.40 PM	s 12.45 AM				
									1.0	.....DOUBLE TRACK SWITCH.....	108.1		No Office	J						
	5.40 AM		7.55 PM		s 10.28			Yard	1.3	.....NORTH LA CROSSE.....	107.8	AD		BCIKRT WY	333	12.35	11.35 PM	6.30 AM	s 3.30 PM	
									1.5	.....WEST Y SWITCH.....	107.6	BK		Y						
			f 7.45	f 10.36					3.1	.....BRIDGE SWITCH..... (DRAW BRIDGE)	106.0	GB		J	3.22	12.27				
Ls 6.00 AM		L 8.25 PM	Ls 7.50 PM	Ls 10.42 AM				24	3.9	.....LA CRESCENT..... (DUB. DIV. CROSSING)	105.2	GN	10.30 PM to 6.30 AM	JRY	As 3.17 PM	As 12.25 AM	A 9.50 PM	A 5.00 AM	As 2.05 PM	
s 6.20		8.37	s 8.04	s 10.59	52	9	9.4		5.5	.....HOKAH.....	99.7		No Office		s 3.02	s 12.09	9.20	4.25	s 1.50	
f 6.35		8.55	s 8.17	s 11.11	28	15.3			5.9	.....MOUND PRAIRIE.....	93.8		No Office		s 2.49	f 11.56	9.00	4.05	s 1.30	
s 7.10		9.20	s 8.33	s 11.25	46	52	21.9		6.6	.....HOUSTON.....	87.2	HN	4.00 PM to 7.00 AM	DCW	s 2.35	s 11.42	8.45	3.45	s 1.10	
7.20		9.30	f 8.42	f 11.33	31	26.2			4.3	.....PERKINS.....	82.9		No Office		f 2.24	11.30	7.55	3.10	s 12.40 PM	
s 7.55		9.55	s 8.57	s 11.47	49	38	33.0		6.8	.....RUSHFORD.....	76.1	RU	4.50 PM to 7.50 AM	W	s 2.10	s 11.17	7.40	2.50	s 11.47	
s 8.10		10.15	s 9.07	s 11.57	18	35	37.7		4.7	.....PETERSON.....	71.4	RN	5.00 PM to 8.00 AM		s 1.56	s 11.07	7.10	2.30	s 11.30	
								10	41.2	.....NORWEGIAN PIT SPUR.....	67.9		No Office							
s 8.40		10.50	s 9.26	s 12.16 PM	28	18	46.6		5.4	.....WHALAN.....	62.5	WH	5.00 PM to 8.00 AM		s 1.36	s 10.50	6.40	2.05	s 11.05	
s 9.00		11.20	s 9.37	s 12.27	19	99	51.1		4.5	.....LANESBORO.....	58.0	NE	11.59 PM to 8.00 AM	W	s 1.25	s 10.40	6.20	1.50	s 10.50	
									56.0	.....ISINOORS JUNCTION.....	53.1		No Office	J						
s 9.20		11.45	f 9.52	s 1.02	31	42	56.7		0.7	.....ISINOORS.....	52.4	IS	5.00 PM to 8.00 AM	W 2 miles west. T1	s 1.02	f 10.25	5.40	1.25	s 10.20	
s 9.50		12.25 AM	s 10.12	s 1.20	37	60	62.4		5.7	.....FOUNTAIN.....	46.7	FN	5.00 PM to 8.00 AM	CT	s 12.47	s 10.12	5.10	12.55	s 9.50	
s 10.30		12.45	s 10.30	s 1.35	23	24	69.6		7.2	.....WYKOFF.....	39.5	WF	5.00 PM to 8.00 AM		s 12.32	s 9.57	4.30	12.25 AM	s 9.00	
								17	75.7	.....SP'G V'L'Y DOUBLING SPUR.....	33.4		No Office							
s 11.25		1.15	s 10.46	s 1.50	32	46	76.7		1.0	.....SPRING VALLEY.....	32.4	SV	5.00 PM to 8.00 AM	DW	s 12.16 PM	s 9.41	4.00	11.50	s 8.20	
s 11.56		1.40	s 11.06	s 2.08	37	30	86.1		9.4	.....GRAND MEADOW.....	23.0	MD	5.00 PM to 8.00 AM		s 11.56	s 9.21	3.20	11.06	s 7.35	
s 12.45 PM		2.00	s 11.22	s 2.20	43	40	92.8		6.7	.....DEXTER.....	16.3	DX	5.00 PM to 8.00 AM	W	s 11.40	s 9.05	2.59	10.40	s 7.05	
s 1.15		2.20	s 11.38	s 2.36	26	101.0			8.2	.....BROWNSDALE.....	8.1	B	5.00 PM to 8.00 AM		s 11.27	s 8.52	2.36	10.10	s 6.40	
									104.5	.....C. G. W. CROSSING.....	4.6		No Office							
s 2.00		2.45	f 11.50	s 2.55				Yard	106.1	.....RAMSEY..... (I. & M. DIV. CROSSING)	3.0	SY		JWY	s 11.15	s 8.40	2.00	9.45	s 6.20	
As 3.30 PM		As 5.35 AM	As 12.05 AM	As 3.00 PM				Yard	109.1	.....AUSTIN..... (C. G. W. CROSSING)	.0	CD		BCDIKR TWZT	Ls 10.50 AM	Ls 8.15 PM	Ls 1.45 PM	Ls 9.30 PM	Ls 5.45 AM	
9.50		9.40	4.35	4.45						Schedule Time					4.45	4.30	9.50	9.00	9.45	
11.0		11.1	24.0	22.9						Average Speed per Hour					22.9	24.2	10.7	11.9	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 22 take siding at Isinours for train 23.



4 WESTWARD

BETWEEN JACKSON AND MADISON—SUBDIVISION

EASTWARD

THIRD CLASS			SECOND CLASS	FIRST CLASS			Capacity of Sidings in Cars		Time Table No. 14				FIRST CLASS			SECOND CLASS	THIRD CLASS			
97	95	77		41	7	133	Passing Trains	Other Sidings	Distance from Jackson	In Effect Nov. 14, 1923	Distance from Madison	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	40	132	6	64	96	94
Way Freight	Way Freight	Freight		Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Savanna Feed Stock	Way Freight	Way Freight
Except Sun.	Except Sun.	Sun. Only		Except Sun.	Except Sun.	Except Sun.									Except Sun.	Except Sun.	Except Sun.	Wed. & Sat.	Except Sun.	Except Sun.
Ls 6.45 AM	L 8.00 AM			Ls 7.55 PM	Ls 10.30 AM		30	Yard		JACKSON	124.0	J		BCDRT WY	As 5.33 AM		As 2.40 PM	A 12.50 PM		A 7.15 PM
	7.15	8.30		8.10	10.45		40		8.0	DOUBLING TRACK	116.0		No Office		5.17		2.22	12.05 PM		6.25
s 7.45	9.00			As 8.25 PM	10.55		45	50	11.4	LAKEFIELD	112.6	FD	9.00 PM to 5.00 AM	R	Ls 5.10 AM		s 2.12	11.50 10.10		s 5.50
s 8.15	9.25				11.10		25		19.8	OKABENA	104.2		No Office	W			s 1.58	9.45		s 5.25
s 8.30	9.35				11.22		31	7	22.9	MILOMA (C. ST. P. M. & O. CROSSING)	101.1	JC	5.00 PM to 8.00 AM	K			s 1.48	9.30		s 5.05
s 9.05	10.00				11.36		23		30.2	KINBRAE	93.8	K	5.00 PM to 8.00 AM				s 1.30	9.05		s 4.40
s 9.45	10.40				11.50		41	48	36.7	FULDA	87.3	FA	5.00 PM to 8.00 AM	W			s 1.17	8.40		s 4.15
s 10.00	11.00				11.59		15		42.3	WIROCK	81.7		No Office				f 1.04	8.25		s 3.45
s 10.35	11.25				12.09 PM		55	26	46.6	IONA LAKE	77.4	IA	5.00 PM to 8.00 AM				s 12.55	8.10		s 3.30
s 11.30	12.05 PM				12.35		45	46	55.5	CHANDLER	68.5	XN	5.00 PM to 8.00 AM	CTW			s 12.35	7.30		s 3.00
	11.45	12.20			12.44		23		59.9	GRAVEL PIT	64.1		No Office				12.23	6.45		2.15
Ls 1.10 PM	As 12.05 PM	12.50			12.54		40	35	65.7	EDGERTON	58.3	DE	5.00 PM to 8.00 AM	R			s 12.13	6.30	As 1.40 PM	L 2.00 PM
s 1.25		1.15			1.08		29		72.6	HATFIELD	51.4	HF	5.00 PM to 8.00 AM	W			s 12.02 PM	6.05	1.25 12.55	
s 2.45		2.15			1.27		45	69	79.8	PIPESTONE (G. N. and C. R. I. & P. CROSSING)	44.2	ON	5.00 PM to 8.00 AM	K			s 11.45	6.40	12.10 PM 10.45	
s 3.15		2.45			1.45		34		85.9	AIRLIE	38.1	RC	5.00 PM to 8.00 AM	W	2 miles east			s 11.25	5.00	s 10.20
s 3.55		3.20			2.03	Ls 10.35 AM	26	55	94.5	FLANDREAU	29.5	DU	5.30 PM to 8.00 AM	RY		As 9.45 AM	s 11.10	4.30	s 9.35	
							23		97.4	EGAN GRAVEL PIT	26.6									
s 4.40		4.15			2.13	As 10.45 AM	21	109	98.9	EGAN	25.1	RF	5.00 PM to 8.00 AM	BCDRWYZ	Ls 9.35 AM	s 10.58	4.10	s 9.20		
4.45		4.20			2.17				100.8	SIoux FALLS JUNCTION	23.2		No Office	J			10.52	3.30	8.40	
s 5.30		5.00			2.37		35	31	108.5	COLMAN	15.5	CN	5.00 PM to 8.00 AM				s 10.38	3.05	s 8.20	
s 6.10		5.30			2.54		48		116.3	WENTWORTH (G. N. CROSSING)	7.7	WH	5.00 PM to 7.50 AM	K			s 10.22	2.40	s 7.55	
As 6.45 PM	A 6.10 PM			As 3.10 PM			24	Yard	124.0	MADISON		C		BCDJRTW	Ls 10.05 AM		L 2.20 AM	Ls 7.30 AM		
5.35	5.20	10.10		.30	4.40	0.10				Schedule Time					0.23	0.10	4.35	10.30	6.10	5.15
10.4	12.3	12.2		22.8	26.5	26.4				Average Speed per Hour					30.0	26.4	27.0	11.8	9.3	12.5

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.

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 Jet. 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, 96 and 97 will carry passengers.

COMPANY SURGEONS

LOCATION	NAME	RESIDENCE AND TELEPHONE	OFFICE AND TELEPHONE
La Crosse	A. Gunderson	1509 King . . . . . 653	Third and Pearl . . . . . 49
La Crosse	F. C. Suiter	1616 Cass . . . . . 52-3 rings	800 Rose . . . . . 52
La Crosse	G. J. Egan	134 So. Fourteenth . . . . . 200-3 rings	328 State . . . . . 200
La Crosse	J. E. McLoone	208 Kingston Court . . . . . 588	328 State . . . . . 200
La Crosse	J. A. Bigler	208 Kingston Court . . . . . 588	328 State . . . . . 200
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)	17-R2
Rushford	R. V. Williams	191	115
Lanesboro	F. A. Drake	24	24
Spring Valley	C. H. Johnson	53-2	53
Austin	A. W. Allen	304 West Oakland . . . . . 2619	First National Bank Bldg. . . . . 2675
Austin	O. H. Hegge	811 North High . . . . . 2640	400 North Main . . . . . 2242
Austin	C. A. Hegge	600 North Kenwood . . . . . 2093	400 North 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
Wells	W. H. Barr	160-Y	160-J

COMPANY SURGEONS—Continued.

LOCATION	NAME	RESIDENCE AND TELEPHONE	OFFICE AND TELEPHONE
Mankato	V. I. Miller, Oculist	212 Liber Block . . . . . 974	Citizens National Bank Bldg. 515
Mankato	J. W. Andrews	510 So. Second . . . . . 173	Citizens National Bank Bldg. 515
Mankato	R. N. Andrews	516 So. Second . . . . . 682	Citizens National Bank Bldg. 515
Fairmont	H. P. Johnson	Over 109 North Ave. . . . . 178-2	Over 109 North Ave. . . . . 178
Jackson	W. C. Portman	15	Portman Bldg. . . . . 84
Jackson	W. H. Halloran	176	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 Street . . . . . 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	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	254	Dakota State Bank Bldg. . . . . 53
Wessington Springs	H. Jenkensson	177 call 3	177 call 2
Bryant	J. E. Schwendener	East Main St. . . . . 31-3	31-2
Bristol	B. A. Adams	48-3	48-2

WATCH INSPECTORS.

La Crosse	G. F. Cremer	Jackson	D. G. Coderre
North La Crosse	C. B. Wright & Son	Flandreau	C. E. Beatty
Austin	Gleason & Johnson	Madison	Syverson & Schnak
Albert Lea	Wilhelm Braaten	Woonsocket	Carl A. Huener
Wells	J. M. Thompson	Wessington Springs	J. W. Mills
Mankato	S. A. Smith		

WESTWARD										EASTWARD											
BETWEEN WELLS AND MANKATO—SUBDIVISION										BETWEEN WELLS AND MANKATO—SUBDIVISION											
THIRD CLASS			FIRST CLASS			Capacity of Sidings in Cars				Time Table No. 14				FIRST CLASS				SECOND CLASS		THIRD CLASS	
561			123			141			In Effect November 14, 1926				122		140		560		562		
Way Freight			Passenger			Passenger			STATIONS				Passenger		Passenger		Freight		Way Freight		
Except Sun.			Except Sun.			Except Sun.			STATIONS				Except Sun.		Except Sun.		Sat. Only		Except Sun.		
Ls 1.00 PM	Ls 5.15 PM	Ls 8.05 AM	45	Yard		.....WELLS.....	38.2	WS	11.10 PM to 7.15 AM	BCDJRWY	As 7.50 AM	As 4.40 PM	As 4.00 PM	As 9.50 AM							
s 1.45	s 5.33	s 8.22	43	8.6	8.6	.....MINNESOTA LAKE.....	29.6	AR	5.00 PM to 8.00 AM		s 7.31	s 4.21	3.30	s 9.15							
s 2.45	s 5.45	s 8.35	32	60	17.1	.....MAPLETON.....	21.1	MA	5.00 PM to 8.00 AM	W	s 7.15	s 4.05	2.45	s 8.35							
s 3.49	s 6.01	s 8.52	27	24.9	7.8	.....GOOD THUNDER.....	13.3	GT	4.30 PM to 7.30 AM		s 6.59	s 3.49	1.45	s 7.45							
s 4.10	s 6.13	s 9.04	23	31.2	6.3	.....RAPIDAN.....	7.0	DI	4.15 PM to 7.15 AM		s 6.47	s 3.37	1.20	s 7.20							
As 4.45 PM	As 6.35 PM	As 9.25 AM	37	Yard	38.2	.....MANKATO.....		MK	9.45 PM to 4.45 AM	CIKRTWZ	Ls 6.30 AM	Ls 3.20 PM	L 12.50 PM	Ls 6.50 AM							
3.45	1.20	1.20				Schedule Time					1.20	1.20	3.10	3.00							
10.2	28.6	28.6				Average Speed per Hour					28.6	28.6	12.0	12.7							

WESTWARD										EASTWARD									
BET. ALBERT LEA AND ST. CLAIR—SUBDIVISION										BET. ALBERT LEA AND ST. CLAIR—SUBDIVISION									
THIRD CLASS			FIRST CLASS			Capacity of Sidings in Cars				Time Table No. 14				THIRD CLASS					
407			406			In Effect November 14, 1926				STATIONS				THIRD CLASS					
Freight			Freight			STATIONS				Freight		Freight		Freight					
Except Sun.			Except Sun.			STATIONS				Except Sun.		Except Sun.		Except Sun.					
Ls 7.15 AM	Ls 7.15 AM	Ls 7.15 AM	43	55	76	(C. R. I. & P. CROSSING) .....ALBERT LEA.....	39.9	CA	10.45 PM to 6.45 AM	BDJKRTW	As 2.00 PM	As 2.00 PM	As 2.00 PM	As 2.00 PM					
s 8.05	s 8.05	s 8.05	14	13.2	13.2	.....FREEBORN.....	26.7		No Office		s 1.10	s 1.10	s 1.10	s 1.10					
s 8.45	s 8.45	s 8.45	24	20.8	7.6	.....MATAWAN.....	19.1		No Office	CW	s 12.25 PM	s 12.25 PM	s 12.25 PM	s 12.25 PM					
s 9.15	s 9.15	s 9.15	52	26.7	5.9	.....WALDORF.....	13.2		No Office		s 11.40	s 11.40	s 11.40	s 11.40					
s 9.45	s 9.45	s 9.45	25	33.5	6.8	.....PEMBERTON.....	6.4		No Office		s 11.10	s 11.10	s 11.10	s 11.10					
As 10.10 AM	As 10.10 AM	As 10.10 AM	23	39.9	6.4	.....ST. CLAIR.....	0.0		No Office	RWY	Ls 10.45 AM	Ls 10.45 AM	Ls 10.45 AM	Ls 10.45 AM					
2.55	2.55	2.55				Schedule Time					3.15	3.15	3.15	3.15					
13.6	13.6	13.6				Average Speed per Hour					12.2	12.2	12.2	12.2					

WESTWARD										EASTWARD									
BETWEEN MADISON AND WESSINGTON SPRINGS—SUBDIVISION										BETWEEN MADISON AND WESSINGTON SPRINGS—SUBDIVISION									
THIRD CLASS			FIRST CLASS			Capacity of Sidings in Cars				Time Table No. 14				FIRST CLASS				THIRD CLASS	
99			71			7			In Effect November 14, 1926				6		74		98		
Way Freight			Way Freight			Passenger			STATIONS				Passenger		Way Freight		Way Freight		
Mon. Wed. Fri. and Sat.			Except Sun.			Except Sun.			STATIONS				Except Sun.		Except Sun.		Sun. Tues. Thurs. & Sat.		
Ls 8.30 AM	Ls 8.30 AM	Ls 8.30 AM	24	Yard	.0	.....MADISON.....	75.0	C		@BCDJRTW	As 9.50 AM	As 9.50 AM	As 3.20 PM	As 3.20 PM					
s 9.30	s 9.30	s 9.30	12	6.9	6.9	.....JUNIOUS.....	68.1	JN	5.00 PM to 8.00 AM		s 9.30	s 9.30	s 2.45	s 2.45					
s 10.10	s 10.10	s 10.10	24	13.3	13.3	.....WINFRED.....	61.7	CF	5.00 PM to 8.00 AM		s 9.15	s 9.15	s 2.00	s 2.00					
s 11.45	s 11.45	s 11.45	91	21.7	21.7	.....HOWARD.....	53.3	HC	5.00 PM to 8.00 AM	D	s 8.55	s 8.55	s 1.10	s 1.10					
s 12.10 PM	s 12.10 PM	s 12.10 PM	22	25.5	25.5	(C. & N. W. CROSSING) .....VILAS.....	49.5	X	5.00 PM to 8.00 AM	K	s 8.40	s 8.40	s 12.10 PM	s 12.10 PM					
s 12.30	s 12.30	s 12.30	34	30.1	30.1	.....ROSWELL.....	44.9	RO	5.00 PM to 8.00 AM	W	s 8.30	s 8.30	s 11.40	s 11.40					
s 1.00	s 1.00	s 1.00	21	34.8	34.8	.....FEDORA.....	40.2		No Office		s 8.20	s 8.20	s 11.20	s 11.20					
s 1.45	s 1.45	s 1.45	26	41.3	41.3	.....ARTESIAN.....	33.7	DI	5.00 PM to 7.35 AM		s 8.05	s 8.05	s 10.50	s 10.50					
s 2.30	s 2.30	s 2.30	25	50.8	50.8	.....FORESTBURG.....	24.2		No Office	W	s 7.45	s 7.45	s 10.10	s 10.10					
As 3.30 PM	Ls 11.20 AM	s 5.55	65	50	59.9	(ABERDEEN DIV. CROSSING) .....WOONSOCKET.....	15.1	KN	3.00 AM to 8.00 AM 5.00 PM to 7.00 PM	BCJRWY	s 7.20	As 2.35 PM	L 9.30 AM	L 9.30 AM					
s 11.45	s 11.45	s 6.25	26	67.7	67.7	.....LANE.....	7.3		No Office		s 6.50	s 2.10	s 2.10	s 2.10					
As 12.25 PM	As 6.50 PM	As 6.50 PM	21	48	75.0	.....WESSINGTON SPRINGS.....	.0	RS	5.00 PM to 8.00 AM	DRWY	Ls 6.35 AM	Ls 1.45 PM	Ls 1.45 PM	Ls 1.45 PM					
7.00	1.05	3.25				Schedule Time					3.15	.50	5.50	5.50					
8.5	14.0	22.0				Average Speed per Hour					23.1	17.7	10.2	10.2					

WESTWARD										EASTWARD									
BETWEEN MADISON AND BRISTOL—SUBDIVISION										BETWEEN MADISON AND BRISTOL—SUBDIVISION									
THIRD CLASS			FIRST CLASS			Capacity of Sidings in Cars				Time Table No. 14				FIRST CLASS				THIRD CLASS	
375			307			In Effect November 14, 1926				STATIONS				308		398			
Way Freight			Passenger			STATIONS				Passenger		Way Freight		Passenger		Way Freight			
Mon. Wed. Fri. and Sat.			Except Sun.			STATIONS				Except Sun.		Except Sun.		Sun. Tues. Thurs. & Sat.		Sun. Tues. Thurs. & Sat.			
L 7.30 AM	L 3.15 PM	L 3.15 PM	24	Yard	.0	.....MADISON.....	103.0	C		@BCDJRTW	As 9.45 AM	As 4.40 PM	As 4.40 PM	As 4.40 PM					
s 8.20	s 3.36	s 3.36	31	42	10.3	.....RAMONA.....	92.7	RM	5.00 PM to 8.00 AM		s 9.22	s 3.36	s 3.36	s 3.36					
s 9.00	s 3.55	s 3.55	45	19.9	19.9	.....OLDHAM.....	83.1	HD	5.00 PM to 8.00 AM		s 9.00	s 2.00	s 2.00	s 2.00					
s 10.15	s 4.17	s 4.17	40	30.3	30.3	.....LAKE PRESTON.....	72.7	KS	5.00 PM to 8.00 AM	DKW	s 8.35	s 1.05	s 1.05	s 1.05					
s 11.10	s 4.40	s 4.40	35	40.0	40.0	.....ERWIN.....	63.0	WR	4.50 PM to 7.50 AM		s 8.11	s 12.15 PM	s 12.15 PM						
s 11.40	s 5.00	s 5.00	73	47.5	47.5	.....BRYANT.....	55.5	NY	5.10 PM to 7.30 AM	CYW	s 7.52	s 11.40	s 11.40						
s 12.50	s 5.23	s 5.23	32	55.8	55.8	.....VIENNA.....	47.2	VA	5.20 PM to 7.10 AM	K	s 7.31	s 10.15	s 10.15						
s 1.15	s 5.35	s 5.35	28	60.6	60.6	.....NAPLES.....	42.4		No Office		s 7.19	s 9.50	s 9.50						
s 1.45	s 5.59	s 5.59	33	69.4	69.4	(C. & N. W. CROSSING) .....ELROD.....	33.6		No Office	K	s 6.55	s 9.20	s 9.20						
s 2.10	s 6.11	s 6.11	28	74.3	74.3	.....GARDEN CITY.....	28.7	GC	5.00 PM to 8.00 AM	W	s 6.46	s 9.00	s 9.00						
s 2.50	s 6.36	s 6.36	32	84.4	84.4	.....BRADLEY.....	18.6	BY	5.00 PM to 8.00 AM	K	s 6.27	s 8.25	s 8.25						
s 3.20	s 6.54	s 6.54	27	91.1	91.1	.....LILY.....	11.9	LY	7.00 PM to 7.30 AM		s 6.12	s 8.00	s 8.00						
s 3.50	s 7.08	s 7.08	27	96.7	96.7	.....BUTLER.....	6.3		No Office		s 5.59	s 7.35	s 7.35						
As 5.30 PM	As 7.25 PM	As 7.25 PM	Yard	103.0	103.0	.....BRISTOL.....	.0	BR		BCJRWY	Ls 5.45 AM	Ls 7.10 AM	Ls 7.10 AM						
10.00	4.10	4.10				Schedule Time					4.00	9.30	9.30						
10.3	24.7	24.7				Average Speed per Hour					25.7	10.7	10.7						

BETWEEN WELLS AND MANKATO PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 45 MILES PER HOUR; OTHER TRAINS 30 MILES PER HOUR. BETWEEN MADISON AND WESSINGTON SPRINGS PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 40 MILES PER HOUR; OTHER TRAINS 25 MILES PER HOUR. BETWEEN ALBERT LEA AND ST. CLAIR AND 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. TRAIN 406 WILL WAIT AT ST. CLAIR FOR TRAIN 407 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 team 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.

S. M. Div. trains occupying Aberdeen Div. track at Woonsocket must use extreme care and protect themselves against Aberdeen Div. trains. 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 71, 74, 407, 406, 561, 562, 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. Trains 98 and 398 will do no way work on Sunday.

**SPECIAL INSTRUCTIONS.**

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.

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.

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.

Engineers 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.

**SYMBOLS.**

- |                   |                                 |                    |
|-------------------|---------------------------------|--------------------|
| ⊙—Standard Clock. | T—Turntable.                    | B—Bulletin Boards. |
| W—Water.          | Y—Wye.                          | J—Junction.        |
| C—Coal.           | P—Dispatcher's Telephone.       | Z—Track Scales.    |
| O—Oil.            | I—Interlocked.                  | ☪—Refreshments.    |
| R—Register.       | K—Connection with Foreign Road. | D—Drenching Tower. |

**SPEED RESTRICTIONS. ALL TRAINS.**

	Miles per hour
Through Lanesboro, Wykoff, Spring Valley, Albert Lea, Mankato, Flandreau and Egan, over Egan Ave. at Madison. . . . .	6
Through Alden, Wells. . . . .	10
Between Black River draw and La Crosse or North La Crosse. . . . .	10
Over 7th Street Crossing, Woonsocket. . . . .	8
Over Street Crossings, Fairmont. . . . .	15
Between Oldham and Bristol with G6 class engines. . . . .	20

**SPEED RESTRICTIONS. PASSENGER TRAINS.**

Going to So. La Crosse passing "BK" office. . . . .	6
Descending Fountain hill. . . . .	25
Descending Rapidan hill. . . . .	25
When hauled by freight engine double head with a passenger engine. . . . .	40
When hauled by two passenger engines double head. . . . .	45
When hauled by freight engine. . . . .	40
When hauled by G6 Engine between Winfred and Wessington Springs. . . . .	25

**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
All other descending grades. . . . .		20

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 North 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.

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. 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 derails 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.

**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 2,000 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.
- 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. . . . . left . . . . . 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		
Austin to Welcome with Helper, Ramsey to Wells.....	1040	1320	1550	1815	2245	Egan to Pipestone.....	620	790	925		
Ramsey to Albert Lea.....	805	1020	1200	1405	1740	Pipestone to Iona Lake.....	815	1035	1215		
Albert Lea to Wells.....	670	850	1000	1170	1450	Iona Lake to Doubling Track...	905	1150	1350		
Welcome to Jackson.....	905	1150	1350	1580	1960	Doubling Track to Jackson...	620	790	925		
Jackson to Doubling Track.....	620	790	925			Jackson to Austin with Helper, Wells to Ramsey.....	1090	1510	1775	2080	2535
Doubling Track to Kinbrae.....	850	1080	1270			Wells to Albert Lea.....	670	850	1000	1170	1450
Kinbrae to Egan.....	740	940	1105			Albert Lea to Ramsey.....	805	1020	1200	1405	1740
Egan to Madison.....	620	790	925			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.

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%.

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.		

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
No. 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.....	9.00 pm to 11.00 pm	Flandreau.....	Closed.
Isinours.....	9.30 pm to 11.30 pm	Egan.....	4.00 pm to 6.00 pm
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.....	2.30 pm to 4.30 pm
Easton.....	Closed.	Oldham.....	Closed.
Delavan.....	Closed.	Lake Preston.....	Closed.
Winnebago.....	Closed.	Erwin.....	12.15 pm to 2.15 pm
Fairmont.....	Closed.	Bryant.....	Closed.
Welcome.....	Closed.	Vienna.....	Closed.
Sherburn.....	Closed.	Garden City.....	Closed.
Jackson.....	Closed.	Bradley.....	Closed.
Minnesota Lake.....	Closed.	Lily.....	9.20 am to 11.20 am
Mapleton.....	Closed.	Bristol.....	Continuous.
Good Thunder.....	Closed.		
Rapidan.....	Closed.		
Mankato.....	Closed.		
Lakefield.....	Closed.		
Miloma.....	Closed.		

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	
No. La Crosse and La Crescent.....	20' 4"	20' 1"	20' 0"	19' 11"	19' 9"	19' 7"	Bridge I-4.
La Crescent and Isinours.....	17' 3"	17' 3"	17' 3"	16' 11"	16' 9"	16' 4"	" Q-212.
Isinours and Ramsey.....	18' 7"	18' 5"	18' 2"	17' 7"	17' 0"	16' 6"	" Q-350.
Albert Lea and St. Clair.....	22' 5"	22' 5"	22' 5"	22' 5"	22' 5"	22' 5"	" Q-1706.
Wells and Mankato.....	17' 3"	17' 3"	17' 3"	16' 11"	16' 9"	16' 4"	" 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.

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

**S. JOHNSON,**  
**F. R. BLOOM,**  
 Relief Dispatchers.  
**F. J. HOLMES,**  
 Train Master.

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

