CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

SAFETY THE OMAHA RY. FIRST

WESTERN DIVISION

No. 145. TIME TABLE No. 145.

FOR EMPLOYES ONLY.

Takes Effect Sunday, October 2, 1921.

At 12.00 O'Clock Noon.

VOID BETWEEN ST. PAUL AND CLIFF—AND BETWEEN LE MARS AND SIOUX CITY.

STUDY THE RULES CAREFULLY.

A. W. TRENHOLM,
Vice President.

J. J. O'NEIL,
General Manager.

F. R. PECHIN,
General Superintendent.

J. J. PRENTICE,
Superintendent.

2500—28-10-20. 500 Addl.—3-30-1921.

GOING WEST. — BETWEEN ST. PAUL AND ST. JAMES — GOING EAST.

THIRD CLASS.			SECOND CLASS.		FIRST CLASS								SUB-DIVISION 1. STATIONS. Time Table 145. October 2nd, 1921.	Distance from Sioux City.	FIRST CLASS.								SECOND CLASS.			THIRD CLASS		
21	45	27		17			9	11	1	7	3	5			10	16	2	8	6	4			18	24	20	22	28	44
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily			Daily	Daily	Daily	Ex. Sun.	Daily	Ex. Sun.			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun
Way Freight	Way Freight	Way Freight		Time Freight			Mo. River Express	Dakota Express	Omaha and Kansas City Limited	Fairmont Passenger	Omaha and Kansas City Express	Des Moines and Sioux City Passenger			Twin City Express	Dakota Express	Twin City Limited	Twin City Passenger	Twin City Passenger	Twin City Express			Time Freight	Stock Freight	Time Freight	Way Freight	Way Freight	Way Freight
				M.&St.L. 172																			M.&St.L. 183		M.&St.L. 201			
				PM 9.00			PM 9.10	PM 7.50	PM 6.15	PM 4.20	AM 9.10	AM 6.20	1564	..... Depart ..... Minneapolis ..... Arrive	277.1	AM 8.25	AM 9.10	AM 10.20	PM 12.01	PM 6.15	PM 9.30			AM 4.00		PM 2.00			
														10.55														
							10.00	8.30	6.55	4.55	9.55	7.00	1700	0.0 ..... St. Paul	266.6	7.45	8.30	9.40	11.25	5.35	8.55								
AM 5.30				PM 8.50										1.8										AM 5.30		PM 2.15			
* 5.40				9.00			* 10.06	* 8.43	* 7.02	5.07	* 10.02	7.10	1702	1.8 ♦ Western Avenue C.&W	264.8	* 7.35	* 8.20	* 9.25	11.11	5.25	* 8.36								
							* 10.11	* 8.48	* 7.07	* 5.15	* 10.08	* 7.17	...	2.4 4.2 ♦ ..... Cliff	262.4	* 7.28	* 8.15	* 9.15	* 11.04	* 5.10	* 8.30				* 5.15		* 2.00		
														2.0														
5.50				* 9.05			* 10.15	† 8.52	* 7.11	5.20	* 10.12	† 7.25	1704	6.2 ♦ ..... Mendota	260.4	* 7.25	† 8.11	* 9.10	11.01	† 5.05	* 8.27				* 5.05		1.50		
6.05				* 9.20			* 10.24	† 9.03	* 7.19	† 5.35	* 10.21	† 7.35	1706	11.7	5.5 ♦ ..... Nicols	254.9	* 7.12	† 8.03	* 9.00	10.49	† 4.52	* 8.19				* 4.15		1.30		
6 30				* 9.40			* 10.37	9.19	* 7.32	5.50	* 10.33	7.50	1708	18.8	6.9 ♦ ..... Savage ..... W	248.0	* 7.00	† 7.50	* 8.48	10.33	4.39	* 8.07				* 3.00		12.50		
														3.5														
* 6.52				* 9.47			* 10.42	* 9.25	* 7.37	† 5.55	* 10.38	† 7.57	1709	22.1 ..... Barden	244.5	* 6.52	* 7.38	* 8.41	† 10.27	* 4.30	* 8.02				* 2 15		* 12.25		
														6.1 C. M. & St. P. Crossing														
{ 7.05 7.50				10.05			* 10.55	9.38	* 7.50	6.08	10.50	8.08	1710	28.2 ..... Shakopee	238.4	* 6.40	† 7.27	* 8.30	10.15	4.20	7.50				* 1.25		12.00		
8.18				{ 10.25 11.40			* 11.10	9.50	* 8.05	6.20	11.02	8.18	1711	34.0	5.8 ..... Merriam ... WY M. & St. L. Crossing	232.6	* 6.27	* 7.12	* 8.18	10.00	4.09	* 7.36			PM 11.40	{ 12.30 10.35	AM 8.00	11.40		
														3.5														
.....	.....	.....		.....			.....	* 9.55	.....	† 6.25	.....	† 8.22	.....	37.5 ..... Mudbaden	229.1	.....	.....	.....	9.53	4.01	.....			.....	.....	.....	.....	.....	.....
														1.5														
8.51				* 11.53			* 11.19	† 10.00	* 8.13	6.33	* 11.12	8.27	1712	39.0 ..... Jordan	227.6	* 6.19	† 7.00	* 8.07	9.48	3.58	7.25			* 11.19	* 10.18	* 7.40	11.12		
* 9.05				* 11.59			* 11.23	* 10.05	* 8.16	† 6.38	* 11.16	* 8.30	1713	41.6	2.6 ..... Lawrence	225.0	* 6.15	* 6.53	* 8.03	† 9.43	* 3.53	* 7.20			* 10.56	* 10.05	7.35	* 10.30		
{ 9.20 10.10				* 12.20			* 11.30	10.15	* 8.24	6.49	11.25	8.40	1714	46.5	4.9 ♦ .... Belle Plaine .. W	220.1	* 6.07	6.41	* 7.55	9.33	3.45	7.11			* 10.40	* 9.35	7.15	10.10		
10.30				* 12.40			* 11.37	† 10.25	* 8.31	7.02	* 11.33	8.52	1716	50.9	4.4 ♦ ..... Blakeley	215.7	* 6.00	† 6.30	* 7.48	9.23	3.35	* 7.02			* 10.25	* 9.10	* 7.00	9.35		
														6.7														
11.00				* 1.10			* 11.48	10.37	* 8.42	7.13	11.45	9.10	1718	57.6 ♦ .... Henderson	209.0	* 5.48	6.15	* 7.37	9.10	3.24	† 6.51			* 9.55	* 8.42	* 6.35	9.10		
{ 11.15 12.10				1.50			* 11.55	10.48	* 8.49	7.24	11.57	9.25	1720	62.2	4.6 ♦ ..... Le Sueur C. & W	204.4	* 5.40	6.04	* 7.30	9.00	3.15	6.42			* 9.30	8.10	{ 6.15 5 25	{ 8.15 7.20		
12.40				* 2.20			* 12.05	† 10.59	* 8.59	7.35	* 12.09	9.37	1722	68 3	6.1 ♦ ..... Ottawa ..	198 3	* 5.30	* 5.52	* 7.20	8.46	3.03	* 6.31			* 8 59	* 7.35	* 5.10	7.00		
1.05				* 2.40			* 12.11	11.08	* 9.05	7.45	12.18	9.46	1724	72.6	4.3 ♦ ..... St. Peter	194.0	* 5.22	5.43	* 7.13	8.37	2.54	6.22			* 8.25	* 7.10	* 4.55	6.40		
1.30				* 2.55			* 12.17	† 11.15	* 9.12	7.53	12.27	9.55	1725	75.7	3.1 ♦ ..... Kasota ..... W	190.9	* 5.16	† 5.36	* 7.07	8.30	2.46	6.14			* 7.53	* 6.45	* 4.40	6.25		
														78 1	2.4 C. M. & St. P. Crossing C. & N. W. Crossing ..... Caroline	188.5																
1.41				* 3.20			* 12.25	* 11.25	* 9.21	* 8.02	* 12.37	* 10.05	...	81.2	3.1 C. G. W. Crossing ♦ ..... Carney	185.4	* 5.07	* 5.27	* 6.57	* 8.17	* 2.36	* 6.04			* 7.30	* 6.15	* 4.15	* 6.05		
1.55 PM	AM 8.05			4.00			{ 12.33 12.45	11.30 PM	9.35	8.20	{ 12.45 12.55	10.25	1726	84.2	3.0 C. & N. W. Crossing C. M. & St. P. Crossing ♦ ..... Mankato .. C&W	182.4	5.00	5.20 AM	6.50	{ 8.10 8.05	2.30	5.55			7.20	5.55	4.00	5.55 AM	PM 2.55	
.....	8.20			4.43			* 12.55	.....	* 9.50	† 8.31	* 1.04	† 10.35	1728	88.7	4.5 ♦ ..... Minneopa	177.9	* 4.43	.....	* 6.30	† 7.56	2.12	* 5.37			* 6.50	* 5.00	* 3.30		2.40	
.....	8.30			5.00			* 1.02	.....	* 9.57	† 8.38	* 1.10	* 10.43	.....	92.2	3.5 ..... Cray	174.4	* 4.27	.....	* 6.23	† 7.49	* 2.04	* 5.31			* 6.40	* 4.50	* 3.15	.....	2.25	
.....	8.40	AM 11.40		5.35			1.12	.....	* 10.05	L { 8.47 8.57	1.20	L { 10.50 11.05	1730	96.4	4.2 ♦ .. Lake Crystal C & WY	170.2	4.31	.....	* 6.17	L { 7.43 7.33	L { 1.58 1.43	5.25			* 6.30	4.40	3.05	.....	AM 9.15	2.10
	AM													6.9														PM
.....	.....	12.05		6.05			* 1.25	.....	* 10.18	† 9.10	* 1.31	† 11.18	1732	103.3	♦ ..... Perth	163.3	* 4.17	.....	* 6.05	† 7.22	† 1.31	* 5.07			* 6.00	* 4.05	* 2.45	.....	8.50	
.....	.....	12.25		6.30			1.34	.....	* 10.25	9.20 PM	1.42	11.35	1733	107.2	3.9 ♦ ..... Madella	159.4	4.11	.....	* 5.59	7.15 AM	1.20	5.01			* 5.50	3.55	2.33	.....	8.30	
.....	.....	12 58		6.45			* 1.46	.....	* 10.36	.....	* 1.55	† 11.46	1735	113.6	6.4 ♦ ..... Grogan	153.0	* 3.58	.....	* 5.48	.....	† 12.58	* 4.49			* 5.15	3.40	* 2.15	.....	7.15	
.....	.....	1.15 PM		7.00 AM			2.00 AM	.....	10.47 PM	.....	2.05 PM	11.55 AM	1737	118.9	5.3 ♦ ..... St. James C. & W Arrive Depart	147 7	3.48 AM	.....	5 40 AM	.....	12.47 PM	4.40 PM			5.00 PM	3.30 PM	2.00 AM	.....	7.00 AM	.....
Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily			Daily	Daily	Daily	Ex. Sun	Daily	Ex. Sun				Daily	Daily	Daily	Ex. Sun.	Ex Sun	Daily			Daily	Daily	Daily	Ex. Sun	Ex. Sun	Ex Sun

No. 1 Will stop at Windom to let off passengers from the Twin Cities and Mankato and until October 31, 1921 will stop at Shakopee and St. Peter on signal to take on passengers for Council Bluffs and beyond.

No. 3 stops at all stations to let off passengers ticketed from connecting lines via St. Paul and Minneapolis, also passengers ticketed by C. & N. W. via Mankato and Alton, and will stop at Butterfield to leave or take on passengers ticketed to or from C. & N. W. points and on Sundays will stop where No. 5 stops regularly, and reduce speed at Mendota to deliver U. S. mail and on Sundays only will stop on signal at Mudbaden.

No. 7 will take siding at Blakeley for No. 4 and will stop at Nicols and Barden to unload milk cans.

No. 9 will stop at Merriam to take on sleeping car passengers for Sioux City and beyond and on Monday morning only will wait not to exceed one hour at Mankato for Rochester-Omaha sleeper from C. & N. W. No. 517, when that train is late.

No. 11 will stop at Mudbaden to leave passengers from St. Paul and Minneapolis, or on signal to take on passengers.

No. 21 will carry passengers between Savage and Kasota.

Nos. 27 and 28 will carry passengers between St. James and Lake Crystal.

No. 28 has right over No. 27.

No. 22 will wait for No. 20 connection at Merriam or until released.

Unless otherwise instructed, eastbound freight trains will take siding to meet trains at St. Peter.

Westbound trains will use the north passing track, east of station, at Le Sueur, and eastbound freight trains will use either the north passing track, west of station, or south passing track.

Westbound passenger trains not scheduled to stop at Western Avenue will proceed on clear signal without release. When block is clear and there are no orders for the approaching train, signalman will display clear signal.

The following trains will wait for connecting train as shown below, until released:

St. Paul Depot:

No. 3 for Eastern Division No. 3.

Mankato:

No. 3 for C. & N. W. No. 503.
No. 9 for C. & N. W. No. 517.
No. 5 for C. & N. W. No. 411.
No. 4 for C. & N. W. No. 514.
No. 16 for C. & N. W. No. 516.

All main line and branch line passenger trains will wait for their scheduled connections.

No. 2 will transfer coach passengers at Mankato to No. 8 for points at which No. 2 is not scheduled to stop and will stop on signal at St. Peter to take on passengers for St. Paul and Minneapolis.

No. 4 will stop at all stations to let off passengers ticketed by the C. & N. W. via Alton, and by all lines via Sioux City and from Sioux Falls line, and will stop at Butterfield to leave or take on passengers ticketed to or from C. & N. W. points, and on Sunday will make No. 6s. regular stops, except Minneopa, and on Sundays only will make signal stop at Mudbaden.

No. 8 will stop at Barden to load milk cans, and on signal at Minneopa for Express.

No. 10 will stop at stations east of Mankato to let off sleeping car passengers from points west of Worthington and will transfer coach passengers at Mankato to No. 16 for points at which No. 10 is not scheduled to stop and will take on Twin City passengers when making crossing stop at Shakopee.

No. 16 will stop at all stations to let off passengers ticketed from C. & N. W. points or passengers transferred from No. 10 and at Ottawa to let off passengers from Mankato and will report passengers for Northern Division No. 62 to Chief Train Dispatcher by wire from Merriam.

No. 24 will wait for No. 18 connection at Merriam or until released.

GOING WEST. — BETWEEN ST. JAMES AND SIOUX CITY. — GOING EAST.

THIRD CLASS.		SECOND CLASS.		FIRST CLASS.							SUB-DIVISION 2. STATIONS. Time Table 145. October 2nd, 1921.		FIRST CLASS.						SECOND CLASS		THIRD CLASS.	
25	29		19	17			1	3	5	13	9				2	6	4	14	10			20	18		30	26
Ex. Sun.	Ex. Sun.		Daily	Daily			Daily	Daily	Ex. Sun.	Ex. Sun.	Daily				Daily	Ex. Sun.	Daily	Ex. Sun.	Daily			Daily	Daily		Ex. Sun.	Ex. Sun.
Way Freight	Way Freight		Through Freight	Time Freight			Omaha and Kansas City Limited	Omaha and Kansas City Express	Sioux City Local	Worthington and Sioux City Passenger	Mo. River Express	Station Numbers.	Distances from St. Paul.		Twin City Limited	Twin City Passenger	Twin City Express	Worthington and Sioux City Passenger	Twin City Express			Time Freight	Time Freight		Way Freight	Way Freight
AM 7.00	.....	.....	PM 12.45	AM 9.00	.....	.....	PM 10.52	PM 2.10	PM 12.01	.....	AM 2.05	1737	118.9	Depart ..... St. James ..... W	AM 5.35	PM 12.42	PM 4.34		AM 3.43	.....	.....	AM 12.20	PM 3.30	.....	.....	PM 1.45	.....
														1.1 M. & St. L. Crossing.												
													120.0	6.9												
8.15	.....	.....	1.15	* 9.40	.....	.....	* 11.08	* 2.30	12.20	.....	† 2.24	1739	126.9	(C. & N. W. Crossing) ..... Butterfield ..... Y	139.7	* 5.20	{ 12.25 / 12.20	* 4.18	.....	† 3.27	.....	* 11.50	* 3.06	.....	.....	1.15	.....
9.05	.....	.....	1.35	* 10.10	.....	.....	* 11.23	2.46	12.40	.....	2.42	1741	134.2	7.3 ... Mountain Lake .. W	132.4	* 5.08	12.08	4.05	.....	† 3.13	.....	* 11.23	* 2.46	.....	.....	12.40	.....
10.00	.....	.....	2.10	* 10.55	.....	.....	* 11.36	3.02	12.58	.....	3.00	1743	140.4	6.2 ♦. Bingham Lake C & WY	126.2	* 4.57	11.55	3.53	.....	3.00	.....	* 11.02	* 2.10	.....	.....	10.55	.....
{ 10.20 / 11.00	.....	.....	2.25	* 11.10	.....	.....	* 11.44	3.13	1.12	.....	3.12	1745	145.0	4.6 ♦. ... Windom ..... W	121.6	* 4.49	11.40	3.42	.....	2.47	.....	* 10.45	* 1.25	.....	.....	10.25	.....
* 11.10	.....	.....	* 2.30	* 11.32	.....	.....	* 11.49	* 3.17	* 1.16	.....	* 3.19	1746	147.0	2.0 ♦. ..... Bluff	119.6	* 4.44	* 11.32	* 3.33	.....	* 2.42	.....	* 10.37	* 1.16	.....	.....	* 9.40	.....
11.26	.....	.....	2.45	* 11.45	.....	.....	* 11.56	* 3.26	1.24	.....	† 3.28	1747	150.6	3.6 ♦. ..... Wilder	116.0	* 4.37	11.26	* 3.26	.....	† 2.36	.....	* 10.28	* 1.05	.....	.....	9.25	.....
{ 11.45 / 12.45	.....	.....	{ 3.10 / 3.48	12.15	.....	.....	* 12.09	3.42	1.39	.....	3.42	1749	157.2	6.6 ♦. .. Heron Lake C & WY	109.4	* 4.26	11.13	3.15	.....	2.24	.....	10.05	12.45	.....	.....	9.00	.....
1.00	.....	.....	3.59	* 12.25	.....	.....	* 12.19	* 3.48	1.47	.....	3.52	1750	160.5	3.3 (C. M. & St. P. Crossing) ..... Miloma	106.1	* 4.20	11.00	3.06	.....	† 2.14	.....	* 9.53	* 12.25	.....	.....	7.40	.....
1.30	.....	.....	4.20	* 12.50	.....	.....	* 12.32	* 4.00	2.00	.....	4.08	1751	167.2	6.7 ..... Brewster	99.4	4.08	10.46	2.55		† 2.02	.....	9.30	* 11.59	.....	.....	7.15	.....
2.00 PM	AM 6.30	.....	5.15	1.30	.....	.....	1.00	4.25	2.28	AM 7.55	4.40	1753	175.6	8.4 ..... Worthington C & W	91.0	3.50	10.30	{ 2.40 / 2.28	PM 7.35	1.45	.....	9.00	{ 11.30 / 10.10	PM 5.15	AM 6.45	.....
.....	6.45	.....	5.40	* 1.50	.....	.....	* 1.08	* 4.32	† 2.35	† 8.03	* 4.50	1756	179.4	3.8 ..... Org	87.2	* 3.29	† 10.13	* 2.22	7.25	* 1.30	.....	* 8.20	* 9.55	.....	5.00	.....	.....
.....	7.05	.....	6.00	* 2.12	.....	.....	* 1.18	* 4.42	2.47	8.15	* 5.00	1757	185.0	5.6 ..... Bigelow ..... W	81.6	* 3.19	10.02	* 2.12	7.12	* 1.18	.....	* 8.05	* 9.40	.....	4.42	.....	.....
.....	8.05	.....	6.45	* 2.33	.....	.....	1.34	4.58	3.03	8.31	5.16	1760	193.2	8.2 ..... Sibley ..... WY (C. R. I. & P. Crossing)	73.4	* 3.02	9.45	1.55	6.45	12.59	.....	* 7.30	9.10	.....	4.00	.....	.....
{ 8.20 / 9.32	.....	.....	7.05	* 2.45	.....	.....	* 1.45	* 5.10	3.16	8.45	* 5.27	1762	199.6	6.4 ..... Ashton	67.0	* 2.51	9.32	* 1.42	6.28	* 12.45	.....	* 7.05	* 8.45	.....	{ 3.16 / 2.20	.....	.....
9.45	9.45		7.25	* 2.55	.....	.....	* 1.52	* 5.18	† 3.26	8.55	* 5.35	1763	204.8	5.2 ..... Ritter	61.8	* 2.43	† 9.20	* 1.33	6.17	* 12.34	.....	* 6.40	* 8.20	.....	2.05	.....	.....
10.25	10.25		7.50	3.05	.....	.....	2.00	5.30	3.43	9.10	5.48	1764	209.4	4.6 (I. C. Crossing) (C. M. & St. P. Crossing) ..... Sheldon .... WY	57.2	2.35	9.10	1.25	6.06	12.25	.....	6.20	* 8.00	.....	{ 1.45 / 1.05	.....	.....
10.55	10.55		8.20	* 3.20	.....	.....	* 2.20	* 5.45	3.59	9.25	* 6.03	1766	217.3	7.9 ..... Hospers	49.3	* 2.20	8.50	* 1.08	5.45	* 12.09	.....	* 5.45	* 7.30	.....	12.45	.....	.....
{ 11.20 / 12.55	.....		9.20	3.45	.....	.....	* 2.40	6.10	4.20	9.45	6.20	1768	225.5	8.2 (C. & N. W. Crossing) ♦. ..... Alton C & WY	41.1	* 2.05	8.35	12.55	5.25	11.55	.....	4.55	7.05	.....	{ 12.10 / 10.55	.....	.....
1.15	.....		9.50	* 3.55	.....	.....	* 2.48	* 6.18	4.30	9.55	* 6.36	1769	230.4	4.9 ♦. ..... Carnes	36.2	* 1.47	8.15	* 12.37	5.00	* 11.37	.....	* 4.30	* 6.36	.....	10.35	.....	.....
1.40	.....		10.10	* 4.10	.....	.....	* 2.58	* 6.30	4.45	10.09	* 6.50	1770	236.8	6.4 ♦. ..... Seney	29.8	* 1.37	8.01	* 12.27	4.45	* 11.28	.....	* 4.10	* 6.10	.....	10.09	.....	.....
.....	.....		.....	.....	.....	.....	.....	.....	.....	.....	.....	1771	240.7	3.9 ..... Gehlen	25.9	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
2.20	.....		10.30	4.30	.....	.....	3.05	6.40	4.55	10.17	7.02	1772	241.5	0.8 ♦. ..... LeMars ..... W	25.1	1.30	7.50	12.20	4.30	11.20	.....	3.50	5.55	.....	9.50	.....	.....
3.55 PM	.....		11.45 PM	7.15 PM	.....	.....	3.45	7.25	5.50	11.10	7.43	1776	264.7	23.2 ♦. ..... 22nd Street	1.9	12.52	7.00	11.35	3.40	10.37	.....	2.25 PM	4.25 AM	.....	7.25 AM	.....	.....
.....	.....		.....	.....	.....	.....	4.00 AM	7.40 PM	6.05 PM	11.20 AM	7.55 AM	1777	266.6	1.9 .... Sioux City C & WY	.....	12.45 AM	6.50 AM	11.25 AM	3.30 PM	10.25 PM	.....	.....	.....	.....	.....	.....	.....
														Arrive Depart													
Ex. Sun.	Ex. Sun		Daily	Daily			Daily	Daily	Ex. Sun	Ex. Sun.	Daily				Daily	Ex. Sun	Daily	Ex. Sun.	Daily			Daily	Daily		Ex. Sun.	Ex. Sun.	
				Neb. Div. No. 17			C.&N-W Nos. 10-201	C.&N-W. Nos. 12-203			C.&N-W Nos. 14 209				C.&N.W. Nos. 202-5		C.&N.W. Nos. 204-9		C.&N.W. Nos. 210-1 6.30 PM			Neb. Div. No. 20	Neb. Div. No. 18				
.....	.....	.....	.....	9.00 AM	.....	.....	7.45 AM	11.15 PM	.....	.....	11.40 AM	.....	366.7	100.1 ..... Omaha	.....	9.15 PM	.....	7.45 AM	.....	Neb. Div. No. 2 1.55 PM	.....	2.00 AM	4.00 PM	.....	.....	.....	.....

No. 1 will stop at Windom to let off passengers from the Twin Cities and Mankato.

No. 3 will stop at all stations to let off passengers ticketed from connecting lines via St. Paul and Minneapolis, and by the C. & N. W. via Mankato and Alton. and will stop at Butterfield to leave or take on passengers ticketed to or from C. & N. W. points; and on Sunday stop where No. 5 regularly stops.

No. 5 will stop at Merrill, Hinton and James to let off passengers from Alton and points east; at Ritter on signal for express via Sheldon.

Nos. 5 and 6, daily except Sunday, and Nos. 3 and 4, Sunday only, and Nos. 9 and 10 daily, will stop at Butterfield freight station for passengers.

No. 9 on Saturday nights will stop at Butterfield to unload U. S. mail for connecting line.

No. 13 will stop at Merrill, Hinton and James only to let off passengers from points east of LeMars, or baggage from LeMars.

Unless otherwise instructed, westbound freight trains, except No. 17, will take siding at Wilder Eastbound freight trains, except Nos. 18 and 20, will take siding to meet trains at Bigelow, Org and Bluff.

Trains using Currie main line as passing track will flag Highway Crossing just west of Bingham Lake.

No. 25 will carry passengers between St. James and Worthington.

No. 26 will carry passangers between Worthington and Butterfield.

No. 29 will carry passengers, Worthington to LeMars.

No. 30 will carry passengers, Alton to Worthington.

The following trains will wait for connecting trains as shown below, or until released:

At Alton

No. 3 for C. & N. W. Nos. 3 and 24. No. 4 for C. & N. W. No. 25.

No .13 for C. & N. W. No. 6. No. 14 for C. & N. W. Nos. 3 and 24.

All main line and branch line passenger trains will wait for their scheduled connections.

No. 2 will stop at stations Alton to Mankato to let off passengers ticketed from connecting lines beyond Omaha and Council Bluffs and at Hospers to let off passengers from Sioux City and beyond and at Windom to take on passengers for St. Paul and Minneapolis.

No. 2 on Monday mornings only will stop at Bigelow to leave passengers from Sioux City and beyond.

No. 4 will stop at all stations to leave passengers ticketed from C. & N. W. via Alton and all lines via Sioux City, and stop at any station to let off passengers from Sioux Falls line and will stop at Butterfield to leave or take on passengers ticketed to or from C. & N. W. Points and on Sunday will stop where No. 6 regularly stops.

No. 6 will stop on signal at James, Hinton and Merrill for passengers going to Alton or beyond, at Ritter to deliver empty milk cans and handle express.

No. 14 will take siding at Seney for No. 5, and at Hospers for No 3; and will stop on signal at Merrill, Hinton and James to take on passengers for points east of LeMars, or to leave baggage from Sioux City.

4 GOING WEST — PIPESTONE LINE. — GOING EAST

3d CLASS	FIRST CLASS			SUB-DIVISION 2-B		FIRST CLASS	3d CLASS
73	71	Station Numbers.	Distances from Heron Lake.	STATIONS. Time Table 145. October 2nd, 1921	Distances from Pipestone.	70	72
Ex. Sun. Passenger and Freight	Ex. Sun. Passenger					Ex. Sun. Passenger	Ex. Sun. Passenger and Freight
	AM 9.55			Depart Arrive St. Paul 157.2	212.2	PM 5.35	
PM 12.15	PM 3.48	1749	0.0	Heron Lake C&WY 8.2	55.0	AM 11.00	PM 1.40
12.50	4.10	1900	8.2	Dundee 5.5	46.8	10.37	12.50
1.25	4.25	1901	13.7	Lime Creek 6.1	41.3	10.22	12.25
2.00	4.42	1902	19.8	Avoca W 6.3	35.2	10.08	11.55
2.45	5.02	1905	26.1	Slayton 5.1	28.9	9.49	11.33
3.15	5.15	1907	31.2	Hadley 5.0	23.8	9.34	11.03
3.40	5.31	1908	36.2	Lake Wilson W 7.8	18.8	9.22	10.45
4.25	5.51	1910	44.0	Woodstock 6.3	11.0	8.58	10.15
4.45	6.03	1911	50.3	Eton 4.7 (C. R. I. & P. and G. N. Crossings.)	4.7	8.41	9.52
5.05 PM	6.18 PM	1912	55.0	Pipestone C&W Arrive Depart		8.30 AM	9.40 AM
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.

PIPESTONE LINE.

No. 72 has right over No. 71.
Conductor No. 72 will wire Train Dispatcher from Lime Creek number of passengers for No. 4.
All main and branch line passenger trains will wait for their scheduled connections or until released.

MITCHELL LINE.

No. 90 will carry passengers Mitchell to Sioux Falls.
No. 91 will carry passengers Worthington to Sioux Falls.
No. 93 will carry passengers Sioux Falls to Mitchell.
No. 93 will wait at Salem for C. & N. W. No. 24 and No. 85.
No. 94 will carry passengers Sioux Falls to Worthington.
No. 85 has right over No. 84.
No. 84 will wait at Salem for C. & N. W. No. 24, or until released.
No. 86 will wait at Salem for C. & N. W. No. 25 or until released.
All main line and branch line passenger trains will wait for scheduled connections or until released.

CURRIE LINE.

No. 62 has right over No. 61.
Nos. 62 and 63 will carry passengers between Bingham Lake and Currie.
All main line and branch line passenger trains will wait for their scheduled connections or until released.

DOON LINE.

Trains will not exceed speed of 20 miles per hour on Doon Line.
All main line and branch line passenger trains will wait for their scheduled connections or until released.

GOING WEST. — MITCHELL LINE. — GOING EAST.

THIRD CLASS			SECOND CLASS		FIRST CLASS				SUB-DIVISION 2-C		FIRST CLASS			SECOND CLASS	THIRD CLASS	
97	93	91	85	95	81	87	83	Station Numbers.	Distances from Worthington.	STATIONS. Time Table 145. October 2nd, 1921	80	84	82	86	90	94
Ex. Sun. Freight	Ex. Sun. Way Freight	Ex. Sun. Way Freight	Ex. Sun. Sioux Falls Passenger and Freight	Ex. Sun. Time Freight	Ex. Sun. Sioux Falls and Mitchell Passenger	Ex. Sun. Sioux Falls and Salem Passenger	Daily Sioux Falls and Mitchell Express				Ex. Sun. Twin City Passenger	Ex. Sun. Salem and Sioux Falls Passenger	Daily Twin City Express	Ex. Sun. Salem and Sioux Falls Passenger and Freight	Ex. Sun Way Frt to SiouxFalls St'k Train to Worth'ton	Ex. Sun. Way Freight
					AM 9.55		PM 10.00	1700		Depart Arrive St. Paul 175.6	309.5	PM 8.55		AM 7.45		
		AM 7.00		AM 1.00	PM 4.30		AM 5.00	1753	0.0	Worthington C&W 3.5	133.9	PM 2.00		AM 12.45	PM 5.10	PM 12.20
		7.15		1.15	† 4.40		* 5.10	2000	3.5	Trent 8.3	130.4	† 1.50		* 12.30	4.40	12.10
		8.15		1.45	4.58		5.30	2002	11.8	Rushmore 6.8	122.1	1.30		12.18	4.10	11.35
		9.20		2.20	5.13		5.46	2004	18.6	Adrian W 7.5	115.3	1.13		11.57	3.45	11.00
		10.10		2.50	5.26		6.01	2006	26.1	Magnolia 6.6 (C. R. I. & P. Crossing)	107.8	12.55		11.37	3.25	10.10
		11.15		3.35	5.48		6.21	2010	32.7	Luverne C. & W 8.4	101.2	12.37		11.20	3.00	9.40
		12.14		4.05	6.07		6.44	2012	41.1	Beaver Creek 3.9 (G. N. Crossing)	92.8	12.14		10.55	2.35	9.05
					† 6.13				45.0	Manley 1.8	88.9	† 12.04				
		12.40		* 4.30	6.21		6.58	2014	46.8	Valley Springs W 6.5	87.1	12.00		10.42	* 2.15	8.30
		1.00		* 4.55	6.35		7.14	2016	53.3	Brandon 4.7	80.6	11 43		10.25	* 1.55	8.00
									58.0	G. N. Crossing 3.9 (I.C. and W. & S.F. Crossings)	75.9					
PM 7.30	AM 8.00	1.30 PM	AM 9.45	5.25 AM	6.55 / 7.10	PM 2.45	7.35 / 7.50	2018	61.9	Sioux Falls C&W (C. M. & St. P., C. R. I. & P. and G. N. Crossings)	72.0	11.20 / 11.00	PM 2 05	10.05 / 9.45	PM 6.30	1.30 / 11.40 — 7.35 AM
									65.2	Westside 3.3	68.7					
8.00	8.30		10.05		7.30	3.00	8.14	2019	68.5	Ellis 7.6	65.4	10.42	1.49 †	9.20	6.05	11.10
9.00	9.15		10.30		7.47	3.19	8.29	2021	76.1	Hartford W 6.8	57.8	10.30	1.30	9.00	5.50	10 30
9.40	9.55 / 10.16		10.50		8.01	3.34	8.45	2022	82.9	Humboldt 7.1	51.0	10.16	1.15	8.42	5.30	9.55 / 9.30
10.20	10.45		11.15		8 20	3.54	9 05	2024	90.0	Montrose W 11.5	43.9	9.55	12.55	8.20	5.10	9.05
11.00 PM	12.10		11.55 AM		L 8.45 / 9.00	4.15 PM	L 9.30 / 9.50	2027	101.5	Salem C.&WY (C. & N. W. Crossing)	32.4	9.30 / 9.15	12 35 PM	7.55	4.45 PM	7.45
	1.10				9.26		10.11	2030	111.5	Spencer 10.0	22.4	8.49		7.22		7.05
	1.40				9.40		10.27	2032	116.3	Farmer 4.8	17.6	8.33		7.10		6.40
	2.10				10.00		10.44	2034	123.0	Fulton W 6.7	10.9	8.17		6.57		6.10
	2.40				10.15		10.59	2037	129.2	Riverside 6.2	4.7	8.01		6.45		5.45
	3.00 PM				10.30 PM		11.10 AM	2038	133.9	Mitchell C.&W 4.7 Arrive Depart	0.0	7.50 AM		6.35 PM		5.30 AM
Ex. Sun.	Ex. Sun.	Ex. Sun	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily					Ex. Sun.	Ex Sun.	Daily	Ex. Sun	Ex. Sun.

CURRIE LINE.

GOING WEST. 3D CLASS	GOING WEST. FIRST CLASS			SUB-DIVISION 2-A. STATIONS. Time Table 145. October 2nd, 1921	Distances from Currie.	GOING EAST. FIRST CLASS		GOING EAST. 3D CLASS
63		61	Station Numbers.	Distances from Bingham Lake.		60		62
Ex. Sun. Freight		Ex. Sun. Passenger				Ex. Sun. Passenger		Ex. Sun. Freight
		AM 9.55				PM 5.35		
				Depart Arrive St. Paul 140.4	178.7			
PM 1.00		PM 3.55	1743	0.0 Bingham Lake C. & WY 6.0	38.3	AM 11.40		PM 2.00
1.35		4.16	1926	6.0 Delft 8.1	32.3	11.20		1.35
2.35		4.39	1934	14.1 Jeffers 6.4	24.2	11.03		1.10
3.05		4.58	1941	20.5 Storden 5.7	17.8	10.41		12.30
3.45		5.14	1946	26.2 Westbrook W 5.9	12.1	10.24		12.00
4.15		5.30	1952	32.1 Dovray 2.7	6.2	10.07		11.20
				Phelan 3.5				
4.40 PM		5.45 PM	1958	38.3 Currie C. & W	0.0	9.50 AM		11.00 AM
Ex. Sun		Ex. Sun		Arrive Depart		Ex. Sun		Ex. Sun.

DOON LINE.

GOING WEST. SECOND CLASS.			SUB-DIVISION 2-D. STATIONS. Time Table 145. October 2nd, 1921	Distances from Doon.	GOING EAST. SECOND CLASS.		
99	Station Numbers.	Distances from Luverne.			98		
Ex. Sun. Passenger and Freight					Ex. Sun. Passenger and Freight		
PM 10.00			Depart Arrive St. Paul 208.3	236.0	PM 8.55		
PM 3.15	2010	0.0	Luverne W 7.9	27.7	AM 11.55		
3.40	2102	7.9	Ash Creek 4.3	19.8	11.25		
		12.2	I. C. Crossing 3.3	15.5			
4.15	2104	15.5	Rock Rapids W (C. R. I. & P. Crossing) 6.0	12.2	10.55		
4.40	2105	21.5	Lakewood 6.2	6.2	10.25		
5.05 PM	2106	27.7	Doon	0.0	10.05 AM		
Ex. Sun			Arrive Depart		Ex. Sun.		

GOING WEST. — ELMORE LINE. — GOING EAST.

THIRD CLASS		FIRST CLASS				SUB-DIVISION 1-A STATIONS. Time Table 145. October 2nd, 1921.	Distances from Elmore.	FIRST CLASS			THIRD CLASS		
		45	43	41				40	42		44		
		Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.		Ex. Sun.		
		Way Freight	Twin City and Elmore Local	Des Moines Passenger	Station Numbers.	Distances from Lake Crystal.		Elmore and Twin City Local	Twin City Express		Way Freight		
.....	.....	.....	PM 4.55	AM 7.00	.....	.....	Depart Arrive .....St. Paul..... 96.4	139.7	AM 11.25	PM 8.55	.....	.....	.....
.....	.....	AM 9.45	PM 8.55	AM 11.10	1730	0.0	....Lake Crystal.C&WY 5.1	43.3	L 7.30	5.10	.....	PM 1.30	.....
.....	.....	10.15	9.10	11.20	1800	5.1	.....Garden City..... 5.9	38.2	7.17	4.47	.....	1.05	.....
.....	.....	10.55	9.25	11.32	1802	11.0	....Vernon Center.... 5.2	32.3	7.01	4.28	.....	12.30	.....
.....	.....	11.55	9.40	11.43	1804	16.2	.....Amboy.....W 8.0	27.1	6.46	4.10	.....	12.00 11.30	.....
.....	.....	1.00	10.02	12.00	1806	24.2	.....Winnebago..... C M. & St P. Crossing 9.8	19.1	6.23	3.45	.....	11.05	.....
.....	.....	2.15	10.30	12.20	1808	34.0	.....Blue Earth...WY C. & N. W. Crossing 9.3	9.3	5.55	3.20	.....	10.15	.....
.....	.....	2.50 PM	10.55 PM	12.40 PM	1810	43.3	.....Elmore.....W Arrive Depart	.....	5.30 AM	2.55 PM	.....	8.00 AM	.....
		Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.		Ex. Sun.	

All main line and branch line passenger trains will wait for their scheduled connections, or until released.
No. 42 will wait at Elmore for C. & N. W. No. 11 or until released. Nos. 44 and 45 will carry passengers between Lake Crystal and Elmore.
At Blue Earth, within yard limits, Omaha trains and light engines may use main track of C. & N. W. R. R. by ascertaining if due or over-due first class trains have arrived and clearing same not less than five minutes.
Second and third class and extra trains will move within yard limits prepared to stop within their vision.

GOING WEST. — FAIRMONT LINE. — GOING EAST. 5

SECOND CLASS		FIRST CLASS					SUB-DIVISION 1-B STATIONS. Time Table 145. October 2nd, 1921.	Distances from Fairmont.	FIRST CLASS		SECOND CLASS	
53	51			7					8	50	52	
Ex. Sun.	Ex. Sun.			Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	
Passenger and Freight	Passenger and Freight			St Paul and Fairmont Passenger	Station Numbers.	Distances from Madelia.			Twin City Passenger	Fairmont and St Paul Passenger	Passenger and Freight	
.....	AM 7.00			PM 4.55	.....	.....	Depart Arrive .....St. Paul..... 107.2	135.4	AM 11.25	PM 5.35	.....	
PM 5.10	AM 11.45	.....	.....	PM 9.25	1733	0.0	.....Madelia.....W 9.6	28.2	AM 7.10	AM 10.40	.....	PM 4.45
5.35	12.20	.....	.....	9.50	1820	9.6	.....Lewisville..... 6.6	18.6	6.47	10.05	.....	4.15
5.51	1.10	.....	.....	10.06	1826	16.2	.....Truman.....W 6.3	12.0	6.31	9.20	.....	3.50
6.07	1.30	.....	.....	10.23	1833	22.5	.....Northrop..... 5.2 C. & N. W. Crossing 0.5	5.7	6.15	8.35	.....	3.27
6.25 PM	2.00 PM	.....	.....	10.40 PM	1838	28.2	.....FAIRMONT.....W Arrive Depart	.....	6.00 AM	8.15 AM	.....	3.10 PM
Ex. Sun.	Ex. Sun.			Ex. Sun.					Ex. Sun.	Ex. Sun.		Ex. Sun.

All main line and branch line passenger trains will wait for their scheduled connections or until released.
No. 52 has right over No. 53 and will wait for C. & N. W. No. 17, or until released.
No. 7 at Fairmont will go through transfer track and C. & N. W. passing track to C. & N. W. passenger station moving under absolute control expecting to find cars or trains on those tracks and will send flagman to switch north of C. & N. W. passenger depot to protect against C. & N. W. trains on their main line until passengers are discharged and baggage and express unloaded.
At Fairmont, within yard limits, Omaha trains and light engines may use main track of C. & N. W. R. R. by ascertaining if due or over-due first class trains have arrived and clearing same not less than five minutes.
Second and third class and extra trains will move within yard limits prepared to stop within their vision.

RATING OF ENGINES IN TONS.

TERRITORY.	17x24	18x24	18x24 174 Class E-9	19x24 263 Class F-5	19x24 188 Class F-2	19x24 279 Class F-9	20x26 307 Class G-2	20x26 289 Class G-1	21x26 302 Class I-1
Eastern District									
St. Paul to Mankato	800	950	1100	1125	1250	1375	1375	1525	1675
Mankato to Lake Crystal	625	625	750	800	900	1000	1000	1100	1210
Lake Crystal to St. James	790	880	1060	1130	1285	1425	1425	1600	1760
St. James to Mankato	990	1100	1325	1410	1600	1780	1780	2000	2200
Mankato to Stone	790	880	1060	1120	1285	1425	1425	1600	1760
Stone to Ottawa	790	880	1060	1130	1285	1425	1425	1600	1760
Ottawa to St. Paul	1020	1125	1310	1390	1550	1710	1710	1900	2090
Lake Crystal to Elmore	585	650	785	835	950	1045	1045	1160	1280
Elmore to Lake Crystal	740	820	990	1055	1200	1320	1320	1465	1595
Between Merriam and Minneapolis in Both Directions — Class A Rating				810	925	1050	1050	1190	1350
Between Merriam and Minneapolis in Both Directions — Class B Rating				790	900	980	980	1090	1200
Between Merriam and Minneapolis in Both Directions — Merchandise Rating				710	810	890	890	1000	1100
Between Merriam and Minneapolis in Both Directions — Empty Car Rating				35	38	40	40	45	50
Western District									
St. James to Worthington	555	615	740	790	900	990	990	1100	1210
Worthington to Org	540	600	725	770	875	965	965	1070	1180
Org to Sioux City	775	860	1035	1100	1250	1375	1375	1515	1675
Sioux City to Alton	665	740	890	945	1075	1185	1185	1315	1445
Alton to Worthington	540	600	725	770	875	965	965	1070	1180
Worthington to Bingham Lake	635	700	820	870	975	1070	1070	1190	1310
Bingham Lake to St. James	1600	1785	2150	2285	2600	2860	2860	3175	3490
Worthington to Sioux Falls	465	515	620	770	875	960	960	1065	1175
Sioux Falls to Montrose	570	630	765	815	925	1015	1015	1125	1250
Montrose to Mitchell	465	515	620	770	875	960	960	1065	1175
Mitchell to Humboldt	405	450	525	555	620	680	680	755	865
Humboldt to Sioux Falls	650	720	870	925	1050	1155	1155	1280	1450
Sioux Falls to Luverne	525	585	705	750	850	935	935	1035	1145
Luverne to Rushmore	495	550	660	705	800	890	890	1000	1110
Rushmore to Worthington	695	750	860	905	1000	1090	1090	1200	1310

Above ratings include helper out of Mankato; are exclusive of caboose and tender; will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled when grades permit; and when engines are unable to haul rating, engineman will designate to conductor number of tons to be reduced and will wire train dispatcher why reduction is necessary.
Responsibility for reducing trains below rating must be assumed by enginemen and not by conductors.
Train dispatcher will determine rate to be handled when reduction is required by weather conditions.
Class A Rating will not be handled except on instructions from train dispatcher.

COMPANY SURGEONS ON WESTERN DIVISION.

ARCHIBALD MACLAREN, Chief Surgeon.....
HARRY P. RITCHIE, Asst. Chief Surgeon.....} Room No. 914 Lowry Bldg., corner Fourth and St. Peter Sts., St. Paul, Minnesota. Telephone, Cedar 1644.
L. E. DAUGHERTY, Asst. Chief Surgeon.....
Louis A. Nelson, Oculist and Aurist..... Room No. 734 Lowry Bldg., corner Fourth and St. Peter Sts., St. Paul, Minnesota.

LOCAL SURGEONS.

Station	Name of Doctor.
Minneapolis, Minn.	
A. A. Law, 420 Syndicate Bldg.	
E.O. Voyer, 212 Masonic Temple	
Minneapolis, Minn.	
M. H. Bochman, 719 Nicollet Ave.	
St. Paul, Minn.	
A. MacLaren, 914 Lowry Bldg.	
St. Paul, Minn.	
H. P. Ritchie, 914 Lowry Bldg.	
St. Paul, Minn.	
L. E. Daugherty, 914 Lowry Bldg.	
St. Paul, Minn.	
Louis A. Nelson, 734 Lowry Bldg.	
Shakopee, Minn.	H. W. Reiter.
Belle Plaine' Minn.	F. J. Von Bohland.
Worthington, Minn.	C.P. Dolan and J.F. Smallwood
Le Sueur, Minn.	F. A. Dodge.
St. Peter, Minn.	F. P. Strathern
Mankato, Minn.	J. W. & R. N. Andrews.
Mankato, Minn.	A. F. Schmitt.
Lake Crystal, Minn.	Hugh Williams.
Lake Crystal.	W. R. Cullen.
Blue Earth, Minn.	J. A. Broberg.
Elmore, Minn.	A. C. Jacobs.
Madelia, Minn.	W. J. McCarthy.
Fairmont, Minn.	W. J. Richardson.
St. James, Minn.	W. H. Rowe.
Windom, Minn.	F. R. Weiser.
Heron Lake, Minn.	
Pipestone, Minn.	W. J. Taylor
Adrian, Minn.	E. W Arnold
Luverne, Minn.	C. O. Wright
Sioux Falls, S. D.	A. H Tufts.
Sioux Falls, S. D.	A. J. Moe
Salem, S. D.	A. H. Hoyne.
Mitchell, S. D.	R. A. Bobb, C. S. Bobb.
Sibley, Iowa	F. P. Winkler.
Sheldon, Ia.	F. W. Cram, H. J. Brackney.
Alton, Iowa	D. J. Gleysteen.
Le Mars, Iowa	J. M. Fetts.
Sioux City, Iowa	S. E. Sibley.
Sioux City, Iowa	P. H. Keeffe.

FOR INSTRUCTIONS TO EMPLOYEES IN CASE OF ACCIDENT READ RULES NOS. 910 TO 917.

AVERAGE WEIGHTS OF EMPTY CARS WILL BE ESTIMATED AS FOLLOWS, WHEN NOT MARKED:

Box cars, 28 ft. to 33 ft.	11 tons
" " 34 "	13 "
" " 36 "	17 "
Flat " 28 " to 34 ft.	10 "
" " 36 "	12 "
" " 40 "	13 "
Gondola cars 33 ft. and 34 ft.	11 "
" " 36 "	15 "
" " 40 "	21 "
Rodger ballast cars	16 "
Furniture cars, 38 ft. to 40 ft.	15 "
" " 45 "	17 "
" " 46 " and 50 ft.	18 "
Stock " common	12 "
" " special	16 "
" " double deck	17 "
Stock cars, dirty, add	2 "
Refrigerator cars	20 "
Cabooses	17 "
Oil tank cars	15 "
Derrick cars (complete)	25 "
Mogul engines and tanks	80 "
Standard engines and tanks	70 "
Engine tanks, empty	25 "
First and second class coaches	35 tons
First class coaches (steel)	52 "
Smoking cars (steel)	52 "
Baggage cars	35 "
" " (steel)	52 "
Mail cars	35 "
Mail and baggage cars	35 "
Passenger, mail and baggage cars	35 "
Passenger and baggage cars	35 "
Club cars	35 "
Cafe, cafe parlor and buffet parlor cars	50 "
Chair cars	50 "
Parlor cars	50 "
Buffet and smoking cars	50 "
Dining cars	50 "
" " (steel)	74 "
Sleeping cars (wood)	63 "
" " (steel underframe)	73 "
" " (all steel)	76 "
Business car 100	39 "
" " 549	20 "
" " 550	40 "
" " 551	69 "

FREIGHT TRAINS CARRYING PASSENGERS.

Freight trains authorized to carry passengers must stop the passenger carrying car at the passenger station platform and permit passengers to board and leave train at the depot platform.

The General Rules and Regulations, governing employes in the operating department, are issued in book form. Employes whose duties are prescribed by these rules must provide themselves with a copy.

SIGNS AND LETTERS.

♦—Block telephone office.
*—Trains do not stop.
†—Trains stop only on signal, or to leave passengers.
‡—Trains stop only to leave passengers.
§—Trains stop only on signal.
¶—Stop for meals.
L—Stop for lunch.
W—(opposite name of station) Water station.

Attention of conductors and brakemen is especially called to the following overhead bridges and structures. Those shown less than 22 feet in height will not clear a man standing on top of car. Take no chances:

BRIDGE NUMBER OR STRUCTURE	LOCATION	HEIGHT	WIDTH CLEARING DISTANCE FROM RAILS
St. Paul	Robert St.	23 ft., 7 in.	28 ft.
Door arch	Robert St. Frt. House track, St. Paul	16 ft., 10 in.	
....	Wabasha St.	39 ft., 6 in.	6 ft., 4 in.
Fire escape	Storage track, West. Pub. Co., St. Paul	16 ft., 4 in.	
....	Wabasha St., West Side	20 ft.	5 ft., 2 in.
....	Smith Ave.	50 ft.	20 ft.
....	St. Paul Shops, Shaft between Machine Shop and Carpenter Shop	18 ft., 10 in.	
15	St. Paul, Mississippi River	18 ft., 4 in.	4 ft., 6 in.
15	Levee track, Wabasha St., West Side, St. Paul	20 ft., 0 in.	5 ft., 2 in.
....	Mendota	18 ft., 4 in.	5 ft., 10 in.
X423	Mankato, Blue Earth River	21 ft., 5 in.	4 ft., 6 in.
424	Mankato Brick Yard	15 ft.	3 ft., 11 in.
Highway	East of Minneopa	22 ft.	7 ft., 4 in.
519	Madelia, Watonwan River	19 ft., 11 in.	4 ft., 6 in.
574	Windom	21 ft., 10 in.	4 ft., 6 in.
Highway	West of Worthington	22 ft., 3 in.	7 ft., 8 in.
3rd St.	Sioux City.	21 ft.	One 6 ft.; others 7 ft. and over
807	4th St., over Warehouse track, Sioux City	17 ft., 11 in.	4 ft., 6 in.
807	4th St., over Main St., Sioux City	21 ft., 9½ in.	4 ft., 6 in.
Wall St.	Sioux City	22 ft.	6 ft., 5 in.
	SIOUX FALLS LINE.		
Highway	West of Magnolia	22 ft., 2 in.	6 ft
P103	Split Rock River, E. of Brandon	21 ft., 8 in.	4 ft., 4 in.
P106	Big Sioux River, W. of Brandon	20 ft., 0 in.	4 ft., 6 in.
P124⅞	10th St., Sioux Falls	21 ft., 7 in.	4 ft., 9 in.
Stone crusher	Joint track, Sioux Falls	13 ft., 0 in.	4 ft., 0 in.
P125	Big Sioux River, Sioux Falls	21 ft., 10 in.	4 ft., 6 in.
P127¼	Summit Ave., Sioux Falls	21 ft., 8 in.	
P127½	Twelfth St., Sioux Falls		5 ft., 3 in.
P131	Big Sioux River, West Side	21 ft., 6 in.	4 ft., 6 in.
Stone crusher	West Side Spur, West Side	13 ft., 0 in.	4 ft., 0 in.
P270	James River, W. of Riverside	19 ft., 4 in.	4 ft., 1 in.
P271	Firesteel River, W. of Riverside	19 ft., 6 in.	4 ft., 3 in.
10th St.	Sioux Falls	22 ft., 1 in.	5 ft., 6 in.
Summit Ave.	Sioux Falls	20 ft.	4 ft., 6 in.
12th St.	Sioux Falls	22 ft.	5 ft., 6 in.
Stone crusher	West Side	13 ft.	4 ft.

NOTE:—In column headed "Width," the clearing distance from outside rail to nearest clearing point is given.

SPECIAL RULES.

Care is at all time enjoined; in case of doubt adopt the Safe Course.

Superiority 1. On the Main Line east of St. James, and on Elmore and Fairmont Lines, trains going west are superior to trains of the same class going east. On Main Line and all branches west of St. James, trains going east are superior to trains of the same class going west.

Extra trains will be permitted to run ahead of Second and Third Class trains, and Third Class trains ahead of Second Class trains without orders, but when a freight train of any class is delayed for any cause, which will result in delay to a following train, it will sidetrack and allow such following train to proceed without delay.

Registry of Trains. 2. All trains will register at the following stations: St. Paul Union Depot, Western Avenue, Cliff, Mankato, St. James, Worthington, LeMars, Elmore, Fairmont, Currie, Pipestone, Sioux Falls, Salem, Mitchell and Doon.

All regular trains except first class will register at Merriam.

Branch trains will register at the following stations. Lake Crystal, Bingham Lake, Heron Lake, Madelia, Luverne.

When a Clear Signal is shown at Cliff for west bound trains, they need not stop to register, but will register by card.

Passenger trains scheduled to pass registering stations without stopping will register by using register card (Form 645)

Trains receiving a train order reading: "All trains due [illegible] up to [illegible] A. M., (or P. M.) have passed", will register at that point by register card Form 645.

Bulletin Boards and Books. 3. Bulletin Boards and Books for all trains are located at:
Minneapolis, Elmore, Luverne,
Western Ave., St. James, Doon,
Mankato, Worthington, Sioux Falls,
Lake Crystal, Alton, Mitchell,
22nd Street, and Conductors' Room, Union Depot, Sioux City.
For branch trains at:
Madelia, Bingham Lake, Heron Lake,
Pipestone.
In addition, bulletin books are located in engines house at:
Minneapolis, Worthington, St. James,
St. Paul Shops, Sioux Falls, Sioux City.
Mankato,

Time Tables of Foreign Lines. 4. Conductors and Enginemen running between St. Paul and Minneapolis must provide themselves with current time table of Great Northern Ry., and be governed by their time, rules and signals.

Conductors and Enginemen running between Cliff and St. Paul must provide themselves with current Joint Time Table and be governed by time and regulations thereon.

Conductors and Enginemen running between Merriam and Minneapolis over M. & St. L. Railroad must provide themselves with current time table of that road, and be governed by their time, rules and signals.

Conductors and Enginemen running between Le Mar- and Sioux City must provide themselves with current time table of Illinois Central Railroad, and be governed by their time, rules and signals.

Standard Time. 5. Standard time is shown by the clocks at Western Ave., St. James and Worthington.

Yard Limits.

As per general rule 93-A Yard Limit Boards are placed at the following points

Western Ave.	Madelia,	Org,
Savage,	Fairmont,	Alton,
Merriam,	St. James,	Trent,
LeSueur,	Butterfield,	Luverne,
Kasota,	Bingham Lake,	Doon,
Mankato,	Currie,	Sioux Falls,
Lake Crystal,	Heron Lake,	Salem,
Blue Earth,	Pipestone,	Mitchell.
Elmore,	Worthington,	

At Madelia the west yard limit board is placed to right of branch main track, fifteen hundred feet west of west main line switch; the branch yard limit board at Madelia is located fifteen hundred feet west of the tile works switch.

Bridges.

Speed Regulations. 6. Nos. 15, 15¼, 15½, St. Paul.....15 mi. per hr
Bridge No. Q40, Doon Line.....8 mi. per hr.
Bridge No. P55, Mitchell Line.....15 mi per hr
Bridge No. P103, Mitchell Line.....15 mi per hr.
Bridge No. P106, Mitchell Line.....15 mi per hr
Bridge No. P188, Mitchell Line.....15 mi. per hr

Omaha-Great Northern Crossing, 1st Street, Minneapolis. All trains and light engines approaching this crossing will only be permitted to pass over same on signal to proceed given by flagman stationed at this crossing for that purpose and will not accept signal of switchtender in Union Depot yard to use this crossing as he only governs use of tracks and switches in Union Depot yard and has nothing to do with the crossing.

Flagman at crossing will not give signal to eastbound trains or engines to proceed until he has received signal from switchtender in Union Depot yards indicating a clear track in depot, nor until any approaching trains in view on Great Northern Line have come to a full stop.

Street Crossings.

St. Paul Yard.	Great care must be used by all trains and engines between Union depot and Chestnut Street.
Cliff.	10 miles per hour passing switch.
Shakopee.	8 miles per hour over first and second street crossings east of depot.
Amboy.	6 miles per hour all trains street crossing just east of depot.
Blue Earth.	8 miles per hour, protect by flag when switching.
Madelia.	8 miles per hour.
St. James	5 miles per hour over Armstrong Avenue just west of new passenger station and this crossing must not be blocked for a period longer than three minutes.
Butterfield.	8 miles per hour passing freight station.
Windom.	12 miles per hour.
Worthington.	Between the hours of 6:00 P. M. and 8:00 A. M., freight trains when switching over crossing just east of Worthington depot will station a man on the crossing to act as flagman while switching is being done.
Bigelow	Between 6 AM and 9 PM 15 miles per hour over Main Street.
Sibley, 9th Street.	8 miles per hour passenger trains. 6 miles per hour freight trains.
Ashton.	8 miles per hour.
Sheldon.	8 miles per hour over 7th, 8th and 9th streets between freight depot and east end of yard.
Hospers.	8 miles per hour.
Luverne.	Trains must not exceed a speed of ten miles per hour through the turnouts on the main line at each side of Luverne depot.
Sioux Falls.	6th Street 4 miles per hour, under flag protection. 8th Street 6 miles per hour. 8th Street crossing in absence of flagman all trains will move under flag protection.
Salem.	All trains will reduce speed to six (6) miles per hour over Main and Nebraska Streets, Salem, and when switching over these streets one of the train crew will station himself on street crossing and protect same during the switching over them. One (1) of the train crew will also be stationed on Idaho Street back of depot while making switch movements on wye track, or when making drop of cars in on this track. No switching will be done North of the depot while Southbound C. & N. W. train is at station.

Curves.

LOCATION OF CURVE.	Maximum Speed in Miles per Hour. Freight	Pass
MAIN LINE.		
Curve at C. M. & St. P. overhead crossing, Mendota	20	30
Between M. P. 46 and 47 east of Belle Plaine depot	10	30
Between M. P. 50 and 51, Blakeley Yard	10	35
Between M. P. 53 and 54, west of Blakeley	35	45
Reverse curves between Le Sueur and Ottawa	25	40
First curve west of St. Peter	25	25
Between connection of old line east of Mankato and Mankato (West Bound)	20	25
Between M. P. 88 and 89, west of Mankato	30	40
Reverse curve between Perth and Madelia	25	40
Between Windom and Bluff, all trains east bound	40	40
Between M. P. 191 and 192, east of Sibley	30	40
Between M. P. 214 and 215, east of Hospers	30	40
At M. P. 215, east of Hospers	30	40
Between M. P. 220 and 221, west of Hospers	35	45
Between M. P. 225 and 227 east of Alton	30	40
ELMORE LINE.		
Between M. P. 0 and 1, Lake Crystal "Y"	8	8
Between M. P. 5 and 6, west of Garden City	20	25
Near M. P. 35, 1½ miles west of Blue Earth	20	25
PIPESTONE LINE.		
Between M. P. 14 and 15, west of Lime Creek	20	25
Between M. P. 19 and 20, west of Avoca	20	25
Between M. P. 32 and 33, west of Hadley	20	25
Between M. P. 36 and 37, west of Lake Wilson	20	25
At M. P. 37, west of Lake Wilson	20	25
Between M. P. 39 and 40, west of Lake Wilson	15	20
Between M. P. 40 and 41, west of Lake Wilson	20	25
Between M. P. 45 and 46, west of Woodstock	20	25
CURRIE LINE.		
Between M.P. 0 and 1, west of Bingham Lake	20	25
Between M. P. 11 and 12, east of Jeffers	20	25
Between M. P. 18 and 19, westof Jeffers	20	25
Between M. P. 19 and 20, west of Jeffers	20	25
Between M. P. 33 and 34, west of Dovray	15	20
MITCHELL LINE.		
Speed of Eastbound trains must not exceed 25 miles per hour on descending grade between M. P. 16 and 17, west of Adrian, coming off the three degree curve onto bridge 31.		
Between M. P. 84.5 and 86, east of Montrose (westbound)	15	15
Between M. P. 87 and 89, west of Montrose	15	15

Defective Track. 7. If there is any reason to believe that a train has passed over any dangerous defect in roadway, engineman must stop at once and notify the Conductor, in order that he may investigate and take proper action.

During and immediately after severe storms, trains should be run with caution over portions of the track likely to be damaged.

Slow Speed Rule. 8. When trains are running over track or bridges under slow speed orders (except when covered by time table rule or permanent slow board) a man must be stationed on the last car of the train and will give the "Proceed" signal to the engineer after the last car has passed the limit where speed is restricted. Engineers will maintain the speed designated until the "Proceed" signal is given from the rear end and same will be acknowledged by whistle signal Rule 14 (g).

Engines Backing Up. Engines backing up either with or without cars must not exceed 20 miles per hour on sub-divisions Nos. 1 and 2; or 15 miles per hour on sub-divisions Nos. 1-A or 1-B and 2-A, 2-B, 2-C and 2-D.

Speed Tank Cars. Except on main line between Minneapolis, St. Paul and Sioux City, speed of trains handling tank cars when loaded, must not exceed twenty-five (25) miles per hour at any point.

SPEED TABLE.

RUNNING. 2 Miles		2½ Miles		3 Miles		3½ Miles		4 Miles		5 Miles		EQUALS
Min	Sec	Min	Sec	Min	Sec	Min	Sec	Min	Sec	Min	Sec	
12	....	15	....	18	....	21	....	24	....	30	....	10 miles per hour.
6	....	7	30	9	....	10	30	12	....	15	....	20 miles per hour.
4	....	5	....	6	....	7	....	8	....	10	....	30 miles per hour.
3	....	3	45	4	30	5	15	6	....	7	30	40 miles per hour.
2	40	3	20	4	....	4	40	5	20	6	40	45 miles per hour.
2	24	3	....	3	36	4	12	4	48	6	....	50 miles per hour.
2	10	2	43	3	15	3	48	4	20	5	25	55 miles per hour.
2	....	2	30	3	....	3	30	4	....	5	....	60 miles per hour.
1	50	2	18	2	45	3	13	3	40	4	35	65 miles per hour.
1	42	2	8	2	33	2	59	3	24	4	15	70 miles per hour.

SPEED TABLE.

TIME Going 1 Mile Min	Sec	Miles per Hour	TIME Going 1 Mile Min	Sec	Miles per Hour
12	.....	5	1	30	40
6	.....	10	1	20	45
4	.....	15	1	12	50
3	.....	20	1	5	55
2	24	25	1	.....	60
2	.....	30	.....	55	65
1	43	35	.....	51	70

Railroad Crossings and Draw Bridges.

Stop. 9. In Minnesota: Stop not less than 165 feet nor more than 990 feet from crossing or draw bridge except when interlocked.

In Iowa: Stop not less than 200 feet nor more than 800 feet from crossing or draw bridge except when interlocked.

In South Dakota: Stop at a point where clear view can be obtained of the opposing line before passing over crossing except when interlocked.

After Stopping. After coming to full stop at regular stop-board, must proceed cautiously with train under full control, until point is reached where unobstructed view of the crossing line can be had by engineman, so that, if nesessary stop can be made in time to avoid accident. Trains will use extra care approaching railroad crossings in stormy or foggy weather and especially where one stop is made for two or more crossings.

The following railroad crossings are interlocked and Rules 600 to 657 will be observed:

RAILWAY	LOCATION
C. & N.-W. and C. M. & St. P.	Caroline.
C. & N.-W. and C. M. & St. P.	Mankato.
M. & St. L.	1 mile West St. James.
C. & N.-W.	Butterfield.
C. R. I. & P.	Sibley.
C. & N.-W. and C. M. & St. P.	Fairmont.
C. R. I. & P.	Luverne.
G. N. Ry.	Manley.
G. N. Ry.	4 miles East Sioux Falls.

Following railroad crossings at which Rule 98 will be observed:

RAILWAY	LOCATION
C. G. W.	St. Paul, foot Jackson Street.
C. M. & St. P.	St. Paul, Chestnut Street
C. M. & St. P.	Shakopee.
M. & St. L.	Merriam.
C. G. W.	Carney.
C. & N.-W.	Mankato, on old line.
C. M. & St. P.	Miloma.
I. C. and C. M. & St. P.	Sheldon.
C. & N.-W.	Alton.
I. C., C. & N.-W. and G. N. Rys.	Crossings between 1st and 4th Sts. Sioux City.
C. M. & St. P. and G. N.	Wall and Howard Strs. Sioux City.
C. M. & St. P.	Winnebago.
C. & N.-W.	Blue Earth.
C. R. I. & P. and G. N.	Pipestone
I. C., C. M. & St. P., C. R. I. & P., G. N. & W. & S. F.	Sioux Falls.
C. & N.-W.	Salem.
I. C.	3.3 miles north of Rock Rapids.
C. R. I. & P.	Rock Rapids.

Branch line trains at their respective Junction switches will observe Rule 98.

Double Track.

10. Double track extends and is operated between:
St. Paul Shops and connection with Main Line east end Western Avenue yard.

Wall Street to North end of 22d Street Yard, Sioux City.
All trains or engines using the double tracks between Wall St. and the north end of 22d St. yard, Sioux City, will come to a full stop before passing the switches connecting the cross-overs at 9th St., and must not proceed until it is known that the way is clear and switches right. These cross-overs must be treated the same as a railroad crossing.

On double track when a train crosses over to, or obstructs a track on which the current of traffic is in the opposite direction must first be protected in the manner prescribed by Rule 99, against trains moving with current of traffic on that track, except where switches are interlocked and protected by home and distant signals the movement may be made under their protection.

This rule does not apply to yards where switch engines are regularly employed, at such yards Rule 98-C only will govern.

11. When pushing freight trains helper engines must have air coupled and in operation—this rule does not apply when pushing trains in Yard Limits.

Automatic Signals.

Automatic Block Signals—Between Passenger Depot, Mankato, and Junction of Old Line East of Mankato. All East Bound signals, except signal No. 2, are on left side of main track.

Telegraph Block Signals—Between Western Avenue Telegraph Office, St. Paul, and Le Mars Passenger Station.

"Clear block signal to west bound trains at Carney will indicate that block is clear only to beginning of automatic block district. Trains will be governed by automatic block signals from beginning of automatic block signal district to west end of automatic block signal district 500 feet east of Mankato station. All trains and light engines will proceed from west end of automatic block signal district to station under full control prepared to stop wlthin their vision, expecting to find passenger trains occupying main track at station."

At the following named stations engines and freight and work trains may occupy main track, and block signals will be operated as per General Rule 300a.

Merriam,	Lake Crystal,	Heron Lake,	Alton,
Le Sueur,	Madelia,	Worthington,	Le Mars.
Kasota,	St. James,	Sibley,	
Mankato,	Bingham Lake,	Sheldon,	

Block Signal Telephones.

13. Telephones at connection with old line east and west of Mankato are to be used to obtain permission from signalman at Mankato to enter the block and to report block clear.

Telephone at Bridge Switch is to be used to obtain permission from signalman, Western Avenue, to enter the block and to report block clear to be used by crews working at west side levee.

In communicating by telephone with a signalman, trains must invariably be identified by person in charge and as required in order forms, regular trains by trains numbers and conductors' names, extras by engine numbers and conductors' names.

Releases, Caution Cards and Clearances.

Rule 14. On Form 547 (Clearance), Form 538 (Release) and Form 539 (Caution Card), Signalman will show the number of train orders he has for delivery to the train named. This will be done by writing the number immediately preceding the word "Orders," and under the head of "Remarks" the numbers of the train orders he has for delivery to the train named.

In territory not governed by block signals, signalman will deliver Form 547 to trains for which there are orders, as well as to those for which there are no orders.

In telegraph block signal territory, Form 538 (Release) and Form 539 (Caution Card), and in automatic block signal territory Form 547 (Clearance), will be used as clearance on train order signals.

Conductors, Enginemen and others interested, must scrutinize the above forms, and see that they receive the number of orders called for thereon.

Rule 220-B is suspended at terminals where telegraph service has been discontinued.

Showering Hogs.

15. Facilities for this purpose are provided at the following points:

Merriam,	Bingham Lake,	Luverne,
Le Sueur,	Windom,	*Sioux Falls,
Lake Crystal,	Heron Lake,	Alton,
St. James,	*Worthington,	Montrose,
Amboy,	Sibley,	Westbrook.
Mountain Lake,	Adrian,	

*Use coach-washing hose, hydrant.

Agents will call attention of shippers to these facilities, and, when shipments are made without an attendant, have shipper designate point or points at which it is desired to have hogs showered, and make notation on waybill to that effect. When parties accompany shipments of hogs, conductors will respect their wishes as to showering same at any of the above mentioned points.

Track Scales.

16. Track scales which may be used by trains on Western Division are located as follows:

Elmore	40 ft. 100 tons.	*St. Paul (W. Ave)	50 ft. 100 tons.
Kasota	36 ft. 60 tons.	Alton	50 ft. 100 tons.
*Mankato	50 ft. 100 tons.	*Sioux City	50 ft. 100 tons.
*Worthington	36 ft. 50 tons.	*Sioux Falls	36 ft. 60 tons.
*St. James	46 ft. 100 tons.		
*Heron Lake	46 ft. 150 tons.		

*Under Jurisdiction of Western Railway Weighing Association.

Cleaning Ash Pans.

17. Ash pan may be cleaned on auxiliary tracks at any station and engineman must see that fire in cinders is left extinguished. Every possible precaution must be observed so that under no circumstances will it be possible for a fire to start from the cinders.

Ash pans must not be dumped or swiped on or near switches, crossings, cattle yards, platforms or buildings.

Work at Mankato.

18. When a C. & N. W. passenger train is standing at Mankato passenger station receiving or discharging passengers, freight trains in either direction must not pass between the C. & N. W. passenger trains and the passenger station, but will pass through the track back of the passenger station, known as the back track, the operators at Mankato having authority to handle trains on the back track, and the towerman at interlocking plant will line up the route for back track when instructed to do so by the operator.

When east bound freight trains at Mankato are ready depart and route through interlocking plant is not clear they will stop far enough west of the depot so as not to interfere with North Western passenger trains until signal is clear for them to proceed.

Trains and yard engines in either direction must use great care and move under absolute control and at such slow speed as to make the movement entirely safe and must send a flagman ahead over Main Street crossing to warn pedestrians and teams and must exercise great care to avoid even appearance of danger as teams may be standing on track back of depot handling passengers and baggage.

West bound freight trains in using back track must come to full stop before reaching Main Street crossing and wait until flagman has gone ahead and given signal to train to proceed.

Passenger trains in both directions will approach that station under absolute control and if passengers are crossing over our track to or from C. & N. W. passenger train, speed must be reduced and train brought to a stop if necessary and flagman sent ahead to prevent accident.

When one of our passenger trains is standing on main line at Mankato passenger station and C. & N. W. passenger train is also at station, vestibule doors of our trains must be open so that passengers to and from C. & N. W. train may pass through at the same doors that are opened for exchanging our own passengers.

East bound passenger trains using the back track to meet another train and stopping at the station to do work will not permit forward end of engine to pass beyond the station building.

Work at Lake Crystal.

19. Cars for the west will be placed on No. 2 passing track east of the connection. Cars for the east on No.'s 1 and 2 storage tracks. Elmore Line cars on No. 3 storage track, except merchandise cars containing freight for Lake Crystal, which should be set at house platform. Elmore Line cars will be placed on west end of No. 2 passing track when No 3 storage track will not contain all such cars. A list must be left with the agent, showing the order of all cars set out, and tracks they are placed on.

Blue Earth Interchange.

20. All cars will be placed on C. & N.-W. industry track. C. & N.-W. will place cars on east end of the east spur track in Omaha yard.

Fairmont Interchange.

21. All cars will be delivered on transfer track, except stock which will be placed at C. & N.-W. stockyard. Cars from C. & N.-W. will be placed on transfer track, except cars containing stock, which will be placed at stock chute.

Butterfield Interchange.

22. All cars will be placed on west wye track by west bound trains and on east wye by east bound trains. Stock must be left first out, merchandise next. The most easterly track of east wye and most westerly track of west wye must, at all times, be kept clear of cars.

Cars from C. & N.-W. will be placed on storage track in C. & N.-W. yard, except those containing stock and merchandise for Butterfield delivery, the former of which will be placed at Omaha Stockyard and latter on Omaha house track. Cars containing stock and merchandise for points east of Butterfield will be placed first out on east Wye track and for points west of Butterfield first out on west Wye track.

Alton Interchange of Cars.

23. All merchandise cars will be placed on either merchandise track. East cars will be placed on the middle west wye track. West cars will be placed on storage or stock track of C. & N. W. west yard.

Cars for Alton proper consigned Alton Milling Co., Farmers Co-operative Mutual Co., or Alton Tank Line will be placed on mill track.

Stock for the east will be placed first out on the east end of storage track in C. & N. W. west yard or on north wye first out convenient for C. & N. W. to pick up.

Exceptions made to the above for Trains 18 and 20. These trains may set out on north wye or passing track and cars placed where they belong by No. 30 or Switch Train.

The C. & N. W. trains will deliver cars for C. St. P. M. & O. Ry. as follows:

All merchandise cars will be placed on either merchandise tracks. East revenue cars to be placed on east end of middle storage track. West revenue cars to be placed on west end of same track in C. St. P. M. & O. yard.

Cars for Alton proper consigned to Button Elevator Co., F. M. Slagle & Co., will be placed on west end of middle storage tracks.

All company coal will be placed on outside storage track, middle storage track reserved for revenue cars only.

When room will permit, cars must be placed in C. St. P. M. & O. yard. If yard is congested by cars or trains, cars may be left on west end of outside wye tracks.

Exceptions made to the above for Train No. 254. This train will place west cars first out on west end of either of the merchandise tracks and cars for the east on north wye.

The rule of both companies is to endeavor to keep north wye clear and with the exceptions as provided as above, they will be used only for emergency reducing of trains and direct transfer of stock and passenger trains.

When cars are found bad order, same will be placed on the repair track by crew of train setting cars out. However, if discovered by car department later, same will be placed on repair track by switch or way freight crew of either company on authority from the agent who has charge of switch movements for both companies.

Work at Sioux City.

24. Between 6:00 P. M. and 7:00 A. M. all conductors of passenger trains out of Sioux City will announce in waiting rooms departure of their trains, calling attention to track upon which train stands.

In case of through train this call should be made as soon as incoming train arrives.

Changed Waybills.

25. Conductors must not take cars accompanied by waybills on which car numbers or initials have been changed, unless such way-bills bear notation showing at what station and by whom changes were made. If freight will not bear delay, conductors or agents should get instructions from Train Dispatcher by telegraph.

Live Stock.

Conductors handling stock received from any connecting line or division will wire chief train dispatcher car number, contents, destination, whether or not 36 hour release is attached, whether or not there is feed and water in the car and sufficient room for all stock to lie down at the same time; time stock was last fed, watered and rested, and whether or not there is a man in charge. In picking up stock at local stations will wire chief dispatcher, date and hour loaded and destination and whether 36 hour release is attached to waybill and if there is a man in charge.

Elevated Coal Sheds.

26. Not more than two cars at a time may be put into an elevated coal shed when engine smaller than I-1 is used and not more than four with an I-1 engine or larger. Air brakes must be coupled and in use when cars are put in or taken out of elevated sheds.

Seals on Ice Bunker.

27. Conductors are not required to break seals on ice bunker covers to comply with Rule 874.

Switches, Normal Position.

28. Normal position of switches connecting double with single track, Sioux City, is for west-bound track.

When not in use, switches connecting the single with the double track between Western Ave. and St. Paul Shops will be set for the north track.

The normal position of switches connecting Nebraska Div. Main Line with east bound double track, Howard St., Sioux City, is for the Nebraska Division.

Normal position of switch at Cliff is for C. M. & St. P. Ry

Single over Bridge.

29. **Maximum Class Engine that Can Be Operated Over Bridges.**

	Class.
Fairmont Line—Except Bridges Nos. M4 and M5, near Madelia	I-1 and I-2
Mitchell Line—East of Sioux Falls	I-1, I-2, K-1
Mitchell Line—West of Sioux Falls including Bridge P125 in Sioux Falls Yard	G-1 and G-2
Where exceptions made as above	G-2
Other than above, track conditions will govern.	

Double Heading over Bridge.

Engines of any class must not be run coupled together over following bridges:

MAIN LINE.

Bridge 519 Watonwan River, west of Madelia.

FAIRMONT LINE.

Bridge M4 Watonwan River, west of Madelia.

MITCHELL LINE.

P106 Big Sioux River, west of Brandon.
P270 James River, west of Riverside.
P271 Firesteel River, west of Riverside.

Engines of certain classes may be run coupled together over important bridges as listed below:

MAIN LINE.	Heaviest Class of Engine.
Bridge 423 Blue Earth River, Mankato	G-2
Bridge 443 Mankato Old Line	G-2
Bridge 574 Des Moines River, west of Windom	I-1
ELMORE LINE.	
Bridge L14 Watonwan River, east of Garden City	I-1
Bridge L30 Blue Earth River, west of Vernon Center	I-1
Bridge L85 Blue Earth River, east of Blue Earth	I-1
MITCHELL LINE.	
Bridge P103 Split Rock River, east of Brandon.	G-2
Bridge P125 Big Sioux River, west of Sioux Falls.	G-2
Bridge P131 Big Sioux River, west of Sioux Falls.	G-2

Engines of any class may run coupled together over bridges not mentioned above.

DERAILING SWITCHES.

Nicols	West loading spur	East end
Shakopee	West end of store track 168 feet from the west switch leading from passing track.	
Shakopee	New Spur Shakopee Stove Works.	
Shakopee	Old Spur Shakopee Stove Works	Both ends
Shakopee	Old shop yard	West end
Merriam	Old passing track	West end
Belle Plaine	Mill track	West end
Blakely	House Track	East End
Le Sueur	Coal chute track	West end
Le Sueur	Elevator track	West end
Le Sueur	House Track	East end
Kasota	Kasota Elevator Co. track No. 1	East end
Kasota	Peavy track	Both ends
Kasota	Turn table track	East end
Vernon Center	House track	South end
Amboy	Mill spur	
Elmore	House track	South end
Madelia	Unloading Spur west of Madelia.	
Lewisville	House track	South end
Truman	Passing track	West end
Fairmont	Tile plant	East end
St. James	Coal chute track	Both ends
St. James	M. & St. L. "Y"	East end
Butterfield	Elevator track	East end
Mountain Lake	House track	West end
Bingham Lake	Elevator track....House track	East end
Delft		Both ends
Storden	House track	East end
Dovray	House track	Both ends
Windom	Machinery spur	West end
Wilder	House track	East end
Heron Lake	House track	East end
Heron Lake	Stock track	East end
Dundee	House track	East end
Lime Creek	House track	Both ends
Slayton	House track	East end
Slayton	Mill track	East end
Hadley	House track	Both ends
Eton	Elevator track	Both ends
Miloma	"Y"	East end
Brewster	House track	East end
Worthington	Coal chute track	East end
Worthington	Transfer Track....Old Yard CRI&P	
Rushmore	North Spur	Near West end
Rushmore	House track	Both ends
Adrian	House track	Both ends
Magnolia	House track	Both ends
Luverne	Brick yard spur	East end
Luverne	House track	East end
Ash Creek	House track	West end
Beaver Creek	House track	Both ends
Manley (Conn. with switch)	Transfer track	East end
Valley Springs	House track	Both ends
Brandon Gravel Pit	Store track	East end
Sioux Falls	Long track	East end
Sioux Falls	Summit avenue spur	West end
Sioux Falls	Storage track near Sixth St	East end
Sioux Falls	I. C. transfer track	East end
Sioux Falls	Joint track to Morrill packing plant, just near switch to Morrells plant.	
Sioux Falls	Weber Ave., 300 feet south of plowworks building.	
Ellis	House track	East end
Hartford	House track	Both ends
Humboldt	Commercial track	Both ends
Humboldt	Team Spur	West end
Salem	Coal Spur	West end
Spencer	House track	West end
Farmer	House track	Both ends
Fulton	House track	Both ends
Riverside	Commercial track	Both ends
Mitchell	400 feet West of station	
Org	House track	Both ends
Org	Storage track	Both ends
Bigelow	Elevator track	East end
Sibley	House track	West end
Sibley	West passing track	West end
Sibley	Delivery track, to C.R.I.& P.Ry.	Both ends
Ritter	House track	East end
Ashton	House track	Both ends
Alton	East "Y"	East end
Alton	Coal chute track	West end
Alton	Elevator track	North end
Seney	House track	West end
Le Mars	House track	East end
Le Mars	Stock track	East end
Sioux City	Coal chute	

INSPECTORS OF WATCHES.

A. L. HAMAN, Supt. Time Service	283 Endicott Bldg., St. Paul, Minn.
Minneapolis, 1311 Washington Ave. N	Barker Jewelry Co.
Minneapolis, 16 So. 3d St	Allen & Berg
Minneapolis, 1917 Washington Ave. N	C. G. Lindquist
St. Paul	Haman & Co.
Mankato	Palmer & Reed
Lake Crystal	F. A. Bartlett
Fairmont	A. G. Crooker
St. James	E. F. Minder
Westbrook	S. J. Ellingson
Pipestone	Johnson & Taylor
Worthington	Geo. E. Cunningham
Luverne	Nelson Bros.
Sioux Falls	Tony Lee
Mitchell	A. G. Gullander
Sioux City	W. H. Beck

SPUR TRACKS.

NAME	LOCATION	SWITCH
Brick Yard Spur	.8 mile West of Belle Plaine	Switch at East End.
East Connection	.2 miles East of Mankato	Switch at East End.
Cement Spur	½ mile West of Mankato	Switch at East End.
West Connection	2 miles West of Mankato	Switch at West End.
Gravel Pit	2½ miles West of Woodstock	Switch at East End.
Sanitarium Spur	2 miles West of Worthington, Mitchell Line	Switch at East End.
Summit Ave. Doubling Spur	1.5 miles West of Sioux Falls	Switch at West End.
Quarry Spur	.4 miles West of Spencer	Switch at East End.
Tile Plant Spur-Fairmont Line	.8 miles West of Madelia	Switch at East End.

F. E. FUHRMAN,
Ass't. Superintendent,
ST. JAMES.

J. J. MEALEY,
Sup't. Terminals,
MINNEAPOLIS.

J. E. HICKEY,
Chief Train Dispatcher,
ST. JAMES.

J. J. HANNON,
Ass't. Chief Train Dispatcher,
ST. JAMES.

DISPATCHERS

EAST END

A. M. CARD,
G. R. McGINTY,
T. GILLOTT.

WEST END

J. E. McSTEEN,
A. P. JAMIESON,
J. W. PEPPLE.

RELIEF DISPATCHERS

P. J. DEMPSEY,
J. G. SULLIVAN.

THE NORTH WESTERN LINE

THE NORTH WESTERN LINE AND CONNECTIONS VIA ST. PAUL AND MINNEAPOLIS

CHICAGO UNION PACIFIC & NORTH WESTERN LINE

IN INTERLINE TICKETS

one coupon only to read "THE NORTH WESTERN LINE" is required over any one or more of the System railways named below:

	MILEAGE
Chicago & North Western Ry.	3,107.82
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,752.81
Pierre, Rapid City & North Western Ry.	167.30
Wyoming & North Western Ry.	147.89
Total	10,175.82

INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION

11-22-16

4650A