CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

WESTERN DIVISION

4th AND 5th DISTRICTS.

No. 177. TIME TABLE No. 177.

FOR EMPLOYES ONLY.

Takes Effect Sunday, November 27, 1938.

At 12.01 O'Clock P. M.

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

STUDY THE RULES CAREFULLY.

CARL R. GRAY, JR.
Executive Vice President.

J. J. PRENTICE,
Superintendent.

J. J. MEALEY,
Supt. Terminal Division.

2500—11-21-38.

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

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

THIRD CLASS			SECOND CLASS			FIRST CLASS					MANKATO SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distance from Sioux City.	Subject to Change by Bulletin.		FIRST CLASS					SECOND CLASS			THIRD CLASS		
45	53	21	23	17	19		209	201	203	Station Numbers.	Distances from St. Paul.				210	202	204			18	24	20	22	50	46
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily				Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
Mixed	Mixed	Way Freight	Westerner	Westerner	Tex-O-Kan		Monda-min	Nightin-gale	North American						Monda-min	Nightin-gale	North American			Gopher	Stock Freight	Rob Roy	Way Freight	Mixed	Mixed
				M. & St. L. 172	M. & St. L. 190															M. & St. L. 183		M. & St. L. 201			
				PM 7.45	AM 8.15		PM 10.15	PM 8.05	AM 9.40	1564		Minneapolis	277.0			A AM 8.00	A AM 8.10	A PM 8.10			A PM 1.30		A AM 3.30			
							s 11.00	s 8.45	10.15	1700	0.0	10.57 St. Paul	266.5			s 7.25	s 7.35	s 7.35								
		AM 7.35	PM 7.45				11.07	8.52	10.22	1702	1.7	1.7 Western Avenue FW	264.8	Continuous	Continuous	7.11	7.25	7.25				A AM 3.30		A PM 12.55		
		7.45	7.55				11.12	8.57	10.26	....	4.2	2.5 Cliff	262.3	3.30AM to 11.30AM 5.00PM to 1.00AM	3.30AM to 11.30AM 5.00PM to 1.00AM	7.04	7.18	7.18						12.40		
		s 7.50	8.00				11.15	9.00	10.29	1704	6.2	2.0 Mendota	260.3			7.00	7.15	7.15				3.05		s 12.30		
		s 8.00	8.12				11.22	9.08	f 10.36	1706	11.6	5.4 Nicols	254.9	8.00AM to 5.00PM		6.53	7.07	7.08				2.50		s 12.10		
		s 8.20	8.27				s 11.33	9.17	s 10.47	1708	18.6	7.0 Savage W	247.9	6.30AM to 2.30PM	6.30AM to 11.00AM	f 6.43	6.57	f 6.58				2.30		s 11.50		
		8.27	8.34				11.38	9.22	10.52	1709	22.1	3.5 Barden	244.4			6.36	6.52	6.50				2.20		11.30		
		s 9.35	8.42				s 11.47	9.30	s 11.02	1710	28.2	6.1 C. M. St. P. & P. Crossing Shakopee	238.3	8.00AM to 5.00PM	10.30AM to 12.30AM	s 6.27	6.44	s 6.41				2.05		s {11.10 10.10		
		s 9.55	s {8.55 10.10	PM 9.10	AM 11.00		11.56	9.42	11.12	1711	34.0	5.8 Merriam WY	232.5	Continuous	Continuous	6.16	6.34	6.31			A AM 10.40	s {1.45 11.20	A AM 1.20	s 9.55		
									f 11.17	....	37.5	M. & St. L. Crossing 3.5 Mudbaden	229.0			‡ 6.07		f 6.24								
		s 10.10	10.21	9.20	11.10		12.03	9.49	f 11.19	1712	38.9	1.4 Jordan	227.6	8.00AM to 5.00PM		6.05	6.24	f 6.21			10.20	11.05	1.08	s 9.15		
		10.15	10.26	9.25	11.15		12.07	9.52	11.23	1713	41.7	2.8 Lawrence	224.8			6.01	6.20	6.16			10.15	10.55	1.03	9.00		
		s 10.35	10.40	9.34	11.23		s 12.16	9.58	s 11.33	1714	46.5	4.8 Belle Plaine	220.0	8.30AM to 4.30PM	10.45AM to 12.45PM	s 5.55	6.14	s 6.10			10.05	10.40	12.55	s 8.50		
		s 10.50	10.55	9.42	11.31		s 12.24	10.04	s 11.42	1716	50.8	4.3 Blakeley	215.7	8.30AM to 4.30PM	10.45AM to 12.45PM	f 5.47	6.08	s 6.02			9.55	10.29	12.46	s 8.30		
		s 11.10	11.10	9.55	11.42		s 12.34	10.12	s 11.52	1718	57.6	6.8 Henderson	208.9	9.00AM to 6.00PM	10.45AM to 12.45PM	s 5.38	5.59	s 5.52			9.40	s {10.12 9.55	12.34	s 8.15		
		s {11.20 12.10	11.30	s {10.05 10.25	11.50		s 12.46	10.19	s 12.03	1720	62.2	4.6 Le Sueur F& W	204.3	Continuous	{12.01AM to 8.00AM 11.00AM to 1.00PM 4.00PM to 12 M'd't	s 5.30	5.53	s 5.44			s 9.25	9.40	12.15	s 7.50		
		s 12.20	12.01	10.40	12.01		12.55	10.27	f 12.12	1722	68.4	6.2 Ottawa	198.1			5.19	5.45	f 5.33			9.00	9.15	12.01	s 7.00		
		s 12.45	12.11	10.50	12.09		s 1.07	10.33	s 12.23	1724	72.7	4.3 St. Peter	193.8	9.00AM to 6.00PM	11.00 AM to 1.00 PM	s 5.12	5.39	s 5.25			8.45	9.05	11.51	s 6.50		
		s 1.15	12.20	10.56	12.16		s 1.13	10.37	s 12.29	1725	75.7	3.0 Kasota WTT	190.8	9.00AM to 5.00PM	11.00AM to 1.00PM	f 5.05	5.34	s 5.19			8.30	8.55	11.45	s 6.35		
										....	78.1	2.4 C. M. St. P. & P. Crossing Caroline	188.4														
		1.30	12.30	11.06	12.27		1.21	10.43	12.37	....	81.0	2.9 C. G. W. Crossing Carney	185.5			4.57	5.27	5.11			8.15	8.30	11.35	6.25		
AM 3.30		A 1.40 PM	s {12.40 1.10	s {11.20 11.50	s 1.10		s {1.28 1.50	s 11.05	s {12.45 1.00	1726	84.2	3.2 C. & N. W. Crossing C. M. St. P. & P. Crossing Mankato FWYTT	182.3	Continuous	Continuous	s 4.50	s 5.20	s {5.05 4.55			s 8.00	s {8.00 7.25	s {11.25 11.00	6.15 AM		PM 3.40
3.45			1.25	12.01	1.25		1.58	11.13	1.08	1728	88.7	4.5 Minneopa	177.8			4.26	5.01	4.46			6.50	7.10	10.48			3.30
3.50			1.30	12.06	1.35		2.03	11.18	1.13	....	92.3	3.6 Cray	174.2			4.21	4.57	4.41			6.40	6.59	10.42			3.25
4.00 AM			s 1.40	12.15	1.45		s 2.12	11.24	s 1.21	1730	96.3	4.0 Lake Crystal F& WY	170.2	{9.00AM to 5.00PM 11.30PM to 7.30AM	{1.00PM to 6.00PM 11.30PM to 7.30AM	s 4.15	4.52	s 4.35			6.30	s 6.50	10.35			3.15 PM
			1.55	12.30	1.57		2.21	11.33	1.30	1732	103.1	6.8 Perth	163.4			4.03	4.44	4.25			6.05	6.20	10.23			
	PM 2.35		s 2.05	12.37	2.05		s 2.36	11.39	s 1.39	1733	107.0	3.9 Madelia WTT	159.5	{8.00AM to 5.00PM 11.00PM to 7.00AM	{1.00PM to 5.00PM 11.00PM to 5.00AM	s 3.57	4.39	s 4.20			5.55	s 6.10	10.15		A AM 7.25	
	2.50		2.15	12.45	2.15		2.44	11.47	f 1.47	1735	113.5	6.5 Grogan	153.0			3.44	4.31	4.08			5.40	5.40	10.05		7.10	
	A 3.00 PM		A 2.25 AM	A 12.55 AM	A 2.25 PM		A 2.52 AM	A 11.55 PM	A 1.55 PM	1737	118.7	5.2 St. James FWTT	147.8	Continuous	Continuous	3.36 AM	4.25 AM	4.02 PM			5.30 AM	5.30 PM	9.55 PM		7.00 AM	
Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily		Daily	Daily	Daily			118.7				Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.
0.30 24.2	0.25 28.1	4.55 16.8	4.55 23.8	2.55 29.0	3.25 24.8		3.30 33.9	3.10 37.5	3.25 34.7			Schedule Time Average Speed Per Hour				3.49 31.1	3.10 37.5	3.23 35.1			5.10 16.4	6.43 17.4	3.00 28.2	5.40 14.6	0.25 28.1	0.25 29.0

No. 203 stops at all stations to let off passengers ticketed from connecting lines via St. Paul and Minneapolis; also passengers ticketed from or via Mankato and Alton.

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 clearance.

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

St. Paul Depot:
No. 201 for E. D. 501.

Mankato:
No. 201 for C. & N. W. 501.
No. 203 for C. & N. W. No. 515.
No. 209 for C. N. W. 501.
No. 204 for C. & N. W. No. 514.
No. 210 for C. & N. W. No. 504.

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

No. 204 will stop at any station to let off passengers received via C. & N. W. Junction points or received from C. M. St. P. & P. at Miloma.

No. 202 will stop at any station to let off passengers ticketed from points Omaha and beyond.

No. 24 will wait for 20's connection at Merriam or until released.

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.				Station Numbers.	Distances from St. Paul.	WORTHINGTON SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Sioux City.	Subject to Change by Bulletin. Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	FIRST CLASS.					SECOND CLASS.			THIRD CLASS.		
71	25	29	85	19	17		201	203	209							210	202	204			20	18	84	26	28	70
Ex. Sun.	Ex. Sun.	Tue. Thur. Sat.	Daily	Daily	Daily		Daily	Daily	Daily							Daily	Daily	Daily			Daily	Daily	Daily	Ex. Sun.	Mon. Wed. Fri.	Ex. Sun.
Mixed	Way Freight	Way Freight	Time Freight	Tex-O-Kan	Westerner		Night-ingale	North American	Mon-damin							Mon-damin	Night-ingale	North American			Rob Roy	Gopher	Hawkeye	Way Freight	Way Freight	Mixed
.....	AM 7.00	.....	AM 12.10	PM 4.00	AM 1.15	.....	PM 11.58	PM 1.58	AM 2.58	1737	118.7	St. James....FWTT	147.8	Continuous	Continuous	A AM 3.30	A AM 4.20	A PM 3.59	.....	.....	A PM 9.00	A AM 2.50	A PM 10.40	A PM 2.45	.....	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	119.8	1.1 M. & St. L. Crossing...	146.7	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	s 8.00	.....	s 12.55	4.25	1.30	.....	12.17	s 2.17	s 3.15	1739	126.7	6.9 (C. & N. W. Crossing) Butterfield.....Y	139.8	Continuous	1.45PM to 4.00PM; 12.01AM to 8.00AM	f 3.15	4.02	s 3.45	.....	.....	8.44	s 2.30	s 10.25	s 2.17	.....	.....
.....	s 8.50	.....	1.10	4.45	1.42	.....	12.26	s 2.28	s 3.28	1741	134.0	7.3 Mountain Lake.....	132.5	8.00AM to 5.00PM	1.45PM to 4.15PM	s 3.05	3.50	s 3.35	.....	.....	8.32	2.05	9.45	s 1.55	.....	.....
.....	s 9.30	.....	s 1.22	5.00	1.52	.....	12.35	s 2.43	s 3.42	1743	140.3	6.3 Bingham Lake..FWY	126.2	8.00AM to 4.00PM; 10.30PM to 6.30AM	1.00AM to 5.30AM; 2.00PM to 4.00PM	s 2.55	3.42	s 3.25	.....	.....	8.22	s 1.52; 1.22	9.30	s 1.25	.....	.....
.....	s 10.30	.....	1.32	5.10	2.00	.....	12.43	s 2.53	s 3.55	1745	144.8	4.5 Windom.....W	121.7	8.00AM to 5.00PM	2.00PM to 4.00PM	s 2.46	3.36	s 3.15	.....	.....	8.14	1.06	9.20	s 12.50	.....	.....
.....	10.40	.....	1.37	5.20	2.05	.....	12.47	2.58	3.59	1746	146.9	2.1 Bluff.....	119.6	.....	.....	2.39	3.32	3.10	.....	.....	8.10	1.01	9.15	12.28	.....	.....
.....	s 10.50	.....	1.45	5.30	2.10	.....	12.52	s 3.05	4.04	1747	150.4	3.5 Wilder.....	116.1	8.30AM to 5.30PM	.....	f 2.34	3.28	3.05	.....	.....	8.05	12.52	9.10	s 12.20	.....	.....
PM 4.55	A 11.10 AM	.....	1.57	5.55	2.24	.....	1.00	s 3.19	s 4.21	1749	157.0	6.6 Heron Lake.....WY	109.5	9.00AM to 5.00PM; 12.01AM to 8.00AM	2.00PM to 4.00PM; 12.45AM to 4.45AM	s 2.24	3.20	s 2.57	.....	.....	7.55	s 12.30	8.59	12.05 PM	.....	AM A 5.45
s 5.05	.....	.....	2.17	6.05	2.35	.....	1.05	s 3.29	s 4.30	1750	160.3	3.3 (C. M. St. P. & P. Crossing) Miloma.....	106.2	7.30AM to 4.30PM	2.00PM to 4.00PM	s 2.17	3.15	s 2.49	.....	.....	7.50	12.22	8.35	.....	.....	s 5.35
s 5.20	.....	.....	2.30	6.20	3.07	.....	1.14	s 3.36	s 4.43	1751	167.0	6.7 Brewster.....	99.5	8.30AM to 4.30PM	2.00PM to 4.00PM	s 2.05	3.07	f 2.41	.....	.....	7.40	12.10	8.25	.....	.....	s 5.25
A 5.35 PM	.....	AM 6.25	A 2.45 AM	s 6.40; 7.25	s 3.40	.....	s 1.45	s 4.02	s 5.20	1753	175.3	8.3 Worthington..FWTT	91.2	Continuous	Continuous	s 1.50; 1.34	s 2.55	s 2.30	.....	.....	s 7.25; 7.05	s 11.50	8.05 PM	.....	PM A 3.40	5.00 AM
.....	.....	s 6.35	.....	7.40	3.50	.....	1.51	4.08	5.26	1756	179.3	4.0 Org.....Y	87.2	7.30AM to 4.30PM	.....	1.29	2.29	2.15	.....	.....	6.55	10.40	.....	.....	s 3.25	.....
.....	.....	s 6.50	.....	7.50	4.00	.....	2.00	s 4.17	f 5.34	1757	184.9	5.6 Bigelow, Minn.....	81.0	9.00AM to 5.00PM	1.45PM to 4.45PM	f 1.22	2.23	2.08	.....	.....	6.45	10.30	.....	.....	s 3.15	.....
.....	.....	s 7.45	.....	8.05	4.14	.....	2.13	s 4.32	s 5.49	1760	193.0	8.1 Sibley, Iowa.....Y (C. R. I. & P. Crossing)	73.5	9.00AM to 5.00PM; 12.01AM to 8.00AM	12.01AM to 6.00AM; 1.45PM to 4.45PM	s 1.08	2.13	s 1.57	.....	.....	6.30	10.10	.....	.....	s 2.45	.....
.....	.....	s 8.20	.....	8.20	4.24	.....	2.24	s 4.42	f 5.58	1762	199.4	6.4 Ashton.....W	67.1	8.30AM to 5.30PM	1.30PM to 5.00PM	f 12.55	2.05	s 1.44	.....	.....	6.20	9.55	.....	.....	s 1.54	.....
.....	.....	s 8.35	.....	8.30	4.31	.....	2.30	4.49	6.04	1763	204.3	4.9 Ritter.....	62.2	.....	.....	12.49	2.00	1.37	.....	.....	6.10	9.45	.....	.....	s 1.20	.....
.....	.....	s 10.25	.....	8.50	4.38	.....	f 2.38	s 4.58	s 6.26	1764	209.3	5.0 (I. C. Crossing) Sheldon.....Y (C. M. St. P. & P. Crossing)	57.2	Continuous	12.01AM to 8.00AM; 1.00PM to 3.00PM; 4.00PM to 7.00PM	s 12.43	s 1.54	s 1.30	.....	.....	6.00	9.35	.....	.....	s 1.05	.....
.....	.....	s 10.55	.....	9.15	4.48	.....	2.48	s 5.10	f 6.38	1766	217.1	7.8 Hospers.....	49.4	9.00AM to 6.00PM	1.00PM to 3.00PM	f 12.28	1.41	s 1.16	.....	.....	5.43	9.15	.....	.....	s 11.05	.....
.....	.....	s 11.45	.....	9.40	5.07	.....	3.01	s 5.22	s 6.53	1768	225.3	8.2 (C. & N. W. Crossing) Alton.....FWY	41.2	Continuous	12.01AM to 8.00AM; 12.30AM to 2.30PM; 4.00PM to 12M'dt	s 12.15	1.31	s 1.04	.....	.....	5.22	s 8.59	.....	.....	s 10.35	.....
.....	.....	s 11.59	.....	9.55	5.15	.....	3.08	5.29	7.00	1769	230.3	5.0 Carnes.....	36.2	.....	.....	12.06	1.22	12.53	.....	.....	4.40	8.40	.....	.....	s 9.30	.....
.....	.....	s 12.10	.....	10.10	5.25	.....	3.16	5.37	7.08	1770	236.7	6.4 Seney.....	29.8	.....	.....	11.59	1.16	12.46	.....	.....	4.30	8.30	.....	.....	s 9.15	.....
.....	.....	s 12.40	.....	10.20	5.33	.....	3.25	s 5.44	s 7.20	1772	241.5	4.8 LeMars.....W	25.0	Continuous	Continuous	s 11.53	1.10	s 12.40	.....	.....	4.20	8.15	.....	.....	s 9.00	.....
.....	.....	A 1.45 PM	.....	A 12.15 AM	A 6.30 AM	.....	.....	.....	.....	1776	264.5	23.0 22nd Street.....	2.0	Continuous	Continuous	.....	.....	.....	.....	.....	3.30 PM	7.30 PM	.....	.....	8.00 AM	.....
.....	.....	.....	.....	.....	.....	.....	A 4.15 AM	A 6.40 PM	A 8.15 AM	1777	266.5	2.0 Sioux City...FWTTY	.....	Continuous	Continuous	11.05 PM	12.25 AM	11.54 AM	.....	.....	.....	.....	.....	.....	.....	.....
Ex. Sun.	Ex. Sun.	Tu.Th.Sat.	Daily	Daily	Daily Via C.&N.W.		Daily C.&N.W. Nos. 2-201	Daily C.&N.W. Nos. 22-203	Daily 6th Dist. No. 9							Daily 6th Dist. No. 10	Daily C. & N. W. Nos. 202-1	Daily C. & N. W. Nos. 204-9			Daily C. & N. W. Nos. 344-43	Daily 6th Dist. No. 18	Daily	Ex. Sun.	Mo.We.Fri.	Ex. Sun.
												147.8														
.....	.....	.....	.....	.....	A 2.00 PM	.....	A 7.31 AM	A 9.35 PM	A 12.45 PM	.....	366.7	100.1 Omaha.....	.....	.....	.....	6.40 PM	9.15 PM	8.35 AM	.....	.....	9.30 AM	12.30 AM	.....	.....	.....	.....
.40 27.5	4.10 9.2	7.20 12.2	2.35 21.9	7.30 19.4	5.15 27.8		4.16 34.6	4.42 31.5	5.17 28.0			Scheduled Time Average Speed Per Hour				4.09 35.6	3.55 37.7	4.05 36.2			5.10 28.2	6.50 21.3	2.35 21.9	2.40 14.4	7.40 11.6	.45 24.4

No. 203 will stop at all stations to let off passengers ticketed from connecting lines via St. Paul and Minneapolis, also passengers ticketed from or via Mankato, Butterfield and Alton.

No. 201 will stop at Windom, Sibley and LeMars to let off passengers from Twin Cities and beyond, also from and via Mankato.

No. 201 will stop on signal at LeMars to pick up passengers for Omaha and beyond, also for points on C. & N. W. east of Missouri Valley.

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

No. 204 will stop at any station to let off passengers received via C. & N. W. Junction points or received from C. M. St. P. & P. at Miloma.

No. 202 will stop at any station to let off passengers ticketed from points Omaha and beyond and at LeMars, also for passengers from points on C. & N. W. east of Missouri Valley and will stop at LeMars to pick up Rochester passengers.

Eastbound trains not scheduled to stop at LeMars will proceed on clear signal without clearance when the switch from I. C. to C. St. P. M. & O. is properly lined up.

No. 25 is superior to No. 26.

GOING WEST. GOING EAST.

THIRD CLASS 45 Ex. Sun. Mixed	Station Numbers.	Distances from Lake Crystal.	ELMORE SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Elmore.	THIRD CLASS 46 Ex. Sun. Mixed
PM 11.00			St. Paul (96.3)	139.8	A PM 7.35
AM 5.15	1730	0.0	Lake Crystal (5.2) FWY	43.5	A PM 2.45
s 5.35	1800	5.2	Garden City (5.9)	38.3	s 2.25
s 6.01	1802	11.1	Vernon Center (5.2)	32.4	s 2.00
s 6.30	1804	16.3	Amboy (8.3)	27.2	s 1.30
s 7.05	1806	24.6	Winnebago (9.6) (C. M. St. P. & P. Crossing)	18.9	s 12.50
s 8.15	1808	34.2	Blue Earth (9.3) WY (C. & N. W. Crossing)	9.3	s 12.15
A 8.45 AM	1810	43.5	Elmore W-TT	0.0	11.30 AM
Ex. Sun.			43.5		Ex. Sun.

Nos. 46 and 45 will carry passengers between Elmore and Lake Crystal.
At Blue Earth, within yard limits, C. St. P. M. & O. trains and light engines may use main track of C. & N. W. Ry., by ascertaining whether first class trains due have arrived or left and clearing same not less than five minutes, and will protect against all trains where the view is obscured by fog, storms or track curvature or other causes requiring additional safeguards.

GOING WEST. GOING EAST.

THIRD CLASS 51 Ex. Sun. Mixed	Station Numbers.	Distances from Madelia.	FAIRMONT SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Fairmont.	THIRD CLASS 52 Ex. Sun. Mixed
PM 11.00			St. Paul (107.0)	135.4	A PM 7.35
AM 8.00	1733	0.0	Madelia W-TT	28.4	A PM 2.10
s 8.35	1820	9.7	Lewisville (6.6)	18.7	s 1.45
s 9.15	1826	16.3	Truman (6.3)	12.1	s 1.20
s 9.30	1833	22.6	Northrop (5.3) (C. & N. W. Crossing) (C. M. St. P. & P. Crossing)	5.8	s 12.50
A 9.45 AM	1838	28.4	FAIRMONT (0.5) W-TT		12.30 PM
Ex. Sun.			28.4		Ex. Sun.

Nos. 51 and 52 carry passengers.

GOING WEST. GOING EAST.

THIRD CLASS 89 Ex. Sat. Way Freight	THIRD CLASS 87 Ex. Mon. Way Freight	SECOND CLASS 85 Daily Time Freight	FIRST CLASS 81 Daily Local Passenger	FIRST CLASS 83 Daily Local Passenger	Station Numbers	Distances from Worthington.	SIOUX FALLS SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Mitchell.	Subject to Change by Bulletin. Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	FIRST CLASS 82 Daily Local Passenger	FIRST CLASS 80 Daily Local Passenger	SECOND CLASS 84 Daily Hawkeye	THIRD CLASS 86 Ex. Mon. Way Freight	THIRD CLASS 88 Ex. Sun. Way Freight
			AM 10.15	PM 11.00	1700		St. Paul (175.3)	309.2			A AM 7.25	A PM 7.35			
	AM 12.10	AM 3.30	PM 4.05	AM 5.25	1753	0.0	Worthington (3.7) FWTT	133.9	Continuous	Continuous	A AM 1.05	A PM 2.10	A PM 7.00	A AM 8.30	
	s 12.20	3.40	f 4.11	5.31	2000	3.7	Trent (8.1)	130.2			12.55	f 2.02	6.50	s 8.20	
	s 12.39	3.56	s 4.24	s 5.47	2002	11.8	Rushmore (6.8)	122.1	8.30AM to 5.30PM		s 12.39	s 1.48	6.35	s 7.55	
	s 12.53	4.10	s 4.36	s 6.00	2004	18.6	Adrian (7.5)	115.3	8.30AM to 5.30PM	1.15PM to 5.00PM	s 12.24	s 1.34	6.22	s 7.25	
	s 1.10	4.25	s 4.49	s 6.14	2006	26.1	Magnolia (6.6) (C. R. I. & P. Crossing)	107.8	9.00AM to 6.00PM		s 12.07	s 1.19	6.08	s 6.55	
	s 1.35	s 4.50	s 5.08	s 6.30	2010	32.7	Luverne W	101.2	8.30AM to 5.30PM		s 11.50	s 1.05	5.56	s 6.30	
	s 1.55	5.10	s 5.21	s 6.47	2012	41.1	Beaver Creek (8.4) (G. N. Crossing)	92.8	8.30AM to 5.30PM		s 11.30	s 12.47	5.39	s 5.10	
			f 5.26			44.9	Manley, Minn. (3.8)	89.0				f 12.41			
	s 2.10	5.25	s 5.30	s 7.00	2014	46.8	Valley Springs, S. D. (1.9)	87.1	9.00AM to 6.00PM		s 11.18	s 12.37	5.30	s 4.50	
	s 2.25	5.40	s 5.40	s 7.15	2016	53.3	Brandon (6.5)	80.6			s 11.05	s 12.24	5.10	s 4.35	
						58.0	G. N. Crossing (4.7)	75.9							
PM 7.45	A 2.50 AM	A 6.15 AM	s N {6.00 6.20	A 7.40 AM	2018	61.9	(I. C. and G. N. Crossings) Sioux Falls (3.9) FWTT (C. M. St. P. & P., C. R. I. & P. and G. N. Crossings)	72.0	{6.45AM to 2.45PM 3.00PM to 11.00PM	{6.45AM to 2.45PM 9.00PM to 11.00PM	10.50 PM	s {12.10 11.30	4.50 PM	4.10 AM	A PM 11.55
						65.3	Westside (3.4)	68.6							
s 8.05			f 6.37		2019	68.6	Ellis (3.3)	65.3	7.30AM to 4.30PM			f 11.17			s 11.35
s 8.50			s 6.52		2021	76.2	Hartford (7.6)	57.7	8.00AM to 5.00PM			s 11.04			s 11.10
s 9.39			s 7.06		2022	83.0	Humboldt (6.8)	50.9	8.00AM to 5.00PM	9.15AM to 11.15AM		s 10.54			s 10.30
s 9.55			s 7.23		2024	90.0	Montrose (7.0) W	43.9	8.15AM to 5.15PM	9.15AM to 11.15AM		s 10.35			s 9.55
s 11.10			s 7.50		2027	101.5	Salem (11.5) WY (C. & N. W. Crossing)	32.4	{8.00AM to 4.00PM 6.30PM to 2.30AM	{9.00AM to 11.00AM 7.00PM to 9.00PM		s 10.15			s {9.15 7.50
s 12.01			s 8.10		2030	111.6	Spencer (10.1)	22.3	7.30AM to 5.30PM			s 9.53			s 7.18
s 12.40			s 8.21		2032	116.3	Farmer (4.7)	17.6	8.30AM to 5.30PM	9.00AM to 11.00AM		s 9.43			s 6.40
s 1.15			s 8.35		2034	123.1	Fulton (6.8)	10.8	8.00AM to 5.00PM			s 9.33			s 6.15
s 1.30			8.45		2037	129.3	Riverside (6.2)	4.6				9.24			s 5.55
A 1.50 AM			A 8.55 PM		2038	133.9	Mitchell FWTT	0.0	8.00AM to 5.00PM	6.30PM to 8.30PM		9.15 AM			5.45 PM
Ex. Sun.	Ex. Mon.	Daily	Daily	Daily			133.9				Daily	Daily	Daily	Ex. Mon.	Ex. Sun.
6.05 11.8	2.40 23.2	2.45 22.5	4.30 29.7	2.15 27.5			Schedule Time Average Speed Per Hour				2.15 27.5	4.15 31.5	2.10 28.6	4.20 14.3	4.45 15.2

SIOUX FALLS SUB-DIVN.

No. 87 is superior to No. 86.

GOING WEST. — GOING EAST.

SECOND CLASS 63 Ex. Sun. Mixed		Station Numbers.	Distances from Bingham Lake.	CURRIE SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Currie.	SECOND CLASS 62 Ex. Sun. Mixed	
.....	AM 10.15	.....	.....	St. Paul 140.3	178.6	A PM 7.35	.....
.....	PM 3.25	1743	0.0	Bingham Lake ... FWY 6.4	38.3	A PM 1.20	.....
.....	s 3.45	1926	6.4	Delft 7.6	31.9	s 12.55	.....
.....	s 4.10	1934	14.0	Jeffers 6.5	24.3	s 12.25	.....
.....	s 4.35	1941	20.5	Storden ... W 5.7	17.8	s 11.45	.....
.....	s 5.05	1946	26.2	Westbrook 5.9	12.1	s 11.10	.....
.....	s 5.25	1952	32.1	Dovray 6.2	6.2	s 10.20	.....
.....	A 5.45 PM	1958	38.3	Currie ... FWTT	0.0	10.00 AM	.....
	Ex. Sun.			38.3		Ex. Sun.	

CURRIE SUB-DIVN.

Normal position of Currie Main Line Switch at Bingham Lake is when set for passing track.

Speed of all ClassI or larger engines must not exceed 25 miles per hour on Currie Line.

GOING WEST. — GOING EAST.

THIRD CLASS 73 Ex. Sun. Mixed		Station Numbers.	Distances from Heron Lake.	PIPESTONE SUB-DIVISION STATIONS. Time Table 177. November 27, 1938.	Distances from Pipestone.	THIRD CLASS 72 Ex. Sun. Mixed	
	PM 11.00	.....	.....	St. Paul 157.0	212.0	.....	A AM 7.25
	AM 6.30	1749	0.0	Heron Lake ... WY 8.2	55.0	.....	A PM 4.45
	s 7.00	1900	8.2	Dundee 5.5	46.8	.....	s 4.20
	s 7.20	1901	13.7	Lime Creek 6.1	41.3	.....	s 4.00
	s 7.50	1902	19.8	Avoca 6.3	35.2	.....	s 3.40
	s 8.30	1905	26.1	Slayton 5.1	28.9	.....	s 3.15
	s 9.00	1907	31.2	Hadley 5.0	23.8	.....	s 2.45
	s 9.30	1908	36.2	Lake Wilson ... W 7.9	18.8	.....	s 2.30
	s 10.00	1910	44.1	Woodstock 10.9 (C. R. I. & P. and G. N. Crossings)	10.9	.....	s 2.00
	A 10.30 AM	1912	55.0	Pipestone ... FWTT	.....	.....	1.30 PM
Ex. Sun.				55.0			Ex. Sun.

PIPESTONE SUB-DIVN.

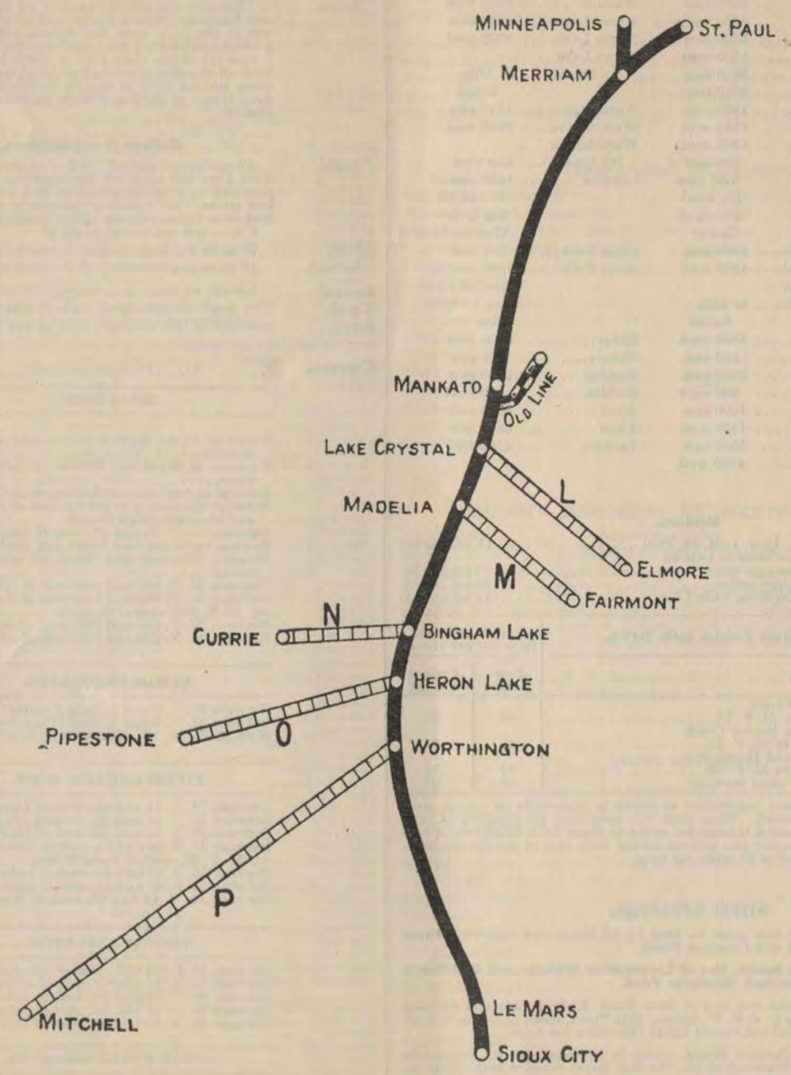
Nos. 72, 73 will carry passengers.

Speed of all Class I or larger engines must not exceed 25 miles per hour on Pipestone Line.

Normal position of Pipestone, Main line switch at Heron Lake is when set for passing track.

No. 73 is superior to No. 72.

Chart Showing Engines Which May Be Operated Over Bridges on Various Lines.



SEPT. 1, 1936

Note—Class M5 Engines may be operated singly or coupled in East and West Minneapolis Yards, over Great Northern and Omaha Railway between Minneapolis and Lakeland Junction, in East St. Paul, Hazel Park, Prince Street and Western Avenue Yards; but not beyond East end of Bridge 15¾ over Pickerel Lake.

Letters shown on branch lines are those prefixed to bridge numbers.

GROUP 1 (Single or Coupled)

Passenger: E3-E-K2-I2-G3-F8-E8-E6
Freight: J3-J2-J1-J-Z-K1-I1-G1-F9-F2-F1-E8
Switch: M3-M2-H2-H3-M1-F10-F6

GROUP 2 (Single or Coupled)

Passenger: K2-I2-G3-F8-E8-E6
Freight: K1-I1-G1-F9-F2-F1-E8
Switch: M1-F10-F6

GROUP 3

Single
Freight: I1-G1-F9-F2-F1-E8
Switch: M1-F10-F6
Coupled
Freight: F2-F1-E8
Switch: M1-F10-F6

C. & N. W. Locomotives listed below have substantially the same effect on Bridges as C. St. P. M. & O. Locomotives shown opposite and may be operated accordingly.

C. & N. W. Engine Class	C. St. P. M. & O. Engine Class
A-B &C	F-8
D	G-3
E	E
E-1	K-2
E-2 and E-2A	E-3
J	J
L	I-2
M & M-1 (Except M-1 Nos. 2015-2104, Inc., which cannot be operated in territory of Groups 2 and 3)	M-1
M-2	M-2
M-3	M-3
M-4	M-5
Q	F-9
R	G-1
R-1	I-1
S-2 & S-4	F-2
Z	Z

RATING OF ENGINES IN TONS.

TERRITORY.		21x26 302 Class I-1	23x26 125 Class K-1	27x32 390 Class J	27x32 432 Class J-3
Fourth District					
St. Paul to Mankato		1675	1775	3000	3200
Mankato to Lake Crystal		1210	1310	2400	2700
Lake Crystal to St. James		1760	1860	3000	3500
St. James to Mankato		2200	2300	4000	4500
Mankato to Carney		1760	1860	3000	3500
Carney to Ottawa		1760	1860	3000	3500
Ottawa to St. Paul		2090	2190	3000	4200
Lake Crystal to Elmore		1280	1380	....	....
Elmore to Lake Crystal		1595	1695	....	....
Between Merriam and Minneapolis in Both Directions	Class A Rating	1200	1300	2100	2500
	Class B Rating	1100	1200	2000	2300
	Empty Cars	50	55	65	65
Fifth District					
St. James to Worthington		1210	1310	2200	2500
Worthington to Org		1180	1280	2000	2300
Org to Sioux City		1675	1775	3000	3400
Sioux City to Alton		1445	1545	2700	3000
Alton to Worthington		1180	1280	2200	2500
Worthington to Bingham Lake		1310	1410	2300	2600
Bingham Lake to St. James		3490	3600	5500	6000
Worthington to Sioux Falls		1175	1265	....	....
Sioux Falls to Montrose		1250	1350	....	....
Montrose to Mitchell		1175	1275	....	....
Mitchell to Humboldt		865	965	....	....
Humboldt to Sioux Falls		1450	1550	....	....
Sioux Falls to Luverne		1145	1245	....	....
Luverne to Rushmore		1110	1210	....	....
Rushmore to Worthington		1310	1410	....	....

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.

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.

s—Regular stop.
f—Flag stop to receive or discharge passengers or freight.
‡—Trains stop only to leave passengers.

OVERHEAD OBSTRUCTIONS

Maximum Width and Height of Loaded Cars That Will Pass In Safety Over the Western Division.

BETWEEN	HEIGHT ABOVE TOP OF RAIL 9 ft. Wide	10 ft. Wide	11 ft. Wide	Structures Limiting Height
	Ft. In.	Ft. In.	Ft. In.	
Minneapolis & Merriam.. (M. & St. L.)	16 4	16 4	16 4	Highway Bridge Royalston Ave., Mpls.
St. Paul & Nichols.....	18 0	18 0	18 0	C. M. St. P. & P. Crossing, Mendota.
Nichols & Le Mars.....	20 2	19 9	19 6	Br. 574, Windom.
Le Mars & Sioux City....	20 10	20 4	19 8	4th St. Viaduct, Sioux City...
Trent & Mitchell.....	18 4	18 0	17 8	Br. P-106.
Madelia & Fairmount....	.. ..	.. ..	.. ..	No Obstruction Below 22-0.
Lake Crystal & Elmore...	21 9	21 9	21 9	Highway Bridge L-0¼ Lake Crystal.
Bingham Lake & Currie..	.. ..	.. ..	.. ..	No Obstruction Below 22-0.
Heron Lake & Pipestone..	.. ..	.. ..	.. ..	No Obstruction Below 22-0.

No load must exceed eleven (11) feet in width, regardless of height. Trainmen and yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the division.

SPECIAL RULES.

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

Superiority.

1. On the Mankato, Elmore and Fairmont Sub-Divisions, trains going West are superior to trains of the same class going East. On the Worthington, Sioux Falls, Currie and Pipestone Sub-Divisions, trains going East are superior to trains of the same class going West.

Standard Time.

2. Standard time is shown by clocks at:
Telegraph Office, Union Depot, St. Paul.
Yard Office, Western Avenue, St. Paul.
Telegraph Office, Passenger Depot, Mankato.
Telegraph Office, Headquarters Bldg., St. James.
Telegraph Office, Passenger Depot, Worthington.
Yard Office, 22nd St. Yard, Sioux City.
Telegraph Office, Passenger Depot, Sioux City.
Engine House, Sioux City.

Registry of Trains.

3. 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, Mitchell.

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.

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

Trains scheduled to pass registering stations or trains receiving a train order reading "All trains due....up to....A. M. (or P. M.) have passed," will register at that point by register card Form 645.

Bulletin Boards.

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

Bulletins posted by Division Superintendents will remain in effect regardless of changes of time card, until cancelled by cancellation bulletin by Division Superintendents.

Time Tables of Foreign Lines.

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 LeMars and Sioux City must provide themselves with current time table of Illinois Central Railroad, and be governed by their time, rules and signals.

5. Yard Limits.

Station	Distance in feet from outer switches	Station	Distance in feet from outer switches
Western Ave....	5450 west	Bingham Lake..	2000 east
Savage.....	2840 east	Bingham Lake..	2000 west
Savage.....	4460 west	Bingham Lake	
Shakopee.....	750 east of Macy	(on branch)...	at Mile Board
Shakopee.....	2000 west	Windom.....	3000 east
Merriam.....	2000 east	Windom.....	2500 west
Merriam.....	4000 west	Heron Lake....	2000 east
Belle Plaine....	2300 east	Heron Lake....	2000 west
Belle Plaine....	1000 west	Heron Lake	
LeSueur.....	2010 east	(on branch)...	at Mile Board
LeSueur.....	5000 west	Worthington....	1510 east
Kasota.....	1500 east	Worthington....	7440 west
Kasota.....	1650 west	Worthington	
Mankato.....	1500 west	(on branch)...	500 west
Mankato.....	200 east of west passing track switch at Carney	Luverne.....	1400 east of Switch leading to Le-Grande Spur
Lake Crystal....	3000 east	Sioux Falls.....	100 east
Lake Crystal....	1500 west	Sioux Falls.....	1000 west of Switch leading to West Side
Lake Crystal (on branch)...	at Mile Board	Sibley.....	3000 west
Madelia.....	4000 west	Sibley.....	3200 east
Madelia.....	1590 east	Sheldon.....	5000 east
St. James.....	2500 east	Sheldon.....	5000 west
St. James.....	300 west	Alton.....	3670 east
Butterfield.....	1500 east	Alton.....	3600 west
Butterfiled.....	1500 west	LeMars.....	4500 east
Mt. Lake.....	2500 east		
Mt. Lake.....	4000 west		

Speed Regulations.

Bridges.

6. Nos. 15, 15½, 15¾, St. Paul.....15 mi. per hr.
No. 351—West of Ottawa
Passenger trains.....40 mi. per hr.
Freight trains.....30 mi. per hr.
No. P106 Sioux Falls Line.....15 mi. per hr.

SIOUX FALLS SUB. DIVN. BETWEEN	Maximum Speed in Miles per Hour. Pass. Trains	Freight Trains
Trent and Adrian M. P. 0 to M. P. 10.....	40	30
Luverne and Beaver Creek M. P. 30 to M. P. 35.....	40	30
Sioux Falls and Humbolt M. P. 61 to M. P. 76.....	40	30
Between all other stations.....	50	40

except speed restrictions as shown in time-table on curves must also be observed. Time table rule governing the handling of tank cars when loaded is amended so far as Sioux Falls Sub-Divn. is concerned to permit you to haul loaded tank cars at the speed shown above instead of 25 miles per hour.

Street Crossings.

St. Paul Yard. 7. Great care must be used by all trains and engines between Union depot and Chestnut Street.

Mankato. **Regulating Speed, Use of Locomotive Whistle and Bell While Passing Through Mankato Yard.**

Between the east end of Blue Earth River Bridge and the east switch of the C. & N. W. Quarry Side Track, speed of trains, in both directions, will not exceed thirty (30) miles per hour.

Between Jackson Street, which is the west end of the freight house, and Washington St., the first street crossing east of the interlocking tower, in both directions, the use of the locomotive whistle and bell are prohibited by City Ordinance, except that the bell may be rung or whistle sounded as a warning against imminent danger.

The use of the locomotive whistle between the Blue Earth River Bridge and the C. & N. W. Quarry Track will be modified, but the locomotive bell will be used in this territory.

Blue Earth. 8 miles per hour, protect by flag when switching.

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.

Mt. Lake. Between 7:00 PM and 12 Midnight, freight trains must not exceed 30 miles per hour over 10th St. crossing.

Windom. 12 miles per hour.

Worthington. Between the hours of 9:45 P. M. and 11:45 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 A. M. and 9 P. M. 15 miles per hour over Main Street.

Sibley, 9th Street. 8 miles per hour passenger trains. 6 miles per hour freight trains.

Sheldon. 8 miles per hour over 7th, 8th and 9th streets between freight depot and east end of yard.

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.

Beaver Creek. 8 miles per hour over crossing just east of depot. Also comply with Rule 13 (I).

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.

Other Restrictions.

Agate. All eastbound second, third class, and extra trains from the Sioux Falls Line will approach the crossover at Agate under full control, prepared to stop, expecting to find crossover being used by main line trains. No crossover movement will be made on the time of first class trains without proper flagging protection.
Trains will not exceed speed of

Cliff. 25 miles per hour passing Junction switch.

LeMars. 10 miles per hour through Junction switch.

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.

Curves.

7. LOCATION OF CURVE. MAIN LINE.	Maximum Speed in Miles per Hour. Freight	Pass.
Curve at C. M. St. P. & P. overhead crossing, Mendota	20	30
Between M. P. 46 and 47 east of Belle Plaine depot	35	50
Reverse curves between LeSueur and Ottawa..	25	50
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....	35	50
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 SUB. DIVN.		
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 SUB. DIVN.		
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 SUB. DIVN.		
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, west of 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
SIOUX FALLS SUB. DIVN.		
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)	20	30
Between M. P. 87 and 88, west of Montrose..	20	30

Railroad Crossings.

Shakopee. All trains approaching the railroad crossing at Shakopee, when passing the distant signals, must be under full control prepared to stop at the governing home signals whether in a proceed position or otherwise, and operate within the home signal limits at a restricted speed not to exceed eight (8) miles per hour.

Merriam. 30 miles per hour over railroad crossing.

Caroline. 30 miles per hour over railroad crossing.

Carney. 30 miles per hour over railroad crossing.

Butterfield. 30 miles per hour over railroad crossing.

Sibley. 25 miles per hour over railroad crossing.

Alton, Manley, East Sioux Falls. Engine or leading car of train must not exceed a speed of fifteen (15) miles per hour when passing home signal at Alton, Manley and G. N. Ry., four (4) miles east of Sioux Falls.

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.

Stop. In Minnesota: Stop not less than 165 feet nor more than 990 feet from crossing or drawbridge except when interlocked.
In Iowa: Stop not less than 200 feet nor more than 800 feet from crossing or drawbridge 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 stopboard, must proceed cautiously with train under full control, until point is reached where unobstructed view of the crossing line can be had by enginemen, so that, if necessary, stop can be made in time to avoid striking engines or cars on crossing. 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 601A to 672, inclusive, will be observed:

RAILWAY	LOCATION
C. M. St. P. & P.	Shapokee
M. & St. L.	Merriam
C. M. St. P. & P.	Caroline
C. G. W.	Carney
C. & N.-W. and C. M. St. P. & P.	Mankato.
M. & St. L.	1 mile West St. James.
C. & N.-W.	Butterfield.
C. R. I. & P.	Sibley.
C. & N.-W.	Alton.
C. & N.-W. and C. M. St. P. & 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. M. St. P. & P.	St. Paul, Chestnut Street.
C. & N.-W.	Mankato, on old line.
C. M. St. P. & P.	Miloma.
I. C. and C. M. St. P. & P.	Sheldon.
I. C., C. & N.-W. and G. N.	Crossings between 1st and 4th Sts., Sioux City.
C. M. St. P. & P. and G. N.	Wall and Howard Streets, Sioux City.
C. M. St. P. & P.	Winnebago.
C. & N.-W.	Blue Earth.
C. R. I. & P. and G. N.	Pipestone.
I. C., C. M. St. P. & P., C. R. I. & P. and G. N.	Sioux Falls.
C. & N.-W.	Salem.

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

Automatic Block Signals. 9. Between Signal 345 at West Switch Merriam and Signal 854 near Rock Street, Mankato, even numbers are East Bound signals and odd numbers are West Bound signals.

Automatic Signal Territory **Instructions for Hand Operation. Derails or Switches Normally Operated by Dual Control Power Switch Machine.**

10. A derail or switch must not be operated by **HAND** without **AUTHORITY** from leverman.
When authority is received from leverman, trainman will unlock both levers, which are locked with standard switch lock, then throw the short lever marked **POWER,** which is the **SELECTOR LEVER,** completely over to hand throw position using a reasonable amount of force to complete the stroke. Now operate **HANDTHROW** lever slowly back and forth until it engages the selector lever, and derail or switch points move, which will insure points are positively connected to **HANDTHROW LEVER,** then set up route required.
When use of derail and/or switches by hand operation is finished replace **HANDTHROW** lever to normal position and the **SELECTOR** lever to **POWER** position, locking levers in that position, and notify leverman that hand operation of derail and/or switches is completed.

Double Track. 11. Double track extends and is operated between:
St. Paul Shops and connection with Main Line east end Western Avenue yard.
Wall Street to East end of 22d Street Yard, Sioux City.

The following rule will govern in Sioux City Yard:

"All trains or engines using the double tracks between Wall Street and the North end of 22nd Street Yard, Sioux City, will approach the crossovers at 9th Street under control and must stop for same unless they can see that the route is clear, and switches properly lined for their movement."

Switches, Normal Position. 12. 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.

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

Protection on Sub-Divns. **On the Pipestone, Currie, Sioux Falls, Elmore and Fairmount Sub-Divisions.**

13. Trains will, when possible, be notified of following extras by the Train Dispatcher who will issue Train Order to all trains affected, in the following form:

C and E.....at.....after.....M
protect against extra.....(east or west).

SSECIAL RULES—Continued.

Preceding trains receiving this order will, after the specified time, protect according to Rule 99. In the absence of this order trains may occupy the main track at stations between station mile boards, protecting against scheduled trains only, and following extras must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards.

Where yard limits boards are established Rule 93 will govern.

Rule 83-A is suspended at terminals where telegraph office is closed.

Miscellaneous Rules.

Showering Hogs.

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

Merriam,	Bingham Lake,	Valley Springs,
Le Sueur,	Windom,	Sioux Falls,
Lake Crystal,	Heron Lake,	Alton,
Madelia,	*Worthington,	Montrose,
St. James,	Adrian,	Westbrook.
Amboy,	Luverne,	
Currie,		

*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.

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

*Kasota	36 ft. 60 tons.	*St.Paul(W.Ave)	50 ft. 125 tons.
*Mankato	50 ft. 125 tons.	*Sioux City	50 ft. 125 tons.
*Worthington	46 ft. 100 tons.	*Sioux Falls	50 ft. 125 tons.
*St. James	46 ft. 100 tons.		

*Under jurisdiction of Western Railway Weighing Association.

Cleaning Ash Pans.

16. Ash pans may be cleaned at any station and enginemen must see that fire in cinders is 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 on or near switches, crossings, platforms or buildings, and clinkers will not be thrown off within yards if possible to avoid it.

Changed Waybills.

17. Conductors must not take cars accompanied by waybills on which car numbers or initials have been changed, unless such waybills 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.

18. 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 way-bill and if there is a man in charge.

Elevated Coal Sheds.

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

Carney.

20. A sign has been erected on north side of passing track 30 feet east of bonded rail near West Switch at Carney reading.

Beginning of Westbound Track Circuit

Work at Mankato.

21. Enginemen, westbound, will not pass this sign when holding the main track to meet eastbound trains at Carney. This so that the train standing on main line at Carney will not set the eastbound Hall signals against the eastbound train going up the hill.

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 to 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 when using track back of passenger station, 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 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 Mankato 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.

No passenger train will leave Mankato when the passage from the rear of the depot is being blocked by a freight train using the back track behind the passenger depot.

The conductors of passenger trains will hold their train until the freight trains have cleared the crossing and ascertain whether or not there are any passengers being blocked by such freight train movement.

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.

A double cross-over between Omaha and C. & N. W. main tracks has been installed 1200 ft. east of Sibley Park Crossing west of Mankato. Between these cross-overs and cross-over at Standard Oil east of Mankato station Omaha trains and light engines may use main track of C. & N. W. Railway or C. & N. W. trains and light engines may use main track of Omaha Ry. upon receiving permission from the Yardmaster and by ascertaining if due or overdue first class trains have arrived and clearing same not less than five minutes.

When trains of one line are given instructions by the Yardmaster, to use main track of the other line, Yardmaster will be responsible for knowing that first class trains due have arrived.

All second or inferior class trains and extra trains must approach these cross-overs at either end of the yard under full control expecting to find cross-overs in use.

Work at Sioux City.

22. 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.

23. 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
Merriam	No. 2 West yard	West end
Merriam	Minn. Quartz Co. Spur	East end
Belle Plaine	Mill track	West end
Belle Plaine	House track	East 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
Le Sueur	Lampert track	East end
Le Sueur	Minn. Canning Co. track	East end
Kasota	Kasota Elevator Co. track No. 1	East end
Kasota	Peavy track	Both ends
Mankato	Old Line, east connection, 190 feet west of C. & N. W. Main Line, R. R. Crossing.	
Madelia	Stock track	East end
Vernon Center	House track	West end
Amboy	Mill spur	
Elmore	House track	Both ends
Lewisville	House track	West end
St. James	Coal chute track	Both ends
St. James	M. & St. L. "Y"	East end
St. James	New Stockyard track	Both ends
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
Windom	New stock track	Both ends
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
Pipestone	Champlin Ref. Co. Spur	East end
Miloma	"Y"	East end
Brewster	House track	East end
Worthington	Coal chute track	East end
Worthington	Transfer track Old Yard C. R. I. & P.	
Trent	Passing track	East end
Rushmore	North Spur	Near West end
Rushmore	House track	Both ends
Adrian	House track	Both ends
Magnolia	House track	Both ends
Warner	House track	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
Sioux Falls	Long track	East end
Sioux Falls	Summit Avenue Spur	West end
Sioux Falls	Storage track near Sixth St.	East end
Sioux Falls	Western Asphalt Spur	East end
Sioux Falls	I. C. transfer track	East end
Sioux Falls	Cliff Ave. team track	East end
Sioux Falls	Joint track to Morrill packing plant, just near switch to Morrell's plant.	
Sioux Falls	Weber Ave., 300 feet south of plow works building.	
Sioux Falls	West Side Spur	East end
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
Sibley	South "Y"	West end
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
Alton	North "Y"	Both ends
Seney	House track	West end
Le Mars	House track	East end
Le Mars	Stock track	East end
Sioux City	Coal chute.	

24. SPUR TRACKS.

NAME	LOCATION	SWITCH
Distillery Spur	1.5 miles West of Shakopee	Switch at East end
Minn. Quartz Co. Spur	1.5 miles West of Merriam	Switch at East end
Mud Baden Spur	Mud Baden	Switch at West end
Oil Spur	0.8 miles East of Le Sueur	Switch at East end
Sand Spur	0.5 miles West of Ottawa	Switch at East end
Fowler & Pay	1.6 miles East of Mankato	Switch at West end
East Connection	1.0 miles East of Mankato	Switch at East end
Cement Spur	1.4 miles West of Mankato	Switch at East end
West Connection	2.4 miles West of Mankato	Switch at West end
Sanitarium Spur	1.7 miles West of Worthington, Mitchell Line	Switch at East end
Wheeler Spur	4.0 miles East of Sioux Falls	Switch at East end
Summit Ave. Doubling Spur	1.6 miles West of Sioux Falls	Switch at West end
West Side	1.6 miles West of Sioux Falls	Switch at East end
Quarry Spur	0.4 miles West of Spencer	Switch at East end
Tile Plant Spur—Fairmont Line	0.8 miles West of Madelia	Switch at East end

INSPECTORS OF WATCHES.

Ball Railroad Time Service	284 Endicott Bldg., St. Paul, Minn.
Minneapolis, 404 Nicollet Ave.	Oscar Gustafson Co.
Minneapolis, 1917 Washington Ave. North	C. G. Lindquist
St. Paul, 109 Endicott Arcade	Northern Watch Company
Mankato	Stan A. Smith
Lake Crystal	A. D. Prince
Fairmont	A. G. Crooker
St. James	E. F. Minder
Westbrook	Harry F. Rohlfs
Pipestone	Geo. F. Patterson
Worthington	R. M. Hurlbert
Sioux Falls	Tony Lee
Mitchell	L. R. Wick
Sioux City	Oscar J. Hoberg
Sioux City	Thorpe & Company

COMPANY SURGEONS ON WESTERN DIVISION.

Station	Name of Doctor	Address
St. Paul, Minn	**L. E. DAUGHERTY, Chief Surgeon**	914 Lowry Bldg.
St. Paul, Minn	H. P. Ritchie, Asst. Chief Surgeon	917 Lowry Bldg.
St. Paul, Minn	W. P. Ritchie, Asst. Chief Surgeon	917 Lowry Bldg.
St. Paul, Minn	Harry Oerting, Asst. Chief Surgeon	914 Lowry Bldg.
St. Paul, Minn	Louis A. Nelson, Ophthalmic Surgeon	830 Lowry Bldg.
St. Paul, Minn	E B. Daugherty, Consulting Internist	242 Lowry Bldg.
Minneapolis, Minn	J. F. Corbett, M. D.	507 Medical Arts Bldg.
Minneapolis, Minn	M. H. Bochman, M. D.	719 Nicollet Ave.
Minneapolis, Minn	J. H. Gammel, M. D.	1241 Medical Arts Bldg.

LOCAL SURGEONS.

Station	Name of Doctor
Shakopee, Minn	H. W. Reiter
Belle Plaine, Minn	H. M. Juergens
Le Sueur, Minn	N. N. Sonnesyn
St. Peter, Minn	F. P. Strathern
Mankato, Minn	R. N. Andrews, J. S. Holbrook and A. E. Sohmer
Lake Crystal, Minn	Hugh Williams
Blue Earth, Minn	J. A. Broberg, W. C. Chambers
Elmore, Minn	A. W. Sommer
Madelia, Minn	W. J. McCarthy
Fairmont, Minn	Roscoe E. Hunt
St. James, Minn	Albert Thompson
St. James, Minn	F. L. Bregel
Windom, Minn	L. Sogge
Heron Lake, Minn	A. G. Chadbourn
Pipestone, Minn	W. G. Benjamin
Worthington, Minn	P. W. Harrison
Worthington, Minn	E. A. Kilbride
Adrian, Minn	E. W. Arnold
Luverne, Minn	C. O. Wright
Sioux Falls, S. D	C. F. Culver
Sioux Falls, S. D	A. J. Moe
Sioux Falls, S. D	S. A. Donahue
Salem, S. D	A. H. Hoyne
Mitchell, S. D	R. A. Bobb, C. S. Bobb
Sibley, Iowa	F. P. Winkler
Sheldon, Iowa	Lynn. L. Myers
Alton, Iowa	D. J. Gleysteen
Le Mars, Iowa	W. L. Downing
Sioux City, Iowa	S. E. Sibley
Sioux City, Iowa	P. E. Keeffe
Sioux City, Iowa	L. R. Tripp, Oculist and Aurist

FOR INSTRUCTIONS TO EMPLOYEES IN CASE OF ACCIDENT READ RULES NOS. 800 TO 808.

Air Brakes—Rule 1073.

25. All cars in trains leaving terminals must be equipped with air brakes and in operation.

Blue Earth Interchange.

17. Through cars set out on South end track 1 or 2, C. & N. W. yard, Short cars between Mason City and Fairmont on house track. Merchandise at freight house.

C. & N. W. will place company coal on mill spur or North end of tracks 1 and 2, C. & N. W. yard, other cars for Omaha Line on North end of Mill track.

Butterfield Interchange.

26. 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.

C. St. P. M. & O. Trains.

Alton Interchange. of Cars.

27. All merchandise cars will be placed on either merchandise track.

East cars will be placed on middle east wye track, except empty box and stock cars moving on general orders will be placed on outside east wye track when room.

West cars and cars for Farmer's Co-Operative Mutual and Champlin Refining Co. will be placed on storage track in C. & N. W. West Yard.

Stock for the east will be placed on storage track in C. & N. W. West Yard or on North Wye.

C. & N. W. Trains.

All merchandise cars will be placed on either merchandise track.

East cars and cars for Klein Bros. Grain Co. and E. M. Slagle & Co. will be placed on outside store in Omaha Yard.

West cars will be placed on middle store in Omaha yard.

When not room on assigned tracks, agent will be in authority as to where cars will be delivered.

DIVISIONAL STAFF

ASST. SUPERINTENDENT

G. M. WELCH — **St. James**

TRAINMASTERS

J. J. CRAWFORD — **Mankato**

CHIEF TRAIN DISPATCHERS

P. J. DEMPSEY — **St. James**
G. R. McGINTY, Night — **St. James**
C. F. SHELLINGTON, Asst. — **St. James**

TRAIN DISPATCHERS

A. P. JAMIESON — **J. G. SULLIVAN**
O. O. HAGER — **O. A. KRAGSKOW**
J. N. ALVORD — **S.D. FAHEY**
O. S. MANN

TRAVELING ENGINEERS

F. J. ANDERSON, Mankato — **J. P. LYNCH**, Sioux City

ROADMASTERS

H. SCHUMACHER, Mankato — **B. R. BITNEY**, Worthington

ASSISTANT ROADMASTER

L. HOGAN, Worthington

SUPERVISORS B. & B.

T. H. THOMPSON, St. Paul — **E. M. ENGER**, St. James — **T. F. BRACKEN**, Emerson

DISTRICT STOREKEEPER

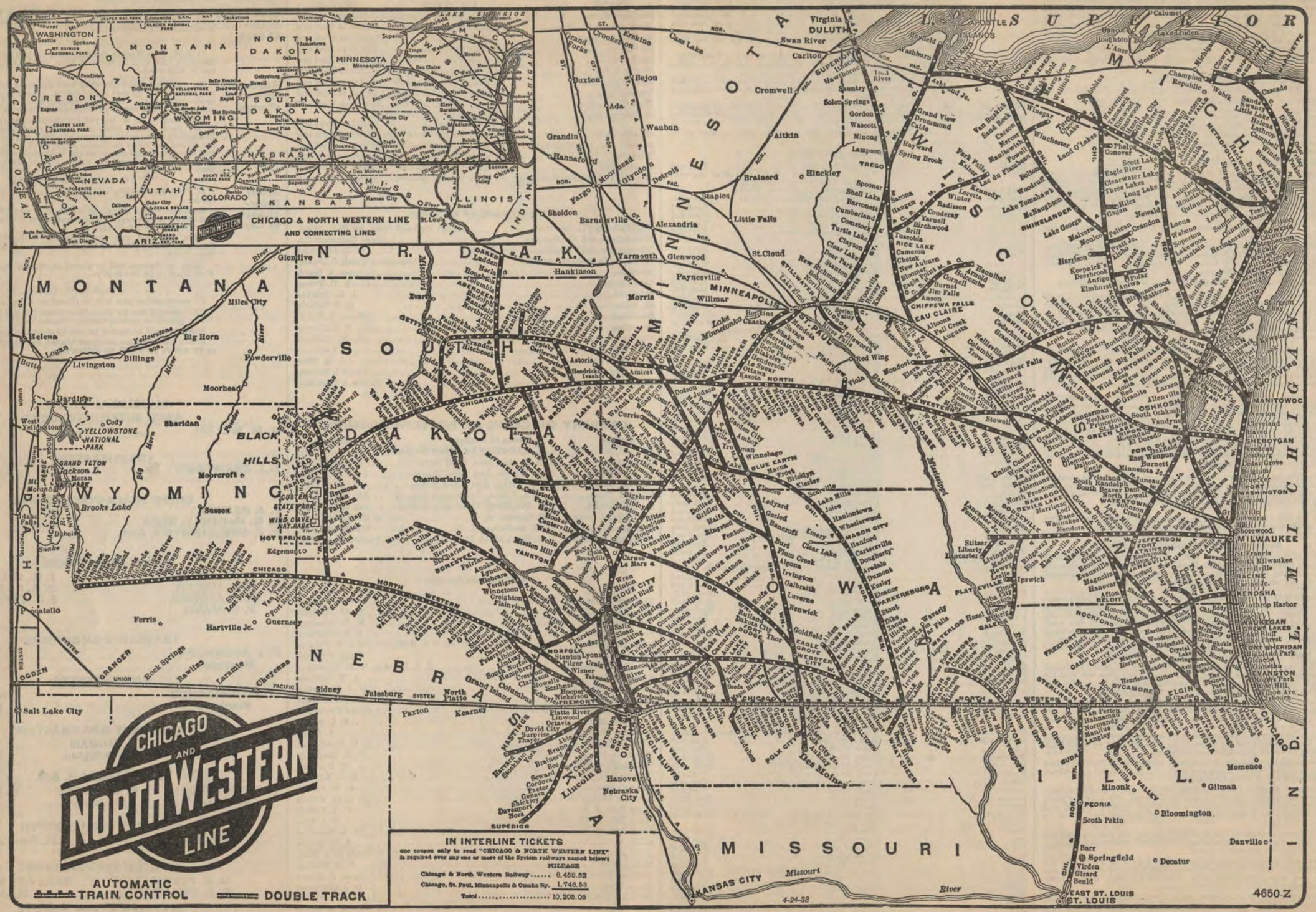
J. P. KIMMEL — **St. Paul Shops**

DIVISION STOREKEEPERS

H. R. PEERY — **Sioux City Shops**
F. C. SWANSON — **St. James**

DISTRICT CLAIM AGENTS

G. T. JOYCE, St. Paul — **W. F. BRINK**, Mankato
T. R. HUGHES, Sioux City — **F. D. STEADRY**, Huron, S. D.


CHICAGO & NORTH WESTERN LINE
AND CONNECTING LINES
CHICAGO AND NORTH WESTERN LINE
AUTOMATIC TRAIN CONTROL
DOUBLE TRACK
IN INTERLINE TICKETS
one coupon only to read "CHICAGO & NORTH WESTERN LINE" is required over any one or more of the System railways named below:
MILEAGE
Chicago & North Western Railway 8,458.52
Chicago, St. Paul, Minneapolis & Omaha Ry. 1,746.53
Total 10,205.05
4-24-38
4650-Z