DIVISIONAL STAFF

ASSISTANT SUPERINTENDENTS

H. G. GILBERTSON	St. James
A. L. ECKLES (Joint C&NW)	Sioux City

TRAINMASTER

O. W. BROOKES, JR. (Joint C&NW)	Omaha

CHIEF TRAIN DISPATCHERS

C. H. LUNDHOLM	St. James
J. N. ALVORD, Night	St. James

TRAIN DISPATCHERS

A. P. JAMIESON	S. D. FAHEY
O. O. HAGER	H. G. STUMM
O. S. MANN	D. R. CRAWFORD
J. G. SULLIVAN	W. C. SCHWEIGER
O. A. KRAGSKOW	L. K. PETERSON

MASTER MECHANIC

J. L. REED	St. Paul

TRAVELING ENGINEER

J. T. BURNS	St. James

DIVISION ENGINEER

M. E. KOENIG	St. Paul

ROADMASTERS

L. T. HOGAN	F. J. STOTKA	V. LARSON
Mankato	Worthington	Sioux City

SUPERVISOR COMMUNICATIONS AND SIGNALS

F. W. BLEIER	St. Paul

SUPERVISORS BRIDGES AND BUILDINGS

GERHARD OLSON	E. ENGER
Sioux City	St. Paul

DISTRICT CLAIM AGENTS

J. W. JURGENSON	D. M. THOMPSON	L. N. BROD
St. Paul	Mankato	Huron
R. W. SANDBOM		W. R. BURRELL
Sioux City		Omaha

TWIN CITIES TERMINAL DIVISION

H. A. WESTBERG, Superintendent, Minneapolis

General Rules Governing Employes of the Operating Department dated January 1, 1953, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must have a copy of them at hand when on duty.

McGill-Warner Co., St. Paul, Minn.

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY

WESTERN DIVISION

TIME TABLE

No. 1

EFFECTIVE

Thursday, January 1, 1953

AT 12:01 A. M.
CENTRAL TIME

For the government and information of employes only

J. J. STEIN, General Manager—Transportation

W. L. MUELLER, General Superintendent

E. E. COOVER, Superintendent

RECEIVED
JAN 2 1953
BY

THINK - PRACTICE - TALK SAFETY

4500—1-1-53

BETWEEN CLIFF AND ST. JAMES—WESTWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS			Station Numbers.	Facilities	Distance From St. Paul.	Subdivision 1 Time Table 1. January 1, 1953	Capacity of Sidings.
45	53	21	23	17	19	209	201	203					
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily					
.....	.....	.....	.....	PM 8.50	AM 9.30	PM 9.45	PM 9.25	AM 11.40	1564	.....		.....*Minneapolis*.....	.....
All trains moving between St. Paul and Minneapolis, operate over the tracks of the Great Northern Railroad and are governed by rules and time table of that railroad.													
.....	.....	.....	.....	.....	.....	10.10 10.30	s 10.10	12.05 12.10	1560	.....	0.0	10.57 .....St. Paul.....	.....
All trains moving between Chestnut St., located 0.8 mile west of St. Paul Union Depot, and Cliff, operate over joint trackage of the C. St. P. M. & O. Ry. and C. M. St. P. & P. R. R. and are governed by joint time table of these railroads.													
.....	.....	AM 7.50	PM 8.55			PM 10.43	PM 10.20	PM 12.20	.....	.....	4.2	4.2 .....Cliff.....	.....
.....	.....	s 8.00	9.00	Via M. & St. L. Ry.	Via M. & St. L. Ry.	10.47	10.24	12.23	1704	.....	6.2	2.0 .....Mendota.....	84
.....	.....	s 8.10	9.10			10.55	10.31	12.30	1706	.....	11.6	5.4 .....Nicols.....	83
.....	.....	.....	.....			.....	.....	.....	1707	.....	13.4	1.8 .....Black Dog Lake.....	.....
.....	.....	s 8.25	9.24			s 11.08	10.40	12.39	1708	.....	18.6	5.2 .....Savage.....	54
.....	.....	s 9.35	9.40			s 11.30	10.51	s 12.52	1710	.....	28.2	9.6 .....Shakopee.....YL	53
.....	.....	s 9.56 10.30	9.55 11.05	PM 10.30	AM 11.15	11.42	10.58	12.59	1711	WY	34.0	5.8 .....Merriam.....YL	96
.....	.....	s 10.46	11.15	10.40	11.25	11.49	11.03	1.04	1712	.....	38.9	4.9 .....Jordan.....	60
.....	.....	10.50	11.23	10.44	11.30	11.53	11.06	1.07	1713	.....	41.7	2.8 .....Lawrence.....	96
.....	.....	s 11.10	11.35	10.53	11.38	s 12.03	11.12	1.13	1714	.....	46.5	4.8 .....Belle Plaine.....	98
.....	.....	s 11.25	11.45	11.00	11.46	s 12.11	11.17	1.18	1716	.....	50.8	4.3 .....Blakeley.....	96
.....	.....	s 11.35	11.55	11.10	11.56	s 12.23	11.24	1.25	1718	.....	57.6	6.8 .....Henderson.....	99
.....	.....	s 11.50 12.10	12.30	11.20 11.35	12.05	s 12.45	11.29	s 1.31	1720	FW	62.2	4.6 .....Le Sueur.....YL	N97 557
.....	.....	s 12.20	12.45	11.45	12.16	s 12.55	11.37	1.40	1722	.....	68.4	6.2 .....Ottawa.....	95
.....	.....	s 12.45	12.54	11.51	12.25	s 1.13	s 11.44	s 1.47	1724	.....	72.7	4.3 .....St. Peter.....	25
.....	.....	s 1.15	1.02	11.58	12.32	s 1.21	11.50	1.53	1725	.....	75.7	3.0 .....Kasota.....YL	104
.....	.....	1.30	1.11	12.07	12.42	1.29	11.57	1.59	.....	.....	81.0	5.3 .....Carney.....	102
AM 6.20	.....	1.40	1.40	12.30	1.10	s 1.35 1.55	s 12.04 12.20	s 2.05 2.09	1726	FWTTY	84.2	3.2 .....Mankato.....YL	41
6.35	.....	PM	1.47	12.42	1.20	2.02	12.27	2.15	1728	.....	88.7	4.5 .....Minneopa.....	35
6.40	.....	.....	1.55	12.50	1.26	2.06	12.31	2.19	.....	.....	92.3	3.6 .....Cray.....	54
6.50 AM	.....	.....	2.05 2.30	1.00	1.35	s 2.15	12.36	2.24	1730	WY	96.3	4.0 .....Lake Crystal.....	72
.....	.....	.....	2.45	1.15	1.46	2.25	12.43	2.31	1732	.....	103.1	6.8 .....Perth.....	43
.....	PM 2.46	.....	2.59	1.25	1.53	s 2.38	12.48	2.36	1733	WTT	107.0	3.9 .....Madelia.....YL	100
.....	3.00	.....	3.15	1.36	2.05	2.46	12.55	2.43	1735	.....	113.8	6.5 .....Grogan.....	46
.....	3.10 PM	.....	3.25 AM	1.45 AM	2.15 PM	s 2.54 AM	s 1.02 AM	s 2.49 PM	1737	FWTT	118.7	5.2 .....St. James.....YL	109
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Monday	Daily	Daily	Daily	Daily	Daily					

No. 209 will stop at Mudbaden, located 3.5 miles west of Merriam, to discharge revenue passengers from Twin Cities and beyond.

The north siding at Le Sueur extends on both sides of connection east of depot.

C. St. P. M. & O. trains moving between St. Paul Union Depot and Chestnut St. operate over the tracks of the C. M. St. P. & P. Railroad and are governed by Centralized Traffic Control rules of that railroad.

Within the St. Paul Union Depot, C. St. P. M. & O. trains are governed by the rules of the St. Paul Union Depot Co.

C. St. P. M. & O. trains operating between Merriam and Minneapolis operate over M. & St. L. Ry. and are governed by rules and time table of that railway.

BETWEEN ST. JAMES AND CLIFF—EASTWARD

Distance from Sioux City.	Subdivision 1 Time Table 1. January 1, 1953	FIRST CLASS				SECOND CLASS				THIRD CLASS		
		204	210	202		18	24	20		22	50	46
		Daily	Daily	Daily		Daily	Daily Except Monday	Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
277.0	*Minneapolis*	PM *6.50*	AM *7.25*	AM *8.20*		PM *12.20*		AM *3.01*				
	All trains moving between St. Paul and Minneapolis, operate over the tracks of the Great Northern Railroad and are governed by rules and time table of that railroad.											
266.5	10.57 **St. Paul**	s 6.25 s 6.15	s 7.00 s 6.45	s 7.55 s 7.45								
	All trains moving between Chestnut St., located 0.8 mile west of St. Paul Union Depot, and Cliff, operate over joint trackage of the C. St. P. M. & O. Ry. and C. M. St. P. & P. R. R. and are governed by joint time table of these railroads.											
262.3	4.2 **Cliff**	PM 6.01	AM 6.30	AM 7.30			AM 3.40			PM 12.45		
260.3	2.0 **Mendota**	5.58	6.27	7.27		Via M. & St. L. Ry.	3.30	Via M. & St. L. Ry.		s 12.40		
254.9	5.4 **Nicols**	5.51	6.19	7.19			3.15			s **12.30**		
253.1	1.8 **Black Dog Lake**											
247.9	5.2 **Savage**	5.42	s 6.09	7.10			2.50			s 11.50		
238.3	9.6 **Shakopee** YL	s 5.31	s 5.57	7.00			2.20			s 11.10		
232.5	5.8 **Merriam** YL	5.24	5.45	6.53		AM **10.30**	2.00 12.15	AM 1.05		s **10.01**		
227.6	4.9 **Jordan**	5.18	5.32	6.47		10.20	12.02	12.50		s 9.15		
224.8	2.8 **Lawrence**	5.15	5.28	6.44		10.15	**11.53**	12.40		9.00		
220.0	4.8 **Belle Plaine**	5.10	s 5.21	6.39		10.05	**11.35**	12.30		s 8.50		
215.7	4.3 **Blakeley**	5.05	f 5.10	6.34		9.57	**11.17** **10.55**	**12.11**		s 8.30		
208.9	6.8 **Henderson**	4.58	s 5.00	6.27		9.45	10.41	**11.55**		s 8.15		
204.3	4.6 **Le Sueur** YL	s 4.53	s 4.50	6.22		9.35	10.30	**11.29**		s 7.50		
198.1	6.2 **Ottawa**	4.44	4.32	6.14		9.20	9.59	10.50		s 7.00		
193.8	4.3 **St. Peter**	s 4.37	s 4.25	6.07		9.11	9.47	10.35		s 6.50		
190.8	3.0 **Kasota** YL	4.32	s 4.09	6.03		9.05	9.40	10.25		s 6.35		
185.5	5.3 **Carney**	4.25	4.01	5.56		8.55	9.25	10.10		6.25		
182.3	3.2 **Mankato** YL	s 4.20 4.14	s 3.55 3.35	s 5.51 5.41		8.45	9.15	9.55		6.15 AM		PM 3.40
177.8	4.5 **Minneopa**	4.08	3.27	5.35		8.07	8.05	9.15				3.30
174.2	3.6 **Cray**	4.04	3.23	5.31		7.57	7.55	9.08				3.25
170.2	4.0 **Lake Crystal**	3.59	s 3.18	5.26		7.50	7.45	8.59				3.15
163.4	6.8 **Perth**	3.52	3.05	5.18		7.37	7.35	8.50				PM
159.5	3.9 **Madelia** YL	3.47	s **2.59**	5.13		7.30	7.25	8.40			AM 7.40	
153.0	6.5 **Grogan**	3.40	**2.46**	5.06		7.12	7.10	8.25			7.22	
147.8	5.2 **St. James** YL	3.34 PM	2.35 AM	4.59 AM		7.00 AM	7.00 PM	8.15 PM			7.10 AM	
		Daily	Daily	Daily		Daily	Daily Except Sunday	Daily		Daily Except Sunday	Daily Except Sunday	Daily Except Sunday

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

No. 210 will stop at Mudbaden, located 1.4 miles east of Jordan, to discharge revenue passengers.

Eastward passenger trains not scheduled to stop at Merriam will proceed on clear signal indication without Clearance Form A.

C. St. P. M. & O. trains moving between St. Paul Union Depot and Chestnut St., 0.8 mile west of St. Paul, operate over the tracks of the C. M. St. P. & P. R. R. and are governed by Centralized Traffic Control rules of that railroad.

Within the St. Paul Union Depot, C. St. P. M. & O. trains are governed by the rules of the St. Paul Union Depot Co.

C. St. P. M. & O. trains operating between Merriam and Minneapolis operate over M. & St. L. Ry. and are governed by the rules and time table of the M. & St. L. Ry.

Siding at Madelia will include trackage between outer switches including Fairmont line extension.

Normal position of Fairmont line switch will be when lined for the siding.

BETWEEN ST. JAMES AND LeMARS—WESTWARD.

THIRD CLASS				SECOND CLASS			FIRST CLASS			Station Numbers.	Facilities	Distance from St. Paul	Subdivision 2 Time Table 1. January 1, 1953	Capacity of Sidings.
29	73	61	25	85	19	17	209	201	203					
Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Daily Except Saturday	Daily	Daily	Daily	Daily	Daily					
.....	.....	AM 8.00	AM 7.00	PM **11.30**	PM **3.30**	AM 2.30	AM 3.10	AM 1.12	PM 2.54	1737	FWTT	118.7	.....St. James... YL	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	....	.....	119.8	1.1 M. & St. L. Crossing.	
.....	.....	s 8.25	s 7.45	12.01	3.50	2.50	s 3.30	1.22	3.03	1739	Y	126.7	6.9 .....Butterfield.. YL	58
.....	.....	s 8.45	s 8.20	12.15	4.02	3.05	s 3.44	1.32	**3.11**	1741	.....	134.0	7.3 ...Mountain Lake...	42
.....	.....	9.05 AM	s 8.50	12.30	4.12	3.20	s 3.59	**1.41**	3.19	1743	FWY	140.3	6.3 ....Bingham Lake....	45
.....	.....	.....	s 9.50	12.39	4.20	3.30	s **4.16**	s 1.51	s 3.25	1745	.....	144.8	4.5 .....Windom....YL	50
.....	.....	.....	9.55	12.44	4.24	3.38	4.21	1.54	3.28	1746	.....	146.9	2.1 .....Bluff.....	42
.....	.....	.....	s 10.10	**1.01**	4.29	3.47	s **4.29**	1.59	3.32	1747	.....	150.4	3.5 .....Wilder.....	52
.....	PM 12.10	.....	s 11.10	1.20	4.40	**4.00**	s 4.47	2.07	3.39	1749	WY	157.0	6.6 .....Heron Lake...YL	74
.....	s 12.20	.....	s 11.35	1.30	4.46	**4.12**	s 4.58	2.11	3.43	1750	.....	160.3	3.3 .....Miloma.....	32
.....	s 12.45	.....	s 12.10	1.45	4.57	4.30	s 5.08	2.19	3.50	1751	.....	167.0	6.7 .....Brewster.....	42
AM 6.25	1.05	.....	12.40	2.00	**5.10**	5.05	5.18	2.28	3.59	1753	FWTT	175.3	8.3 .....Worthington..YL	79
6.34	PM		PM	AM	**5.30** 5.37	5.15	s 5.40 5.45	s 2.38 2.45	s 4.03 4.07		.....	178.8	3.5 .....Agate.....	.....
s 6.35	.....	.....	.....	.....	5.38	5.16	5.46	2.46	4.08	1756	Y	179.3	.5 .....Org.....	19
s 6.50	.....	.....	.....	.....	5.50	5.30	s 5.56	**2.53**	4.14	1757	.....	184.9	5.6 ....Bigelow, Minn....	82
s 7.30	.....	.....	.....	.....	6.05	5.45	s 6.15	f **3.02**	s **4.24**	1760	Y	193.0	8.1 .....Sibley, Iowa..YL	37
s 8.20	.....	.....	.....	.....	6.20	6.00	s 6.25	3.10	4.31	1762	W	199.4	6.4 .....Ashton.....	39
s 8.35	.....	.....	.....	.....	6.30	6.12	6.31	3.16	4.36	1763	.....	204.3	4.9 .....Ritter.....	66
s 10.25	.....	.....	.....	.....	6.45	6.23	s 7.05	s 3.27	s 4.43	1764	Y	209.3	5.0 .....Sheldon....YL	42
s 10.55	.....	.....	.....	.....	7.05	6.40	s 7.18	3.37	4.53	1766	.....	217.1	7.8 .....Hospers.....	86
s 11.55	.....	.....	.....	.....	7.25	7.05	s 7.38	3.47	s 5.03	1768	FWY	225.3	8.2 .....Alton..... YL	57
s 12.05	.....	.....	.....	.....	7.40	7.17	7.46	3.53	5.09	1769	.....	230.3	5.0 .....Carnes.....	106
s 12.20	.....	.....	.....	.....	7.55	7.32	7.55	4.01	5.16	1770	.....	236.7	6.4 .....Seney.....	.....
12.30 s 1.15	.....	.....	.....	.....	8.13 PM	7.45 AM	s 8.10 AM	f 4.11 AM	s 5.22 PM	1772	.....	241.5	4.8 .....LeMars....YL	31

All trains moving between LeMars and Sioux City, operate over the tracks of the Illinois Central Railroad and are governed by rules and time table of that railroad.

2.00 PM	.....	.....	.....	.....	9.15 PM	9.00 AM	8.45	4.36	5.52	1776	.....	264.5	23.0 .....22nd Street.....	.....
.....	.....	.....	.....	.....	.....	.....	9.00 AM	4.50 AM	6.05 PM	1777	FWTTY	266.5	2.0 .....*Sioux City*...YL	.....
Tuesday, Thursday, Saturday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily					
					Via C.&N.W.	Via C.&N.W.		C.&N.W. Nos. 2-201	C.&N.W. Nos. 10-208					
.....	.....	.....	.....	.....	*4.45* AM	*2.15* PM	.....	*7.45* AM	*8.40* PM	.....	.....	366.7	.....*Omaha*.....	.....

Siding at Heron Lake will include trackage between outer switches including the Pipestone line extension.

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

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

Distance from Sioux City	Subdivision 2 Time Table 1. January 1, 1953	FIRST CLASS				SECOND CLASS			THIRD CLASS			
		204	210	202		20	18	84	60	26	70	28
		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Monday, Wednesday, Friday	Monday, Wednesday, Friday
147.8	St. James ..... YL	s 3.29 PM	s 2.20 AM	s 4.49 AM	.....	7.15 PM	5.45 AM	11.30 PM	12.01 PM	12.35 PM	.....	.....
1.1												
146.7	M. & St. L. Crossing...	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
6.9												
139.8	Butterfield ..... YL	3.20	s 2.05	4.39	.....	7.02	5.30	11.15	s 11.45	s 12.05	.....	.....
7.3												
132.5	Mountain Lake.....	3.11	s 1.52	4.29	.....	6.47	5.15	10.30	s 11.15	s 11.30	.....	.....
6.3												
126.2	Bingham Lake.....	3.01	s 1.41	4.21	.....	6.34	4.55	10.15	s 11.00 AM	s 10.45	.....	.....
4.5												
121.7	Windom ..... YL	s 2.56	s 1.25	s 4.16	.....	6.25	4.46	9.55	.....	s 9.45	.....	.....
2.1												
119.6	Bluff.....	2.51	1.06	4.11	.....	6.20	4.41	9.50	.....	8.35	.....	.....
3.5												
116.1	Wilder.....	2.47	f 1.01	4.07	.....	6.14	4.29	9.45	.....	s 8.30	.....	.....
6.6											AM	
109.5	Heron Lake..... YL	2.40	s 12.50	4.00	.....	6.02	4.18	9.30	.....	s 8.10	8.55	.....
3.3												
106.2	Miloma.....	2.36	s 12.35	3.55	.....	5.55	4.12	9.15	.....	s 7.35	s 8.40	.....
6.7												
99.5	Brewster.....	2.28	s 12.19	3.46	.....	5.43	4.02	9.01	.....	s 7.20	s 8.25	.....
8.3												PM
91.2	Worthington ... YL	s 2.19 2.14	s 12.05 11.32	s 3.35 3.26	.....	5.20	3.50 3.15	8.45 PM	.....	7.00 AM	8.00 AM	2.45
3.5												
87.7	Agate.....	2.09	11.27	3.20		4.53	3.04					2.30
.5												
87.2	Org.....	2.08	11.26	3.19	.....	4.52	3.03	.....	.....	.....	.....	s 2.29
5.6												
81.6	Bigelow, Minn.....	2.02	f 11.18	3.13	.....	4.40	2.53	.....	.....	.....	.....	s 2.17
8.1												1.50
73.5	Sibley, Iowa .... YL	s 1.52	s 11.07	3.02	.....	4.24	2.01	.....	.....	.....	.....	s 1.35
6.4												
67.1	Ashton.....	1.43	s 10.48	2.54	.....	3.58	1.46	.....	.....	.....	.....	s 1.00
4.9												
62.2	Ritter.....	1.37	10.41	2.48	.....	3.50	1.36	.....	.....	.....	.....	s 12.40
5.0												
57.2	Sheldon ..... YL	s 1.31	s 10.35	s 2.42	.....	3.40	1.26	.....	.....	.....	.....	s 12.30
7.8												
49.4	Hospers.....	1.20	f 10.11	2.26	.....	3.25	1.11	.....	.....	.....	.....	s 10.40
8.2												
41.2	Alton..... YL	s 1.10	s 9.59	2.16	.....	3.10	12.56	.....	.....	.....	.....	s 10.10
5.0												
36.2	Carnes.....	1.03	9.44	2.09	.....	3.01	12.43	.....	.....	.....	.....	s 9.10
6.4												
29.8	Seney.....	12.56	9.37	2.02	.....	2.50	12.31	.....	.....	.....	.....	s 8.55
4.8												
25.0	LeMars..... YL	s 12.50 PM	s 9.30 PM	s 1.55 AM	.....	2.40 PM	12.20 AM	.....	.....	.....	.....	s 8.45 AM

All trains moving between LeMars and Sioux City, operate over the tracks of the Illinois Central Railroad and are governed by rules and time table of that railroad.

23.0												
2.0	22nd Street.....	12.20	8.56	1.30	.....	2.00 PM	11.30 PM	.....	.....	.....	.....	7.30 AM
2.0												
.....	*Sioux City*..... YL	12.10 PM	8.45 PM	1.20 AM	.....	.....	.....	.....	.....	.....	.....	.....
		Daily	Daily	Daily		Daily	Daily	Daily Except Sunday	Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Monday, Wednesday, Friday	Monday, Wednesday, Friday
		C. & N. W. Nos. 204-9		C. & N. W. Nos. 202-1		C. & N. W. No. 43	C. & N. W. No. 45					
.....	Omaha.....	*9.25* AM	.....	*10.25* PM	.....	*9.45* AM	*2.45* PM	.....	.....	.....	.....	.....

No. 202 will stop at any station to let off passengers from points Omaha and beyond, and will stop at Sibley to pick up passengers destined Rochester, St. Paul, Minneapolis or beyond.

Trains using Currie main track as a siding will flag Highway Crossing just west of Bingham Lake as prescribed by Rule 103.

5 BETWEEN LAKE CRYSTAL AND ELMORE.

WESTWARD					EASTWARD	
SECOND CLASS						THIRD CLASS
45					Subdivision 1a Time Table 1. January 1, 1953	46
Daily Except Sunday		Station Numbers.	Facilities	Distance from Lake Crystal.		Daily Except Sunday
AM						PM
7.45		1730	WY	0.0	Lake Crystal. YL	2.45
				5.2		
8.05	s	1800	.....	5.2	Garden City	2.25
				5.9		
8.30	s	1802	.....	11.1	Vernon Center	2.00
				5.2		
9.01	s	1804	.....	16.3	Amboy	1.30
				8.3		
9.35	s	1806	.....	24.6	Winnebago	12.50
				9.6		
10.20	s	1808	FWY	34.2	Blue Earth	12.15
				9.3		
10.45 AM		1810	WTT	43.5	Elmore	11.30 AM
Daily Except Sunday						Daily Except Sunday

BETWEEN MADELIA AND FAIRMONT.

WESTWARD					EASTWARD	
SECOND CLASS						THIRD CLASS
51					Subdivision 1b Time Table 1. January 1, 1953	52
Daily Except Sunday		Station Numbers.	Facilities	Distance from Madelia.		Daily Except Sunday
AM						PM
8.00		1733	WTT	0.0	Madelia	2.10
				9.7		
8.35	s	1820	.....	9.7	Lewisville	1.45
				6.6		
9.15	s	1826	.....	16.3	Truman	1.20
				6.3		
9.30	s	1833	.....	22.6	Northrup	12.50
				5.8		
9.45 AM		1838	WTT	28.4	Fairmont	12.30 PM
Daily Except Sunday						Daily Except Sunday

Normal position of Fairmont line switch at Madelia will be when lined for the siding.

BETWEEN BINGHAM LAKE AND CURRIE.

WESTWARD					EASTWARD	
THIRD CLASS						THIRD CLASS
61					Subdivision 2a Time Table 1. January 1, 1953	60
Monday, Wednesday, Friday		Station Numbers.	Facilities	Distance from Bingham Lake.		Tuesday, Thursday, Saturday
AM						AM
9.30		1743	FWY	0.0	Bingham Lake. YL	10.50
				6.4		
9.55	s	1926	.....	6.4	Delft	10.30
				7.6		
10.15	s	1934	.....	14.0	Jeffers	10.05
				6.5		
10.40	s	1941	.....	20.5	Storden	9.40
				5.7		
11.10	s	1946	.....	26.2	Westbrook	9.15
				5.9		
11.30	s	1952	.....	32.1	Dovray	8.50
				6.2		
11.50 AM		1958	FWTT	38.3	Currie	8.30 AM
Monday, Wednesday, Friday						Tuesday, Thursday, Saturday

Normal position of Currie Line Switch at Bingham Lake will be when lined for the siding.

BETWEEN HERON LAKE AND PIPESTONE.

WESTWARD					EASTWARD	
THIRD CLASS						THIRD CLASS
71					Subdivision 2b Time Table 1. January 1, 1953	72
Monday, Wednesday, Friday		Station Numbers.	Facilities	Distance from Heron Lake.		Tuesday, Thursday, Saturday
AM						AM
9.30		1749	WY	0.0	Heron Lake	11.15
				8.2		
9.50	s	1900	.....	8.2	Dundee	11.01
				5.5		
10.05	s	1901	.....	13.7	Lime Creek	10.45
				6.1		
10.25	s	1902	.....	19.8	Avoca	10.30
				6.3		
11.30	s	1905	.....	26.1	Slayton	10.10
				5.1		
11.45	s	1907	.....	31.2	Hadley	9.35
				5.0		
12.05	s	1908	W	36.2	Lake Wilson	9.20
				7.9		
12.30	s	1910	.....	44.1	Woodstock	8.55
				10.9		
12.55 PM		1912	FWTT	55.0	Pipestone	8.30 AM
Monday, Wednesday, Friday						Tuesday, Thursday, Saturday

Normal position of Pipestone Line Switch at Heron Lake will be when lined for the siding.

THIRD CLASS		SECOND CLASS		FIRST CLASS		Station Numbers	Facilities	Distance from Worthington	Subdivision 2c Time Table 1. January 1, 1953	Capacity of Sidings.	FIRST CLASS	SECOND CLASS	THIRD CLASS	
89	87		85		81						80	84	86	88
Daily Except Sunday	Daily Except Sunday		Daily Except Sunday		Daily Except Sunday						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
.....	AM 6.30	.....	AM 3.45	.....	PM 4.10	1753	FWTT	0.0	...Worthington. YL	.....	PM 1.45	PM 8.20	PM 2.25	.....
.....	.....	.....	3.52	.....	4.15	....	.....	3.5	.....Agate.....	.....	1.35	8.15	2.15	.....
.....	s 6.59	.....	4.11	.....	s 4.32	2002	.....	8.3 11.8	.....Rushmore....	35	s 1.20	7.50	s 1.50	.....
.....	s 7.15	.....	4.25	.....	s 4.44	2004	.....	6.8 18.6	.....Adrian.....	29	s 1.06	7.36	s 1.30	.....
.....	s 7.35	.....	4.40	.....	s 4.56	2006	.....	7.5 26.1	.....Magnolia.....	21	s 12.51	7.20	s 1.10	.....
.....	s 8.05	.....	4.55	.....	s 5.15	2010	W	6.6 32.7	.....Luverne... YL	.....	s 12.39	7.05	s 1.00	.....
.....	s 8.30	.....	5.15	.....	s 5.30	2012	.....	8.4 41.1	...Beaver Creek...	18	s 12.22	6.45	12.37 s 12.10	.....
.....	.....	.....	.....	.....	5.37	....	.....	3.8 44.9	..Manley, Minn...	.....	12.16	.....	.....	.....
.....	s 8.50	.....	5.30	.....	s 5.40	2014	.....	1.9 46.8	Valley Springs, S. D.	27	s 12.12	6.36	s 11.45	.....
.....	s 9.05	.....	5.45	.....	s 5.50	2016	.....	6.5 53.3	.....Brandon.....	.....	s 12.00	6.20	s 11.25	.....
.....	.....	.....	.....	.....	.....	....	.....	4.7 58.0	...G. N. Crossing..	.....	.....	.....	.....	.....
AM 11.30	9.30 AM	.....	6.15 AM	.....	s 6.05 6.25	2018	FWTT	3.9 61.9	....Sioux Falls.. YL	.....	s 11.45 11.25	6.05 PM	11.05 AM	AM 11.00
.....	.....	.....	.....	.....	.....	....	.....	3.4 65.3	.....West Side.....	.....	.....	.....	.....	.....
s 12.01	.....	.....	.....	.....	f 6.40	2019	.....	3.3 68.6	.....Ellis.....	.....	f 11.08	.....	.....	s 10.35
s 12.20	.....	.....	.....	.....	s 6.52	2021	.....	7.6 76.2	.....Hartford.....	22	s 10.53	.....	.....	s 10.20
s 12.45	.....	.....	.....	.....	s 7.12	2022	.....	6.8 83.0	.....Humboldt.....	.....	s 10.33	.....	.....	s 10.00
s 1.05	.....	.....	.....	.....	s 7.24	2024	.....	7.0 90.0	.....Montrose.....	.....	s 10.15	.....	.....	s 9.35
s 1.50	.....	.....	.....	.....	s 7.44 8.10	2027	WY	11.5 101.5	.....Salem.....	20	s 9.53	.....	.....	s 9.00
s 2.50	.....	.....	.....	.....	s 8.28	2030	.....	10.1 111.6	.....Spencer.....	.....	s 9.25	.....	.....	s 8.05
s 3.10	.....	.....	.....	.....	s 8.38	2032	.....	4.7 116.3	.....Farmer.....	.....	s 9.15	.....	.....	s 7.50
s 3.30	.....	.....	.....	.....	s 8.51	2034	.....	6.8 123.1	.....Fulton.....	.....	s 9.05	.....	.....	s 7.30
s 3.45	.....	.....	.....	.....	9.03	2037	.....	6.2 129.3	.....Riverside.....	.....	8.55	.....	.....	s 7.12
4.05 PM	.....	.....	.....	.....	9.15 PM	2038	FWTT	4.6 133.9	.....Mitchell.....	.....	8.45 AM	.....	.....	7.00 AM
Daily Except Sunday	Daily Except Sunday		Daily Except Sunday		Daily Except Sunday						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday

No. 87 is superior to No. 86.

BETWEEN SIOUX CITY AND OMAHA—WESTWARD.

THIRD CLASS			SECOND CLASS								
15	11	13	251	51	421	53	409	Station Numbers	Facilities	Distance from Sioux City	Subdivision 3 TIME TABLE 1. January 1, 1953	Capacity of Sidings
Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Daily Except Sunday	ND251 Daily Except Saturday	SCD51 Daily	SCD42 Daily	ND53 Daily	SCD40 Daily					
.....	.....	.....	AM 7.00	.....	.....	.....	.....	.....	FWTT	.....	22nd Street	.....
.....	.....	.....	.....	.....	.....	.....	.....	1777	.....	.0	*Sioux City, Iowa*	.....
.....	.....	.....	7.10	.....	.....	.....	.....	.....	Y	.7	0.7 First Street	.....
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	2.0	1.3 Bridge Cut	6
.....	.....	.....	s 7.45	.....	.....	.....	.....	2200	.....	3.9	1.9 So. Sioux City, Neb.	48
.....	.....	.....	7.47	.....	.....	.....	.....	.....	.....	4.4	0.5 Ferry YL	.....
.....	.....	.....	s 8.01	.....	.....	.....	.....	2202	.....	7.1	2.7 Dakota City	.....
.....	.....	.....	s 8.15	.....	.....	.....	.....	2204	.....	12.2	5.1 Beermann Spur	.....
.....	.....	.....	s 8.25	.....	.....	.....	.....	2205	.....	16.5	4.3 Hubbard	.....
.....	.....	.....	s 9.05	.....	.....	.....	.....	2207	.....	23.8	7.3 Nacora	47
.....	AM 10.00	AM 8.00	9.20	.....	.....	.....	.....	2208	FWY	29.1	5.3 Emerson YL	34
.....	s 10.20	s 8.20	AM	.....	.....	.....	.....	2210	.....	36.3	7.2 Thurston	.....
.....	s 10.45	s 8.45	.....	.....	.....	.....	.....	2212	.....	41.6	5.3 Pender	32
.....	s 11.10	s 9.10	.....	.....	.....	.....	.....	2214	.....	51.2	9.6 Bancroft	38
.....	s **11.30** **11.45**	s 9.30	.....	.....	.....	.....	.....	2216	.....	58.8	7.6 Lyons	15
.....	s 12.10	s 9.55	.....	.....	.....	.....	.....	2218	W	65.6	6.8 Oakland	32
.....	s 12.35	s **10.35**	.....	.....	.....	.....	.....	2220	.....	72.7	7.1 Craig	31
.....	s 1.35	s 11.20	.....	.....	.....	.....	.....	2222	W	81.4	8.7 Tekamah	30
.....	s 2.10	s 11.55	.....	.....	.....	.....	.....	2224	.....	88.5	7.1 Herman	37
.....	s 3.00	s 12.40	PM 9.00	PM 8.35	PM 1.15	AM 4.05	AM 3.45	2228	WY	98.6	10.1 Blair YL	30
.....	**3.30**	1.00	9.15	8.50	1.30	4.20	4.00	2230	.....	103.9	5.3 De Soto	41
.....	s 3.40	s 1.15	9.22	8.57	1.36	4.26	4.06	2232	.....	107.4	3.5 Fort Calhoun YL	48
.....	3.48	1.25	9.29	9.04	1.43	4.33	4.13	2234	.....	111.4	4.0 Nashville	43
.....	3.58	1.35	9.40	9.19	1.50	4.40	4.20	.....	.....	114.5	3.1 South Cut	23
.....	s 4.08	s 1.45	9.46	9.25	1.57	4.45	4.25	2236	.....	118.3	3.8 Florence YL	19
.....	4.18	1.55	9.55	9.33	2.10	4.55	4.32	2238	.....	121.8	3.5 Elkhorn Junction	.....
.....	4.25 PM	2.00 PM	10.00 PM	9.35 PM	2.15 PM	5.05 AM	4.45 AM	.....	FWTT	122.4	0.6 North Yard	.....
.....	.....	.....	.....	.....	.....	.....	.....	2240	.....	123.4	1.0 Omaha	.....
Monday, Wednesday, Friday	Tuesday, Thursday, Saturday	Daily Except Sunday	Daily Except Saturday	Daily	Daily	Daily	Daily					

C. B. & Q. R. R. trains will use C. St. P. M. & O. Ry. tracks between Ferry and First St. under train order authority only and will be governed by the rules and time table of the C. St. P. M. & O. Ry. All trains will approach Ferry under control expecting to find C. B. & Q. R. R. trains entering or leaving main track.

Yard limit sign located 1500 feet west of Ferry applies in connection with all intervening area from this sign to Sioux City and including all trackage at Sioux City.

Yard limit sign located 1000 feet east of Water Works Switch at Florence applies in connection with all intervening area from this sign to old Webster St. station, Omaha.

All movements between engine house switch and Omaha passenger station must be made at restricted speed expecting to find delayed trains of C. St. P. M. & O. Ry. or C. & N. W. Ry. or light engines going to or from engine house on main track. At night or during stormy or foggy weather great care must be exercised and proper precautions taken to prevent accidents.

When switching Metropolitan Utilities district and Government Spur tracks at Florence all movements over 30th Street Boulevard and River Drive crossings must be protected as prescribed by Rule 103.

Subdivision 3

Time Table 1.

January 1, 1953

	SECOND CLASS					THIRD CLASS									
	52	432	452	156	412	16	14								
	ND 52	SCD 43	SCD 45	ND 156	SCD 41										
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Monday								
							PM								
22nd Street							4.15								
Sioux City, Iowa															
0.7															
First Street							4.05								
1.3															
Bridge Cut															
1.9															
So. Sioux City, Neb.							s 3.50								
0.5															
Ferry YL							3.45								
2.7															
Dakota City							s 3.35								
5.1															
Beermann Spur							s 3.20								
4.3															
Hubbard							s 3.05								
7.3															
Nacora							s 2.50								
5.3						PM									
Emerson YL						2.10	2.30								
7.2							PM								
Thurston						s 1.55									
5.3															
Pender						s 1.30									
9.6															
Bancroft						s 12.35									
7.6															
Lyons						s **11.50**									
6.8						**11.30**									
Oakland						s 11.15									
7.1															
Craig						s **10.35**									
8.7															
Tekamah						s 10.10									
7.1															
Herman						s 9.25									
10.1	AM	AM	PM	PM	AM										
Blair YL	1.50	10.45	3.45	6.40	12.01	s 9.05									
5.3															
De Soto	1.35	10.29	**3.30**	6.24	11.45	8.30									
3.5															
Fort Calhoun YL	1.20	10.23	3.23	6.18	11.39	s 8.20									
4.0															
Nashville	1.05	10.16	3.16	6.11	11.32	8.06									
3.1															
South Cut	12.55	10.10	3.10	6.05	11.26	8.01									
3.8															
Florence YL	12.40	9.55	2.55	5.50	11.11	s 7.45									
3.5															
Elkhorn Junction	12.32	9.47	2.47	5.42	11.03	7.32									
0.6															
North Yard	12.30	9.45	2.45	5.40	11.01	7.30									
1.0	AM	AM	PM	PM	PM	AM									
Omaha															
	Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily Except Monday								

C. B. & Q. R. R. trains will use C. St. P. M. & O. Ry. tracks between Ferry and First St. under train order authority only and will be governed by the rules and time table of the C. St. P. M. & O. Ry. All trains will approach Ferry under control expecting to find C. B. & Q. R. R. trains entering or leaving main track.

All movements between engine house switch and Omaha passenger station must be made at restricted speed expecting to find delayed trains of C. St. P. M. & O. Ry. or C. & N. W. Ry. or light engines going to or from engine house on main track. At night or during stormy or foggy weather great care must be exercised and proper precautions taken to prevent accidents.

When switching Metropolitan Utilities district and Government Spur tracks at Florence all movements over 30th Street Boulevard and River Drive crossings must be protected as prescribed by Rule 103.

Yard limit sign located 1500 feet west of Ferry applies in connection with all intervening area from this sign to Sioux City and including all trackage at Sioux City.

Yard limit sign located 1000 feet east of Water Works Switch at Florence applies in connection with all intervening area from this sign to old Webster St. station, Omaha.

THIRD CLASS 91	THIRD CLASS 31	THIRD CLASS 13	Station Numbers	Facilities	Distance from Emerson	Subdivision 3a TIME TABLE 1 January 1, 1953	Capacity of Sidings	THIRD CLASS 14	THIRD CLASS 32	THIRD CLASS 92
Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Daily Except Sunday						Daily Except Monday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday
AM 7.00	AM 7.00	AM 10.30	2208	FWY	0.0	Emerson ..... YL	.....	PM 2.15	PM 1.50	PM 2.25
			2400		2.6	Ridge	16			
s 7.25	7.25	s 11.15	2403		9.3	Wakefield	30	s 1.50	1.30	s 2.01
7.45	AM	s 11.50	2406	W	18.4	Wayne	50	s 1.30	PM	1.40
AM	.....	s 12.30	2410		28.0	Winside	45	s 12.30	.....	PM .....
			2413		34.2	Apex	30			
		s 12.55	2414		38.1	Hoskins	28	s 12.10		
			2415		44.7	Asylum Spur	.....			
		1.30	2416	WTT	46.3	Norfolk (Union Station)	.....	s 11.45		
		2.00 PM	2417		.....	Norfolk (C. & N.-W. Ry.)	.....	AM 11.00		
Tuesday, Thursday, Saturday	Monday, Wednesday, Friday	Daily Except Sunday						Daily Except Monday	Monday, Wednesday, Friday	Tuesday, Thursday, Saturday

C. & N. W. Ry. main track and yard tracks between Norfolk and Seventh Street will be used jointly by trains and engines of the C. & N. W. Ry. and C. St. P. M. & O. Ry. All trains and engines in this district must run at restricted speed.

All movements over Norfolk Avenue and 4th Street, Norfolk, must be made as prescribed by Rule 103. Cars must not be switched over these streets except when coupled to engine.

Westward Semaphore signal at Norfolk governs Union Pacific R. R. trains only.

All trains operating through Wayne, Nebraska, will come to a stop before crossing Main street. Movements over Main street to be made as prescribed by Rule 103.

BETWEEN BLOOMFIELD AND WAYNE.

WESTWARD — EASTWARD

SECOND CLASS 91	Station Numbers	Facilities	Distance from Wayne	Subdivision 3c TIME TABLE 1 January 1, 1953	THIRD CLASS 92
Tuesday, Thursday, Saturday					Tuesday, Thursday, Saturday
AM 8.25	2406	W	0.0	Wayne	PM 1.25
s 8.55	2603	.....	9.7	9.5 Carroll	s 1.01
s 9.10	2605	.....	16.2	6.5 Sholes	s 12.45
s 9.45	2607	W	20.8	4.6 Randolph	s 12.30
s 10.01	2609	.....	28.9	8.1 Magnet	s 12.10
s 10.25	2611	.....	33.5	4.6 Wausa	s 11.55
10.55 AM	2615	TT	42.8	9.3 Bloomfield	11.25 AM
Tuesday, Thursday Saturday					Tuesday, Thursday, Saturday

BETWEEN CROFTON AND WAKEFIELD.

WESTWARD — EASTWARD

SECOND CLASS 31	Station Numbers	Facilities	Distance from Wakefield	Subdivision 3b TIME TABLE 1 January 1, 1953	THIRD CLASS 32
Monday, Wednesday, Friday					Monday, Wednesday, Friday
AM 7.50	2403	WY	0.0	Wakefield	PM 1.15
s 8.15	2502	.....	10.2	10.2 Concord	s 12.55
s 8.35	2503	.....	16.2	6.0 Laurel	s 12.40
s 9.01	2506	.....	24.2	8.0 Coleridge	s 12.20
s 9.45	2509	W	33.7	9.5 Hartington	s 11.50
s 10.05	2513	.....	41.5	7.8 Fordyce	s 11.20
10.30 AM	2516	Y	48.9	7.4 Crofton	11.00 AM
Monday, Wednesday, Friday					Monday, Wednesday, Friday

COMMUNICATING HOURS
(Subject to Change by Bulletin)

Station	Week Days	Sundays
Western Avenue	Continuous	Continuous
Cliff	3:30 AM to 11:30 AM 4:30 PM to 12:30 AM	3:30 AM to 11:30 AM 4:30 PM to 12:30 AM
*Nicols	8:00 AM to 4:00 PM	Closed
Savage	8:00 AM to 11:59 PM	4:00 PM to 11:59 PM
Shakopee	9:00 AM to 6:00 PM	Closed
Merriam	Continuous	Continuous
*Jordan	8:00 AM to 5:00 PM	Closed
Belle Plaine	9:00 AM to 6:00 PM	Closed
*Blakeley	8:30 AM to 4:30 PM	Closed
*Henderson	9:00 AM to 6:00 PM	Closed
Le Sueur	Continuous	Continuous
St. Peter	9:00 AM to 6:00 PM	Closed
Kasota	9:00 AM to 6:00 PM	Closed
Mankato	Continuous	Continuous
Lake Crystal	9:00 AM to 5:00 PM 1:00 AM to 9:00 AM	1:00 AM to 9:00 AM
Madelia	7:30 AM to 4:30 PM	Closed
St. James	Continuous	Continuous
Butterfield	8:30 AM to 4:30 PM 11:30 PM to 7:30 AM	8:30 AM to 4:30 PM 11:30 PM to 7:30 AM
Mountain Lake	8:00 AM to 5:00 PM	Closed
Bingham Lake	8:00 AM to 4:00 PM 10:30 PM to 6:30 AM	10:30 PM to 6:30 AM
Windom	8:00 AM to 5:00 PM	Closed
*Wilder	8:30 AM to 5:30 PM	Closed
Heron Lake	9:00 AM to 5:00 PM 11:45 PM to 7:45 AM	11:45 PM to 7:45 AM
*Miloma	8:00 AM to 5:00 PM	Closed
*Brewster	8:30 AM to 5:30 PM	Closed
Worthington	Continuous	Continuous
*Bigelow	9:00 AM to 6:00 PM	Closed
Sibley	9:00 AM to 5:00 PM 10:40 PM to 6:40 AM	10:40 PM to 6:40 AM
*Ashton	9:00 AM to 6:00 PM	Closed
Sheldon	Continuous	Continuous
*Hospers	7:00 AM to 4:00 PM	Closed
Alton	8:45 AM to 4:45 PM 9:40 PM to 5:40 AM	8:45 AM to 4:45 PM 9:40 PM to 5:40 AM
LeMars	Continuous	Continuous
22nd Street	Continuous	Continuous
Sioux City	Continuous	Continuous
First Street	7:15 AM to 11:15 PM	7:15 AM to 11:15 PM
**South Sioux City	8:30 AM to 5:30 PM	Closed
Ferry	Continuous	Continuous
**Dakota City	8:00 AM to 5:00 PM	Closed
**Hubbard	8:00 AM to 5:00 PM	Closed
Emerson	6:30 AM to 2:30 PM 2:00 PM to 10:00 PM (Ex. Monday)	Closed Closed
**Thurston	8:00 AM to 5:00 PM	Closed
*Pender	8:00 AM to 5:00 PM	Closed
**Bancroft	8:30 AM to 5:30 PM	Closed
*Lyons	8:30 AM to 5:30 PM	Closed
*Oakland	8:30 AM to 5:30 PM	Closed
**Craig	8:30 AM to 5:30 PM	Closed
*Tekamah	8:30 AM to 5:30 PM	Closed
**Herman	8:30 AM to 5:30 PM	Closed
Blair	Continuous	Continuous
**Ft. Calhoun	7:30 AM to 4:30 PM	Closed

Station	Week Days	Sundays
*Florence	7:30 AM to 4:30 PM	Closed
North Yard	Continuous	Continuous
*Wakefield	9:00 AM to 6:00 PM	Closed
**Wayne	9:00 AM to 6:00 PM	Closed
*Winside	9:00 AM to 6:00 PM	Closed
**Hoskins	9:00 AM to 6:00 PM	Closed
Norfolk	6:00 AM to 2:00 PM Except Saturday 2:00 PM to 10:00 PM 7:00 AM to 10:00 AM Saturday	10:30 AM to 1:30 PM
*Rushmore	8:30 AM to 5:30 PM	Closed
*Adrian	8:30 AM to 5:30 PM	Closed
*Magnolia	9:00 AM to 6:00 PM	Closed
Luverne	8:30 AM to 5:30 PM	Closed
*Beaver Creek	8:30 AM to 5:30 PM	Closed
*Valley Springs	8:00 AM to 5:00 PM	Closed
Sioux Falls	9:45 AM to 6:45 PM	Closed
*Hartford	9:00 AM to 6:00 PM	Closed
*Humboldt	9:00 AM to 6:00 PM	Closed
*Montrose	9:00 AM to 6:00 PM	Closed
Salem	7:30 AM to 3:30 PM 6:45 PM to 2:45 AM	Closed
*Spencer	8:30 AM to 5:30 PM	Closed
*Farmer	8:30 AM to 5:30 PM	Closed
*Fulton	8:00 AM to 5:00 PM	Closed
**Mitchell	8:00 AM to 5:00 PM	Closed
*Garden City	9:00 AM to 6:00 PM	Closed
**Vernon Center	9:00 AM to 6:00 PM	Closed
**Amboy	9:00 AM to 6:00 PM	Closed
*Winnebago	9:00 AM to 6:00 PM	Closed
*Blue Earth	8:30 AM to 5:30 PM	Closed
**Elmore	8:00 AM to 6:00 PM	Closed
*Lewisville	9:00 AM to 6:00 PM	Closed
*Truman	9:00 AM to 6:00 PM	Closed
*Northrup	9:00 AM to 6:00 PM	Closed
*Dundee	9:00 AM to 6:00 PM	Closed
*Lime Creek	9:00 AM to 6:00 PM	Closed
*Avoca	9:00 AM to 6:00 PM	Closed
*Slayton	8:00 AM to 5:00 PM	Closed
*Hadley	9:00 AM to 6:00 PM	Closed
*Lake Wilson	9:00 AM to 6:00 PM	Closed
*Woodstock	9:00 AM to 6:00 PM	Closed
*Pipestone	8:00 AM to 5:00 PM	Closed
*Delft	9:00 AM to 6:00 PM	Closed
*Jeffers	9:00 AM to 6:00 PM	Closed
*Storden	9:00 AM to 6:00 PM	Closed
*Westbrook	9:00 AM to 6:00 PM	Closed
*Dovray	8:30 AM to 5:30 PM	Closed
*Currie	8:00 AM to 5:00 PM	Closed
**Carroll	8:30 AM to 5:30 PM	Closed
**Randolph	9:00 AM to 6:00 PM	Closed
**Wausa	9:00 AM to 6:00 PM	Closed
**Bloomfield	9:00 AM to 6:00 PM	Closed
*Concord	8:00 AM to 5:00 PM	Closed
*Laurel	8:15 AM to 5:15 PM	Closed
*Coleridge	8:45 AM to 5:45 PM	Closed
*Hartington	9:00 AM to 6:00 PM	Closed
*Crofton	9:00 AM to 6:00 PM	Closed

*Indicates Office Closed Saturdays.
**Indicates Office Closed Mondays.

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between ST. PAUL and MANKATO Maximum speed, miles per hour: Passenger trains 69 Freight " 59		
Class J and Z engines will not exceed 50 miles per hour in either Passenger or Freight Service. Class I1, JA, J2, J3 and K1 engines will not exceed 60 miles per hour in Passenger Service.		
M. P. 1.3—Through Spring Switch at west end of double track	15	15
M. P. 2.1 to 2.9—From James Street, over Bridge Nos. 15, 15½ and 15¾, to Bridge Switch	15	15
M. P. 3.5 to 4.0—Around curves between Bridge Switch and Cliff	45	45
M. P. 4.2—At Cliff through Junction switch	35	35
M. P. 5.6—Around curve 0.6 mile east of Mendota	55	55
M. P. 6.1—Around curve 0.2 mile east of Mendota, under C. M. St. P. & P. Overhead	30	20
M. P. 6.2 to 18.6—Mendota to Savage. Over peat bog	50	40
M. P. 28.1—C. M. St. P. & P. Crossing at Shakopee	20	15
M. P. 29.0—Around curve 0.8 mile west of Shakopee	60	50
M. P. 33.9 to 34.0—Around curve and over M. & St. L. Crossing at Merriam	50	50
M. P. 44.2—Around curve 2.3 miles east of Belle Plaine	60	50
M. P. 46.4—Around curve 0.1 mile east of Belle Plaine	45	40
M. P. 46.9—Around curve 0.3 mile west of Belle Plaine	60	50
M. P. 48.0 to 51.0—Around 3 reverse curves and one simple curve from 1.25 miles west of Belle Plaine to 600 feet west of Blakeley	50	45
M. P. 61.6 to 67.1—Around all curves between 0.7 miles east of Le Sueur and 1.6 miles east of Ottawa	50	40
From M. P. 69.1—Around curve 0.5 mile west of Ottawa	60	50
M. P. 69.8—Over Bridge No. 351 located 1.2 miles west of Ottawa	30	25
M. P. 77.2 to 77.7—Around 3 curves at Kasota	60	50
M. P. 79.9—C. M. St. P. & P. Crossing at Caroline	50	50
M. P. 82.6—C. G. W. Crossing 0.2 mile east of Carney	40	40
M. P. 84.1 to 85.7—Around curves between old Main Line Connection east of Mankato and Mankato	25	20
M. P. 85.7—Between home signals C. & N. W. and C. M. St. P. & P. Crossings 0.2 mile east of Mankato	20	20
M. P. 85.8 over Main St. Crossing, Mankato	10	10

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between MANKATO and ST. JAMES Maximum speed, miles per hour: Passenger trains 59 Freight " 49		
M. P. 85.8 to 87.8—Over all street crossings between Mankato Passenger Depot and Blue Earth River Bridge	30	30
M. P. 88.5—Around curve 2.7 miles west of Mankato	40	30
M. P. 106.9—Around reverse curves 1.5 miles west of Perth	50	40
M. P. 108.8 to 109.3 Through village limits of Madelia	45	45
M. P. 121.0—Over Armstrong Avenue at St. James	5	5
Between ST. JAMES and LEMARS and at SIOUX CITY Maximum speed, miles per hour: Passenger trains 59 Freight " 49		
Class J and Z engines will not exceed 50 miles per hour in either Passenger or Freight Service. Class I1, JA, J2, J3 and K1 engines will not exceed 59 miles per hour in Passenger Service.		
M. P. 122.1—Between home signals M. & St. L. Crossing 1.1 miles west of St. James	40	30
M. P. 128.9—C. & N. W. Crossing at Butterfield	40	40
M. P. 136.1 to 136.6—Through the City Limits at Mountain Lake	30	30
M. P. 146.6 to 147.4—Over all street crossings thru Windom	30	30
M. P. 147.7 to 148.8—Around curve west of Windom	55	45
M. P. 160.3—C. M. St. P. & P. Crossing Miloma	50	40
M. P. 195.5—Between home signals C. R. I. & P. Crossing 0.2 mile west of Sibley	20	20
M. P. 211.5—Between home signals I. C. and C. M. St. P. & P. Crossings at Sheldon	20	20
M. P. 214.7 to 215.2—Around 2 curves 3.4 miles west of Sheldon	50	40
M. P. 225.9—Around curve 1.7 miles east of Alton	50	40
M. P. 227.6—Between home signals C. & N. W. Crossing at Alton	20	20
M. P. 240.0—Around reverse curve 0.9 mile west of Seney	50	40
M. P. 243.8—Through Junction Switch at LeMars	10	10
M. P. 243.8—Between home signals at LeMars (Westward)	20	20
Sioux City—Between home signals C. & N. W. Crossing at Howard Street	20	20

Location	Restrictions Speed per Hour ALL TRAINS
Between LAKE CRYSTAL and ELMORE Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 1 at Lake Crystal	Stop
M. P. 0.0 to 0.3—Around curve on "Y" track at Lake Crystal	15
M. P. 24.5—C. M. St. P. & P. Crossing 0.3 mile west of Winnebago	Stop
M. P. 33.4 to 34.0—Over all street crossings at Blue Earth	8
M. P. 33.6—C. & N. W. Crossing 0.2 mile east of Blue Earth	Stop
M. P. 35.2 to 35.8—Around curve 1.7 miles west of Blue Earth	20
Between MADELIA and FAIRMONT Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 1 at Madelia	Stop
M. P. 27.8—Between home signals C. & N. W. and C. M. St. P. & P. Crossings. 0.5 mile east of Fairmont	20
Between BINGHAM LAKE and CURRIE Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 2 at Bingham Lake	Stop
M. P. 33.3—Around curve 1.4 miles west of Dovray	20
Between HERON LAKE and PIPESTONE Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 2 at Heron Lake	Stop
M. P. 39.9 to 40.6—Around curves 4.1 miles west of Lake Wilson	20
M. P. 54.6—G. N. and C. R. I. & P. Crossings 0.4 mile east of Pipestone	Stop

Location	Restrictions Speed per Hour Pass. Trains	Freight Trains
Between WORTHINGTON and MITCHELL Maximum speed, miles per hour: Passenger trains 45 Freight " 40		
M. P. 16.2 to 17.0—Around curve and onto Bridge 31 located 1.5 miles west of Adrian. (Eastward trains)	30	25
M. P. 28.8—Between home signals C. R. I. & P. Crossing 0.4 mile east of Luverne	20	20
M. P. 37.6—Street crossing east of depot at Beaver Creek. Also comply with Rule 14 (I)	8	8
M. P. 41.3—Between home signals G. N. Crossing 0.3 mile east of Manley	20	20
M. P. 50.6—Over Bridge P-106 located 0.9 mile west of Brandon	15	15
M. P. 54.4—Between home signals G. N. Crossing 4.0 miles east of Sioux Falls	20	20
M. P. 58.1—I. C. Crossing at Sioux Falls	Stop	Stop
M. P. 58.2—Over 6th Street Crossing under flag protection at Sioux Falls as prescribed by Rule 103	4	4

Location	Restrictions Speed per Hour Pass. Trains	Freight Trains
M. P. 58.4—Over 8th Street Crossing at Sioux Falls. In absence of flagman all trains will move under flag protection as prescribed by Rule 103	6	6
M. P. 58.6—C. M. St. P. & P. Crossing at Sioux Falls	Stop	Stop
M. P. 58.8—G. N. and C. R. I. & P. Crossings at Sioux Falls	Stop	Stop
M. P. 84.7 to 85.7—Around curves east of Montrose. (Westward trains)	30	25
M. P. 86.7 to 88.0—Around curves west of Montrose	30	25
M. P. 97.7 to 97.8—Over Main St. and Nebraska St. Crossings at Salem	6	6
M. P. 98.0—C. & N. W. Crossing at Salem	Stop	Stop
Between SIOUX CITY and OMAHA Maximum speed, miles per hour: ALL TRAINS 40	ALL TRAINS	
I. C. Crossings at Sioux City (Between 3rd and 4th Sts.)	Stop	
G. N. Crossing at Sioux City (Between 2nd and 3rd Sts.)	Stop	
C. & N. W. Crossing at Sioux City (First St.)	Stop	
G. N. and C. M. St. P. & P. Crossings at Sioux City (Between Wall and Howard Sts.)	Stop	
Sioux City—Between home signals C. & N. W. Crossing at Howard Street	20	
M. P. 1.1 to 2.3—Over Bridge No. 1, Floyd River; Leech Street Crossing and Bridge No. 2, Missouri River, west of Sioux City	8	
M. P. 3.9—Eastward Trains over Main Street Crossing at South Sioux City	25	
M. P. 3.9—Westward Trains over Main Street Crossing at South Sioux City	12	
M. P. 7.4—Between home signals C. B. & Q. Crossing 0.2 mile west of Dakota City	20	
M. P. 19.0 to 23.5—Around curves west of Hubbard	25	
M. P. 24.0 to 28.0—Around curves west of Nacora	25	
M. P. 39.7—Over Br. 90½ and to 1,000 feet west of Br. 90½ east of Pender	5	
M. P. 41.6—Over first crossing west of depot at Pender	8	
M. P. 65.0 to 66.0—Over all street crossings and between home signals C. B. & Q. Crossing at Oakland	8	
M. P. 71.4 to 71.8—Around two curves 1.1 miles east of Craig	25	
M. P. 73.6—Around curve 1.0 mile west of Craig	25	
M. P. 74.1—Around curve 1.5 miles west of Craig	25	
M. P. 77.0 to 78.0—Around curves 3.9 miles east of Tekamah. (Westward trains)	25	
M. P. 81.4—Over all street crossings at Tekamah	8	
M. P. 90.1 to 91.6—Around reverse curves between Herman and Tyson	25	
M. P. 97.3—Around curve 1.2 miles east of Blair	30	
M. P. 98.5—C. & N. W. Crossing at Blair	Stop	

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour
	ALL TRAINS
Between SIOUX CITY and OMAHA—Cont.	
M. P. 101.0 to 102.8—Around curves between Blair and DeSoto	30
M. P. 110.2 to 112.1—Around curves and over Highway Crossing 0.4 mile east of Nashville	30
M. P. 114.0 to 117.7—Around curves 0.5 mile east of South Cut to 0.3 mile east of Florence (Westward trains)	30
M. P. 117.7 to 118.0—Over 30th Street Crossing 0.6 mile east of Florence	15
M. P. 119.3—Around curve 1.0 mile west of Florence	35
M. P. 120.4 to 121.2—Over all street crossings Jaynes St. to Boyd St. Inc., North Omaha	15
Between EMERSON and NORFOLK Maximum speed, miles per hour: ALL TRAINS 35	
Junction with sub-division 3 at Emerson	Stop
M. P. 1.3 to 2.5—Around curves west of Emerson	20
M. P. 3.3 to 5.0—Around curves west of Ridge	25
M. P. 9.3—Over all street crossings at Wakefield	8
M. P. 18.5—Over first crossing east and west of depot at Wayne	8
M. P. 30.3 to 33.0—Around curves between Winside and Apex	25
M. P. 34.0 to 37.5—Around curves between Apex and Hoskins	25
M. P. 46.3—Over all street crossings at Norfolk	8
Between WAKEFIELD and CROFTON Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 3a at Wakefield	Stop
M. P. 16.1—C. B. & Q. Crossing at Laurel	Stop
M. P. 27.0 to 49.2—From 3.0 miles west of Coleridge to Crofton	20
Between WAYNE and BLOOMFIELD Maximum speed, miles per hour: ALL TRAINS 25	
Junction with sub-division 3a at Wayne	Stop
M. P. 20.6—All street crossings at Randolph	8
M. P. 20.9—C. B. & Q. Crossing 0.2 mile west of Randolph	Stop
M. P. 33.1—Second crossing west of depot at Wausa	8

ADDITIONAL SPEED RESTRICTIONS

1. Passenger trains operating on Branch lines where no regular passenger trains are operated will observe speed restrictions as shown for all trains.

2. Trains handling steam wreckers will not exceed 35 miles per hour on main lines and 20 miles per hour on branch lines.

3. Trains handling ore cars loaded with ore will not exceed twenty-five (25) miles per hour. Trains handling ore cars loaded with commodities other than ore, including company coal, will not exceed thirty (30) miles per hour. Trains handling empty ore cars will not exceed thirty (30) miles per hour.

4. Light engines, single or coupled, with or without caboose, will not exceed 35 miles per hour except on instructions from the Train Dispatcher.

5. Diesel Power operated light maximum speed will be 50 miles per hour, with caboose 45 miles per hour.

6. Diesel switch engines 1000-1001-1002-1200 and those in the 400 series must not be operated at speeds to exceed 25 miles per hour in either forward or backward movement.

7. When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of the locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is so equipped. Speed of trains handling locomotive cranes, derricks or pile drivers must be restricted to 25 miles per hour. They should be handled next to caboose, and when it can be conveniently arranged, moved with boom trailing.

8. Freight trains handling loaded arch bar truck cars will not exceed a speed of 25 miles per hour.

9. Freight trains handling short wheel base U. S. government scale cars, our own scale cars, or scale cars of this same type of other Railroads, will not exceed a speed of thirty (30) miles per hour on main line, and twenty (20) miles per hour on branch lines, such cars to be handled only upon specific instructions from Chief Train Dispatcher and placed in train next to caboose and Rule 1078 observed.

10. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 713, and when operating through water must not exceed a speed of five miles per hour.

11. Speed of trains handling loaded tank cars must not exceed twenty-five (25) miles per hour at any point on the Norfolk Line and between Sioux Falls and Mitchell on Sioux Falls Line.

12. Between Dace Street and Passenger Station, Sioux City, trains will move at restricted speed, expecting to find yard engines and trains occupying depot tracks, pulling out of station, or crossing from one track to another, or switches not properly lined.

13. The speed of a train or engine moving over a cross-over, turnout from main track to siding, or to diverging route at a junction, must not exceed ten miles per hour.

14. The speed of Circus trains and Carnival trains consisting entirely of steel construction or steel underframe cars will not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on main line and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on branch lines. Speed restrictions requiring less than the above speed must be observed.

15. Speed restrictions where the speed is lower than that indicated in items 2 to 14, inc., must be observed.

SPECIAL RULES.

On the road, at stations, in yards and on industrial tracks, there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders, and other obstructions which, owing to local conditions or requirements, do not give clearance to men on top or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and, where they exist, must not extend any part of their bodies out from engines or cars, or attempt to alight therefrom. New employes must exercise great care in this respect.

Superior Direction, Rule S-72 1. EASTWARD trains are superior to WESTWARD trains of the same class.

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
North Yard Office	Omaha
Enginehouse	Omaha
Telegraph Office	Emerson
Union Depot	Norfolk

Registry of Trains.

3. All trains will register at the following stations: St. Paul Union Depot, Western Avenue, Cliff, Mankato, St. James, Worthington, LeMars, Sioux City Union Depot, First Street, Ferry, Emerson, Blair and North Yard, Omaha.

When a Clear Signal indication is shown at Cliff for westward trains, they need not stop but will register with Blank R, Rule S-83a.

Freight trains will register at 22nd Street.

Trains to and from the branch lines will register at the following stations: Elmore, Fairmont, Currie, Pipestone, Sioux Falls, Mitchell, Lake Crystal, Bingham Lake, Heron Lake, Madelia, Crofton, Bloomfield, Emerson, Wakefield, Wayne and Norfolk.

All scheduled trains except first class will register at Merriam.

Trains scheduled to pass registering stations or trains receiving a train order Form V will register at such points with Blank R.

Clearance Form A Rule 83c Trains will not be required to obtain Clearance Form A at initial division stations when same is non-communicating or office is closed and will not be required to obtain Clearance Form A at Cliff or LeMars when train order signal is clear. All trains must obtain Clearance Form A at St. James.

BULLETIN BOARDS.

4. Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

Minneapolis	General Yardmaster's Office, Enginehouse. Great Northern Passenger Station.
Western Avenue	Telegraph Office, Enginehouse.
Mankato	Telegraph Office, Enginehouse.
Elmore	Passenger Station.
St. James	Telegraph Office, Enginehouse.
Worthington	Telegraph Office, Enginehouse.
Sioux Falls	Telegraph Office, Enginehouse.
Mitchell	Telegraph Office, Enginehouse.
Sioux City	22nd Street Yard Office, Enginehouse, C. & N. W. Passenger Depot Telegraph Office and Engineer's Washroom.
Ferry	Telegraph Office.
Emerson	Telegraph Office.
Omaha	North Yard Office, Enginehouse.

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult bulletin boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, engineers, and yard foremen must receipt for all General Orders in a book provided for that purpose at each bulletin board location, entering in this book date and time that order is read as well as signature.

Freight Train Inspection.

5. Inspection of freight trains on sub-divisions 1 and 2 must be made as follows:

Eastward: Alton and Merriam.
Westward: Merriam and Worthington.

These inspections may be made at the next station in either direction if for any reason it is more convenient to do so. When not necessary to stop for any reason, running inspection may be made by a member of crew while train pulls by at slow speed.

Freight Trains Carrying Passengers.

6. Following freight trains will be permitted to carry a limited number of passengers provided with proper transportation:
Nos. 45-46 Between Lake Crystal and Elmore.
Nos. 51-52 Between Madelia and Fairmont.
Nos. 61-60 Between Bingham Lake and Currie.
Nos. 71-72 Between Heron Lake and Pipestone.

RAILROAD CROSSINGS, JUNCTIONS, ETC.

Minneapolis.

7. All trains and light engines approaching C. St. P. M. & O.-G. N. crossing at First Street, will be permitted to pass over same only 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 governs use of tracks and switches in Union Depot yard only, and has nothing to do with the crossing.

Flagman at crossing will not give signal to eastward 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 R. R. have come to a full stop.

Mankato.

8. At the interlocking at Mankato, eastward trains and engines must approach the eastward home signal at restricted speed.

Le Mars.

9. At the interlocking at Le Mars, westward trains and engines must approach the westward home signal at restricted speed.

10. **The following railroad crossings are Interlocked and Rules 601A to 672, Inclusive, will be observed:**

Railway	Location
C. M. St. P. & P.	St. Paul, Chestnut Street.
C. M. St. P. & P.	Shakopee.
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.	1.0 mile West of St. James.
C. & N.-W.	Butterfield.
C. M. St. P. & P.	Miloma.
C. R. I. & P.	Sibley.
I. C. and C. M. St. P. & P.	Sheldon.
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.
C. B. & Q.	0.3 mile West of Oakland.
C. B. & Q.	0.4 mile West of Dakota City.

Following railroad crossings at which Rule 98 will be observed:

Railway	Location
C. & N.-W.	Mankato, on old line.
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.
C. & N.-W.	Blair.
C. B. & Q.	0.1 mile West of Laurel.
C. B. & Q.	0.2 mile West of Randolph.

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

C. B. & Q. trains will comply with Rule 98 at Ferry.

All trains or engines will approach Elkhorn Junction at restricted speed and must stop for same unless it is known that the route is clear and switches properly lined.

BLOCKING

Manual Block.

11. Between Western Avenue Telegraph Office, St. Paul and Merriam, Minnesota. Rules 302a to 373, inclusive, will govern.

Eastward trains not scheduled to stop at Merriam will proceed on clear signal indication without Clearance Form A.

Automatic Block Signals.

Between Signal 345 at West Switch Merriam and Signal 854 near Rock Street, Mankato, even numbers are Eastward signals and odd numbers are Westward signals.

Between Chestnut Street and a point 600 feet West of Robert Street, St. Paul.

Time Spacing—Rule 91.

Except as specified, Rules 380 to 382, inclusive, govern.

Trains will be spaced ten minutes apart except that a freight train must not follow a passenger train within 15 minutes.

Automatic Signal Territory.

Instructions for Hand Operation of Derails or Switches Normally Operated by Dual Control Power Switch Machine at Merriam.

12. A derail or switch must not be operated by **Hand** without **Authority** from operator.

When authority is received from operator, 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 operator that hand operation of derail and/or switches is completed.

Two Track Districts.

13. Two tracks are in operation between St. Paul Shops and connection with Main Track 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 two tracks between Wall Street and the East 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.

14. Normal position of switches connecting two tracks with single track, Sioux City, will be when lined for westward track.

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

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

Protection on Branch Lines.

On Sub-divisions 1a, 1b, 2a, 2b, 2c, 3a, 3b, 3c and that part of Sub-division 3, Herman to Thurston, both inclusive:

15. Second and third class trains, extra trains and engines may occupy the main track at stations between station mile-boards, protecting against scheduled trains only and extra trains must approach all stations prepared to stop, expecting to find the main track occupied between the station mile-boards.

When possible, trains will be notified of following extra trains by a train order in the following form:

"After.....M, protect against extra.....(East or West)."

Trains receiving this order, will, after the specified time, protect as prescribed in Rule 99.

Where yard limits signs are established Rule 93 will govern.

STREET CROSSINGS, ETC.

St. Paul.

16. Great care must be used by all trains and engines between Union Depot and Chestnut Street.

STREET CROSSINGS, ETC.

Mankato.

17 Between Jackson Street, which is the west end of the freight house, and Washington Street, the first street crossing east of the interlocking station, 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.

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 have authority to handle trains on the back track. The operator at the interlocking will line up the route for back track when instructed to do so by the operators at Mankato.

When eastward freight trains at Mankato are ready to depart and route through interlocking is not clear they will stop far enough west of the depot so as not to interfere with C. & N. W. 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 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 vehicles as prescribed by Rule 103 and must exercise great care to avoid even appearance of danger as vehicles may be standing on track back of depot handling passengers and baggage.

Westward 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. Rule 103 must be observed.

Passenger trains in both directions will approach Mankato station under control and if passengers are crossing over tracks to or from C. & N. W. passenger trains they must be governed by rule 107.

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

When a C. St. P. M. & O. passenger train is standing on main track at Mankato passenger station and C. & N. W. passenger train is also at station, vestibule doors of C. St. P. M. & O. train must be open to provide passage to and from C. & N. W. train.

Eastward 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.

Between C. St. P. M. & O. and C. & N. W. main track crossover 1200 feet east of Sibley Park crossing West of Mankato and the crossover at First Avenue, about one and three-fourths miles east of Mankato passenger station, which is within yard limits, C. & N. W. trains and engines and C. St. P. M. & O. trains and engines may use the main tracks of either line upon receiving permission from the Yardmaster. The time of first class trains must be cleared as prescribed by the rules and special instructions.

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

All trains must approach these cross-overs at either end of the yard under control expecting to find the cross-overs in use.

Blue Earth.

18. Street crossings must be protected as prescribed by Rule 103 when switching.

Within yard limits, C. St. P. M. & O. trains and light engines may use main track of C. & N. W. Ry. as prescribed by rule 93.

St. James.

19. Armstrong Blvd. crossing must not be blocked for a period longer than three (3) minutes.

Worthington.

20. Between the hours of 11:00 P. M. and 3:00 P. M. freight trains when switching over crossing just east of Worthington depot will be governed as prescribed by Rule 103.

Salem.

21. When switching over Main St., Nebraska St. or Idaho St. back of depot on wye track or when making drop of cars on this track, rule 103 must be observed. No switching will be done north of the depot while southbound C. & N. W. train is at station.

STREET CROSSINGS, ETC.—Cont.

Mitchell.

22. All trains will come to a stop before passing over Main Street just east of passenger station. Movements over this crossing must be made as prescribed by rule 103.

Sioux City.

23. Trains will be under control when moving over street crossings in Sioux City Yards.

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

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

Fairmont.

24. C. St. P. M. & O. trains will arrive and depart from passenger station to receive and discharge passengers.

C. St. P. M. & O. trains and light engines may use main track of C. & N. W. Railway as prescribed by rule 93.

Lyons.

25. Eaves on east side of depot at Lyons will not clear man on side of car.

Agate.

26. All eastward second class, third class and extra trains from Sub-division 2c will approach the crossover at Agate under 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 except when first protected as prescribed by Rule 99.

LOCATION OF MAIN LINE STOCK CHUTES.

Norfolk Line.

27. Langenberg Chute (No. 9) 1360 ft. W. of M. P. 36 Bet. Apex and Hoskins. Cars will not be left at this chute.

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

BETWEEN	HEIGHT ABOVE TOP OF RAIL								Structures Limiting Height
	9 ft. Wide		10 ft. Wide		11 ft. Wide		11′ 6″ Wide		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
Minneapolis & Merriam (M. & St. L.)	16	3	16	3	16	3			Highway Bridge, Royalston Ave., Mpls.
St. Paul & Merriam...	18	0	18	0	18	0	18	0	C. M. St. P. & P. Crossing, Br. 50½ Mendota.
Merriam & Le Mars..	20	0	19	9	19	6	16	9	Br. 574, Windom.
Le Mars & Sioux City.	19	6	17	3	17	3	17	3	4th St. Viaduct, Sioux City.
Org & Mitchell.....	18	9	18	3	18	0	17	9	Br. P-106.
Madelia & Fairmont..	..	..	..	..	..	..	..	..	No Obstruction Below 22-0.
Lake Crystal & Elmore	..	..	..	..	..	..	..	..	No Obstruction Below 22-0.
Bingham Lake & Currie	..	..	..	..	..	..	..	..	No Obstruction Below 22-0.
Heron Lake & Pipestone	..	..	..	..	..	..	..	..	No Obstruction Below 22-0.
Sioux City & Omaha..	19	3	18	9	18	3	18	0	Br. 2-Missouri River.
Emerson & Norfolk...	18	9	18	3	17	9	17	6	Br. S-140-Elkhorn River.
Wakefield & Crofton..	21	6	21	6	21	6	21	6	Highway Br. T-87½.
Wayne & Bloomfield..	..	..	..	..	..	..	..	..	No Obstruction Below 22-0.

No load must exceed eleven (11) feet six (6) inches 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.

Close clearance west end Missouri River bridge No. 2. Will not clear anyone on side of car, or leaning out of engine cab, coach or caboose windows, on either side.

COMPANY SURGEONS

Station	Name of Doctor	Address
Dr. James K. Stack, Medical Director		127 N. Clinton, Chicago, Ill.
A. Nygood, M. D., Chief Medical Examiner		127 N. Clinton. Chicago, Ill.
St. Paul, Minn.	Carlton W. Leverenz	914 Lowry Bldg.
St. Paul, Minn.	Wallace P. Ritchie	917 Lowry Bldg.
St. Paul, Minn.	Charles E. Rea	917 Lowry Bldg.
St. Paul, Minn.	Frank Adair, Oculist	822 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.
Minneapolis, Minn.	H. E. Hoffert, M. D.	902 Medical Arts Bldg.

LOCAL SURGEONS.

Station	Name of Doctor
Shakopee, Minn.	J. C. Klein, B. F. Pearson
Belle Plaine, Minn.	H. M. Juergens, J. L. Juergens, M. F. Juergens, Associates
LeSueur, Minn.	Swan Erickson, N. M. Sonnesyn
St. Peter, Minn.	C. S. Strathern
Mankato, Minn.	R. N. Andrews, A. E. Sohmer, W. C. Stillwell, P. G. Hosper, J. C. Mickelson and A. A. Schmitz, Associates
Lake Crystal, Minn.	Hugh Williams
Blue Earth, Minn.	C. E. Wilson, W. C. Chambers
Elmore, Minn.	Harry Shragg, T. G. Rollins
Madelia, Minn.	Herbert Boysen
Fairmont, Minn.	V. H. Gardner, Roscoe E. Hunt
St. James, Minn.	O. B. Bergman, E. Bratrude
St. James, Minn.	F. L. Bregel
Mountain Lake, Minn.	E. S. Schutz
Windom, Minn.	H. C. Stratte, L. Sogge
Heron Lake, Minn.	J. R. Nickerson
Pipestone, Minn.	W. G. Benjamin
Worthington, Minn.	P. W. Harrison
Worthington, Minn.	E. A. Kilbride
Adrian, Minn.	E. W. Arnold
Luverne, Minn.	C. L. Sherman
Sioux Falls, S. D.	G. E. VanDemark, Robert R. Donahue
Sioux Falls, S. D.	M. S. Grove, S. A. Donahue
Salem, S. D.	A. H. Hoyne
Mitchell, S. D.	E. C. Bobb
Sibley, Iowa	Frank M. Rizzo
Sheldon, Iowa	W. S. Balkema
Alton, Iowa	C. B. Murphy
LeMars, Iowa	W. L. Downing
Sioux City, Iowa	A. Q. Johnson, District Surgeon
Sioux City, Iowa	E. H. Sibley, Local Surgeon C. E. Cobb, Local Surgeon H. E. Rudersdorf & L. R. Tripp, Oculist and Aurist
Omaha, Nebr.—	
A. J. Brown	Surgeon
R. R. Best	Consulting Surgeon
H. R. Elston	Local Surgeon
S. E. Potter	Local Surgeon
E. E. Simmons	Consulting Internist
Harold Gifford	Consulting Surgeon Eye, Ear, Nose & Throat
Oakland, Nebr.	H. W. Benson
Tekamah, Nebr.	I. Lukens
Craig, Nebr.	James G. Allen
Emerson, Nebr.	Cecil F. Simmons
Winside, Nebr.	D. O. Craig
Bloomfield, Nebr.	M. H. Carrig
Blair, Nebr.	Morris Neilson
Laurel, Nebr.	R. P. Carroll
Wayne, Nebr.	Walter Benthack
Wausa, Nebr.	R. E. Johnson
Randolph, Nebr.	A. E. Cook
Norfolk, Nebr	T. H. Waters George B. Salter
Hartington, Nebr.	J. P. Hahn
Crofton, Nebr.	C. H. Swift

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

RATING OF ENGINES IN TONS.

TERRITORY	Class I-1	Class K-1	Class J	Class J-A	Class J-2	Class J-3
St. Paul to Mankato	1345	1475	3985	4150	4275	4500
Mankato to Lake Crystal	1135	1245	2215	2400	2510	2700
Lake Crystal to St. James	1470	1610	3985	4150	4275	4500
St. James to Mankato	1890	2070	3690	4005	4185	4500
Mankato to Le Sueur	1680	1840	3280	3560	3720	4000
Le Sueur to St. Paul	1890	2070	3690	4005	4185	4500
Lake Crystal to Elmore	1395	1500	....	....	....	....
Elmore to Lake Crystal	1525	1650	....	....	....	....
Merriam-Minneapolis (Both Directions)	1200	1310	2365	2535	2550	2850
St. James to Org	1115	1220	2175	2360	2465	2650
Org to Sioux City	1470	1610	2870	3115	3255	3500
Sioux City to Alton	1260	1380	2460	2670	2790	3000
Alton to Bingham Lake	1135	1245	2215	2400	2510	2700
Bingham Lake to St. James	2620	2760	4920	5340	5580	6000
Worthington to Mitchell	1185	1275	....	....	....	....
Mitchell to Humboldt	930	1000	....	....	....	....
Humboldt to Beaver Creek	1395	1500	....	....	....	....
Beaver Creek to Rushmore	1115	1200	....	....	....	....
Rushmore to Worthington	1300	1400	....	....	....	....
Omaha to Blair	715	785	....	....	....	....
Blair to Omaha	760	830	....	....	....	....
Blair to Oakland	885	950	....	....	....	....
Emerson to Sioux City	1000	1075	....	....	....	....
Sioux City to Emerson	835	900	....	....	....	....
Oakland to Blair	760	830	....	....	....	....
Emerson to Wakefield	815	875	....	....	....	....
Wakefield to Emerson	1000	1075	....	....	....	....
Winside to Apex	835	900	....	....	....	....
Norfolk to Apex	1025	1100	....	....	....	....
Bloomfield to Wayne	1025	1100	....	....	....	....
Crofton to Coleridge	930	1000	....	....	....	....

Tonnage ratings are established as follows:

OMAHA TO NORTH CUT—EASTBOUND

J-3	J-2	J-A	J-S	Z
1700	1700	1700	1615	1300

NORTH CUT TO BLAIR—EASTBOUND

J-3	J-2	J-A	J-S	J	Z	R-1	I-1
3040	3040	3040	2905	2905	2500	1455	1455

BLAIR TO NASHVILLE—WESTBOUND

J-3	J-2	J-A	J-S	J	Z	R-1	I-1
2800	2800	2800	2675	2675	2300	1340	1340

NASHVILLE TO NORTH CUT

J-3	J-2	J-A	J-S	J	Z
1800	1800	1800	1710	1710	1470

NORTH CUT TO OMAHA

J-3	J-2	J-A	J-S	J	Z
2900	2900	2900	2775	2775	2400

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.

DIESEL TONNAGE RATINGS.

	Diesel Horsepower		
	1500	3000	4500
Minneapolis to Merriam	2350	4700	7050
Merriam to Minneapolis	2400	4800	7200
St. Paul to Merriam	3000	6000	9000
Merriam to St. Paul	3000	6000	9000
Merriam to Mankato	3000	6000	9000
*Mankato to Merriam	1850	3700	5550
Mankato to St. James	2250	4500	6750
St. James to Mankato	3250	6500	9750
St. James to Worthington	1675	3350	5025
Worthington to St. James	2600	5200	7800
Worthington to Sioux City	2175	4350	6525
Sioux City to Worthington	2300	4600	6900
Blair to North Omaha	1450	2900	4350
*North Omaha to Blair	1350	2700	4050

Above ratings without helper.

*For 3000 h.p. F-7 Diesel with helper out North Omaha, Nashville and Mankato, add one-third to tonnage rating if 1000 h.p. Diesel or Class Z helper. If Class J helper used, add 38 per cent to tonnage rating.

SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
51″	70.6	1′ 15″	48.
52″	69.2	1′ 20″	45.
53″	67.9	1′ 25″	42.3
54″	66.6	1′ 30″	40.
55″	65.4	1′ 35″	37.9
56″	64.2	1′ 40″	36.
57″	63.1	1′ 45″	34.3
58″	62.	1′ 50″	32.7
59″	61.	1′ 55″	31.3
1′	60.	2′	30.
1′ 1″	59.	2′ 15″	26.6
1′ 2″	58.	2′ 30″	24.
1′ 3″	57.1	2′ 45″	21.8
1′ 4″	56.2	3′	20.
1′ 5″	55.3	3′ 30″	17.1
1′ 6″	54.5	4′	15.
1′ 7″	53.7	5′	12.
1′ 8″	52.9	6′	10.
1′ 9″	52.1	7′	8.6
1′ 10″	51.4	8′	7.5
1′ 11″	50.7	10′	6.
1′ 12″	50.		