

**DIVISIONAL STAFF.
ASSISTANT SUPERINTENDENTS.**

T. L. Hick,
Eau Claire.

R. A. Bothmer,
Spooner.

CHIEF TRAIN DISPATCHERS.

G. B. Mills,
Eau Claire.

A. E. Carlson,
Spooner.

E. G. Grotenhuls, Night,
Eau Claire.

TRAIN DISPATCHERS.

W. A. Gramenz,
A. F. Burger,
R. P. Kielty,
R. M. Tyler,
O. F. Peterson,
C. G. Abrahamson,
H. A. Olson,
Eau Claire.

E. G. Hugdahl,
G. E. Nordholm,
F. D. Sinclair,
G. L. Johnston,
D. B. Sutherland,
G. F. Cary,
Spooner.

MASTER MECHANIC.

J. L. Reed,
St. Paul.

TRAVELING ENGINEERS.

P. A. Prollwitz,
Minneapolis.

R. A. Hayford,
Minneapolis.

H. R. Valska,
Altoona.

DIVISION ENGINEER.

C. J. Freseman,
St. Paul.

ROADMASTERS.

C. E. Miller,
Altoona.

C. G. Stockwell,
Spooner.

J. W. Hendrickson,
St. Paul.

A. F. Trautman,
Spooner.

SUPERVISOR—COMMUNICATION AND SIGNALS

F. W. Bleier
St. Paul.

SUPERVISORS—BRIDGES AND BUILDINGS

D. H. Johnson,
Altoona.

E. M. Enger,
St. Paul.

DISTRICT CLAIM AGENTS.

R. S. Weir,
Eau Claire.

J. W. Jurgensen,
St. Paul.

H. A. Westberg, Supt.
Twin Cities Term. Divn.
Minneapolis.

L. E. Sinclear, Supt.
Head of Lakes Term. Divn.
Superior.

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

**CHICAGO, ST. PAUL, MINNEAPOLIS
& OMAHA RAILWAY**

EASTERN DIVISION

TIME TABLE
No. 1

EFFECTIVE

Thursday, January 1, 1953

AT 12:01 A. M.

CENTRAL TIME

**FOR THE GOVERNMENT AND
INFORMATION OF EMPLOYEES ONLY.**

J. J. STEIN, General Manager—Transportation

W. L. MUELLER, General Superintendent

J. L. WALTON, Superintendent

THINK - PRACTICE - TALK SAFETY

BETWEEN ST. PAUL AND ALTOONA—EASTWARD.

FIRST CLASS

FIRST CLASS								Station Numbers.	Fuel, Water Wye and Turntable.	Distance from St. Paul.	Subdivision 1		Capacity of Sidings	
											Time Table 1			
											January 1, 1953.			
			406	510	514	512	400	508						
			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday						
			PM 11.00		PM 6.15		PM 12.01	AM 7.30	1564	WFTT	10.57	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.														
			PM 11.40		PM 7.00		PM 12.30	AM 8.15	1560	WY	0.0	10.57 St. Paul		
			11.47		7.08		12.36	8.22	1559	WFTT	2.1	2.1 East St. Paul		
			11.49		7.10			8.24	1558		3.0	0.9 East Seventh Street		
			11.54		7.16			8.29	1557		6.3	3.3 Hazel Park Yard	YL	
			12.00		7.22			8.37	1554		11.9	5.6 Lake Elmo		
			12.04		7.26		12.50	8.43	1551		15.8	3.9 Siegel	E 95	
									1550		18.8	3.0 Lakeland Jct.	YL	
			12.08		7.43		12.54	9.02	1548	FWY	19.3	0.5 Hudson	YL	
			12.13		7.49		12.58	9.09	1547		22.3	3.0 Northline	YL	
										Y	23.4	1.1 Sono	YL	
			12.22		7.59		1.05	9.21	1545		30.1	6.7 Roberts	E 70	
			12.27		8.05			9.30	1544		36.1	6.0 Hammond		
			12.30		8.08			9.36	1543		39.3	3.2 Baldwin	E 63 W 25	
			12.34		8.13		1.16	9.43	1542		43.4	4.1 Woodville		
											44.4	1.0 Johnson		
					8.17			9.49	1541		47.4	3.0 Hersey	W 90	
			12.39		8.19			9.51	1540		49.2	1.8 Wilson		
			12.44		8.25			9.57	1539	W	53.9	4.7 Knapp	E 83 W 79	
			12.51		8.42		1.31	10.09	1538	WY	62.5	8.5 Menomonie Jct.	YL	
					8.48			10.16	1534		67.1	4.6 Rusk		
			1.02		8.54		1.41	10.26	1533		74.6	7.5 Elk Mound	E 61 W 86	
					9.00			10.34	1532		81.1	6.5 Truax		
												4.4		
			1.16	AM 12.31	9.25	PM 9.22	1.53	10.46	1530	WY	85.5	3.3 Eau Claire	YL	
			1.23	AM 12.40	9.32	PM 9.30	1.58	10.53	1528	FTTYW	88.8	AM Altoona	YL	E 75
			Daily	Daily	Daily	Daily	Daily	Daily Except Sunday						

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

Yard Limit Sign shown at Hazel Park apply to all area between that point and Westminster Street.

Yard Limit Signs shown at Eau Claire and Altoona apply in connection with all intervening area.

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

Yard Limit Signs at Northline and Sono on Sub-division 1, and at Noso on Sub-division 3 apply in connection with all intervening area.

BETWEEN ALTOONA AND ST. PAUL—WESTWARD.

2

Distance from Elroy, Via B. R. Falls.	Subdivision 1 Time Table 1. January 1, 1953.	FIRST CLASS													
		511	515	405	513	501	401								
		Daily	Daily	Daily	Daily	Daily Except Sunday	Daily								
			AM 8.10	AM 8.1		PM 10.00	PM 9.45								
204.8	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.															
194.2	St. Paul	10.57	s	7.35	s	7.40		s	9.25	s	9.15				
192.1	East St. Paul	2.1		7.20		7.32			9.17		9.03				
191.2	East Seventh Street	0.9		7.16		7.30			9.15		9.02				
187.9	Hazel Park Yard YL	3.3		7.10		7.26			9.10						
		5.6													
182.3	Lake Elmo			7.02		7.19		f	9.03						
178.4	Siegel	3.9		6.56		7.13			8.57		8.50				
		3.0													
175.4	Lakeland Jct. YL														
		0.5													
174.9	Hudson YL		s	6.48		7.07		s	8.50		8.46				
		3.0							8.35						
171.9	Northline YL			6.32		7.02			8.31		8.42				
		1.1													
170.8	Sono YL														
		6.7													
164.1	Roberts			6.24		6.54		s	8.21		8.35				
		6.0													
158.1	Hammond			6.18		6.48		s	8.12						
		3.2													
154.9	Baldwin			6.15		6.45		s	8.06						
		4.1													
150.8	Woodville			6.10		6.41		f	7.57		8.25				
		1.0													
149.8	Johnson														
		3.0													
146.8	Hersey			6.06		6.37			7.52						
		1.8													
145.0	Wilson			6.03		6.35			7.49						
		4.7													
140.3	Knapp			5.57		6.29		f	7.44						
		8.6													
131.7	Menomonie Jct. YL		s	5.47		6.19		s	7.33		8.09				
		4.6													
127.1	Rusk			5.35		6.13		f	7.18						
		7.5													
119.6	Elk Mound			5.28		6.06		s	7.09		7.59				
		6.5													
113.1	Truax			5.21		6.00			7.01						
		4.4													
108.7	Eau Claire YL		s	2.45	s	5.15	s	5.54	s	6.15	s	6.55	s	7.50	
		3.3													
105.4	Altoona YL			2.35		4.50		5.35		6.05		6.34		7.39	
				AM		AM		AM		AM		PM		PM	
			Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sunday	Daily					

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

Yard Limit Sign shown at Hazel Park applies to all area between that point and Westminster Street.

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

Yard Limit Signs at Northline and Sono on Subdivision 1, and at Noso on Subdivision 3 apply in connection with all intervening area.

No. 405 will stop at Menomonie Jct., and Hudson to discharge passengers ticketed from points beyond Wyeville.

Yard Limit Signs shown at Eau Claire and Altoona apply in connection with all intervening area.

BETWEEN ST. PAUL AND ALTOONA—EASTWARD.

THIRD CLASS			SECOND CLASS								Subdivision 1 Time Table 1. January 1, 1953. Minneapolis	
	104	268		88	480	174	236	484	34	72		490
	Daily Except Sunday	Daily Except Sunday		Daily	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily		Daily
				PM 8.30	PM 7.30	PM 6.30		PM 4.15				AM 5.00
.....												

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.

		PM 11.45	PM 10.00	PM 8.15		PM 7.15		AM 7.00	10.42 East St. Paul... YL
	AM 7.00								17.2 Hudson... YL
	7.10 AM			9.10 PM					3.0 Northline... YL
						AM 11.50			22.1 Johnson... YL
	PM 1.10				PM 6.15		12.28 PM	AM 5.25	18.1 Menomonie Jct... YL
	1.25 PM	3.45 AM	1.15 AM		6.30 PM	10.00 PM		5.40 AM	23.0 Eau Claire... YL
								10.00 AM	3.3 Altoona... YL

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, and 401 fifteen minutes.

Yard Limit Sign at Hazel Park applies to all area between that point and Westminster Street.

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

Yard Limit Signs at Northline and Sono on Subdivision 1, and at Noso on Subdivision 3 apply in connection with all intervening area.

BETWEEN ALTOONA AND ST. PAUL—WESTWARD.

THIRD CLASS			SECOND CLASS								Subdivision 1 Time Table 1. January 1, 1953. Minneapolis	
	267	103			89	71	479	33	237	173		483
	Daily Except Sunday	Daily Except Sunday			Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily		Daily
					AM 3.00			PM 9.00		AM 8.00		AM 6.30
.....												

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.

	PM 2.00			AM 1.00		PM 7.00		AM 6.30	AM 4.00	10.42 East St. Paul... YL
f 1.45 PM										17.2 Hudson... YL
								5.30 AM		3.0 Northline... YL
						AM 9.10				22.1 Johnson... YL
						8.30 AM				18.1 Menomonie Jct... YL
	AM 7.05				PM 7.15		AM 9.00			23.0 Eau Claire... YL
	6.50 AM		8.10 PM	7.00 PM	3.30 PM		8.45 AM		12.15 AM	3.3 Altoona... YL

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

Yard Limit Sign at Hazel Park applies to all area between that point and Westminster Street.

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

Yard Limit Signs at Northline and Sono on Subdivision 1, and at Noso on Subdivision 3 apply in connection with all intervening area.

EASTWARD—BETWEEN HUDSON AND STILLWATER—WESTWARD.

4

THIRD CLASS			SECOND CLASS			Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Hudson.	Subdivision 1-a			SECOND CLASS			THIRD CLASS	
632	616	626	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday				Time Table 1.			601	627		631	
C. M. St. P. & P. No. 302									January 1, 1953.			Daily Except Sunday	Daily Except Sunday		Daily Except Sunday	
AM	PM	AM										Connects with Nos. 405 & 515			C. M. St. P. & P. No. 301	
11.30	2.30	8.45	1552		6.2				Stillwater			8.15	2.10		10.10	
11.38	2.34	8.48			5.0				Junction Switch			8.10	2.07		9.59	
11.45	2.45	8.55	1553		3.5				Bayport YL			8.00	1.53		9.53	
AM					0.5				Lakeland Jct. YL			7.48	1.43			
	2.55	9.10	1550		0.0				Hudson YL			7.45	1.40			
	3.00	9.15	1548			FWY						AM	PM			

Westward trains are superior to Eastward trains of the same class.

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

BETWEEN JOHNSON AND SPRING VALLEY EASTWARD.

SECOND CLASS	Station Numbers	Fuel, Water, Turn Table and Wye Stations.	Distance from Johnson.	Subdivision 1-b		SECOND CLASS
34				Time Table 1.		33
Daily Except Sunday				January 1, 1953.		Daily Except Sunday
AM						AM
11.15	2770	Y	10.4	Spring Valley		10.00
f 11.25	2767		7.5	County Line		f 9.43
11.45	1542		1.0	Woodville		9.20
11.50			0.0	Johnson		9.10
AM						AM

Spur Tracks
Madson—2 miles east of Spring Valley.
No. 33 is superior to No. 34.

BETWEEN HUDSON AND ELLSWORTH EASTWARD.

SECOND CLASS	Station Numbers	Fuel, Water, Turn Table and Wye Stations.	Distance from Hudson.	Subdivision 1-c		SECOND CLASS
626				Time Table 1.		627
Daily Except Sunday				January 1, 1953.		Daily Except Sunday
AM						PM
9.30	1548	FWY	0.0	Hudson YL		1.35
s 9.35	1575		0.8	Hudson (City) YL		s 1.27
s 10.20	1578		11.6	River Falls		s 12.55
s 10.45	1580		21.1	Beldenville		s 12.06
10.55	1581	TT	24.6	Ellsworth		11.55
AM						AM

Yard Limit Signs at Hudson, Hudson City and Lakeland Jct. apply in connection with all intervening area.

EASTWARD—BETWEEN MENOMONIE JCT. AND MENOMONIE CITY—WESTWARD

SECOND CLASS			Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Subdivision 1-d	Time Table 1.	January 1, 1953.	SECOND CLASS		
46	32	40						41	35	47
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday						Daily Except Sunday	Daily Except Sunday	Daily Except Sunday
PM	AM	AM						AM	PM	PM
4.40	8.15	6.40	1536		Menomonie City			7.20	12.40	5.10
4.50	8.25	6.50	1535	WY	Menomonie Jct. YL			7.10	12.30	5.00
PM	AM	AM						AM	PM	PM

No train will leave Menomonie Jct. or Menomonie City until all trains due have arrived.
Connection with all main line Passenger trains scheduled to stop at Menomonie Jct. will be made by bus.
The district between Menomonie City and Menomonie Jct., will be governed by Rule 93.

FIRST CLASS

	514	502	400	516	518	508	528	406	Station Numbers.	Fuel, Water Wye and Turntable.	Distance from St. Paul, Minn. Via Cut-off.	Subdivision 2 Time Table 1. January 1, 1953.	Capacity of Sidings
	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily					
		No. 501's Train		No. 508's Train									
.....	PM 10.05	.....	PM 1.58	.....	.....	AM 10.58	AM 2.01	AM 1.51	1528	FTTYW	88.8	 Altoona YL	E. 75
.....	10.18	.....	2.05	.....	.....	8 11.11	2.12	2.02	1526	.....	97.6	 Fall Creek 8.8	.....
.....	10.28	.....	.....	.....	.....	8 11.23	2.21	2.11	1524	.....	107.5	 Augusta 9.9	W. 56
.....	10.38	.....	2.20	.....	.....	8 11.36	2.30	2.19	1522	YW	116.8	 Fairchild 6.8	E. 46
.....	10.46	.....	.....	.....	.....	8 11.45	2.38	2.25	1521	.....	123.6	 Humbird 5.8	W. 74
8 11.10	.....	8 2.31	.....	.....	.....	8 12.07	3.00	2.31	1518	FTTYW	129.4	 Merrillan YL	E. 80
.....	PM 11.24	PM 5.06	.....	PM 12.20	.....	12.20 12.40	3.12	2.41	1517	.....	139.9	 Levis 10.5	W. 51
.....	Via Cut off	5.11 PM	Via Cut off	12.25 PM	.....	Via Cut off	Via Cut off	Via Cut off	1515	.....	.....	..... Black River Falls 1.9	.....
.....	11.28	.....	2.44	.....	.....	12.45	3.15	2.44	1514	.....	143.1	 Sheppard 8.9	.....
.....	11.39	.....	.....	.....	.....	f 12.55	3.25	2.52	1512	W	152.0	 Millston 8.3	E. 72 W. 67
.....	11.48	.....	2.57	.....	.....	f 1.07	3.34	3.00	1510	.....	160.3	 Warren 6.9	.....
.....	11.55	.....	.....	.....	.....	1.15	3.41	3.06	1508	.....	167.2	 Valley Jct. 2.5	.....
.....	11.59	8 3.07 PM	.....	.....	PM 3.07	1.20	3.45	3.11 AM	1507	WY	169.7	 Wyeville YL	.....
8 12.17	.....	.....	.....	.....	3.18	8 1.32	3.55	.....	1504	W	179.0	 Camp Douglas 2.9	36 E. 40 W.
.....	12.23	.....	.....	.....	3.21	1.37	3.58	.....	1503	.....	181.9	 Hustler 4.2	.....
.....	12.31	.....	.....	.....	3.29	1.45	4.06	.....	1502	.....	186.1	 Tunnel 5.4	24
.....	12.40	.....	.....	.....	3.36	1.52	4.13	.....	.....	.....	191.5	 Elroy Yard YL	.....
.....	12.45 AM	.....	.....	.....	3.37 PM	1.55 PM	4.15 AM	.....	1500	FTTW	192.2	 Elroy 0.7	.....
.....	7.05 AM	.....	6.45 PM	.....	7.45 PM	9.50 PM	8.00 AM	.....	.....	.....	396.8	 Chicago ..... .....	.....
.....	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	.....	.....	.....	.....	.....

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

Back-up movements between Black River Falls and Levis must be made very carefully over highway crossings and whistle sounded frequently for the protection of highway traffic.

On scheduled meet between No. 514 and No. 511, No. 511 will take siding on west siding at Camp Douglas.

Yard Limit Sign shown at Elroy Yard applies to all area between that point and passenger station.

BETWEEN ELROY AND ALTOONA—WESTWARD.

6

Distance from Elroy Via B. R. Falls.	Subdivision 2 Time Table 1. January 1, 1953.		FIRST CLASS										
			515	405	509	501	503	401	511				
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily				
					No. 508's Train		No. 501's Train						
			AM	AM		PM		PM	AM				
105.4	Altoona	YL	8 4.23	8 5.21		6.34		7.39	8 2.05				
96.6	Fall Creek		4.13	5.12		6.24		7.32	1.54				
86.7	Augusta		4.03	5.04		6.12			1.44				
77.4	Fairchild		3.54	4.55		6.01		7.16	1.34				
70.6	Humbird		3.45	4.48		5.51			1.25				
64.8	Merrillan	YL	8 3.38	4.42		5.41		8 7.05	8 1.17				
54.3	Levis		3.12	4.33	12.38 PM	5.22 5.06	5.22 PM		12.59				
52.4	Black River Falls		Via Cut off	Via Cut off	12.30 PM	Via Cut off	5.13 PM	Via Cut off	Via Cut off				
49.1	Sheppard		3.09	4.30		5.02		6.53	12.56				
40.2	Millston		3.00	4.22		4.53			12.47				
31.9	Warren		2.52	4.14		4.42		6.39	12.39				
25.0	Valley Jct.		2.44	4.08		4.32			12.31				
22.5	Wyeville	YL	2.41	4.04 AM		4.29		6.31 PM	12.28				
13.2	Camp Douglas	8	2.31			4.17			12.17				
10.3	Hustler		2.22			4.11			12.09				
6.1	Tunnel		2.16			4.04			12.02				
0.7	Elroy Yard	YL	2.07			3.57			11.54				
0.0	Elroy		2.05 AM			3.55 PM			11.52 PM				
	Chicago		9.00 PM	11.00 PM		9.50 AM		3.00 PM	6.30 PM				
			Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily				

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

No. 511 will stop at Augusta and Fall Creek to let off revenue passengers from C. & N. W. Ry. or beyond.

On scheduled meet between No. 514 and No. 511, No. 511 will take siding on west siding at Camp Douglas.

Rule 83c and Rule D83 will not apply at Wyeville for trains entering two track district on Sub-Division 2 and from the C. & N. W. when train order signal is clear. Such trains will register by Blank R.

No. 501 will stop at Wyeville and Millston to let off passengers ticketed from Madison, Milwaukee or beyond.

Back-up movement between Levis and Black River Falls must be made very carefully over highway crossings and whistle sounded frequently for protection of highway traffic.

Yard Limit Sign shown at Elroy Yard applies to all area between that point and passenger station.

EASTWARD—BETWEEN ELROY AND ALTOONA—WESTWARD.

THIRD CLASS	SECOND CLASS						SECOND CLASS					THIRD CLASS
22		484	168	490	170	Subdivision 2 Time Table 1. January 1, 1953.	167	479	169	483		21
Daily Except Sunday		Daily	Tuesday, Thursday Saturday	Daily	Daily		Monday, Wednesday, Friday	Daily	Daily	Daily		Daily Except Sunday
AM 6.05		PM 11.00		AM 11.00	AM 9.30	Altoona..... YL		PM 3.00	PM 5.45	PM 11.30		PM 1.15
s 6.30						8.8 Fall Creek						s 12.55
s 6.50						9.9 Augusta						s 12.30
						9.3						
s 7.25			PM 1.00			Fairchild.....	AM 11.20					s 12.05
s 7.40			1.10			6.8 Humbird	11.10					s 11.20
s 8.55			1.20		11.20	5.8 Merrillan..... YL	11.00		4.15			s 11.05
9.10			PM		AM	10.5 Levis.....	AM		PM			f 9.36
						3.2						
s 10.15		Via Cut off		Via Cut off		1.9 Black River Falls.....		Via Cut off		Via Cut off		Via Cut off
						3.3						
10.30						8.9 Sheppard						f 8.55
s 10.45						8.3 Millston						s 8.40
s 11.10						6.9 Warren						s 8.20
f 11.20						2.5 Valley Jct.						f 8.01
s 11.50		1.55		1.40		9.3 Wyeville..... YL		11.30		7.20		s 7.55
		AM		PM				AM		PM		
s 12.20						2.9 Camp Douglas						s 7.20
s 12.32						4.2 Hustler						s 6.55
f 12.45						5.4 Tunnel						f 6.42
1.00						0.7 Elroy Yard..... YL						6.30
PM						Elroy						AM
		12.15		11.00		Chicago		9.00		10.30		
		PM		PM				PM		AM		
Daily Except Sunday		Daily	Tuesday Thursday, Saturday	Daily	Daily		Monday, Wednesday, Friday	Daily	Daily	Daily		Daily Except Sunday

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

Rule 83c and Rule D83 will not apply at Wyeville for trains entering two track district on Sub-Division 2 and from the C. & N. W. when train order signal is clear. Such trains will register by Blank R.

Yard Limit Sign shown at Elroy Yard applies to all area between that point and passenger station.

EASTWARD—BETWEEN FAIRCHILD AND MONDOVI—WESTWARD.

8

SECOND CLASS				Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Fairchild.	SECOND CLASS			
168							167			
Tuesday, Thursday, Saturday							Monday, Wednesday, Friday			
AM							PM			
11.15				2711	TT	36.4	2.20			
s 11.35				2708	.....	26.7	s 1.55			
s 11.45				2707	.....	22.3	s 1.35			
s 12.20				2704	W	13.9	s 1.15			
f 12.37				2701	.....	5.0	f 12.27			
12.52 PM				1522	WY	0.0	12.15 PM			
Tuesday, Thursday, Saturday							Monday, Wednesday, Friday			

Subdivision 2-a

Time Table 1.

January 1, 1953.

Mondovi

9.7

Eleva

4.4

Strum

8.4

Osseo

8.9

Price

5.0

Fairchild

EASTWARD—BETWEEN MERRILLAN AND MARSHFIELD—WESTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS		Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance From Merrillan.	Subdivision 2-b Time Table 1. January 1, 1953.	Capacity of Siding.	FIRST CLASS		SECOND CLASS	THIRD CLASS
168		170		108						109		169	167
Tuesday, Thursday, Saturday		Daily		Daily						Daily		Daily	Monday, Wednesday, Friday
PM 4.10		AM 11.45		AM 4.25	1518	FTTYW	0.0	Merrillan	YL	AM 2.30		PM 4.05	AM 10.10
s 5.00		12.35		s 4.57	1590		15.1	Neillsville	YL	s 1.55		3.25	s 9.40
f 5.15		12.51		5.04			20.4	Kurth		75 1.42		3.10	8.44
s 5.25		12.57		s 5.10	1593		22.4	Granton	YL	s 1.38		3.04	s 8.40
s 5.40		1.15		s 5.22	1595		28.4	Chili	YL	s 1.28		2.50	s 8.25
6.00 PM		1.45 PM		5.45 AM	1599	FTTWY	37.9	Marshfield	YL	79 1.15 AM		2.30 PM	8.00 AM
Tuesday, Thursday, Saturday		Daily		Daily						Daily		Daily	Monday, Wednesday, Friday

Yard Limit Sign shown at Marshfield applies to all area from that point to New Yard.

BETWEEN SPOONER AND EAU CLAIRE—EASTWARD.

THIRD CLASS		SECOND CLASS			FIRST CLASS			Station Numbers.	Fuel, Water, Wye and Turntable.	Distance from Eau Claire.	Subdivision 4 Time Table 1. January 1, 1953.		Capacity of Sidings
	104	236	244	72		510	512						
	Daily Except Sunday	Daily Except Sunday	Monday, Wednesday, Friday	Daily		Daily	Daily						
	AM 6.30		AM 9.30	AM 12.45		PM 10.30	PM 6.48	1625	FTTYW	81.2	 Spooner.....	YL	
						10.32	6.50	.....		79.5	 Chicago Jct.....		
	s 6.50		9.50	1.15		10.46	s 7.05	1681		71.5	 Sarona.....		77
	s 7.05		10.05	1.30		10.54	s 7.16	1679		64.2	 Haugen.....		18
	7.10		s 10.10 AM	1.35		10.57	7.20	1678	Y	61.4	 Tuscobia.....		50
	s 7.55			1.55		s 11.02	s 7.25	1677	FW	56.9	 Rice Lake.....	YL	74
	s 8.25			2.10		11.15	s 7.43	1674	Y	50.2	 Cameron.....		17 E. 75 W.
	s 9.40			2.26		11.25	s 8.00	1672		42.2	 Chetek.....		74
	s 10.15			2.44		11.35	s 8.16	1669		33.5	 New Auburn.....		102
	10.30			2.58		11.44	8.26			25.8	 Remol.....	YL	76
	s 11.15			3.00		11.45	s 8.31	1665	W	25.0	 Bloomer.....	YL	45
	f 11.35			3.15		11.53	f 8.41	1663		18.2	 Eagle Point.....		52
	s 11.50	s 5.30 PM		3.36		11.59	8.48		Y	12.6	 Norma.....	YL	73
	s 12.30	s 5.45		4.20		s 12.06	s 8.59	1662	W	10.3	 Chippewa Falls... YL		9
	12.40	6.00		4.35		12.09	9.02	1660		9.0	 Koll.....		69
						12.19	9.12			1.8	 Dells Siding.....		17
	1.05 PM	s 6.15 PM		5.15 AM		s 12.30 AM	s 9.18 PM	1530	YW	0.0	 Eau Claire.....	YL	
	1.25 PM	6.30 PM		5.40 AM		12.40 AM	9.30 PM	1528			 Altoona.....	YL	
	Daily Except Sunday	Daily Except Sunday	Monday, Wednesday, Friday	Daily		Daily	Daily						

Spur Tracks:

Rea Spur—2 miles east of Eagle Point.

Beaver Brook—4.5 miles west of Sarona.

Yard Limit Signs shown at Remol and Bloomer apply in connection with all intervening area.

Yard Limit Signs at Chippewa Falls on Sub-Division 4 and at Norma on Sub-Division 4 and 4b apply in connection with all intervening area.

Yard Limit Signs at Eau Claire and Altoona apply in connection with all intervening area.

BETWEEN EAU CLAIRE AND SPOONER—WESTWARD

10

Subdivision 4 Time Table 1. January 1, 1953.	FIRST CLASS				SECOND CLASS				THIRD CLASS		
	511	513			237	243	71		103		
	Daily	Daily			Daily Except Sunday	Tuesday, Thursday, Saturday	Daily		Daily Except Sunday		
Spooner YL	AM 5.30	AM 9.23				PM 1.45	PM 11.10		PM 1.35		
1.7 Chicago Jct.	5.27	9.20									
8.0 Sarona	5.18	9.09				1.25	10.46		1.15		
7.3 Haugen	5.08	8.57				1.10	10.12		12.50		
2.8 Tuscobia	5.04	8.51				1.05	10.05		12.30		
4.5 Rice Lake YL	4.57	8.45				PM	9.50		12.10		
6.7 Cameron	4.35	8.25					9.25		11.35		
8.0 Chetek	4.11	8.05					9.10		11.05		
8.7 New Auburn	4.01	7.47					8.46		10.45		
7.7 Remol YL	3.52	7.34					8.26		10.30		
0.8 Bloomer YL	3.51	7.33					8.20		9.55		
6.8 Eagle Point	3.43	7.20					8.10		8.55		
5.6 Norma YL	3.36	7.12			AM 9.45		8.00		8.40		
2.3 Chippewa Falls ... YL	3.31	7.06			9.29		7.50		8.30		
1.3 Koll	3.13	6.48			9.15		7.45		7.25		
7.2 Dells Siding	3.03	6.38									
1.8 Eau Claire YL	3.00	6.35			9.00		7.15		7.05		
	AM	AM			AM		PM		AM		
3.3 Altoona YL	2.35	6.05			8.45		7.00		6.50		
	AM	AM			AM		PM		AM		
81.2	Daily	Daily			Daily Except Sunday	Tuesday, Thursday, Saturday	Daily		Daily Except Sunday		

Yard Limit Signs shown at Remol and Bloomer apply in connection with all intervening area.

Yard Limit Signs at Chippewa Falls on Sub-Division 4 and at Norma on Sub-Division 4 and 4b apply in connection with all intervening area.

Yard Limit Signs at Eau Claire and Altoona apply in connection with all intervening area.

BETWEEN DULUTH AND SPOONER—EASTWARD.

SECOND CLASS			FIRST CLASS				Stations Numbers.	Fuel, Water Wye and Turntable.	Distance from Spooner.	Subdivision 4-a Time Table 1. January 1, 1953.	Capacity of Sidings
74	76	72			510	512					
Daily	Daily Except Sunday	Daily			Daily	Daily					
					PM 8.15	PM 4.15	1699	FTTW	76.9	Duluth	
All trains moving between Superior and Duluth, operate over tracks of the Northern Pacific Railroad from Omaha Connection, 0.3 miles west of Superior, to Bridge Switch, Rices Point, Duluth, and when thereon are governed by rules and time table of that railroad.											
					PM 8.35	PM 4.35	1697	YW	72.6	Superior	
					8.43	4.43	1696		69.6	Superior East End	
PM 11.00		PM 9.00			8.50	4.51	1695	FTTW	66.5	Itasca	YL
11.15		9.15			8.57	5.00	1693		61.7	South Range	73
11.35		9.35			9.06	5.09	1692a		56.9	Rockmont	74
11.44		9.44			9.11	f 5.14	1692		54.0	Hines	
11.55		9.55			9.17	s 5.22	1691		50.3	Hawthorne	58
12.15		10.15			9.28	5.36	1688		40.9	Sauntry	93
12.17		10.17			9.30	s 5.39	1687	W	39.4	Solon Springs	
12.30		10.30			9.42	s 5.50	1686		31.4	Gordon	57
12.40		10.40			9.49	f 5.58	1685	W	26.3	Wascott	YL 83
12.48		10.48			9.55	s 6.06	1684		21.0	Minong	11
12.55		10.55			10.00	6.12	1683		17.2	Lakeside	79
1.05		11.02			10.05	f 6.19	1682		12.7	Lampson	75
1.15	PM 9.15	11.15			10.15	6.27	1627	Y	6.4	Trego	YL 11
1.30 AM	PM 9.30	11.30 PM			s 10.25 PM	s 6.40 PM	1625	FTTYW	0.0	Spooner	YL
Daily	Daily Except Sunday	Daily			Daily	Daily					

All trains will approach Superior East End under full control expecting to find D. S. S. & A. or Northern Pacific trains occupying main track at that point.

No. 511 is superior to No. 510.

Yard Limit Sign shown at Itasca applies to all area between that point and Omaha Connection with Northern Pacific Railway track at Superior; and all tracks at Duluth.

All trains will approach and run on that portion of track extending from D. W. & P. connection at Railroad Street to Fifth Avenue, Duluth, expecting to find D. W. & P. trains using that track.

Yard Limit Signs at Trego on Sub-Division 3a and 4a apply in connection with all intervening area.

BETWEEN SPOONER AND DULUTH—WESTWARD.

12

Subdivision 4-a Time Table 1. January 1, 1953.	FIRST CLASS					SECOND CLASS				
	511	513				73	71	75		
	Daily	Daily				Daily	Daily	Daily Except Monday		
Duluth.....	AM 8.00	PM 12.15								
All trains moving between Superior and Duluth, operate over tracks of the Northern Pacific Railroad from Omaha Connection, 0.3 miles west of Superior, to Bridge Switch, Rices Point, Duluth, and when thereon are governed by rules and time table of that railroad.										
4.3 Superior.....	s 7.35 AM	s 11.54 AM								
3.0 Superior East End....	7.19	s 11.39								
3.1 Itasca..... YL	7.13	s 11.30				AM 4.45	AM 5.15			
4.8 South Range.....	7.08	s 11.22				3.45	4.15			
4.8 Rockmont.....	7.02	11.15				3.33	4.03			
2.9 Hines.....	6.59	f 11.09								
3.7 Hawthorne.....	6.55	s 11.03				3.19	3.49			
9.4 Saunty.....	6.43	10.46				2.53	3.23			
1.5 Solon Springs.....	6.41	s 10.43				2.48	3.18			
8.0 Gordon.....	6.31	s 10.32				2.23	2.53			
5.1 Wascott..... YL	6.25	f 10.24				2.10	2.40			
5.3 Minong.....	6.19	s 10.14				1.58	2.28			
3.8 Lakeside.....	6.14	10.07				1.48	2.18			
4.5 Lampson.....	6.08	f 10.00				1.35	2.05			
6.3 Trego..... YL	6.00	9.49				1.20	1.50	AM 2.45		
6.4 Spooner..... YL	5.50 AM	9.38 AM				1.00 AM	1.30 AM	2.25 AM		
76.9	Daily	Daily				Daily	Daily	Daily Except Monday		

All trains will approach Superior East End under full control expecting to find D. S. S. & A. or Northern Pacific trains occupying main track at that point.

No. 511 is superior to No. 510.

Yard Limit Sign shown at Itasca applies to all area between that point and Omaha Connection with Northern Pacific Railway track at Superior; and all tracks in Duluth.

All trains will approach and run on that portion of track extending from D. W. & P. connection at Railroad Street to Fifth Avenue, Duluth, expecting to find D. W. & P. trains using that track.

Yard Limit Signs at Trego on Sub-Divisions 3a and 4a apply in connection with all intervening area.

No. 511 will stop at Solon Springs to let off revenue passengers from Eau Claire and points east.

EASTWARD—BETWEEN TREGO AND ASHLAND—WESTWARD.

				SECOND CLASS		Stations Numbers.	Fuel, Water Wye and Turntable.	Distance from Trego.	Subdivision 3-a	Capacity of Sidings.	SECOND CLASS				
				76	282						75	281			
				Daily Except Sunday	Daily Except Sunday						Daily Except Monday	Daily Except Sunday			
				PM 5.30	AM 8.30	1648	WFTT	77.2	Ashland... YL		AM 6.00	PM 1.10			
				5.50	8.40 AM	1647	Y	73.1	Ashland Jct....	40	5.15	1.00 PM			
				6.15		1644		65.2	Benoit.....	13	5.00				
				6.28		1643		60.5	Mason.....		4.48				
				6.45		1640		53.9	Grand View.....		4.37				
				7.15		1639	TTW	45.7	Drummond.....	36	4.20				
						1638		40.4	Lake Owen.....						
				7.40		1637		35.8	Cable.....	27	4.00				
				7.55		1636		28.8	Seeley.....	34	3.46				
				8.25		1634	W	19.3	Hayward.....	36	3.30				
				8.50		1629		7.3	Spring Brook.....	35	2.55				
				9.00		1628		3.0	Earl.....	15	2.51				
				9.15 PM		1627	Y	0.0	Trego... YL		2.45 AM				
				9.30 PM		1625	WF TTY	6.4	Spooner... YL		2.25 AM				
				Daily Except Sunday	Daily Except Sunday						Daily Except Monday	Daily Except Sunday			

No. 75 is superior to No. 282.

Spur Tracks:

Leonard—3.8 Miles West of Seeley.

Radspur—2.4 Miles East of Cable.

Yard Limit Sign shown at Ashland applies to all area between that point and Seventh Avenue.

Yard Limit Signs at Trego on Sub-Divisions 3a and 4a apply in connection with all intervening area.

EASTWARD—BETWEEN NORTHLINE AND SPOONER—WESTWARD.

14

THIRD CLASS		SECOND CLASS		Station Numbers.	Fuel, Water Wye and Turntable.	Distance from Northline.	Subdivision 3 Time Table 1. January 1, 1953.		Capacity of Sidings	SECOND CLASS		THIRD CLASS	
	68		74							73		67	
	Daily Except Sunday		Daily							Daily		Daily Except Sunday	
	AM 6.45		AM 2.55	1625	FWYTT	76.9	 Spooner YL			PM 11.50		PM 1.15	
						75.2	 Chicago Jct.						
	s 7.15		3.07	1623		70.8	 Shell Lake 82			11.40		s 1.00	
	f 7.45		3.24	1622		62.2	 Barronett 67			11.26		f 12.20	
	s 8.25		3.39	1620	W	54.8	 Cumberland 59			11.10		s 11.59	
	f 8.45		3.49	1617		49.2	 Comstock 30			11.00		f 11.10	
	s 9.15		4.07	1615		42.3	 Turtle Lake 83			10.45		s 10.52	
	s 9.50		4.16	1614	W	37.6	 Clayton 84			10.35		s 9.50	
	s 10.41		4.30	1610		30.2	 Clear Lake 87			10.18		s 9.10	
	s 11.10		4.46	1606		22.1	 Deer Park 85			10.01		s 8.35	
	11.25		4.54	1605		17.9	 Stanton 85			9.53		8.25	
	s 1.15		5.04	1604	W	13.0	 New Richmond 91			9.40		s 8.15	
	f 1.30		5.17	1602		7.6	 Boardman 74			9.27		f 7.30	
	f 1.40		5.25	1600		2.8	 Burkhardt 102			9.18		f 7.20	
	1.42		5.27		Y	1.4	 Noso YL			9.15		f 7.13	
	f 1.45 PM		5.30 AM	1547		0.0	 Northline 3.0			9.10 PM		7.10 AM	
	2.00 PM			1548		3.0	 Hudson YL					7.00 AM	
			6.30	1559		20.2	 East St. Paul 8.15						
				1560		22.3	 St. Paul 6.30 PM						
			8.00 AM	1564		32.9	 Minneapolis 6.30 PM						
	Daily Except Sunday		Daily							Daily		Daily Except Sunday	

Yard Limit Signs at Northline and Sono on Sub-Division 1, and at Noso on Sub-Division 3 apply in connection with all intervening area.

EASTWARD—BETWEEN ASHLAND JCT. AND BAYFIELD—WESTWARD.

SECOND CLASS				Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Ashland Jct.	Subdivision 3-b Time Table 1. January 1, 1953.	SECOND CLASS			
		182	184					181	183		
		Daily Except Sunday	Tuesday, Thursday, Saturday					Daily Except Sunday	Tuesday, Thursday, Saturday		
			AM						AM		
			11.00	1653	TT	21.0	Bayfield		10.35		
			f 11.05	1652b		18.8	Pureair		f 10.28		
		PM					10.3	AM			
		12.15	11.30	1650	W	8.5	Washburn	9.30	10.00		
			AM				4.5		AM		
		s 12.40		1649		4.0	Barksdale	f 9.15			
							4.0				
		12.50		1647	Y	0.0	Ashland Jct.	8.45			
		PM						AM			
		Daily Except Sunday	Tuesday, Thursday, Saturday					Daily Except Sunday	Tuesday, Thursday, Saturday		

Spur Track:

Sioux River—5.5 Miles West of Washburn.

No. 181 is superior to No. 182.

No. 183 is superior to No. 184.

BETWEEN NORMA AND CORNELL
EASTWARD WESTWARD.

SECOND CLASS		Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Norma.	Subdivision 4-b Time Table 1. January 1, 1953.	SECOND CLASS	
236						237	
Daily Except Sunday						Daily Except Sunday	
PM						AM	
4.45	2924	W	19.3	.....	Cornell	10.50	
					0.6		
4.47	2923	Y	18.7	.....	Brunet	10.45	
					10.3		
s 5.07	2912	.....	8.4	.....	Jim Falls	s 10.12	
					5.6		
f 5.19	2908	.....	2.8	.....	Anson	f 9.54	
					2.8		
5.25	1662	Y	0.0	.....	Norma	9.45	YL
PM						AM	
Daily Except Sunday						Daily Except Sunday	

Yard Limit Signs at Chippewa Falls on Subdivision 4 and at Norma on Subdivision 4 and 4b apply in connection with all intervening area.

No. 237 is superior to No. 236.

BETWEEN TUSCOBIA AND PARK FALLS
EASTWARD WESTWARD

SECOND CLASS		Station Numbers.	Fuel, Water, Turn Table and Wye Stations.	Distance from Tuscobia.	Subdivision 4-c Time Table 1. January 1, 1953.	SECOND CLASS	
246						245	
Tuesday, Thursday, Saturday						Monday, Wednesday, Friday	
AM						PM	
9.00	2877	FWY	74.9	....	Park Falls	3.45	
					20.2		
s 10.00	2861	.....	54.7	....	Loretta	s 2.30	
					9.1		
s 10.25	2858	.....	45.6	....	Winter	s 2.05	
					5.3		
f 10.40	2855	.....	40.3	....	Ojibwa	f 1.30	
					5.6		
s 10.55	2853	.....	34.7	....	Radisson	s 1.10	
					5.1		
s 11.15	2848	W	29.6	....	Couderay	s 12.45	
					4.2		
f 11.30	.....	.....	25.4	....	Lemington	f 11.55	
					13.0		
s 12.10	2827	.....	12.4	....	Birchwood	s 11.15	
					7.5		
s 12.35	2819	.....	4.9	....	Brill	s 10.40	
					4.9		
12.50	1678	Y	0.0	....	Tuscobia	10.20	
PM						AM	
Tuesday, Thursday, Saturday						Monday, Wednesday, Friday	

Spur Track:

Wooddale—4.9 Miles West of Birchwood.

TELEGRAPH OFFICE HOURS
(Subject to Change by Bulletin)

MAIN LINE			NORTH LINES		
Station	Week Days	Sundays	Station	Week Days	Sundays
Minneapolis...	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM	New Richmond..	7:00 AM to 9:00 PM	Closed
St. Paul.....	{ 5:30 AM to 11:00 AM 12 Noon to 2:30 PM 3:50 PM to 11:50 PM }	{ 5:30 AM to 11:00 AM 12 Noon to 2:30 PM 3:50 PM to 11:50 PM }	Sat. { 8:30 AM to 10:30 AM 2:00 PM to 4:00 PM }		
East St. Paul..	Continuous	Continuous	#Deer Park.	8:00 AM to 5:00 PM	Closed
#Lake Elmo.....	7:00 AM to 4:00 PM	Closed	#Clear Lake.	9:00 AM to 6:00 PM	Closed
Hudson.....	Continuous	Continuous	#Clayton.....	9:00 AM to 6:00 PM	Closed
Northline.....	Continuous	Continuous	Turtle Lake.....	Continuous	{ 12:01 AM to 7:30 AM 3:30 PM to 11:59 PM }
#Roberts.....	8:45 AM to 5:45 PM	Closed	Cumberland.....	8:00 AM to 6:00 PM	Closed
#Hammond.....	8:00 AM to 5:00 PM	Closed	Sat. 8:00 AM to 4:00 PM		
#Baldwin.....	8:00 AM to 5:00 PM	Closed	#Shell Lake.....	8:00 AM to 5:00 PM	Closed
#Woodville.....	9:00 AM to 6:00 PM	Closed	Spooner.....	Continuous	Continuous
#Knapp.....	8:00 AM to 5:00 PM	Closed	#Spring Brook ...	8:00 AM to 5:00 PM	Closed
Menomonie Junction...	{ 7:00 AM to 3:00 PM 5:15 PM to 1:15 AM 9:30 AM to 11:30 AM Sat. 5:15 PM to 1:15 AM }	5:15 PM to 1:15 AM	#Hayward.....	8:00 AM to 5:00 PM	Closed
#Elk Mound ...	8:00 AM to 5:00 PM	Closed	#Cable.....	8:00 AM to 5:00 PM	Closed
Eau Claire.....	Continuous	Continuous	#Drummond.	8:00 AM to 5:00 PM	Closed
Altoona.....	Continuous	Continuous	#Grand View.. ..	8:00 AM to 5:00 PM	Closed
#Fall Creek.....	7:30 AM to 4:30 PM	Closed	#Mason.....	7:30 AM to 4:30 PM	Closed
#Augusta.....	8:00 AM to 5:00 PM	Closed	Ashland.....	6:45 AM to 5:30 PM	6:45 AM to 5:30 PM
#Fairchild.....	8:00 AM to 5:00 PM	Closed	Superior East End	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
#Humbird.....	8:00 AM to 5:00 PM	Closed	Itasca.....	Continuous	{ 12:01 AM to 7:55 AM 3:55 PM to 11:59 PM }
Merrillan.....	Continuous	Continuous	Hawthorne.....	Closed	Closed
Black River Falls.....	9:00 AM to 6:00 PM	Closed	#Solon Springs. ..	9:00 AM to 6:00 PM	Closed
#Millston.....	8:00 AM to 5:00 PM	Closed	#Gordon.....	9:00 AM to 6:00 PM	Closed
#Warren.....	8:30 AM to 5:30 PM	Closed	Mon. { 1:00 AM to 7:00 AM 8:00 PM to 11:59 PM 12:01 AM to 11:59 AM 8:00 PM to 11:59 PM }		
Wyeville.....	Continuous	Continuous	Wascott.....	Sat. 12:01 AM to 11:59 AM	
Camp Douglas	Continuous	Continuous	#Minong.....	9:00 AM to 6:00 PM	Closed
Elroy.....	Continuous	Continuous	#Saronia.....	8:00 AM to 5:00 PM	Closed
#Neillsville.....	8:00 AM to 5:00 PM	Closed	#Haugen.....	8:00 AM to 5:00 PM	Closed
#Granton.....	8:00 AM to 5:00 PM	Closed	Rice Lake.....	7:30 AM to 11:30 PM	{ 7:30 AM to 10:30 AM 3:30 PM to 11:30 PM }
#Chill.....	7:00 AM to 4:00 PM	Closed	Cameron.....	Continuous	{ 12:01 AM to 11:00 AM 3:30 PM to 11:59 PM }
Marshfield.....	{ 12:01 AM to 2:55 PM 10:45 PM to 11:59 PM }	12:01 AM to 6:45 AM 10:45 PM to 11:59 PM	Chetek.....	7:30 AM to 4:30 PM	7:30 AM to 10:30 AM
#Spring Valley..	8:00 AM to 5:00 PM	Closed	#New Auburn ...	7:00 AM to 4:00 PM	Closed
#Osseo.....	9:00 AM to 6:00 PM	Closed	Bloomer.....	7:00 AM to 11:00 PM	{ 7:00 AM to 10:00 AM 8:00 PM to 11:00 PM }
##Strum.....	9:00 AM to 6:00 PM	Closed	Chippewa Falls.	Continuous	Continuous
##Eleva.....	9:00 AM to 6:00 PM	Closed	##Bayfield.....	8:00 AM to 5:00 PM	Closed
##Mondovi.....	7:00 AM to 4:00 PM	Closed	#Washburn.....	8:00 AM to 5:00 PM	Closed
#River Falls.....	8:00 AM to 5:00 PM	Closed	Park Falls.....	7:30 AM to 4:30 PM	Closed
#Ellsworth.....	8:00 AM to 5:00 PM	Closed	Sat. 7:30 AM to 9:30 AM		
			#Loretta.....	9:00 AM to 6:00 PM	Closed
			#Winter.....	9:00 AM to 6:00 PM	Closed
			#Radisson.....	9:00 AM to 6:00 PM	Closed
			#Couderay.....	9:00 AM to 6:00 PM	Closed
			#Birchwood.....	9:00 AM to 6:00 PM	Closed
			##Brill.....	9:00 AM to 6:00 PM	Closed
			Cornell.....	9:00 AM to 6:15 PM	Closed
			#Jim Falls.....	9:00 AM to 6:00 PM	Closed

#Closed Saturday.

##Closed Monday.

RATING OF FREIGHT LOCOMOTIVES IN TONS.

STEAM TONNAGE RATINGS								STEAM TONNAGE RATINGS							
CLASS OF ENGINE								CLASS OF ENGINE							
	I-1	K-1	J	J-A	J-2	J-3	H		I-1	K-1	J	J-A	J-2		
E. St. Paul-Altoona.....	750	800	1450	1575	1650	1775	.....	Itasca-Spooner.....	825	900	1600	1750	1825	.....	.....
#St. Paul-Altoona.....	1475	1600	2900	3150	3300	3550	.....	#Itasca-Spooner.....	1645	1785	3200	3500	3650	.....	.....
Altoona-Camp Douglas..	1700	1850	3300	3600	3800	4025	4800	Spooner-Northline.....	900	965	1750	1900	1975	.....	.....
Camp Douglas-Elroy....	850	925	1650	1800	1900	2025	.....	#Spooner-Northline.....	1780	1930	3500	3800	3950	.....	.....
Elroy-Camp Douglas....	905	975	1775	1935	2025	2165	.....	Spooner-Norma.....	1020	1100	2000	2175	2275	.....	.....
Camp Douglas-Altoona..	1500	1650	2950	3175	3350	3600	4500	#Spooner-Norma.....	2040	2200	4000	4350	4550	.....	.....
Altoona-Hudson.....	810	885	1585	1710	1800	1950	.....	Norma-Eau Claire.....	1560	1690	3050	3300	3465	.....	.....
#Altoona-Hudson.....	1525	1675	3000	3225	3400	3675	.....	Eau Claire-Norma.....	975	1050	1875	2050	2150	.....	.....
Hudson-E. St. Paul.....	725	790	1415	1525	1600	1725	.....	Norma-Spooner.....	1175	1275	2300	2500	2625	.....	.....
#Hudson-E. St. Paul.....	1450	1575	2825	3050	3200	3450	.....	Northline-Spooner.....	1175	1275	2300	2500	2625	.....	.....
Merrillan-Marshfield...	1215	1325	2375	2565	2700	.....	.....	Spooner-Itasca.....	1225	1325	2400	2600	2730	.....	.....
Marshfield-Merrillan...	940	1020	1840	2000	2100	.....	.....	Spooner-Cable.....	1800	1945	.....	.....	.....	.....	.....
Fairchild & Mondovi...	1290	1395	.....	.....	.....	.....	.....	Cable-Ashland.....	1400	1510	.....	.....	.....	.....	.....
Spring Valley-Woodville.	410	445	.....	.....	.....	.....	.....	Ashland Jct.-Cable.....	1200	1295	.....	.....	.....	.....	.....
Hudson & Ellsworth.....	615	665	.....	.....	.....	.....	.....	Cable-Spooner.....	2000	2160	.....	.....	.....	.....	.....

#Above ratings include helper out of East St. Paul; Class J engine helper on Hudson Hill main line in both directions, on Knapp, Hawthorne, Barronett and Haugen hills.

These ratings are exclusive of caboose and tender; they will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled where grades permit. When engines are unable to haul rating, enginemen will designate to conductor the 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 ratings to be handled where reduction is required by weather conditions.

DIESEL TONNAGE RATINGS					DIESEL TONNAGE RATINGS				
Districts	660 HP	1500 HP	3000 HP	4500 HP	Districts	1000 HP	1500 HP	3000 HP	4500 HP
#E. St. Paul to Altoona.....	.....	1475	2950	4425	Northline to Spooner.....	.....	2000	4000	6000
Altoona to Wyeville.....	.....	3200	6400	9600	Spooner to Itasca.....	.....	2200	4400	6600
Wyeville to Elroy.....	.....	1550	3100	4650	Altoona to Spooner.....	.....	1800	3600	5400
Wyeville to Altoona.....	.....	2900	5800	8700	#Itasca to Spooner.....	.....	1700	3400	5100
#Altoona to E. St. Paul.....	.....	1450	2900	4350	#Spooner to Northline.....	.....	2100	4200	6300
Merrillan to Marshfield.....	.....	2300	4600	6900	#Spooner to Altoona.....	.....	2250	4500	6750
Hudson to Ellsworth.....	750	.....	.....	.....	Spooner to Cable.....	2050	.....	.....	.....
					Cable to Ashland.....	1700	.....	.....	.....

#Rating to be increased by 1050 tons with Class J Helper.

SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
40"	90.	49"	73.5	58"	62.	1' 7"	53.7	1'30"	40.	2'45"	21.8
41"	87.8	50"	72.	59"	61.	1' 8"	52.9	1'35"	37.9	3'	20.
42"	85.7	51"	70.6	1'	60.	1' 9"	52.1	1'40"	36.	3'30"	17.1
43"	83.7	52"	69.2	1' 1"	59.	1'10"	51.4	1'45"	34.3	4'	15.
44"	81.8	53"	67.9	1' 2"	58.	1'11"	51.4	1'50"	32.7	5'	12.
45"	80.	54"	66.6	1' 3"	57.1	1'12"	50.	1'55"	31.3	6'	10.
46"	78.3	55"	65.4	1' 4"	56.2	1'15"	48.	2'	30.	7'	8.6
47"	76.6	56"	64.2	1' 5"	55.3	1'20"	45.	2'15"	26.6	8'	7.5
48"	75.	57"	63.1	1' 6"	54.5	1'25"	42.3	2'30"	24.	10'	6.

SPEED RESTRICTIONS.

18

Location	Restrictions Speed per Hour		Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
Between St. Paul and Altoona			M. P. 89.6—Over road crossing one-half mile east Eau Claire River Bridge		
Maximum speed:			40		
Passenger trains.....79 MPH					
Freight trains.....60 MPH					
Class J or Z Engines will not exceed 50 miles per hour in either Passenger or Freight Service.			M. P. 89.8—Around CURVE 0.9 mile west of Altoona.		
Class I-1, J-A, J-2, J-3 and K-1 Engines will not exceed 60 miles per hour in Passenger Service.			Streamliners-60 Others-45		
M. P. 1.0—Over G. N. CONNECTION at Westminster Street			Between Altoona and Wyeville		
15			Maximum speed:		
			Passenger trains.....79 MPH		
M. P. 1.1—BUCKLEY interlocking between home signals			Freight trains.....60 MPH		
20			Class J or Z Engines will not exceed 50 miles per hour in either Passenger or Freight Service.		
Over cross-over routes.....15			Class I-1, J-A, J-2, J-3 and K-1 Engines will not exceed 60 miles per hour in Passenger Service.		
			Class H Engines will not exceed 70 miles per hour in Passenger Service.		
M. P. 2.2 to 2.8—Around CURVES east of Payne Avenue					
60			M. P. 117.5—Around FIRST CURVE west of Fairchild		
			70		
M. P. 3.5 to 4.2—Around TWO CURVES near Stillwater Avenue					
Eastward Trains.....60			M. P. 131.6—Over G. B. & W. R. R. CROSSING at Merrillan		
Westward Trains.....70			40		
M. P. 15.4 to 18.4—Around CURVES between 0.6 miles west of Siegel and Lakeland Jct.			M. P. 140.8 to 141.0—Through TURNOUTS at each end of Black River Bridge No. 113—East-bound		
50			45		
M. P. 18.5 to 19.0—Over ST. CROIX RIVER BRIDGE No. 414 and around CURVES at each end			M. P. 173.3—Through TURNOUT at end of double track 0.1 mile west of Wyeville		
20			25		
M. P. 19.1 to 19.6—Around FIRST CURVE EAST OF HUDSON			M. P. 173.3—Through TURNOUT leading to C. & N. W. Track 0.1 mile west of Wyeville		
45			25		
M. P. 20.1 to 22.0—Around SIX CURVES BETWEEN HUDSON AND NORTHLINE. Includes curve at Northline			Between Wyeville and Elroy		
60			Maximum Speed:		
			Streamliners—Diesel powered		
M. P. 21.6—Through CROSSOVER TURNOUTS 0.3 miles west of Northline			Straight track.....79 MPH		
30			Curved track except as otherwise restricted.....70 MPH		
			Other passenger trains		
M. P. 49.5—Around SECOND CURVE east of Hersey Westward trains			Straight and curved track except as otherwise restricted.....70 MPH		
65			Freight trains.....50 MPH		
			Class J or Z Engines will not exceed 50 miles per hour in Passenger Service.		
M. P. 50.8 to 52.7—Around FOUR CURVES between Wilson and Humbird Point, inclusive, except westward trains at HUMBIRD POINT CURVE			Class I-1, J-A, J-2, J-3 and K-1 Engines will not exceed 60 miles per hour in Passenger Service.		
50					
55					
			M. P. 187.6 to 189.3 between west end of CURVE 2.0 miles east of HUSTLER and west end of CURVE just west of TUNNEL		
M. P. 53.2 to 54.8—Around FIRST THREE CURVES west of Knapp			30		
75					
			M. P. 189.3 to 189.6—Through TUNNEL and around CURVES at either end		
M. P. 56.4—Around FIRST CURVE east of Knapp			10		
70					
			M. P. 189.6 to 196.0—Between east end of CURVE just east of TUNNEL and west end of first CURVE west of depot at ELROY		
M. P. 85.5—Around FIRST CURVE west of Chippewa River Bridge No. 273			50		
75					
			Elroy—First CURVE west of depot		
M. P. 86.3—Around FIRST CURVE east of Chippewa River Bridge No. 273			15		
Eastward.....70					
Westward.....60					
M. P. 87.3—Over DEWEY STREET CROSSING at Eau Claire					
12					
M. P. 87.5 to 88.7—Around FIRST FOUR CURVES east of Eau Claire station					
45					
M. P. 88.8—Around CURVE at west end of Eau Claire River Bridge No. 267					
30					
M. P. 88.9 to 89.1—THROUGH TURNOUTS at each end of Eau Claire River Bridge No. 267					
30					

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour		Location	Restrictions Speed per Hour
	Pass. Trains	Freight Trains		All Trains
Black River Falls Line			Between Northline and Spooner	
Maximum speed:			Maximum speed, all trains.....	45 MPH
Passenger trains.....	50 MPH		M. P. 0.0—Through THREE TURNOUTS 0.3 mile west of Northline.....	30
Freight trains.....	40 MPH		M. P. 13.1—Soo Line Crossing, New Richmond...	Stop
Junction with Subdivision 2 at Levis.....	Stop	Stop	Through SECOND CROSSOVER west of Bridge No. 212 east of Spooner.....	25
M. P. 142.1—Through TURNOUTS at Levis from Main Line to Black River Falls.....	25	25	Between Trego and Ashland	
M. P. 143.7 to 144.6—Around TWO CURVES through Black River Falls.....	25	20	Maximum speed, all trains.....	45 MPH
M. P. 145 + 1700 feet—Through TURNOUTS at Sheppard from Main Line to Black River Falls.....	25	25	M. P. 83.3 to 84—Through CROSSOVERS and around CURVES near Trego.....	25
Junction with Subdivision 2 at Sheppard.....	Stop	Stop	M. P. 125 to 140—Maximum Speed:	
Between Hudson and Stillwater			CNW Diesel 1085.....	35 MPH
Maximum speed, all trains.....			CNW Diesel 1525 to 1550.....	25 MPH
M. P. 3.0—Over CROSSING AT 5th AVENUE NORTH at Anderson Depot, Bayport.....		6	CMO Diesel 151 to 156.....	25 MPH
Junction with Subdivision 1 at Lakeland Jct.	Stop	Stop	M. P. 157.1—Nor. Pac. Crossing, Ashland Jct.	Stop
Between Hudson and Ellsworth			M. P. 3.4 to 4.2—Over STREET CROSSINGS between Second Street and passenger station, Ashland.....	15
Maximum speed, all trains.....			Location	
Junction with Subdivision 1 at Hudson.....	Stop	Stop	Restrictions Speed per Hour	
M. P. 11.6 to 11.8—Over First Two STREET CROSSINGS East and West of Depot, River Falls....		6	All Trains	
Between Johnson and Spring Valley			Between Norma and Cornell	
Maximum speed, all trains.....			Maximum speed, all trains.....	30 MPH
Trains handling loaded tank cars.....			M. P. 19.4 to 22.8—From 3.4 miles east of Cornell to Cornell.....	25
Engines when backing up.....			1,000 H. P. Diesel.....	20
Junction with Subdivision 1 at Johnson.....	Stop	Stop	Junction with Subdivision 4 at Norma.....	Stop
Between Menomonie Jct. and Menomonie			Between Tuscobia and Park Falls	
Maximum speed, all trains.....			Maximum speed, all trains.....	30 MPH
M. P. 2.2—Bridge D-3 0.85 mile east of Menomonie.....		10	Junction with Subdivision 4 at Tuscobia.....	Stop
M. P. 2.3—Around CURVE at North end of Bridge No. D-5 0.6 mile east of Menomonie.....		10	Between Ashland Jct. and Bayfield	
Junction with Subdivision 1 at Menomonie Jct.	Stop	Stop	Maximum speed, all trains.....	30 MPH
Between Fairchild and Mondovi			M. P. 157.1—Nor. Pac. Crossing, Ashland Jct.	Stop
Maximum speed, all trains.....			Junction with Subdivision 3a at Ashland Jct.	Stop
Trains handling loaded tank cars.....			Between Ashland Jct. and Bayfield	
Junction with Subdivision 2 at Fairchild.....	Stop	Stop	Maximum speed, all trains.....	30 MPH
Between Merrillan and Marshfield			M. P. 157.1—Nor. Pac. Crossing, Ashland Jct.	Stop
Maximum speed:			Junction with Subdivision 3a at Ashland Jct.	Stop
Passenger trains.....	45 MPH		Between Ashland Jct. and Bayfield	
Freight trains.....	40 MPH		Maximum speed, all trains.....	30 MPH
Junction with Subdivision 2 at Merrillan.....	Stop	Stop	M. P. 157.1—Nor. Pac. Crossing, Ashland Jct.	Stop
M. P. 0.0 to 0.5—Around FIRST CURVE east of Merrillan.....	25	25	Junction with Subdivision 3a at Ashland Jct.	Stop
M. P. 12.4 to 14.9—Around first five CURVES west of Neillsville.....	40	35	Between Ashland Jct. and Bayfield	
M. P. 15.3 to 15.4—Over HEWETT STREET, WEST STREET AND GRAND AVENUE at Neillsville..	15	15	Maximum speed, all trains.....	30 MPH
M. P. 37.4—Soo Line Crossing, Marshfield.....	Stop	Stop	M. P. 165.7 to 178.2—Between Washburn and Bayfield.....	25

SPEED RESTRICTIONS.

20

Location	Restrictions Speed per Hour		Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains		Pass. Trains	Freight Trains
Between Eau Claire and Spooner Maximum speed: Passenger trains.....59 MPH Freight trains.....48 MPH Class J or Z Engines will not exceed 50 miles per hour in Passenger Service.			Between Spooner and Duluth —Continued.		
M. P. 0.0—Over DEWEY STREET CROSSING west of passenger station at Eau Claire.....	12	12	M. P. 0.5—All Engines—Over Bridge 801—West of Trego.....	15	15
M. P. 0.0 to 0.4—Around CURVE from Dewey Street to 0.1 miles north of north wye switch..	15	15	Entire train handling ore cars loaded with ore... Engines must not be stopped or started on bridge except in extreme emergency.	15	10
M. P. 0.4 to 1.7—Around CURVES between 0.1 mile north of north wye switch and M. P. 2....	50	45	M. P. 11.9—Around FIRST CURVE west of Lakeside	55	
M. P. 7.7—Soo Line R. R. Crossing at Koll. Train or engines between Home Signals.....	20	20	M. P. 24.2 to 24.7—Around FIRST TWO CURVES east of Gordon.....	55	
M. P. 8.7 to 9.8—Around CURVES between Koll and Chippewa Falls.....	50	45	M. P. 31.7—Around SECOND CURVE east of SOLON SPRINGS.....	55	45
M. P. 10.0 to 10.4—Around FIRST TWO CURVES west of Chippewa Falls.....	30	25	M. P. 47.8—Around FIRST CURVE west of Hines.	50	45
M. P. 10.4 to 10.9—Around CURVE at east end of CHIPPEWA RIVER BRIDGE No. 614.....	25	25	M. P. 51.4—Around SECOND CURVE west of Rockmont.....	50	45
Speed of engines over CHIPPEWA RIVER BRIDGE No. 614.....	15	15	M. P. 60.4—Around FIRST CURVE west of Itasca.	40	35
Entire train when handling ore cars loaded with ore. Engines must not be stopped or started on bridge except in extreme emergency.		15	M. P. 60.7—Over Northwestern Coal R. R. Crossing 0.73 mile west of Itasca Depot. Trains or Engines between Home Signals.....	20	20
M. P. 10.9 to 12.2—Around CURVES between Chippewa River Bridge No. 614 and Norma....	45	40	M. P. 61.3—Around SECOND CURVE west of Itasca	20	20
M. P. 53.3—Soo Line R. R. Crossing between Cameron and Rice Lake. Train or engines between Home Signals.....	45	45	M. P. 61.5 to 62.0—All Engines—Over NEMADJI RIVER BRIDGE No. 951.....	15	15
M. P. 55.8 to 56.8—Over STREET CROSSINGS between Allen and Knapp Streets at Rice Lake	25	25	Engines must not be stopped or started on bridge except in extreme emergency.		
M. P. 75.4—Around FIRST CURVE east of Beaver Brook.....	50	45	M. P. 62.7—Over Nor. Pac. R. R. CROSSING at Newton Ave. 0.4 mile east of Superior East End. Train or Engines between Home Signals.....	20	20
M. P. 77.0—Around CURVE 4 miles east of Spooner	50	45	M. P. 63.7 to 64.2—Around REVERSE CURVE between Superior East End and Superior.....	40	35
M. P. 80.2—Around CURVE 1 mile east of Spooner	50	45	M. P. 65.1—Over Soo Line R. R. CROSSING at Spruce Ave. 1.0 mile east of Superior. Train or Engines between Home Signals.....	20	20
Through FIRST CROSSOVER west of Bridge 212 east of Spooner.....	15	15	M. P. 65.4—Over L. S. T. & T. R. R. CROSSING at Catlin Avenue, Superior. Train or Engines between Home Signals.....	20	20
Between Spooner and Duluth Maximum speed: Passenger trains.....59 MPH Freight trains.....48 MPH Class J or Z Engines will not exceed 50 miles per hour in Passenger Service.			M. P. 66.2—Over TOWER AVE. CROSSING at Superior.....	5	5
M. P. 83.1—Around FIRST CURVE east of Trego.	55		M. P. 66.3—LST&T Ry. Crossing, Superior.....	Stop	Stop
M. P. 0.0—Through CROSSOVERS east of Trego.	25	25	M. P. 66.3 to 70.5—Around ALL CURVES between Superior and Duluth.....	20	20
M. P. 0.3—Around FIRST CURVE west of Trego..	30	25	M. P. 68.0 Trains or Engines between Home Signals of INTERLOCKING PLANT AT N. P. CONNECTION, North end of St. Louis Bay Bridge.....	20	20
			M. P. 68.7—Over BIRCH AVE. crossing Rices Point Duluth.....	3	Flag
			M. P. 69.3—Soo Line Crossing, Rices Point.....	Stop	Stop
			M. P. 69.3—Nor. Pac. Crossing, Rices Point.....	Stop	Stop
			M. P. 69.5—Soo Line Crossing, Railroad Street, Duluth.....	Stop	Stop
			M. P. 69.9—Nor. Pac. Crossing, Sixth Ave., Duluth.	Stop	Stop

Additional Speed Restrictions.

Resume speed signs each side of St. Croix River bridge and east of Eau Claire and Black River bridges apply only to trains 400 and 401.

1. Passenger trains operating on branch lines where no regular passenger trains are operated will observe speed restrictions shown for freight trains.

2. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three (3) 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 (5) miles per hour.

3. A train moving against the current of traffic in two-track district, except between Spooner and Trego, must not exceed twenty (20) miles per hour at any point, and must not exceed ten (10) miles per hour through turn-outs and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) miles per hour approaching the terminals between which the reverse movement is being made.

4. Eastward freight trains that average fifty (50) tons and over per car, will not exceed a speed of forty (40) miles per hour descending grade between Wilson and Knapp.

5. Trains or engines will not exceed 10 miles per hour when using wye between Sono and Noso.

6. Trains or engines will not exceed 6 miles per hour when using wye track at Hudson.

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

8. 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.

Trains handling ore in cars other than ore cars will not exceed thirty-five (35) miles per hour, except between Itasca and Spooner, thirty (30) miles per hour.

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

10. Trains and engines must not exceed speed of 15 miles per hour, using turn outs at each end of passenger yard, Altoona.

11. Diesel Power operated light, with or without caboose, maximum speed will be 50 miles per hour.

12. 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.

13. 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 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 can be conveniently arranged, moved with boom trailing.

14. Freight trains handling loaded arch bar truck cars will not exceed a speed of 35 miles per hour.

15. 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.

Speed of steam operated trains will be restricted passing approach signals of the following interlocking plants as shown below.

	Maximum Speed Steam Psg. Frt.
Northline—Passing eastward approach signal at Noso.....	45 30
Northwestern Coal Railway (Itasca)—passing Westward approach signal.....	35 25
Spruce Avenue—Soo Line Crossing (Superior)—passing Westward approach signal.....	35 25
Catlin Avenue—LST&T Crossing (Superior)—passing Eastward approach signal.....	40 20

RESTRICTIONS ON CLASSES OF LOCOMOTIVES

BRIDGES No's. 614, 801, 950 and 951

Only the following classes of locomotives may operate over Bridge No. 614, ½ mile west of Chippewa Falls, Bridge No. 801, ½ mile west of Trego, Bridge No. 950, ¾ mile west of Itasca, and Bridge No. 951, 1 ¾ miles west of Itasca:

SINGLE	COUPLED
J, JA, J2, E, M2, M3, Z, I1, I2, K1, M1, and all classes of Diesel locomotives.	E, except C&NW No's. 1628 to 1667, incl., I1, I2, K1, M1, and all classes of Diesel locomotives.

OLD LINE AT EAU CLAIRE (Shawtown Branch Line)

Only the following classes of locomotives may operate:

SINGLE	COUPLED
I1, I2, K1, M1 (except C&NW No's. 2015 to 2104, incl.), and 660 H. P. Diesel.	M1 (except C&NW No's. 2015 to 2104, inclusive).

M5 LOCOMOTIVES IN ST. PAUL AREA

Class M5 locomotives may be operated singly or coupled in East and West Minneapolis Yards; and over Great Northern Railway and C. St. P. M. & O. Railway between Minneapolis and East St. Paul; also, in East St. Paul, Hazel Park, Prince Street and Western Avenue Yards; and main line tracks between these yards; also over Bridges No's. 15, and 15 ¾, but not on Levee Line, St. Paul. They may operate on main line tracks between East St. Paul and Northline, handling wrecker, but at speed not to exceed 15 M.P.H.

SPECIAL RULES. Superiority.

1. Eastward trains are superior to Westward trains of the same class.

Northline—Rights of Extra Trains.

NORTH LINES extra freight trains running between Northline and Spooner will be given running orders to or from Noso. The piece of NORTH LINES track between east switch at Noso and MAIN LINE connection will be controlled by the operator at Northline. All eastbound extra freight trains will head in at west switch, Noso, and be controlled by distant signal unless advised by operator at Northline to come down main track. MAIN LINE westbound freight trains will be controlled by automatic signal 245 located east of crossover at Sono.

Standard Time.

2. Standard time is shown by clocks at:

Dispatcher's Office.....	Eau Claire
Telegraph Office.....	Elroy
Telegraph Office.....	Merrillan
Telegraph Office.....	Marshfield
Telegraph Office.....	Altoona
Telegraph Office.....	East St. Paul
Telegraph Office, Freight Depot....	Minneapolis
Enginehouse.....	Minneapolis
Telegraph Office.....	Itasca
Telegraph Office.....	Ashland
Telegraph Office.....	Spooner
Passenger Station.....	Duluth

REGISTER STATIONS.

3. All main line trains will register at the following stations, except as otherwise provided; Elroy, Wyeville, Altoona, East St. Paul, St. Paul Union Depot, Minneapolis, Rice Lake, Spooner, Itasca, Duluth, Ashland Jct., and Ashland.

Trains to and from Branch Lines will register at the following stations: Hudson, Bayport, Stillwater, Ellsworth, Woodville, Spring Valley, Menomonie Jct., Fairchild, Mondovi, Merrillan, Marshfield, Cornell, Tuscobia, Park Falls, Ashland Jct., Washburn and Bayfield.

All Westward trains will register at Wyeville by Blank R.

All trains off NORTH LINES will register at Northline by Blank R.

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

NORTH LINES eastward trains except First Class will get train order register of superior trains from MAIN LINE Train Dispatcher in train order form at Northline.

TRAIN ORDER SIGNALS

4. Train order signal at ALTOONA governs only trains 400, 401 and 501.

Train order signal at ITASCA and EAST ST. PAUL governs First Class trains only.

All other trains will obtain Clearance Form A at ALTOONA, EAST ST. PAUL AND ITASCA.

Train order signal at EAU CLAIRE governs both MAIN LINE (Sub-Div. 1) and NORTH LINES (Sub-Div. 4) trains.

Train order signal at HUDSON governs trains on Sub-Div. 1 only.

Train order signal at MERRILLAN governs trains on Sub-Div. 2 only.

Time Tables of Foreign Lines

5. Conductors and Enginemen must provide themselves with current time table of foreign line when running over such lines as indicated:

Great Northern Railway between St. Paul and Minneapolis; Northern Pacific Railway between Superior and Duluth; C. & N. W. Railway between Wyeville and Adams.

Bulletin Boards.

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

Minneapolis.....	General Yardmaster's Office..	Round House
Minneapolis.....	G. N. Passenger Station.....	
Minneapolis.....	Lower Yard Office.....	
Minneapolis.....	East Yard Office.....	
East St. Paul.....	Telegraph Office.....	Round House
Altoona.....	Telegraph Office.....	Round House
Marshfield.....	Telegraph Office.....	Round House
Elroy.....	Telegraph Office.....	Round House
Adams.....	Telegraph Office.....	Round House
Spooner.....	Yard Office.....	Round House
Itasca.....	Telegraph Office.....	Round House
Duluth.....	Locker Room.....	Round House
Ashland.....	Telegraph Office.....	Round House
Hudson.....	Telegraph Office.....	Round House
Menomonie City.....	Depot Office.....	
Eau Claire.....	Yardmen's Room.....	
Rice Lake.....	Telegraph Office.....	

Eau Claire.

7. All NORTH LINES eastward trains from Sub-division 4, except First Class, will come to a stop at crossover from NORTH LINES main track to MAIN LINE main tracks West of Dewey Street, Eau Claire. Communicate with operator at Eau Claire from telephone located on telegraph pole to obtain permission to use No. 5 track or crossover to eastward track.

If switch indicator at the crossover switch leading to MAIN LINES main tracks (Sub-division 1) shows 'STOP' indication, a member of the crew must BEFORE OPENING THE SWITCH, communicate with the Train Dispatcher through the Operator and be governed by instructions received from the Operator.

Yard Track No. 5 at EAU CLAIRE, from its westerly end to C. M. St. P. & P. Crossing, is designated as a main track for NORTH LINES First Class Trains.

Bayport.

8. Trains going toward Stillwater on Stillwater line must approach the switch connecting with the Bayport line with train under full control between this switch and the Passenger Depot. When not in use switch will be kept set for line to Lakeland Junction (Sub-division 1-a).

East St. Paul.

9. All passenger trains will approach crossovers immediately east of and immediately west of Payne Avenue Bridge, East St. Paul Yard, under full control prepared to stop within their vision, and will proceed through these crossovers only on signal of switch tender.

Eastward trains approaching Buckley from St. Paul Union Depot or Minneapolis will be governed by signal indication, and westward trains approaching crossover switch just east of Payne Avenue Bridge will proceed on either track upon signal from switch tender.

SPECIAL RULES—Continued.**East St. Paul—Cont'd.**

Yard engines may use main tracks between Westminster Street Wye and East Seventh Street Depot in either direction except upon the time of a first-class train.

Yard Engine movements between Hazel Park and East Seventh Street must be made with the current of traffic unless otherwise arranged by Yardmaster who must properly protect the movement.

All lantern signals from switch tender will be given with yellow light.

Westminster Street Wye.

10. All trains and light engines in either direction will approach Buckley prepared to stop and will proceed only on proper signal indication.

All westward trains going through Wye toward Minneapolis will proceed through the Wye on signal indication.

Eastward trains from Great Northern Railway will proceed through the Wye toward East St. Paul upon receiving clear signal from towerman at Mississippi Street.

Minneapolis—Omaha-Great Northern Crossing, 1st Street.

11. All trains and light engines approaching this crossing 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 switch tender in Union Depot Yard to use this crossing as he governs only 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 eastward trains or engines to proceed until he has received signal from switch tender 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.

Protection on Subdivisions.

12. On Sub-divisions 1b, 1c, 2a, 3, 3a, 3b, 4b, 4c and Black River Falls Line, 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 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.

Marshfield—Joint Track.

13. The main track within yard limits as fixed by yard limit signs on the Eastern Division of the C. St. P. M. & O. Railway, the Ashland Division and the Lake Shore Division (Nekoosa Line—M. St. P. & S. S. M. Railroad) of the C. & N. W. Railway, will be used jointly and in common and irrespective of class of trains and engines of the C. St. P. M. & O. Railway, of the C. & N. W. Railway, and of the M. St. P. & S. S. M. Railroad. All trains and engines operating within yard limits must, therefore, move prepared to stop within vision and short of other trains or obstructions.

Superior and Itasca—Blocking Transfers and Light Engines.

14. No transfer or light engine will leave Superior or Connors Point for Superior East End without first ascertaining from Superior East End or Itasca that block is clear, or making meeting point with any westward transfer or light engine that may be

going to Superior or Connors Point. Telegraphers at Superior East End and Itasca will keep record on block sheet showing transfers and light engines in their blocks and transfers and engines arriving Superior East End and Itasca will report to telegraphers as to time of clearing the block. Transfers and engines arriving at Superior and Connors Point will call up Superior East End by telephone and report when clear of block. Those in charge of engines and transfers leaving Itasca will advise telegrapher Superior East End engine number and point it is desired to go to, Superior, Duluth or Connors Point, as the case may be, at the time block is obtained.

Telegrapher at Itasca will obtain block through to destination for westward extra passenger trains and deliver clearance Form A to conductor and engineman, stating thereon condition of the block. Westward extra passenger trains will not pass Itasca without receiving clearance Form A.

Eastward extra passenger trains leaving Duluth or Superior will obtain block through to Itasca by telephone before departure in accordance with instructions contained in first paragraph hereof.

**RAILROAD CROSSINGS AND DRAW BRIDGES
(EXCEPT WHEN INTERLOCKED)**

15. In Wisconsin. Trains will come to a STOP before passing over any railroad crossing or drawbridge, and within four hundred (400) feet of same.

In Minnesota. Trains will STOP not less than one hundred sixty-five (165) feet nor more than nine hundred ninety (990) feet from the crossing or drawbridge.

INTERLOCKINGS

The following railroad crossings, intervolved bridges, end of two track districts and Junction stations are interlocked and Rules 601A to 672 will be observed.

Railway Crossings.

Railway	Location
C. M. St. P. & P.....	Lakeland Junction.
C. M. St. P. & P.....	0.58 mi. E. Eau Claire.
G. B. & W.....	Merrillan.
C. & N.-W.....	Wyeville.
C. M. St. P. & P.....	Camp Douglas.
Soo Line.....	Turtle Lake.
L. S. T. & T. Co.....	0.69 mi. E. Superior.
No. Pac.....	0.40 mi. E. Superior E. End.
Soo Line.....	Cameron, Wis.
Soo Line.....	0.30 mi. W. Chippewa Falls.
#Soo Line.....	1.00 mi. E. Superior.
#G. N. Ry.....	1.00 mi. W. Itasca Depot.
#Coal Ry.....	0.73 mi. W. Itasca Depot.
#Soo Line.....	3.3 mi. E. Rice Lake.
#Soo Line.....	1.0 mi. E. Koll.

Intervolved Bridges.

St. Croix River.....	Hudson.
Eau Claire River.....	Eau Claire and Altoona.
#Black River.....	Merrillan and Levis.

End of Two Track Districts.

Eastward	Westward
Wyeville.	Westminster St., St. Paul.

Junctions.

Northline and Wyeville.

#Automatic (Rule 672).

The following are railroad crossings, intervolved bridges, end of two tracks and Junctions at which Rule 98 will be observed.

Railroad Crossings.

Railway	Location
Soo Line.....	0.4 miles west of Marshfield.
Soo Line.....	New Richmond.
L. S. T. & T. Co.....	0.27 miles West Superior Pass. Depot.
Soo Line.....	Between Elevators F. & I., Rices Point.
No. Pac.....	Elevator F, Rices Point.
No. Pac.....	Railroad St., Duluth.
Soo Line.....	Railroad St., Duluth.
No. Pac.....	6th Avenue, Duluth.
Soo Line.....	0.33 miles West Park Falls.
No. Pac.....	Ashland Junction (Bayfield Line).
No. Pac.....	Ashland Junction (Ashland Line).

End of Two Track Districts.

Eastward	Westward
Spooner	Trego

Junctions.

Levis and Sheppard.
D. S. S. & A.....Superior East End.
North Lines.....Eau Claire.
Branch Line trains at their respective junction switches.

TWO TRACK DISTRICT.

Westminster St., St. Paul and Wyeville.
Spooner and Trego.

RULE 97—TRAIN ORDERS.

16. In two or more track districts extra trains will be operated without trains orders.

BLOCKING Automatic Block

17. Between Elroy and East 7th St., St. Paul. (Signal 1957 at Elroy is located at left side of main track as seen from an approaching westward train.)

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.

Hudson.

18. Conductor or engineer of westward freight trains, finding automatic block signal No. 197 on Hudson Hill at "STOP" will call up Telegraph Operator at Hudson on telephone located on that signal and ascertain whether westward track at Hudson is occupied and will not proceed while a westward passenger train is standing at station.

EAU CLAIRE RIVER BRIDGE and BUCKLEY

19. When a westward train is stopped at Eau Claire River Bridge Home Signal, or a train in either direction at any one of the Home Signals at Buckley Interlocking (Rule 601-A) and no train is within limits of plant on opposing track, trainman will proceed to telephone and communicate with operator and if informed that plant is out of order and that he (Trainman) may line up derails or switches so that train can proceed through plant the trainman will first observe that no train movement on the opposing track is evident, then proceed to operate derails or switches as per the following instructions.

A derail or switch must not be operated by hand without authority from the 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 handthrow position using a reasonable amount of force to complete the stroke, then 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 derails 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.

If train consists only of an engine and no trainmen thereon, then the fireman will, when necessary to operate derail or switches or flag train through plant, perform in the same manner the duties of the trainman as described above, except in such cases he will operate the derail or switches to the clear position, permit engine to pass by same, operate derail or switches back to normal position and lock lever.

Cleaning Ash Pans.

20. 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.

RULE 83-c Clearance Form A

21. Rule 83-c applies to all eastward passenger trains at St. Paul Union Depot and all trains at Spooner.

Trains will not be required to obtain Clearance Form A at initial division stations when same is non-communicating or office is closed.

Trains to Sub-Division 1a and 1c must obtain Clearance Form A at Hudson, and trains to Sub-Division 2b must obtain Clearance Form A at Merrillan.

RULE D-83.

22. Rule D-83 will not apply for First Class trains entering two track districts except as provided in rule 83d.

Instructions Governing Control of Freight Trains on Descending Grades Between Lake Elmo and Hudson, and Between Sono or Nose and Hudson.

23. Before passing or leaving the summit of grades enginemen must be advised of the average number of tons per car in his train.

All freight trains, consisting of an average of less than 60 tons per car will, by making application of train brakes, reduce the speed of train to fifteen miles per hour, before passing summit of grade west of Siegel (for eastward trains), and at Sono and Noso (for westward trains) and proceed at speed not to exceed 30 miles per hour during descent of grades. Trains averaging 60 tons or more per car must be stopped, by making application of trains brakes, approaching the summit of the grade west of Siegel, (for eastward trains), and at Sono or Noso (for westward trains), and at least 35% of the pressure retaining valves must be turned up at head end of train and used during the descent of grades, speed not to exceed 30 miles per hour during the descent of grades.

Freight trains having an average weight of less than 60 tons per car, where the slow down approaching the summit of grades indicates brakes of low efficiency, the train will be stopped at once, and the number of retainer valves used at the head end of the train will be determined by the enginemen.

Freight trains averaging 60 tons or more per car, if the stop indicates low efficiency of brakes, more than 35% of retaining valves will be used as determined by the enginemen. Trains averaging 40 tons or less per car will carry 70 lbs. brake pipe pressure. Trains averaging more than 40 tons per car will carry 90 lbs. brake pipe pressure; the trains to be charged to the higher pressure before passing or approaching the summit of the grades.

At the foot of the grades enginemen on trains that carry over 70 lbs. train line pressure will make a 20 lb. reduction and before releasing will adjust feed valve to 70 lbs. pressure, making the regular release to insure that all brakes have released, including the kick-off; then before recharging more than necessary to release all brakes, repeat this operation. Should brake pipe pressure be above 70 lbs. following the second release, the operation will be repeated.

When stop is made three minutes must elapse for retaining valves to blow down. On starting trainmen will inspect for wheel sliding on cars having retaining valves in use.

On freight trains with diesel power equipped with dynamic brakes; when approaching summit of grade at Siegel (for eastward trains) Sono or Noso (for westward trains) apply dynamic brake fully and with dynamic brake applied make 10 lb. application with automatic train brakes. If found fully efficient, release air brakes at not less than 20 miles per hour, and proceed on descending grade with dynamic brake, supplementing with automatic train brake if necessary.

Wayside telephones, FOR EMERGENCY USE, on train dispatchers circuit are located at following places:

Lake Elmo.....Crossover.
Siegel.....West switch passing track.
Sono.....East switch west passing track.
Roberts.....Crossover.
Baldwin.....West end of depot.
Johnson.....Crossover.
Hersey.....Crossover.
(Humbird Point)..MP 52, pole 27.
Knapp.....Crossover.
Menomonie Jct...On depot wall.
Rusk.....Crossover.
Elk Mound.....Crossover.

Augusta.....Crossover.
Fairchild.....On Pumphouse building.
Levis.....Crossover.
Sheppard.....Crossover.
Millston.....Crossover.
Wyeville.....East home signal.
Camp Douglas...West home signal.
Camp Douglas...East home signal.
Hustler.....On depot wall.
Tunnel.....On post at siding.
Elroy.....Signal 1949, west end yard.

Koll.....West end of siding.
Norma.....West of Cornell line switch.
Eagle Point.....On post east depot bldg.
Remol.....On post east end siding.
Tuscobia.....On post west switch wye.
Spooner.....West end of yard.
Trego.....On post near crossover.
Lampson.....On post near east switch.
Lakeside.....On post near west switch.
Sauntry.....On post near east switch.
Rockmont.....On post near east switch.
Hawthorne.....In depot office.
South Range....In depot office.

The attention of conductors and brakemen is especially called to the following overhead bridges which are not high enough to clear a man standing on top of car. Take no chances.

ST. PAUL to ELROY.

Sixth St., Lafayette Ave., Burr St., Edgerton St., Payne Ave., Arcade St., Forest St., Earl St. and Street Ry. overhead. All in St. Paul.

Br. 406½—Overhead 0.2 miles W. of Roberts.
Br. 370—Overhead 2.24 miles W. of Woodville.
Br. 367—Overhead 0.36 miles W. of Woodville.
Br. 356¼—Overhead 0.96 miles W. of Wilson.
Sterling Paper & Pulp Co. at Eau Claire.
Br. 273½S—Overhead at 3rd St., Shawtown.

U. S. Rubber Co. at Eau Claire.

Enginehouse at Altoona.

Br. 266¼—Overhead 1.63 miles E. of Altoona.
Br. 252½—Overhead 1.42 miles W. of Fall Creek.
Tunnel 6.0 miles W. of Elroy.

HUDSON to ELLSWORTH:

Br. F-20¾—Overhead 0.54 miles E. of River Falls.
Br. F-20¾—Overhead 0.61 miles E. of River Falls.

MENOMONIE LINE:

Br. D-2½—Overhead 0.91 miles E. of Menomonie.
Br. D-3—Wilson Creek 0.85 miles E. of Menomonie.
Br. D-5—Red Cedar River 0.53 miles E. of Menomonie.

MERRILLAN to MARSHFIELD:

Lumber Co. Spur at Neillsville.
Br. B-112—Yellow River, 4.17 miles W. of Marshfield

EAU CLAIRE to DULUTH:

Br. 614—Chippewa River 0.75 miles W. of Chippewa Falls.
Br. 871¼—Overhead 3.29 miles W. of Solon Springs.
Br. 1½—N. P. overhead on Itasca Dock Track.
Tenth St. and Sixth St. overheads at Duluth.

SPOONER to ASHLAND:

Br. 263—Namekagon River 5.6 miles W. of Springbrook.
Br. 278—Namekagon River 2.65 miles W. of Hayward.

ASHLAND JCT. to BAYFIELD:

Br. 440—Fish Creek 0.27 miles W. of Ashland Jct.

OVERHEAD OBSTRUCTIONS.

Maximum Width and Height of Loaded Cars That Will Pass in Safety Over the Eastern Division.

BETWEEN	Height Above Top of Rail				STRUCTURES LIMITING HEIGHT
	9 ft. Wide	10 ft. Wide	11 ft. Wide	11 ft. 6 in. Wide	
Elroy & Camp Douglas.....	15 9	15 0	14 0	13 6	Tunnel.
Camp Douglas & Eau Claire.....	20 6	20 6	20 6	20 6	Overhead Bridge 252½ Fall Creek.
Eau Claire & Hudson.....	20 0	20 0	19 9	19 6	Overhead Bridge 367.
Hudson & East St. Paul.....	17 0	17 0	16 0	15 6	E. B. Trk. Bridge 446¼ Payne Ave.
East St. Paul & Union Depot St. Paul.....	17 9	17 9	17 9	17 6	W. B. Trk. Bridge 446¼ Payne Ave.
East St. Paul & Minneapolis via Nicollet Island.....	18 9	18 9	18 9	18 9	LaFayette Ave. Bridge.
Merrillan & Marshfield.....	17 6	17 6	17 6	17 6	E. B. Trk. N. P. Viaduct-St. Anthony Park.
Fairchild & Mondovi.....	17 6	17 6	16 6	16 6	W. B. Trk. N. P. Viaduct-St. Anthony Park.
Eau Claire & Shawtown.....	21 3	20 6	20 0	19 6	Bridge B-112 Yellow River.
Menomonie Jct. & Menomonie.....	21 9	21 0	20 3	19 9	Tank at Fairchild.
Woodville & Spring Valley.....	19 3	19 3	19 3	19 3	Bridge 273½ S. Shawtown.
Hudson & Ellsworth.....	19 0	18 6	18 0	17 9	Bridges D-2½ & D-5.
Hudson & Stillwater.....	17 0	17 0	16 7	16 3	No obstruction below 22-0.
Hudson & Spooner.....	20 9	20 3	19 9	19 6	Bridge F-20½. River Falls & Tank at Hudson.
Spooner & Ashland.....	19 3	18 7	17 11	17 7	Bridge 414 St. Croix River.
Ashland & Bayfield.....	18 6	18 1	17 8	17 6	Tanks at New Richmond & Clayton.
Eau Claire & Chippewa Falls.....	19 8	19 3	18 9	18 8	Tank at Drummond.
Chippewa Falls & Spooner.....	20 0	19 6	19 0	18 8	Bridge 440 Fish Creek.
Spooner & Superior.....	18 10	18 2	17 6	17 1	No obstruction below 22-0.
Rice Lake & Park Falls.....	18 5	17 8	17 0	16 8	Bridge 614 Chippewa River.
Norma & Cornell.....	.. ..	.. ..	.. ..	.. ..	Tank at Wascott.
					Tanks at Couderay & Loretta.
					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. Loads exceeding width and height shown herein must not be hauled without instructions from Superintendent.

LIST OF SURGEONS.

Dr. James K. Stack, Chief Surgeon, Office 127 No. Clinton, Chicago, Ill.
 Dr. A. Nygood, Chief Medical Examiner, Office 127 No. Clinton, Chicago, Ill.
 Dr. Frank Adair, Oculist, Office, 822 Lowry Bldg., St. Paul, Minn.
 Telephone, Office, Garfield 6633. Res. Emerson 1914.

LOCAL SURGEONS.

Minneapolis.....M. W. H. Bockman, M. D. 719 Nicollet Ave. Office Tel. Geneva 2172	Baldwin.....C. A. Olson, M. D.	Cumberland.....S. O. Lund, M. D.
Minneapolis.....H. E. Hoffert, M. D. 902 Medical Arts Building, Tel. At. 3644.	Menomonie..... Phil. A. Quilling, M. D. A. E. McMahon, M. D. Associate Local Surgeon	Shell Lake.....D. V. Moen, M. D.
Minneapolis.....J. H. Gammel, M. D. Eye, Ear, Nose and Throat Surgeon 1241 Medical Arts Bldg., Tel. Ma. 8249.	Eau Claire..... H. F. Derge, M. D. P. J. Finucane, M. D. F. G. Anderson, M. D. E. L. Mason, M. D. C. H. Falstad, M. D. F. C. Kinsman, M. D. P. G. Spelbring (Oculist) J. W. Tanner (Oculist)	Spooner..... Lester J. Olson, M. D. M. H. Sals, M. D.
St. Paul.....Wallace P. Ritchie, M. D. Office, 917 Lowry Bldg., St. Paul, Minn. Telephone, Office, Cedar 3669. Res. Elkhurst 5032.	Altoona.....Same as at Eau Claire	Hayward.....D. H. Callaghan, M. D.
St. Paul.....Charles E. Rea, M. D. 917 Lowry Bldg. Office Tel. Cedar 3669. Res. Tel. Midway 6896.	Augusta.....O. G. Moland, M. D.	Ashland..... C. A. Grand, M. D. W. E. Bargholtz, M. D. F. D. Weeks, M. D. C. J. Smiles, M. D.
St. Paul.....C. W. Leverenz, M. D. 914 Lowry Bldg. Office Tel. Garfield 2123. Res. Tel. Emerson 4528.	Merrillan.....Donald G. Mitchell, M. D.	Chippewa Falls..... F. B. Sazama, M. D. W. F. Jane, M. D.
Stillwater.....W. R. Humphrey, M. D.	Granton.....R. R. Rath, M. D.	Rice Lake.....J. F. Maser, M. D.
Hudson..... J. W. Livingstone, M. D. J. E. Newton, M. D.	Black River Falls.....Robert Krohn, M. D.	Superior..... Herbert B. Christianson, M. D. Victor E. Ekblad, M. D. J. W. McGill, M. D. T. J. Doyle, (Oculist)
	Adams.....B. P. Ingersoll, M. D.	Duluth..... W. G. Strobel, M. D. F. N. Knapp (Oculist) 812 Medical Arts Building.
	Elroy.....R. L. Demke, M. D.	Solon Springs.....A. G. Wilcox, M. D.
	Marshfield.....Karl Doege, M. D.	Park Falls..... J. D. Leahy, M. D. J. L. Murphy, M. D.
	Mondovi.....D. S. Sharp, M. D.	Bloomer..... D. F. Hudek, M. D. C. T. Clausen, M. D.
	Spring Valley.....H. P. Conway, M. D.	
	New Richmond.....O. Hoyt Epley, M. D.	

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