CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

LA CROSSE-RIVER DIVISION

SECOND DISTRICT

TIME TABLE No. 13

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

CENTRAL STANDARD TIME

SUNDAY, JUNE 16, 1935.

Superseding Time Table No. 12

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

TABLE OF TRAIN SPEEDS.

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

W. M. THURBER,
Assistant Superintendent.

H. F. GIBSON,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

N. A. RYAN,
Assistant General Manager.

O. N. HARSTAD,
General Manager.

ST. PAUL AND MINNEAPOLIS SUBDIVISION—WESTWARD

Capacity of Sidings in Cars: Sidings	Other Tracks	Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 — STATIONS	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 5	FIRST CLASS 57 Passenger Daily	1 Passenger Daily	417 C. R. I.& P. Passenger Daily	505 Soo Line Passenger Daily	507 Soo Line Passenger Daily	461 C.R. I. & P. Passenger Daily	711 Passenger Daily	15 Passenger Daily	55 Passenger Daily	459 C.R. I. & P. Passenger Daily	463 C.R. I. & P. Passenger Daily	563 Soo Line Passenger Daily	703 Passenger Daily Except Sunday	509 Soo Line Passenger Daily	101 Passenger Daily	5 Passenger Daily	503 Soo Line Passenger Daily	SECOND CLASS 263 Time Freight Daily	63 Time Freight Daily
0	Yard	.....ST. PAUL YARD.....	SY		PWC-RT-K BJ *																		L 5.15AM	L 9.00PM
0	Yard	.....ST. PAUL.....	U	11.30PM to 5.30AM	II PRTK *	L 6.10AM	L 7.29AM	L 7.30AM	L 7.50AM	L 7.55AM	L 8.00AM	L 8.35AM	L 8.45AM	L 2.00PM	L 2.15PM	L 5.05PM	L5.25PM	L6.25PM	L7.15PM	L 7.33PM	L 9.15PM	L 9.35PM	5.25	9.20
0	Yard	0.9 .....CHESTNUT ST.....	CA		PK	6.13	7.31	7.33	7.53	7.58	8.03	8.38	8.48	2.03	2.18	5.08	5.28	6.28	7.18	7.35	9.18	9.38	5.28	9.25
0	0	0.9 ..... FORDSON JCT.....		No Office	I	6.15	7.33	7.35	7.55	8.00	8.05	8.40	8.50	2.06	2.20	5.10	5.30	6.30	7.20	7.37	9.20	9.40	5.33	9.30
0	Yard	4.0 .....MERRIAM PARK.....		No Office	PK	6.25	7.43	7.45	8.05	8.10	8.15	8.50	9.00	2.16	2.32	5.22	5.40	6.40	7.31	7.44	9.30	9.50	6.10	9.50
0	0	1.4 ....SIGNAL TOWER....	G		PYI	6.29	7.46	7.48	8.09	8.14	8.18	8.54	9.04	2.19	2.36	5.26	5.44	6.43	7.34	7.47	9.33	9.53	6.15	9.55
0	Yard	1.8 ...SO. MINNEAPOLIS...	ON		PWCRTBY JZ *	6.32	7.49	7.52	8.12	8.17	8.22	8.57	9.07	2.22	2.40	5.30	5.47	6.47	7.37	7.50	9.36	9.57	A 6.30AM	A 10.00PM
0	Yard	1.9 .....MINNEAPOLIS.....	C		II PRB *	A 6.40AM	A 7.59AM	A 8.00AM	A 8.20AM	A 8.25AM	A 8.30AM	A 9.05AM	A 9.15AM	A 2.30PM	A 2.50PM	A 5.40PM	A5.55PM	A6.55PM	A7.45PM	A 8.00PM	A 9.45PM	A10.05PM		
		Schedule Time				0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.35	0.35	0.30	0.30	0.30	0.27	0.30	0.30	1.15	1.00
		Average Speed Per Hour				21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	18.7	18.7	21.8	21.8	21.8	24.2	21.8	21.8	9.3	11.6

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 60 MILES PER HOUR; FREIGHT TRAINS 40 MILES PER HOUR.

ST. PAUL AND MINNEAPOLIS SUBDIVISION—EASTWARD

Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 — STATIONS	Distance from Minneapolis	FIRST CLASS 504 Soo Line Passenger Daily	702 Passenger Daily Except Sunday	510 Soo Line Passenger Daily	6 Passenger Daily	464 C.R. I. & P. Passenger Daily	58 Passenger Daily	100 Passenger Daily	562 Soo Line Passenger Daily	416 C.R. I. & P. Passenger Daily	506 Soo Line Passenger Daily	722 Passenger Daily	462 C.R. I. & P. Passenger Daily	518 Soo Line Passenger Daily	56 Passenger Daily	16 Passenger Daily	432 C.R. I. & P. Passenger Daily	4 Passenger Daily	SECOND CLASS 264 Time Freight Daily	66 Time Freight Daily
...ST. PAUL YARD...	13.5																		A 4.30AM	A 9.10PM
...ST. PAUL.....	10.9	A 7.35AM	A 7.55AM	A 7.57AM	A 8.45AM	A10.15AM	A11.10AM	A12.55PM	A 1.45PM	A 5.30PM	A 5.35PM	A 6.35PM	A 7.00PM	A 8.10PM	A 8.30PM	A11.00PM	A11.10PM	A11.55PM	4.15	8.50
0.9 (JOINT TRACK CROSSING) ....CHESTNUT ST....	10.0	7.31	7.51	7.53	8.41	10.11	11.06	12.51	1.41	5.26	5.31	6.31	6.56	8.06	8.25	10.56	11.06	11.51	4.05	8.40
0.9 ....FORDSON JCT.....	9.1	7.29	7.49	7.51	8.39	10.09	11.04	12.49	1.39	5.24	5.29	6.29	6.54	8.04	8.23	10.54	11.04	11.49	4.00	8.35
4.0 ....MERRIAM PARK....	5.1	7.20	7.40	7.45	8.30	10.00	10.55	12.44	1.30	5.15	5.20	6.20	6.45	7.55	8.15	10.45	10.55	11.44	3.50	8.25
1.4 ...SIGNAL TOWER..	3.7	7.16	7.36	7.41	8.26	9.56	10.51	12.41	1.26	5.11	5.16	6.16	6.41	7.51	8.11	10.41	10.51	11.41	3.40	8.18
1.8 ..SO. MINNEAPOLIS..	1.9	7.13	7.33	7.38	8.23	9.53	10.48	12.38	1.23	5.08	5.13	6.13	6.38	7.48	8.08	10.38	10.48	11.38	L 3.30AM	L 8.10PM
1.9 ....MINNEAPOLIS...		L 7.05AM	L 7.25AM	L 7.30AM	L 8.15AM	L 9.45AM	L10.40AM	L12.30PM	L 1.15PM	L 5.00PM	L 5.05PM	L 6.05PM	L 6.30PM	L 7.40PM	L 8.00PM	L10.30PM	L10.40PM	L11.30PM		
Schedule Time		0.30	0.30	0.27	0.30	0.30	0.30	0.25	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.30	0.25	1.00	1.00
Average Speed Per Hour		21.8	21.8	24.2	21.8	21.8	21.8	26.2	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	21.8	26.2	11.6	11.6

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 60 MILES PER HOUR; FREIGHT TRAINS 40 MILES PER HOUR.

SPECIAL RULES.

Double track is in use between St. Paul and Minneapolis.

The automatic block system is in use between South Minneapolis and Chestnut Street. Automatic signals located as follows will be used also as train order signals: South Minneapolis and Signal Tower Eastward. Chestnut Street and Signal Tower Westward. (See Rules 221-B, 311, 362 and 505-B.)

Extras, transfers and yard trains will have the right to run on the double track between South Minneapolis and Chestnut Street without train orders.

Flagmen on all passenger trains between Minneapolis and St. Paul must ride in the rear car prepared to protect trains, as required by Rule 99.

City ordinances of St. Paul and Minneapolis prohibit the sounding of locomotive whistles within the city limits except in cases of emergency or in order to prevent accidents.

All westward trains will obtain clearance at St. Paul, St. Paul Yard or Chestnut Street.

Brakemen will be required to use as many retainers as the engineman directs on the descending grade between Merriam Park and Chestnut Street. Brakeman or conductor will notify enginemen as to number of cars and approximate tonnage in the train and engineman will then advise the train crew as to the number of retainers he feels are necessary to properly handle the train.

Between Cedar Avenue coach yard and Washington Avenue viaduct, Minneapolis, the first track north of incoming main track will be used by foreign line passenger trains entering and leaving passenger station, and may be used as a switching track when properly protected against foreign passenger trains. Railway Transfer Interchange track between N. P.-M. & St. L. connection at Sixth Avenue South and Washington Avenue viaduct may be used as a switching track. Trains and engines will proceed only as the track is seen or known to be clear.

Trains not required to stop at South Minneapolis will register by card.

Westward trains must approach Washington Avenue, Minneapolis, under control and receive signal from switch tender before passing and must be under absolute control while pulling into passenger station to avoid striking passengers detraining from opposite tracks.

Trains and engines must use not less than 8 minutes running time between Minneapolis passenger station and South Minneapolis.

Trains approaching cross-over East of 24th St., Minneapolis, in either direction must get hand signal from switch tender before proceeding.

Westward trains must approach Short Line bridge under control prepared to stop even if signals indicate the track is clear.

Engines running light must use not less than 12 minutes between Merriam Park and Chestnut Street. Eastward trains must not exceed schedule time between Merriam Park and St. Paul.

Eastward trains must not exceed 15 miles per hour between Fordson Jct. and Chestnut Street while moving on Eastward track.

Eastward trains must come to a full stop before crossing Chestnut Street and proceed only on hand signal from operator.

Eastward trains must not exceed 20 miles per hour crossing streets at grade in St. Paul.

All trains must be run through St. Paul and Minneapolis yards at such speed as will make it impossible for them to collide with a train ahead in case the view is from any cause obscured.

Remote control interlocking plant at Fordson Jct. is in service. The main line crossover switches and the Ford Line switch will be electrically interlocked and all train movements over same will be governed by interlocking signals controlled from the telegraph office at Chestnut Street. Interlocking rules in book of "Rules and Regulations of the Operating Department" apply to these signals. The home signal governing Eastward movements on Eastward main track and the home signal governing movements from the Ford Line to Eastward main track are equipped with smash boards. When the interlocking signals indicate "STOP" and for any reason cannot be operated, trains may proceed only on proper authority from the operator at Chestnut Street and at slow speed expecting to find a broken rail, obstruction or switch not properly set. Telephones for getting into communication with the operator at Chestnut Street are provided at each of the three home interlocking signals, also on West Side of Flagman's Tower at West Seventh Street. Eastward trains finding home signal at Fordson Junction at stop will stop to clear West Seventh Street and then get in communication with operator at Chestnut Street. If the governing signal is not clear or if an irregular movement is to be made train or engineman will go to the nearest telephone and receive instructions from the operator at Chestnut Street. In case of failure of an interlocked switch, the two-lever stand can be operated by hand as per instructions placed in the telephone box and on plate on cover of switch machine. Switches will be operated by hand only under the authority and direction of the operator at Chestnut Street. In case of failure the smash boards will be operated by hand as per instructions in the telephone box. Failure of the interlocking apparatus or signals must be promptly reported to the Train Dispatcher at the first available point of communication.

Certain automatic block signals located on Westward ascending grade between Chestnut Street and Merriam Park and on Eastward ascending grade between Signal Tower and Merriam Park have been designated as grade signals and are distinguished by the letter "G" on a yellow sign 15 inches square located on the right-hand side of the signal, almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten (10) miles per hour and proceed as per Rule 509-B at slow speed and expecting to find a train in block, broken rail, obstruction, or switch not properly set.

SPEED RESTRICTIONS.

Over Chestnut Street, St. Paul	10 miles per hour
Over West 7th Street, St. Paul	10 miles per hour
Through Merriam Park from Fry and Iglehart Sts. to Over Cleveland Ave	15 miles per hour
Over Short Line Bridge — Passenger trains	25 miles per hour
Over Short Line Bridge — Freight trains	15 miles per hour
Between 27th Avenue So. and 24th Street, So. Minneapolis	15 miles per hour
Over Junction Switch, So. Minneapolis	15 miles per hour
Over Cedar Avenue, So. Minneapolis	8 miles per hour
Over Puzzle Switches, Entrance Mpls. Station	8 miles per hour

Twin City Terminals Minneapolis to Newport.

G. F. HANCER, Trainmaster.

D. T. BAGNELL, Superintendent.

LA CROSSE AND ST. PAUL SUBDIVISION—

WESTWARD.

THIRD CLASS	SECOND CLASS			FIRST CLASS						Capacity of Sidings in Cars			SYMBOLS See General Instructions Page 5	Time Table No. 13 In Effect 12:01 a. m., June 16, 1935.	Distance from St. Paul	Telegraph Calls	Office Closed Week Days
91	263	67	63	5	101	55	15	1	57	Sidings	Other Tracks	Distance from La Crosse		STATIONS			
Way Freight	Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger	Passenger	Passenger	Passenger								
Daily Except Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily								
L 6.00AM	L 10.30PM	L 7.00PM	L 12.40PM	L 5.50PM	L 5.14PM	L 10.20AM	L 5.25AM	L 3.45AM	L 3.02AM	0	Yard		II PBKTR CWJZ *	.....LA CROSSE.....	129.7	AD	
				5.52		10.22	5.27	3.47	3.04	0	0	0.4		0.4 ...WEST Y SWITCH...	129.3		No Office
						10.30				0	0	2.0	J	1.6 ...BRIDGE SWITCH...	127.7		No Office
6.15	10.50	8.30	1.10	5.58		10.32	5.33	3.56	3.10	E 65 W 86	Yard	3.3	DJYIWP	1.3 ..RIVER JUNCTION..	126.4	SJ	
s 6.30						10.39				0	0	7.4		4.1 .....DRESBACH.....	122.3		No Office
s 6.40	11.05	8.50	1.30	6.05		s10.42	5.41	4.05	3.17	0	22	9.1	P	1.7 .....DAKOTA.....	120.6	J	5.00 PM to 8.00 AM
f 6.50	11.10	9.02	1.40	6.09		10.47	5.45	4.10	3.21	E 127 W123	0	12.9	P	3.8 .....DONEHOWER.....	116.8		No Office
s 7.05	11.20	9.15	1.50	6.14		10.54	5.50	4.17	3.26		22	17.7	P	4.8 .....LAMOILLE.....	112.0		No Office
s 7.18	11.30	9.27	2.00	6.19		11.01	5.55	4.24	3.31	0	8	22.3		4.6 .....HOMER.....	107.4		No Office
										0	0	24.6	I	2.3 ..C. G. W. CROSSING..	105.1		No Office
s 7.50	11.50	9.45	2.20	s 6.30	s 5.45	s11.12	s 6.06	s 4.35	s 3.44	0	Yard	26.7	DWCZP	2.1 .....WINONA.....	103.0	RH	
8.00	12.01AM	10.00	2.30	6.34		11.16	6.10	4.40	3.48	E 120	28	28.6	WIKP	1.9 (C. & N. W. CROSSING) .....TOWER CK.....	101.1	CK	
s 8.15	12.11	10.11	2.42	6.41		s11.23	6.15	4.48	3.53	0	3	32.8	P	4.2 ...MINNESOTA CITY...	96.9	MC	3.30 PM to 6.30 AM
f 8.30	12.20	10.25	2.53	6.47		11.29	6.20	4.55	3.59	E 64 W 62	0	37.5	P	4.7 .....WHITMAN.....	92.2		No Office
s 8.50	12.30	10.38	3.05	6.53		s11.36	6.26	5.03	4.05	0	25	42.9	P	5.4 .....MINNEISKA.....	86.8		No Office
s 9.00	12.36	10.46	3.13	6.56		s11.41	6.30	5.08	4.09	E 120 W120	34	46.1	P	3.2 .....WEAVER.....	83.6	WR	5.00 PM to 8.00 AM
s 9.30	12.50	11.04	3.28	7.04		s11.49	6.38	5.17	4.17	E 76	35	53.6	P	7.5 .....KELLOGG.....	76.1	WS	5.00 PM to 8.00 AM
s10.20	1.20	11.50	3.55	s 7.14	6.15	s12.01PM	s 6.47	5.26	4.25	E 135 W 74	Yard	59.7	PDWC TYJ	6.1 .....WABASHA.....	70.0	W	
s10.25										0	0	61.6		2.0 ...READS LANDING...	68.1		No Office
10.35	1.35	12.10AM	4.15	7.21		12.08	6.54	5.35	4.32	0	0	66.4	P	4.7 ....KINGS COOLEY....	63.4		No Office
10.45 55 s 1.05PM	1.45	12.25	4.30	s 7.32		s12.16 91	s 7.05	5.44	4.39	E 135 W 72	135	72.2	PW	5.8 .....LAKE CITY.....	57.5	CN	5.00 PM to 8.00 AM
s 1.25	1.55	12.45	4.45	7.41		s12.24	7.14	5.54	4.46	W 87	40	78.5	P	6.3 .....FRONTENAC.....	51.2		No Office
1.40	2.05	12.57	4.55	7.47		12.31	7.20	6.03	4.52	0	0	83.7		5.2 .....WACOUTA.....	46.0		No Office
s 2.10	2.20	1.15	5.10	s 7.59	6.43	s12.42	s 7.32	s 6.15	s 5.02	W110	Yard	89.1	PDWCKZ	5.4 .....RED WING.....	40.6	RD	
2.20	2.25	1.25	5.20	8.02		12.46	7.35	6.19	5.04	E 112	0	91.2		2.1 ....ISLAND SIDING....	38.5		No Office
										0	0		J	12.5 2.0 CANNON JUNCTION..	36.5		No Office
VIA WESTWARD TRACK										0	16		P	4.0 EGGLESTON.....	32.5		No Office
											22		P	4.5 ...ETTER.....	28.0		No Office
2.40	2.45	1.45	5.40	8.15		1.01	7.48	6.37	5.18	0	0	103.7	P	2.6 ..BLACKBIRD JUNCTION..	25.4		No Office
2.45	2.55	2.00	5.50	8.19		1.05	7.52	6.41	5.22	0	Yard	107.2	YP	3.5 ...EAST HASTINGS...	21.9		No Office
s 3.15	3.10	2.15	6.15	s 8.24	6.59	s 1.09	7.55	s 6.45	5.25	E 126 W115	Yard	109.5	PDRWC YJZ	2.3 .....HASTINGS.....	19.6	HN	
										0	0	110.3	J	0.8 ST. CROIX JUNCTION	18.8		No Office
3.20	3.20	2.25	6.20	8.27	7.01	1.12	7.58	6.48	5.28	0	0	110.7	PIJK	0.4 (C. B. & Q. CROSSING) ..ST. CROIX TOWER..	18.4	QM	
VIA WESTWARD TRACK										70	20	115.7	P	11.9 5.0 ..LANGDON.....	13.4		No Office
				8.42	7.15	1.25	8.10	7.02	5.40	88	38	122.6	PIKJ	5.3 ..NEWPORT.....	8.1	RT	
4.20	4.20	3.20	7.00							0	Yard	127.1	PI	4.5 .....OAKLAND.....	3.6	OA	
A 4.30PM	A 4.45AM	A 3.30AM	A 7.45PM	8.52		1.36	8.25	7.15	5.52	0	Yard	128.1	PRWKZB *	1.0 ...ST. PAUL YARD...	2.6	SY	
				As 9.00PM	As 7.30PM	As 1.45PM	As 8.35AM	As 7.25AM	As 6.00AM			130.7	II PRKJT *	2.6 .....ST. PAUL.....		U	11.30 PM to 5.30 AM
10.30	6.15	8.30	7.05	3.10	2.16	3.25	3.10	3.40	2.58					Schedule Time			
12.2	20.5	15.1	18.1	41.2	57.6	38.2	41.2	35.6	44.0					Average Speed Per Hour			

EASTWARD.

FIRST CLASS						SECOND CLASS			
6	58	100	56	16	4	264	76	72	66
Passenger	Passenger	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Time Freight
Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily Except Sun.	Daily
As 12.01PM	As 2.55PM	As 3.14PM	As 11.50PM	As 2.05AM	As 2.27AM	A 12.15PM	A 1.30AM	A 11.00PM	A 5.05AM
11.58	2.52		11.45	2.00	2.24	11.45			
11.51	2.43		11.37	1.52	2.19	11.35	12.15	10.40	4.30
11.46	f 2.36		11.32	1.45	2.14				
11.44	f 2.32		11.30	1.43	2.12	11.20	12.05AM	10.20	4.16
11.40	2.25		11.26	1.39	2.08	11.10	11.50	10.13	4.11
11.35	f 2.18		11.21	1.34	2.03	11.00	11.35	10.06	4.03
11.30	f 2.11		11.16	1.29	1.58	10.50	11.25	9.58	3.53
s11.22	s 2.04	s 2.44	s11.08	s 1.22	1.53	10.35	11.15	9.45	3.38
11.11	1.53		76 10.56	1.09	1.49	10.25	56 11.00 10.45	9.28	3.18
11.06	s 1.47		10.51	1.04	1.44	10.15	10.30	9.21	3.08
11.01	1.40		10.45	12.59	1.39	10.05	10.15	9.12	2.58
10.55	s 1.33		10.40	12.53	1.33	9.55	10.00	9.03	2.48
10.51	s 1.27		10.36	12.50	1.30	9.50	9.50	8.57	2.40
10.43	s 1.18		10.28	12.42	1.22	9.40	9.30	8.45	2.25
s10.36	s 1.09	2.12	s10.20	66 12.35	66 1.15	9.30	9.10	8.35	2.10 16-4 12.25
10.30	1.01		10.12	12.32	1.12				
10.25	12.56		10.07	12.27	1.07	9.15	8.26	8.05	12.11
s10.18	s12.49		s10.01	12.21	1.01	9.05	8.00 72 7.40	76 7.57	12.01AM
10.10	s12.40		9.53	12.14	12.55	8.55	7.25	7.48	11.50
10.04	12.33		9.47	12.08	12.50	8.45	7.10	7.38	11.40
s 9.57	s12.26	1.44	s 9.40	s12.01AM	12.44	8.30	6.50	7.28	11.35
9.48	12.19		9.31	11.54	12.41	8.22	6.15	7.23	11.28
9.46	12.17		9.29	11.52	12.39				
9.41	f12.12		9.24	11.48	12.35	8.12	6.05	7.13	11.20
9.36	f12.05PM		9.18	11.43	12.30	8.05	5.50	7.06	11.10
9.32	11.59		9.14	11.40	12.27	8.00	5.40	7.00	11.01
9.28	11.56		9.10	11.36	12.24	7.54	5.30	6.50	10.55
s 9.25	s11.52	1.23	s 9.07	11.33	12.22	7.50	5.20	6.45	10.50
9.22	11.49	1.21	9.04	11.31	12.20	7.40	4.40	6.40	10.40
	f11.41								
9.09	f11.33		8.50	11.19	12.08				
						7.10	4.10	6.10	10.10
9.03	11.24		8.44	11.13	12.02AM	L 7.00AM	L 4.00PM	L 6.00PM	L 10.00PM
L 9.00AM	L 11.20AM	L 1.00PM	L 8.40PM	L 11.10PM	L 11.59PM				
3.01	3.35	2.14	3.10	2.55	2.28	5.15	9.30	5.00	7.05
42.9	36.1	58.1	40.9	44.4	52.5	24.2	13.4	25.4	17.9

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY (70) MILES PER HOUR ON WESTWARD TRACK BETWEEN LA CROSSE AND ST. PAUL, EXCEPT BETWEEN ISLAND SIDING AND EAST HASTINGS WHERE SCHEDULE OF TRAIN PERMITS OF FASTER SPEED. FREIGHT TRAINS FIFTY (50) MILES PER HOUR.

SPECIAL RULES.

Tickets for Langdon from Hastings and points east will be honored via Newport on Trains 55 and 58. Tickets from Langdon for points west of Hastings will be honored via Hastings. Tickets from Eggleston and Etter for Hastings and points west will be honored via Red Wing. Tickets from Red Wing and points east for Eggleston and Etter will be honored via Hastings.

Train 6 will stop at Frontenac on signal to let off revenue passengers from Twin Cities and Hastings and pick up revenue passengers for La Crosse and beyond.

Train 58 will stop at Reads Landing when necessary to put off or take on parcel post.

No. 100 will stop on signal at Red Wing to pick up revenue passengers for Milwaukee or Chicago.

Train 15 stops on signal at Hastings to let off revenue passengers from Milwaukee, Chicago and beyond and to take on revenue passengers for St. Paul and beyond.

Train 55 daily except Sunday, stop at Bridge Switch to make transfer from Dubuque, Illinois Div., Train 35.

Train 55 will stop at Dresbach, Lamoille, Homer, Stroms Crossing and Samuelsons Crossing on signal for passengers only.

No. 101 will stop at Red Wing to let off revenue passengers from Chicago or Milwaukee.

Train 5 will stop at Minnesota City daily to make mail transfer for C. & N. W. In event mail transfer is made at Winona Train 5, will

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF SEVENTY (70) MILES PER HOUR ON EASTWARD TRACK BETWEEN ST. PAUL AND LA CROSSE, EXCEPT BETWEEN EAST HASTINGS AND BLACKBIRD JUNCTION, WHERE SCHEDULE OF TRAIN PERMITS OF FASTER SPEED. FREIGHT TRAINS FIFTY (50) MILES PER HOUR.

stop at Minnesota City on signal to let off passengers from La Crosse and east and pick up passengers for St. Paul and beyond.

No. 101 will not register at St. Paul and will get clearance card at Chestnut St.

Train 58 will take siding at La Crosse for Train 100.

Train 91 will carry passengers between La Crosse and Red Wing.

Double track is in use between Hastings and River Junction.

This time table conveys no right to track between La Crosse and River Junction. No train or engine will run between these stations unless the conductor and engineman each hold a La Crosse Bridge train order.

This time table conveys no right to track between St. Croix Tower and St. Paul. C. M. St. P. & P. and C. B. & Q. joint time table and rules govern.

Automatic train stop system is in use between Hastings and River Junction.

Automatic block signals are in use between Bridge Switch and St. Paul.

Any train finding the main line home signals at C. G. W. crossing in the stop position, will proceed thru plant under flag after satisfying themselves that derails and switches are in proper position.

HASTINGS AND STILLWATER—SUBDIVISION

WESTWARD — **EASTWARD**

SECOND CLASS 301 Mixed Daily Except Sun.	Capacity of Sidings in Cars: Sidings	Capacity of Sidings in Cars: Other Tracks	Distance from Hastings	Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 STATIONS	Distance from Stillwater	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 5	THIRD CLASS 302 Mixed Daily Except Sun.
L 8.35AM				.....HASTINGS.....	25.7	HN		BTRJWCZ	As 1.00PM
8.40	0	0	0.8	0.8 ...ST. CROIX JUNCTION... (C. B. & Q. CROSSING)	24.9		No Office	J	12.52
s 9.00	0	7	8.4	7.6 .....ELEVATOR BAY.....	17.3		No Office		s12.30
s 9.20	0	30	14.5	6.1 .....AFTON.....	11.2	FN	5.00PM to 8.00AM	W	s12.15
s 9.34	0	20	18.2	3.7 .....LAKELAND.....	7.5		No Office		s12.01PM
s 9.43	0	0	20.0	1.8 .....LAKELAND JCT..... (C. ST. P. M. & O. CROSSING)	5.7		No Office		s11.55
s 9.53	0	Yard	22.5	2.5 .....BAYPORT.....	3.2	BN	5.00PM to 8.00AM		s11.45
As 9.59AM	0	0	23.3	0.8 ....C. St. P. M. & O. Jct.....	2.4		No Office		L 11.38AM
10.10AM	0	Yard	25.7	2.4 .....STILLWATER.....		SA	5.00PM to 8.00AM		11.30AM
1.24				Schedule Time					1.22
16.6				Average Speed Per Hour					17.0

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 25 MILES PER HOUR; FREIGHT TRAINS 20 MILES PER HOUR.

WESTWARD RED WING AND CANNON FALLS—SUBDIVISION EASTWARD

SECOND CLASS 315 Mixed Daily Except Sun.	Capacity of Sidings in Cars: Sidings	Capacity of Sidings in Cars: Other Tracks	Distance from Red Wing	Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 STATIONS	Distance from Cannon Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 5	THIRD CLASS 356 Mixed Daily Except Sun.
10.00AM		Yard	0.0	.....RED WING.....	21.6	RD		BWCTK	2.20PM
L 10.15AM	0	0	4.1	4.1 .....CANNON JUNCTION.....	17.5		No Office	RJ	As 2.00PM
s10.45	0	18	11.6	7.5 .....WELCH.....	10.0		No Office		s 1.30
A s11.30AM	0	68	21.6	10.0 .....CANNON FALLS.....	0.0	CF	5.00PM to 8.00AM	KRW	L 12.45PM
1.15				Schedule Time					1.15
14.0				Average Speed Per Hour					14.0

FREIGHT TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 20 MILES PER HOUR.

INSTRUCTIONS GOVERNING AUTOMATIC CROSSING SIGNALS ON HASTINGS AND STILLWATER SUBDIVISION AT LAKELAND JUNCTION.

An automatic interlocking signal system with electrically locked, swinging type, crossing gates in service at the crossing of the C. M. St. P. & P. R. R. with the C. St. P. M. & O. Ry. at Lakeland Junction. Semaphore type home signals working in conjunction with the gates are provided to govern train movements on the C. St. P. M. & O. Ry. over the crossing. Semaphore type dwarf signals with indications in accordance with Rules 602-A and 602-G, mechanically connected to the gates and indicating the position of same are provided on the C. M. St. P. & P. R. R. The lighting arrangement of the gates consists of a red light for "STOP" in center of gate. Signs reading "Railroad Crossing Stop 400 Feet" are located on the right hand side of tracks approaching the crossing on the C. M. St. P. & P. R. R. Crossing gate on the west side of the crossing is a master gate and the movement of that gate gives a similar movement to the gate on the east side of the crossing. The normal position of the crossing gates will be against the trains on the C. M. St. P. & P. R. R. track and the gates are to be so set, except when a train or engine on the C. M. St. P. & P. R. R. track is using or intending to use the crossing, and must be restored to the normal position immediately after the movement over the crossing has been completed. Trains on the C. M. St. P. & P. R. R. track will come to a complete standstill at the crossing stop sign (regardless of position of gates) and will not proceed past the crossing stop sign nor swing the gates or occupy the crossing until any train approaching on the C. St. P. M. & O. Ry. has either proceeded over the crossing or come to a full stop. After the required stop has been made a trainman shall proceed to switch lock marked Milwaukee P. B. (push button) at the master gate on the west side of the crossing and locked with a standard switch lock, open same making sure that door is opened as far as possible, then observe light in top case and if same is lighted will operate push button "P. B.," then operate crank unlocking gate after which gate may be moved to the clear position for passage of train. When train has passed over the crossing and outside the limits of the crossing gates, the gates must be restored to the normal position across the C. M. St. P. & P. R. R. tracks, cranks returned to normal, doors closed and locked. If the lamp in top case does not light when door is opened wide, trainman will first observe whether a train on the C. St. P. M. & O. Ry. is approaching from either direction and if not will proceed as above directed. If this does not release the electric lock on gate, trainman will operate the hand release, located in box marked "Milwaukee Release" as per instructions posted on the inside cover. Failure of the gates or electric locking must be reported to the train dispatcher at the first open telegraph office where regular stop is made.

WESTWARD WABASHA AND CHIPPEWA FALLS—SUBDIVISION EASTWARD

THIRD CLASS 555 Mixed Daily Except Sun.	SECOND CLASS 561 Mixed Daily Except Sun.	Capacity of Sidings in Cars: Sidings	Capacity of Sidings in Cars: Other Tracks	Distance from Wabasha	Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 STATIONS	Distance from Chippewa Falls	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 5	SECOND CLASS 506 Mixed Daily Except Sun.	SECOND CLASS 550 Mixed Daily Except Sun.
	L 2.45AM		Yard		.....WABASHA.....	59.8	W		WCYRTB J		As 9.15PM
	f 3.00		7	3.5	3.5 (C. B. & Q. CROSSING) .....TREVINO.....	56.3	SJ		IK		f 8.45
	f 3.18		12	10.2	6.7 .....SAVOY.....	49.6		No Office			f 8.17
L 11.45AM	s 3.50		62	18.7	8.5 .....DURAND.....	41.1	ND	5.00PM to 8.00AM	RB	A s 9.50AM	s 7.55
s12.05PM	s 4.05	28	37	24.9	6.2 .....RED CEDAR.....	34.9		No Office	WCT	s 9.30	s 7.18
A 12.10PM	4.10			25.9	1.0 ..RED CEDAR JUNCTION..	33.9		No Office	RJ	L 9.25AM	7.14
	s 4.30		18	30.4	4.6 .....MERIDEAN.....	29.4		No Office			s 7.02
	s 4.50		31	37.2	6.7 .....CARYVILLE.....	22.6	MA	4.30PM to 9.30AM			s 6.45
	f 5.10		7	43.4	6.2 .....PORTERS MILLS.....	16.5		No Office			f 6.27
	As 5.30AM		Yard	48.2	4.9 .....EAU CLAIRE.....	11.6	AU	5.00PM to 8.00AM	WCRKBZ		L 6.15PM
			Yard	48.6	0.4 ..EAU CLAIRE JUNCTION..	11.2		No Office	KR		
			Yard	59.8	11.2 . CHIPPEWA FALLS .		WC	No Office	KT		
0.25	2.45				Schedule Time					0.25	3.00
17.3	17.5				Average Speed Per Hour					17.3	16.2

PASSENGER TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 35 MILES PER HOUR; FREIGHT TRAINS 25 MILES PER HOUR.

Westward Red Cedar Jct. and Menomonie—Subdivision Eastward

THIRD CLASS 555 Mixed Daily Except Sun.	Capacity of Sidings in Cars: Sidings	Capacity of Sidings in Cars: Other Tracks	Distance from Red Cedar Jct.	Time Table No. 13 In Effect 12:01 a. m. June 16, 1935 STATIONS	Distance from Menomonie	Telegraph Calls	Office Closed Week Days	SYMBOLS See General Instructions Page 5	SECOND CLASS 506 Mixed Daily Except Sun.
L 12.10PM				...RED CEDAR JUNCTION..	15.9		No Office	J	A 9.25AM
f12.20	0	17	1.9	1.9 .....DUNNVILLE.....	14.0		No Office		f 9.15
s12.40	0	17	7.0	5.1 .....DOWNSVILLE.....	8.9		No Office		s 9.00
As 1.15PM	0	Yard	15.9	8.9 .....MENOMONIE.....		Mo	5.00PM to 7.30AM	KRWT	L 8.35AM
1.05				Schedule Time					0.50
14.7				Average Speed Per Hour					19.1

FREIGHT TRAINS MUST NOT EXCEED MAXIMUM SPEED OF 20 MILES PER HOUR.

SPECIAL RULES.

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

This time table conveys no right to track between Cannon Junction and Red Wing for Red Wing-Cannon Falls Subdivision trains. Trains must not enter on the La Crosse-River Division main track without a train order. Westward trains on Red Wing-Cannon Falls Subdivision need not obtain clearance at Cannon Junction.

This time table conveys no right to track between Stillwater and switch connections with the C. St. P. M. & O. Ry. track eight-tenths of one mile west of Bayport. C. St. P. M. & O. Ry. time table and rules govern.

Trains 301 and 302 will stop at Fairview and St. Croix Beach on signal.

This time table conveys no right to track between Eau Claire Jct. and Chippewa Falls. Soo Line Ry. time table and rules govern.

Trains will not obtain clearance card at Red Cedar Junction.

Trains 561 and 550 will stop at Reads Junction, Maxwell, Knights and Lufkins on signal for passengers.

At Durand Westward trains will stop before crossing Second Avenue East and Eastward trains will stop before crossing Madison Street. Trains will not exceed 8 miles per hour over any Street Crossing in the City.

Any car loaded above 180,000 lbs., maximum carload weight, must not be handled in trains over Red Wing-Cannon Falls and Red Cedar Jct.-Menomonie Subdivisions.

Steam Derrick must not be handled over Red Wing-Cannon Falls and Red Cedar Jct.-Menomonie Subdivisions.

Wabasha-Chippewa Falls subdivision, trains must stop within 400 feet of the Pontoon Bridge over Mississippi River and not exceed six miles per hour crossing.

Trains must approach Trevino under full control and be prepared to stop, expecting to find C. B. & Q. trains fouling our Main track while switching at stock yards spur.

Westward trains must reduce speed to 15 miles per hour on curves, Red Cedar to Red Cedar Jct.; eastward trains reduce speed to 15 miles per hour at Plummers Curve, one and one-half miles west of Durand and at Big Beef Slough Curve, one-half mile east of Powers Station.

Train Dispatchers,
F. E. BRUNNER, W. H. AMUNDSON, E. J. SAINSBURY, A. S. WITTICH, H. S. PEED, A. J. OBERMOWE, J. V. TUOMEY,

Chief Dispatcher,
C. D. GALLIVEN.

GENERAL INSTRUCTIONS.

SYMBOLS

* Standard Clock.	R Register.	I Interlocked.	J Junction.
W Water.	T Turntable.	K Connection with foreign road.	Z Track Scales.
C Coal.	Y Wye.		H Refreshments.
O Oil.	P Dispatcher's Telephone.	B Bulletin Boards.	D Drenching Tower.

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of Chief Dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggagemen, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read: Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows: If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No.....

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L, instead of starting the first of the long sounds at the whistle post, the first of the long sounds will be started at such a point, depending on the speed of the train or engine, that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz.: between St. Croix Jct. and C. St. P. M. & O. Jct., Cannon Jct. and Cannon Falls, Wabasha and Eau Claire, Menomonie and Red Cedar Jct. Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: "No..... left..... at.....M and has not passed....." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employes, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing applicances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R.P.O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U.S. Mail as must be transferred. Conductors should confer with R.P.O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U.S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

(a) On engine footboards between engine and car when cars are being pushed.
(b) On leading footboard while coupling engine to cars.
(c) On engine pilots.
(d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
(e) On ends of cars containing loads which may shift.
(f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
(g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitation contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

HOT JOURNAL.....	BY DAY—Nose held with one hand with other hand pointed toward passing train. BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING.....	BY DAY—Hands shoved in sliding motion out from body. BY NIGHT—Lamp raised and held stationary.
BROKEN WHEELS..... DEFECTIVE TRUCK..... DRAGGING BRAKE CONNECTION LADING SHIFTED OVER SIDE OR END OF CAR..... SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS	Stop Signal.

When a passenger train is being followed by another train over any portion of the line between initial and terminal station where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No.....left.....M and has not passed..... You may proceed to.....with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:
INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.
NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:
Normal Speed—The maximum speed authorized by time table in territory involved.
Medium Speed—One-half the authorized maximum speed.
Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

GENERAL INSTRUCTIONS—Continued.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby further changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engines of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown. Rule D-86 is eliminated.

Employees must not handle or board cars or engines that bear bad order cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employes, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph. If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the enginemen and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine set to avoid a movement of any kind. The engineman must not release brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the enginemen and other members of the train crew have been notified and the car properly secured and the engine brake set.

SPEED RESTRICTIONS.

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed sixty (60) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. Turn-outs laid with long frogs are located as follows: River Junction and Hastings.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

Green flag by day and green light by night displayed on the enginemen's side of the track indicates the track one mile distant is safe for speed of not more than ten miles per hour, unless otherwise directed by train order.

Trains handling steam derricks will not exceed following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds:

	MILES PER HOUR	
	On Tangent Track	On Curves
Between Minneapolis and Newport	20	15
Between Newport and La Crosse	35	25
Between Wabasha and Eau Claire	15	10
Between Hastings and Stillwater	10	10
Between Menomonie and Red Cedar Jct	10	10

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers, and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	MILES PER HOUR	
	On Tangent Track	On Curves
Between Minneapolis and La Crosse	25	20
Between Wabasha and Eau Claire	15	10
Between Hastings and Stillwater	10	10
Between Menomonie and Red Cedar Junction	10	10

The maximum speed of passenger trains must not exceed fifty miles per hour at any point when an engine from freight service or when any single truck locomotive is used; nor when double-heading with one freight and one passenger engine. This speed restriction applies only where conditions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

SPECIAL INSTRUCTIONS

Certain automatic block signals located on ascending grades between Newport and Bridge Switch have been designated as grade signals and are distinguished by the letter "G" on a yellow sign 15" square located on the right hand side of the signal almost immediately above the number plate. Trains may pass such signals when in stop position at a speed not to exceed ten (10) miles per hour, and proceed as per Rule No. 509-B at slow speed and expecting to find a train in block, broken rail, obstruction or switch not properly set.

Enginemen must not sound the whistle between Mankato Avenue east of Winona station and Tower CK.

SPEED RESTRICTIONS.

Between West Wye Switch and Avon Street, La Crosse	10 miles per hour.
Passing Bridge Switch	15 miles per hour.
Through Winona	15 miles per hour.
Passing Coal Shed and Station, Wabasha	30 miles per hour.
Through Lake City	30 miles per hour.
Through Red Wing	30 miles per hour.
Between Hastings and St. Croix Tower	40 miles per hour.

Eastward passenger trains and eastward freight trains using passenger main track from St. Paul or Hoffman Avenue will not register at St. Paul or St. Paul Yard.

Eastward first class trains must register at Hastings by card. Westward trains will not register at Hastings.

L engines must not be used on Wall St. track east of Mankato Avenue, Winona, and F-3 and F-5 engines used only when detouring passenger trains.

Passenger trains and extra engines without trains must use not less than five minutes and other trains not less than 10 minutes between West Wye Switch and Bridge Switch.

THE FOLLOWING INSTRUCTIONS DO NOT APPLY TO TRAINS WHICH BY TIME TABLE OR OTHERWISE ARE RESTRICTED TO SLOWER SPEED, NOR SUPERSEDE TIME TABLE OR OTHER SPECIAL INSTRUCTIONS REQUIRING SLOWER SPEED:

That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R. S."—"Resume Speed" at which point normal authorized speed may be resumed.

SEVERE DISCIPLINE WILL BE ADMINSTERED FOR FAILURE TO FULLY COMPLY WITH ABOVE INSTRUCTIONS.

SPEED RESTRICTIONS THROUGH INTERLOCKING PLANTS.

	PASSENGER TRAINS		OTHER TRAINS
	Eastward Track Miles Per Hour	Westward Track Miles Per Hour	Both Tracks Miles Per Hour
Division Street	30	30	25
Hoffman Avenue	45	45	25
Oakland	60	60	25
Newport	60	45	25
St. Croix Tower	40	25	25
Hastings	40	25	25
Tower CK	45	45	25
C. G. W. Crossing	60	60	25
River Jct	25	25	25

INSTRUCTIONS GOVERNING MOVEMENT OF TRAINS BETWEEN HASTINGS AND ST. CROIX TOWER AND C. B. & Q. R. R. CROSSING WITH HASTINGS-STILLWATER SUB-DIVISION.

Between St. Croix Tower and Hastings and between C. B. & Q. R. R. Crossing with Hastings-Stillwater Subdivision and Hastings, block signals electrically interlocked will supersede time table authority and all train movement in either direction will be governed by the signals as follows: Westward Trains from Westward main track by upper arm on two arm signal, 370 feet west of passenger depot at Hastings. Westward Trains from Eastward main track by dwarf signal 260 feet west of passenger depot at Hastings. Westward Trains from Hastings-Farmington Subdivision by upper arm on two arm signal 260 feet west of passenger depot at Hastings. Eastward Trains from Eastward main track by top arm of three arm interlocking signal 1000 feet west of tower at St. Croix Tower. Eastward Trains from the Hastings-Stillwater Subdivision by upper arm on two arm interlocking home signal 300 feet west of C. B. & Q. R. R. Crossing. Eastward Trains from Westward main track will not leave St. Croix Tower unless they receive a train order authorizing them to proceed. Westward Trains approaching the end of double track at Hastings must not foul or enter onto the signle track unless proper signal is at proceed or proper authority is obtained from the Operator at Hastings, and Bridge Tender when bridge in service.

INSTRUCTIONS GOVERNING SPRING SWITCH AT WEST END OF DOUBLE TRACK AT LA CROSSE.

A spring switch is located at west end of double track approximately one thousand (1000) feet west of roundhouse at La Crosse. The normal position of this switch will be for the eastward track. Westward trains trailing through this switch from westward main track or yard track to the single track will make no movement in the reverse direction or against the switch points until train is entirely clear of switch or switch is thrown by hand. A color light signal located ten (10) feet west of switch will indicate position of switch for eastward trains. If a train is stopped at this signal, trainmen or enginemen will call up Bridge Operator located at Copeland Ave. on telephone located at West Wye switch and receive instructions, and in addition to observing other rules will examine switch before proceeding. Failure of signal must be reported to Bridge Operator located at Copeland Ave.

INSTRUCTIONS GOVERNING USE OF SPRING SWITCH AT ISLAND SIDING, LAKE CITY AND WABASHA.

Spring switches are in service at the east end of Eastward Sidings at Island Siding, Lake City and Wabasha. Trains trailing through these switches from sidings to main tracks must not make any movements in reverse direction or against switch points until entirely clear of switch or switch is thrown by hand. Color light dwarf signals located at the clearance points will govern train movements from Sidings to main tracks. These signals serve in place of switch indicators and their use does not relieve train and enginemen from protecting their trains as prescribed by the rules. Color light dwarf signals located just east of the spring switches will indicate position of same for westward movements on Eastward main track. When dwarf signals governing movements in either direction over spring switches are at stop, trainmen or enginemen must, in addition to observing other rules, examine the spring switches to know that points are fully closed and in proper position, before passing over same. Failure of the dwarf signals must be promptly reported to the Chief Dispatcher at first open telegraph office where stop is made.

INSTRUCTIONS GOVERNING AUTOMATIC TRAIN STOP SYSTEM.

1. Automatic train stop pneumatic brake equipment has been removed from certain locomotives operating in Automatic Train Stop territory and similar equipment will be removed from other locomotives, leaving only the electrically controlled Cab Signal System. The "B" points are being moved back to the way side signals in all blocks.

2. Automatic cab signal indicators supplement automatic block signals in governing the use of blocks, but do not supersede the superiority of trains, nor dispense with the use or the observance of automatic block, interlocking or other signals and rules governing them, except as provided for in Rule 7.

3. The indication of a WHITE LIGHT in the automatic cab signal indicator is "PROCEED."

4. The indication of a green light in the automatic cab signal indicator is "PREPARE TO STOP AT NEXT SIGNAL. TRAINS EXCEEDING MEDIUM SPEED, MUST IMMEDIATELY REDUCE TO THAT SPEED."

5. The indication of a RED LIGHT in the automatic cab signal indicator is "PREPARE TO STOP—EXPECTING TO FIND A TRAIN IN THE BLOCK, BROKEN RAIL, OBSTRUCTION OR SWITCH NOT PROPERLY SET." This does not apply when moving in non-train stop territory or against current of traffic.

6. When the automatic cab signal indicator changes to a more restrictive indication enginemen must immediately control the train in accordance with the cab signal indication.

7. When the automatic cab signal indicator changes to a less restrictive indication, the train may proceed in accordance with the new indication after the train has moved its own length beyond the point where the indication changed.

8. Any indication of automatic cab signals inconsistent with wayside signals must be promptly reported to the Train Dispatcher. If the failure is such as to cause serious delay to the train, the cab signals may be cut out under the following conditions: After passing through not less than three successive blocks under clear wayside signals during which time a continuous red light is displayed by the cab signal indicator, the train may proceed, under authority of clear wayside signals, at medium speed to first open telegraph office where report must be made to, and instructions received from, the Train Dispatcher. After ascertaining that it is safe for the train to continue, the Train Dispatcher may authorize the crew to cut out the cab signals, proceed at normal speed and be governed by automatic wayside block signal indication. When moving in train stop territory with cab signals cut out, the Fireman must be so advised. Engineer and Fireman must communicate to each other the indication of all wayside signals effecting their train and must use such additional precautions as conditions may require.

9. The opening of switches and derails operate to cause automatic cab signals of approaching trains to display restrictive ndications. Trainmen and others will be governed accordingly.

COMPANY SURGEON'S HOUSE AND OFFICE TELEPHONE NUMBERS

LOCATION	NAME	RESIDENCE AND PHONE	OFFICE AND PHONE
Chicago	*Dr. A. R. Metz, Chief Surgeon		Washington Blvd. Hospital..Seeley 1640 Union Station..Central 7600
Chicago	*Dr. R. Householder, Ass't to Chief Surgeon		Washington Blvd. Hospital..Seeley 1640 Union Station..Central 7600
Chicago	*Dr. James F. De Pree, Ass't to Chief Surgeon		Washington Blvd. Hospital..Seeley 1640 Union Station..Central 7600
Chicago	Drs. Westcott & Westcott, Oculists		30 North Michigan Ave..Dearborn 3127
Chicago	Dr. L. F. McBride, Aurist		122 So. Michigan Ave..Wabash 2272
Chicago	Dr. H. A. Hooper, Dentist		58 E. Washington St..State 0509
La Crosse	*Dr. G. J. Egan	134 So. 14th St..200-3s	500 Batavian Bank Bldg., 319-21 Main St..200
La Crosse	*Dr. J. E. McLoone	118 No. 16th St..588	St. Francis Hospital, Cor. So. 10th & Market..3507-C 500 Batavian Bank Bldg., 319-21 Main St..200
La Crosse	Dr. F. A. Douglas, Oculist	140 So. 20th St..24-69-M	St. Francis Hospital, Cor. So. 10th & Market..3507-C
La Crosse	Dr. S. Gunderson	218 So. 14th St..5-45	303-5-7 State Bank Bldg., N. E. Cor. 4th & Main St..22-54-A
Winona	*Dr. E. M. McLaughlin	479 W. Broadway..6977	1836 South Ave..35-00
Kellogg	Dr. D. P. Dempsey	Belevidere St..23	172 Main St..2834 Belevidere St..23
Wabasha	*Dr. W. H. Replogle	East Main St..303	East Main St..303
Lake City	Dr. W. J. Cochrane	204 No. Oak St..1011	201 East Lyon Ave..691
Lake City	Dr. H. E. Bowers	319 So. Oak St..33	201 East Lyon Ave..691
Red Wing	Dr. H. T. McGuigan	406 West Avenue..1011	412 Main Street..730
Hastings	*Dr. L. D. Peck	402 W. Seventh St..2111	114½ East Second St..81-2
Eau Claire	*Dr. E. L. Mason	234 Park Ave..4821	119 So. Barstow St..4161 or 3075
Eau Claire	Dr. F. J. Spelbring, Oculist	470 Summit Ave..6482	119 So. Barstow St..4144 or 3075
Durand	Dr. J. J. Scott	20 E. Prospect St..17-3	20 E. Prospect St..17-2
Menomonie	*Dr. I. V. Grannis	220 West 3rd St..357	404 Main St..53-W
Stillwater	Dr. D. Kalinoff	712 So. Second St..359-R	222 East Chestnut St..359-L
St. Paul	*Dr. W. D. Kelly	University Club, Summit & Ramsey.Cedar 0300	220 Lowry Medical Arts Bldg..Cedar 1600
St. Paul	Dr. John V. Kelly	1835 Fairmount Ave..Emerson 1010	1168 Lowry Medical Arts Bldg..Cedar 4969
St. Paul	Dr. Paul H. Kelly	2215 St. Clair St..Emerson 2215	1168 Lowry Medical Arts Bldg..Cedar 4969
St. Paul	Dr. E. F. Murphy, Oculist	824 Grand Avenue..Dale 0824	1144 Lowry Bldg..Cedar 5633
Merriam Park	Dr. A. B. Williams	340 Cleveland Ave..Nestor 2327	366 North Prior Ave..Nestor 7457
Minneapolis	Dr. W. E. Rochford	1940 James Ave. So..Kenwood 0147	527 Syndicate Bldg., 519 Nicollet Ave..Main 7028
Minneapolis	*Dr. O. W. Yoerg, Asst.	4933 Colfax Ave. So..Colfax 1606	527 Syndicate Bldg., 519 Nicollet Ave..Main 7028
Minneapolis	*Dr. Fred A. Erb, Asst.	2224 Sheridan Ave. So..Kenwood 1333	1727 Medical Arts Bldg., Nicollet Ave. at 9th St. Geneva 5066
Minneapolis	Dr. W. E. Patterson, Oculist	4125 Colfax Ave. So..Colfax 7531	1750 Medical Arts Bldg., Nicollet Ave. at 9th St..Main 5507

*Indicates surgeons equipped to conduct physical examinations of employees for entrance into service, promotion, or re-examination.

WATCH INSPECTORS.

LOCATION	STREET ADDRESS	NAME
Minneapolis	255 Hennepin Ave	Allen and Berg.
Minneapolis	3006 27th Ave. So	Anderson & Anderson.
Minneapolis	1715 E. Franklin Ave	R. E. Peterson.
Minneapolis	3017 Chicago Ave	J. H. Trepanier.
Minneapolis	2948 Cedar Ave	L. K. Sortland.
St. Paul	281 Endicott Bldg	J. H. Snyder.
St. Paul	144 E. 5th St	Christensen's Inc.
Hastings	112 E. 2nd St	Otto Jewelry Co.
Red Wing	403 3rd St	O. E. Kaiser.
Wabasha	Pembroke St	P. M. Betrand.
Winona	78 West Third St	Stager Jewelry Co.
La Crosse	429 Main St	Glyn Cremer.
La Crosse	819 Rose St	C. B. Wright & Son.
Menomonie	216 Main St	Ingraham Bros. & Torrey.
Eau Claire	203 No. Barstow St	M. A. Grip.

TONNAGE RATING.

Rating	L-2 Engines—	L-3 Engines—
St. Paul to Wabasha	4800 tons.	5400 tons.
Wabasha to La Crosse	5200 tons.	5800 tons.
La Crosse to St. Paul	4800 tons.	5400 tons.

Tonnage rating for single engine St. Paul to Minneapolis is 29 per cent of rating between St. Paul and Wabasha.
The rating shown above may be increased or decreased by order of Chief Dispatcher.

YARD LIMIT BOARDS ARE LOCATED AS FOLLOWS:

La Crosse	2,500 ft. west of First Yard Switch.
River Junction	2,000 ft. east of east switch of westward siding.
	5,200 ft. west of west switch of eastward siding.
Winona	3,960 ft. east of C. G. W. Crossing.
	2,500 ft. west of west switch of eastward siding at Tower CK.
Wabasha	3,400 ft. east of old Wabasha Division Track Switch.
	2,000 ft. west of cross-over switch at west end of the yard.
Lake City	5,000 ft. east of cross-over switch.
	2,000 ft. west of west switch of eastward siding.
Red Wing	2,040 ft. east of east switch of westward siding.
	Opposite automatic signal 92-2 at Island Siding on Eastward Track.
	11,583 ft. west of passenger station on Westward Track.
Oakland	2,000 ft. east of Tower on westward main track.
Hastings	4,000 ft. east of cross-over at East Hastings.
	2,000 ft. west of double track switch.
	2,000 ft. west of doubling track on Farmington Line.
Durand	2,000 ft. east of east stockyard track switch.
	2,000 ft. west of west switch of Davis Track.
Red Cedar	2,000 ft. east of east siding switch.
	2,000 ft. west of west siding switch.
Eau Claire	2,000 ft. east of east switch of gravel pit track.
	2,000 ft. west, near Omaha R. R. crossing west of Magenta.
Menomonie	2,000 ft. east of Roundhouse Track.

SUNDAY HOURS TRAIN ORDER STATIONS

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all concerned will note change in pencil on their copy of time table.

Station	Hours
Minneapolis	Continuous.
South Minneapolis	Continuous.
Signal Tower	Continuous.
Chestnut Street	Continuous.
St. Paul	5.30 am to 11.30 pm
St. Paul Yard	Continuous.
Hoffman Avenue	Continuous.
Newport	Continuous.
St. Croix Tower	Continuous.
Hastings	Continuous.
Red Wing	Continuous.
Lake City	9.50 am to 1.00 pm.
Wabasha	Continuous.
Kellogg	Closed.
Weaver	Closed.
Minnesota City	Closed.
Tower CK	Continuous.
Winona	Continuous.
Dakota	Closed.
River Junction	Continuous.
Afton	Closed.
Bayport	Closed.
Stillwater	Closed.
Trevino	Continuous
Durand	Closed.
Caryville	Closed.
Eau Claire	Closed.
Menomonie	Closed.

TELEPHONES

FOR EMERGENCY USE AT BLIND SIDINGS AND STATIONS WHERE OPERATORS NOT ON DUTY TELEPHONES LOCATED AS FOLLOWS:

Train Dispatchers' Telephone

Snelling Ave., St. Paul	In shanty.
Langdon	In freight room.
3 miles west St. Croix Tower	In box on telegraph pole.
East Hastings	In box on telegraph pole.
Blackbird Jct	In box on telegraph pole.
Etter	In box on telegraph pole.
Eggleston	In box on east end of depot.
Indio	In car body.
One-Half Mile west of Island Siding on westward track	In box on telegraph pole.
One mile east of Wacouta	In box on telegraph pole.
Frontenac	In freight room.
Lake City	In baggage room.
Kings Cooley	On telegraph pole.
Kellogg	In freight room.
Weaver	In freight room.
Minneiska	In freight room.
Whitman	In shanty.
Tower CK	At water tank.
Lamoille	In freight room.
Donehower	In shanty.

Freight room and baggage room doors and telephone booths are locked with switch locks and must be so locked when not in use.

Before using these telephones switch at top of panel must be closed and when through using switch must be again opened.

Other Telephones

Hastings Coal Shed	On west end of shed.
East Hastings	In box on telegraph pole.
Etter	In section foreman house.
Cannon Jct	In shanty connected with Red Wing telegraph office.
Island Siding	In box on telegraph pole east end eastward siding connected with Red Wing telegraph office.
Mankato Ave., Winona	On telegraph pole near crossover connected with Winona telegraph office.
Franklin St., Winona	In flagman's shanty connected with Winona telegraph office.
Homer	In office, connected with telegraph offiice, Winona.
Dakota	In agent's house connected with River Jct. telegraph office.
Dresbach	In depot connected with River Jct. telegraph office.
Bridge Switch	In shanty.
West Wye Switch	In Box On telegraph pole.