

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA Ry.



EASTERN DIVISION.

FOR EMPLOYEES ONLY.



No. 89

TIME TABLE

No. 89

Takes Effect

Sunday, June 26, 1938.

At 12:01 O'Clock P. M.

STUDY THE RULES CAREFULLY

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

CARL R. GRAY, Jr.,
Executive Vice President,
St. Paul, Minn.

C. D. STOCKWELL,
Superintendent,
Eau Claire, Wis.

J. J. MEALEY,
Supt. Terminal Division,
Minneapolis, Minn.

J. J. PARDEE,
Supt. Head of Lakes Terminal Division,
Superior, Wis.

BETWEEN ST. PAUL AND ALTOONA—GOING EAST.

FIRST CLASS											HUDSON SUB-DIVISION STATIONS Time Table 89. June 26, 1938.		Distance from St. Paul	Subject to Change by Bulletin.		SECOND CLASS								THIRD CLASS		
506	406	510	514	512	402	400	62	502	504	72						490	34	236	174	484	480	88	26	268	104	
Daily	Daily	Daily	Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	Telegraph Office Hours Week Days				Telegraph Office Hours Sundays	Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Mon., Wed., Fri.	Ex. Sun.	Ex. Sun.	
Madison Express	North- Western Limited	Chicago Limited	The Victory	Arrow- head	Indian- head Special	The 400	Badger	Viking	The Moun- taineer						Orlolo	Sunbeam	Mixed	Mixed	Ace	Mohawk	Mercury	Freight	Way Freight	Way Freight	Way Freight	
PM 10.37	PM 10.45		PM 7.20			PM 2.30		AM 8.05	AM 7.35	Minneapolis... WFTT	10.57	9.00AM to 6.00PM	9.00AM to 6.00PM			PM 5.30	PM 6.00	PM 7.30	PM 8.00							
11.25	11.20		8.05			3.00		8.45	8.15	St. Paul... WY	0.0	6.00AM to 11.00AM 12 Noon to 3.00PM 4.00PM to 12Mid.	6.00AM to 11.00AM 12 Noon to 3.00PM 4.00PM to 12Mid.													
11.32	11.26		8.13			3.06		8.52	8.23	East St. Paul... WFTT	2.1	Continuous	Continuous			7.15	8.15	10.00	10.30	AM 4.30						
11.34	11.28		8.15					8.54	8.25	East Seventh Street...	0.9															
11.39	11.32		8.21					8.59	8.30	Hazel Park Yard...	3.3															
11.46	11.39		8.27					9.07	8.37	Lake Elmo...	5.6	7.30AM to 4.30PM								4.55						
11.49	11.43		8.31			3.20		9.12	8.41	Siegel...	3.9									5.02						
											3.0															
11.58	11.48		8.43			3.24	AM 9.30	9.25	8.46	Lakeland Jct. (C. M. St. P. & P. Crossing)	0.5									5.30	AM 7.00					
12.05	11.53		8.51			3.28	9.37 AM	9.33	8.52	Hudson... FW	19.3	Continuous	Continuous							5.40	7.10 AM					
										Northline...	22.3	Continuous	Continuous			8.10 PM				A						
										Sono...	23.4															
12.17	12.03		9.01			3.37		9.45	9.03	Roberts... W	30.1	7.00AM to 4.00PM								6.10						
12.25	12.09		9.07					9.52	9.10	Hammond...	36.1	7.15AM to 4.15PM								6.30						
12.31	12.13		9.11					9.56	9.14	Baldwin...	39.3	7.15AM to 4.15PM								7.30						
12.39	12.17		9.15			3.49		10.01	9.19	Woodville... TTW	43.4	7.45AM to 4.45PM			PM 4.20					8.30						
12.44			9.19					10.06	9.24	Hersey...	47.4				4.30					8.45						
12.46	12.22		9.21					10.08	9.26	Wilson...	49.2	7.40AM to 4.40PM			4.34					9.00						
12.51	12.27		9.27					10.13	9.31	Knapp... FW	53.9	7.30AM to 4.45PM			4.43					9.31						
1.01	12.34		9.39			4.04		10.24	9.39	Menomonie Jct... WY	62.5	6.45AM to 2.45PM 5.35PM to 1.35AM	6.45AM to 10.30AM 5.35PM to 1.35AM		4.58 PM				9.45 10.30							
1.08			9.46					10.30	9.45	Rusk...	67.1	7.10AM to 4.10PM								10.40						
1.20	12.45		9.53			4.14		10.38	9.53	Elk Mound...	74.6	7.00AM to 4.00PM								11.05						
			9.59					10.45	9.59	Truax...	81.1									11.20						
1.40	1.01	AM 12.25	10.10	PM 10.02	PM 4.30	4.27		10.55	10.08	Eau Claire... WY	85.5	Continuous	Continuous		AM 6.00			PM 7.20		11.40		PM 1.10				
1.50	1.07	12.35	10.19	10.10	4.37	4.32		11.01	10.14	(C. M. St. P. & P. Crossing)	2.7															
A	AM	AM	PM	PM	PM	PM		A	A	Altoona... FTTW	88.8	Continuous	Continuous		A	6.30 AM	9.50 AM	A	7.35 PM	A	11.50 AM	A	1.25 PM			
Daily	Daily	Daily	Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	88.8					Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Mon., Wed., Fri.	Ex. Sun.	Ex. Sun.	
2.25 36.7	1.47 49.8	.10 19.8	2.14 39.8	.08 24.8	.07 28.3	1.32 57.9	.07 25.7	2.16 39.1	1.59 45.6	Schedule Time Average Speed Per Hour					.30 6.6	2.50 30.6	.38 30.2	.15 13.2	.55 22.0	3.00 28.9	3.50 22.6	5.00 17.3	6.35 13.2	.10 18.0	.15 13.2	

No. 502 will stop at Woodville except on Sunday to let off revenue passengers ticketed to points on Spring Valley Line, and until October 2, 1938, inclusive, will stop at any station to pick up revenue passengers for Madison or beyond.

No. 504 will not operate after October 2, 1938.

No. 402 will operate Sunday June 26; Monday July 4; Sundays July 10, 17, 24, 31, August 7, 14, 21, 28; Monday September 5, and Sundays September 11, 18, 25, 1938.

No. 26 will carry passengers between Hudson and Eau Claire.

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, 402 and 403 fifteen minutes.

BETWEEN ALTOONA AND ST. PAUL—GOING WEST.

3

FIRST CLASS.											HUDSON SUB-DIVISION STATIONS. Time Table 89. June 26, 1938.		Distance from Elroy	Station Numbers.	SECOND CLASS.								THIRD CLASS.			
401	503	63	403	501	509	513	405	515	511	483					173	33	237	479	71	89	103	25	267			
Daily	Daily	Daily	See footnote	Daily	Daily	Daily	Daily	Daily	Daily	Daily					Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Tues., Thu., Sat.	Ex. Sun.		
The 400	The Moun- taineer	Twilight	Indian Head Special	Viking	Twin City Passenger	Fast Mail	North- Western Limited	The Victory	Duluth Superior Limited	Chief					Ace	Mixed	Mixed	Northwest	Zenith	Time Freight	Way Freight	Way Freight	Way Freight			
A ^{PM} 10.00	A ^{PM} 9.50			A ^{PM} 8.50	A ^{AM} 10.05		A ^{AM} 9.10	A ^{AM} 8.30		Minneapolis.....FTTW	204.8	1504	A ^{AM} 6.00	A ^{AM} 6.30		A ^{PM} 9.00	A ^{AM} 3.00									
9.30	9.15			8.15	9.30		8.35	7.55		10.57 St. Paul.....WY	194.2	1560														
9.22	9.06			8.07	9.21		8.25	7.44		2.1 East St. Paul....TTFW	192.1	1559	4.00	5.00		7.00	1.00		A ^{PM} 12.50							
9.21	9.05			8.05	9.19		8.24	7.42		0.9 East Seventh Street.....	191.2	1558							12.40							
	8.59			8.00	9.14		8.18	7.37		3.3 Hazel Park Yard.....	187.9	1557							12.30							
										5.6 Lake Elmo.....	182.3	1554							12.20							
9.07	8.46			7.47	8.58		8.04	7.23		3.9 Siegel.....	178.4	1551							11.59							
										3.0 Lakeland Jct.....	175.4	1550														
										(C. M. St. P. & P. Crossing)																
9.02	8.38	A ^{PM} 7.25		7.38	8.51		7.55	7.15		0.5 Hudson.....FW	174.9	1548							11.45	A ^{PM} 2.00						
8.59	8.34	f 7.15		7.26	8.44		7.47	7.05		3.0 Northline.....	171.9	1547		3.30 AM					11.25	f 1.45 PM						
										1.1 Sono.....Y	170.8															
8.52	8.25	7.12 PM		7.16	8.36		7.39	6.56		6.7 Roberts.....W	164.1	1545							11.10							
	8.18			7.08	8.27		7.33	6.50		6.0 Hammond.....	158.1	1544							10.50							
	8.14			7.04	8.21		7.30	6.46		3.2 Baldwin.....	154.9	1543							10.35							
8.41	8.09			6.59	8.13		7.26	6.42		4.1 Woodville.....TTW	150.8	1542			A ^{AM} 11.40				9.35							
										4.0 Hersey.....	146.8	1541			f 11.24				9.25							
	8.04			6.54	8.06		7.21	6.37		1.8 Wilson.....	145.0	1540			f 11.20				9.15							
	8.01			6.51	8.01		7.17	6.34		4.7 Knapp.....FW	140.3	1539			f 11.10				8.55							
	7.54			6.44	7.52		7.09	6.27		8.6 Menomonie Jct....WY	131.7	1535							8.35							
8.24	7.43			6.33	7.40		6.58	6.17		4.6 Rusk.....	127.1	1534							8.15							
	7.38			6.25	7.26		6.51	6.08		7.5 Elk Mound.....	119.6	1533							8.00							
8.14	7.30			6.18	7.16		6.44	6.00		6.5 Truax.....	113.1	1532							7.45							
	7.22			6.10	7.07		6.37	5.53		4.4 Eau Claire.....WY	108.7	1530				A ^{PM} 6.15		A ^{AM} 7.10	f 7.35							
										0.6 (C. M. St. P. & P. Ry. Crossing)																
7.54 PM	7.05 PM			6.14 PM	5.39 PM	6.45 AM	6.40 AM	6.18 AM	5.29 AM	2.7 Altoona.....FTTYW	105.4	1528	12.30 AM			8.45 AM	3.00 PM	6.00 PM	8.00 PM	6.50 AM	7.20 AM					
Daily	Daily	Daily	See footnote	Daily	Daily	Daily	Daily	Daily	Daily	88.8			Daily	Daily	Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Ex. Sun.	Tues., Thu., Sat.	Ex. Sun.				
1.36 55.5	2.10 40.9	.13 19.0	.08 24.8	2.21 37.8	2.45 32.3	.10 19.8	2.17 38.9	2.26 36.5	.10 19.8	Schedule Time Average Speed Per Hour			3.30 24.8	1.30 13.4	.45 25.5	.15 13.2	4.00 21.7	.15 13.2	5.00 17.3	.20 9.9	5.30 15.7	.15 12.0				

No. 403 will operate Fridays July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 1938.

No. 501 will stop at any station to let off revenue passengers from Madison or beyond or from Marshfield until October 2, 1938.

No. 503 will not operate after October 2, 1938.

No. 25 will carry passengers between Eau Claire and Hudson.

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, 402 and 403 fifteen minutes.

BETWEEN ALTOONA AND ELROY—GOING EAST.

FIRST CLASS.									WYEVILLE SUB-DIVISION. STATIONS. Time Table 89. June 26, 1938.	Distance from St. Paul	Station Numbers	Subject to Change by Bulletin.		SECOND CLASS.						THIRD CLASS.		
514	108	402	400	502	504	506	406					Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	480	170	490	478	272	484		22	
Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	Daily							Daily	Daily	Daily	Ex. Sun. & Mon.	Ex. Sun.	Daily		Ex. Sun.	
The Victory	Fox River Express	Indian- head Special	The 400	Viking	The Moun- taineer	Madison Express	North- Western Limited							Mercury	Tolake	Sunbeam	Stock Freight	Mixed	Mohawk		Way Freight	
PM 10.45	PM 10.25	PM 4.37	PM 4.32	AM 11.01	AM 10.14	AM 2.10	AM 1.12	Altoona	FTTW	88.8	1528	Continuous	Continuous	AM 2.30	AM 8.30	AM 10.10	PM 2.30		PM 11.30		AM 4.30	
10.58	10.39	4.45	4.40	11.12	10.26	2.23	1.25	Fall Creek		97.6	1526	8.00AM to 5.00PM					f 3.00				f 4.55	
11.03	10.45					2.29		Rodell		102.9	1525						f 3.10				f 5.03	
11.09	10.53			11.23	10.37	2.35	1.35	Augusta	W	107.5	1524	8.00AM to 5.00PM					f 3.20				f 5.15	
11.19	11.08	5.01	4.56	11.35	10.47	2.53	1.45	Fairchild	YFW	116.8	1522	9.00AM to 6.00PM	11.00AM to 1.00PM 3.45PM to 5.45PM				f 3.45	PM 4.32			f 5.50	
11.27	11.18			11.44	10.55	3.02	1.52	Humbird		122.6	1521	9.00AM to 6.00PM					f 4.00	4.42			f 6.05	
11.47	11.25 PM	5.12	5.07	12.05	11.05	3.25	2.01	Merrillan	FTTW	129.4	1518	Continuous	Continuous		10.00 AM		f 5.30	4.50 PM			f 7.20	
12.01		5.22	5.17	12.19	11.18	3.38	2.14	Levis		139.9	1517	Continuous	Continuous				5.50				7.35	
Via Cut off		Via Cut off	Via Cut off	12.25	Via Cut off	3.44	Via Cut off	Black River Falls		141.8	1516	7.30AM to 5.30PM		Via Cut off		Via Cut off	6.00		Via Cut off		8.40	
12.05		5.24	5.19	12.32	11.22	3.51	2.18	Sheppard		145.1	1514	9.00AM to 5.00PM 10.00PM to 6.00AM	12.20PM to 4.20PM 12.30AM to 4.30AM Mondays				6.10				8.50	
12.16				12.46	11.32	4.01	2.28	Millston	W	154.0	1512	8.15AM to 5.15PM	12.15PM to 2.15PM								9.10	
12.25		5.39	5.34	1.00	11.41	4.13	2.38	Warren		162.3	1510	8.00AM to 5.00PM	12.30PM to 2.30PM								9.35	
12.32				1.09	11.49	4.22	2.45	Valley Jct.		169.2	1508										9.45	
12.36		5.48 PM	5.43 PM	1.15	11.53	4.30	2.50 AM	Wyeville	WY	171.7	1507	Continuous	Continuous	7.30 AM		1.40 PM	7.30 PM		2.55 AM		10.05	
12.40				1.20	11.57	4.35		Stowell		175.1	1506										10.12	
12.51				1.30	12.04	4.47		(C. M. St. P. & P. Crossing) Camp Douglas	W	181.0	1504	Continuous	Continuous								10.45	
12.56				1.36	12.08	4.52		Hustler		183.9	1503	6.45AM to 3.45PM	1.00PM to 3.00PM								10.57	
1.03				1.44	12.16	4.59		Tunnel		188.1	1502										11.10	
1.11				1.52	12.24	5.07		Elroy Yard		193.5											11.25 AM	
1.15 AM				1.55 PM	12.27 PM	5.10 AM		Elroy	FTTW	194.2	1500	Continuous	12.01AM to 4.00PM 9.00PM to 12.01AM									
C. & N. W. No. 514 AM 6.40		C. & N. W. No. 400 PM 9.30	C. & N. W. No. 400 PM 9.30	C. & N. W. No. 502 PM 7.40	C. & N. W. No. 504 PM 4.55	C. & N. W. No. 506 AM 11.05	C. & N. W. No. 406 AM 8.00	Chicago		391.8				C. & N. W. No. 480 PM 8.00		C. & N. W. No. 490 PM 11.00		C. & N. W. No. 484 PM 12.30				
Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	Daily	Via Black River Falls 105.4 Via Cut off 103.4						Daily	Daily	Daily	Ex. Sun. & Mon.	Ex. Sun.	Daily		Ex. Sun.	
2.30 41.4	1.00 40.6	1.11 68.4	1.11 68.4	2.44 38.6	2.13 46.4	3.00 35.1	1.38 49.6	Schedule Time Average Speed Per Hour						5.00 16.2	1.30 37.1	3.30 23.1	5.00 16.2	.18 42.0	3.25 23.6		6.55 15.2	

No. 502 will stop at any station to pick up revenue passengers for Madison or beyond until October 2, 1938.

No. 504 will not operate after October 2, 1938.

No. 402 will operate Sunday June 26; Monday July 4; Sundays July 10, 17, 24, 31, August 7, 14, 21, 28; Monday September 5, 1938.

No. 400 will not stop at Wyeville on Sunday when 402 is scheduled.

Trains via cut-off or trains entering double track may pass Levis and Sheppard on clear train order signal without regard to overdue Superior trains.

No. 22 will carry passengers between Fall Creek and Elroy.

No. 506 will stop at any station to let off passengers ticketed from Eau Claire or beyond.

No. 514 is superior to westward trains Wyeville to Elroy.

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, 402 and 403 fifteen minutes.

BETWEEN ELROY AND ALTOONA—GOING WEST.

5

FIRST CLASS.										WYEVILLE SUB-DIVISION. STATIONS. Time Table 89. June 26, 1938.		Distance from Elroy	Station Numbers.	SECOND CLASS.						THIRD CLASS.				
511	401	503	403	501	509	405	515	479	169					273	483					21				
Daily	Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	Daily	Daily					Ex. Sun.	Daily						Ex. Sun.			
Duluth Superior Limited	The 400	The Moun- taineer	Indian- head Special	Viking	Twin City Passenger	North- Western Limited	The Victory	Northwest and Zenith	Frolake					Mixed	Chief						Way Freight			
A	AM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM	A	PM			
2.17	7.54	7.05	6.09	5.37	6.35	6.08	5.17	Altoona	FTTW	105.4	1528	3.00	2.30	12.10	1.15									
2.04	7.47	6.55	6.02	5.26	6.22	5.59	5.07	Fall Creek	8.3	96.6	1526				12.55									
					6.13		5.02	Rodell	5.3	91.3	1525				12.40									
1.53		6.45		5.15	6.08	5.50	4.57	Augusta	4.6	86.7	1524				12.30									
1.42	7.32	6.35	5.47	5.04	5.54	5.41	4.47	Fairchild	6.8	77.4	1522			5.30	12.05									
1.32		6.27		4.54	5.39	5.33	4.39	Humbird	5.8	70.6	1521			5.20	11.20									
1.20	7.20	6.18	5.35	4.45	5.28	5.25	4.30	Merrillan	FTTW	64.8	1518	1.00	5.10	11.05										
					AM			(G. B. & W. Crossing)																
1.03	7.12	6.03	5.27	4.27		5.10	4.05	Levis	10.5	54.3	1517				9.36									
									1.9															
12.58	Via Cut off	Via Cut off	Via Cut off	4.22		Via Cut off	Via Cut off	Black River Falls	3.3	52.4	1515	Via Cut off		Via Cut off	9.30									
12.52	7.10	6.00	5.25	4.15		5.07	4.02	Sheppard	8.9	49.1	1514				8.55									
12.43		5.51		4.05		4.59	3.54	Millston	8.3	40.2	1512				8.40									
12.35	6.56	5.43	5.11	3.56		4.51	3.46	Warren	6.9	31.9	1510				8.20									
12.27		5.35		3.48		4.44	3.38	Valley Jct.	2.5	25.0	1508				8.01									
12.22	6.47	5.32	5.02	3.44		4.40	3.34	Wyeville	FTTW	22.5	1507	11.55		9.20	7.55									
	PM		PM			AM		(C. & N. W. Crossing)																
12.16		5.28		3.40			3.27	Stowell	3.4	19.1	1506				7.32									
									5.9															
12.08		5.21		3.32			3.19	(C. M. St. P. & P. Crossing)							7.20									
12.02		5.17		3.27			3.12	Camp Douglas	2.9	13.2	1504				6.55									
11.55		5.10		3.20			3.05	Hustler	4.2	10.3	1503				6.42									
11.47		5.01		3.12			2.57	Tunnel	5.4	6.1	1502				6.30									
11.45		5.00		3.10			2.55	Elroy Yard	0.7	0.7					AM									
								Elroy	FTTW	0.0	1500													
C. & N. W. No. 511 PM	C. & N. W. No. 401 PM	C. & N. W. No. 503 PM	C. & N. W. No. 403 PM	C. & N. W. No. 501 AM	C. & N. W. No. 515 PM	C. & N. W. No. 405 PM	C. & N. W. No. 515 PM	Chicago				C. & N. W. No. 479 PM		C. & N. W. No. 483 AM	10.30									
6.15	3.00	12.35	1.00	9.30	9.50	11.20	9.50					9.00												
								Via Black River Falls																
Daily	Daily	Daily	See Footnote	Daily	Daily	Daily	Daily	105.4				Daily	Daily	Ex. Sun.	Daily		Ex. Sun.							
								Via Cut off																
								103.4																
2.32 41.6	1.07 72.4	2.05 49.7	1.07 72.4	2.27 43.0	1.07 36.5	1.28 55.2	2.22 43.7	Schedule Time				3.05 26.2	1.30 27.4	.20 37.8	2.50 28.6		6.45 15.5							
								Average Speed Per Hour																

No. 403 will operate Fridays July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 1938.

No. 503 will not operate after October 2, 1938.

No. 501 will stop at any station to let off revenue passengers from Madison or beyond or from beyond Marshfield until October 2, 1938.

Trains via cut-off or trains entering double track may pass Levis and Sheppard on clear train order signal without regard to overdue Superior trains.

Freight trains from Elroy and Adams may enter double track at Wyeville on clear train order signal without regard to overdue Superior trains and without clearance and will register by card.

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

No. 21 will carry passengers between Elroy and Altoona.

Rule 83-A is suspended at Wyeville for Nos. 405, 401 and 403 and those trains will proceed on interlocking plant signals disregarding train order signal.

No. 514 is superior to westward trains Wyeville to Elroy.

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, 402 and 403 fifteen minutes.

SECOND CLASS.		FIRST CLASS.								Station Numbers.	STILLWATER SUB-DIVISION STATIONS. Time Table 89. June 26, 1938.	Distance from Hudson.	FIRST CLASS.								SECOND CLASS.	
616	632					606	604	602	600				601	603	605	607					631	617
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.				Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.
Connects with No. 501	C. M. St. P. & P. No. 302						Connects with No. 514	Connects with Nos. 502 & 62						Connects with Nos. 515 & 405	Connects with Nos. 501 & 63	Connects with No. 514					C. M. St. P. & P. No. 301	
Freight	Mixed					Mixed	Mixed	Mixed	Mixed				Mixed	Mixed	Mixed	Mixed					Mixed	Freight
PM	AM					PM	PM	AM	AM				AM	AM	PM	PM					AM	PM
5.45	11.30					9.15	8.05	8.00	7.05	1552	Stillwater	6.2	6.50	7.58	8.00	9.10					10.10	4.20
5.49	11.38					9.18	8.08	8.10	7.08		Junction Switch	5.0	6.44	7.52	7.56	9.03					9.59	4.17
6.00	11.45					9.25	8.12	8.15	7.11	1553	Bayport	3.5	6.38	7.46	7.51	8.57					9.53	4.11
6.10						9.35	8.20	8.25	7.17	1550	Lakeland Jct.	0.5	6.28	7.33	7.42	8.48						4.03
											(C. M. St. P. & P. Crossing)											
6.15						9.40	8.25	8.30	7.20	1548	Hudson	0.0	6.25	7.30	7.40	8.45						4.00
PM						PM	PM	AM	AM				AM	AM	PM	PM						PM
Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.		6.2		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.					Ex. Sun.	Ex. Sun.

No. 600 is superior to No. 603.
No. 616 is superior to Nos. 631 and 605.
No. 604 is superior to No. 607.

Nos. 616, 617 will carry passengers.
No. 603 will wait for No. 405 unless released.

BETWEEN HUDSON AND ELLSWORTH
GOING EAST.

SECOND CLASS.		Station Numbers.	ELLSWORTH SUB-DIVISION STATIONS. Time Table 89. June 26, 1938.	Distance from Hudson.	SECOND CLASS.	
626					627	
Ex. Sun.					Ex. Sun.	
Mixed					Mixed	
AM					PM	
9.25	1548		Hudson	0.0	1.30	
9.30	1578		Hudson (City)	0.8	1.22	
9.38	1576		Prescott Road	3.4	1.14	
9.47	1577		Glover	6.5	1.05	
10.15	1578		River Falls	11.6	12.50	
10.27			Cherma	16.3	12.13	
10.40	1580		Beldenville	21.1	12.01	
10.50	1581		Ellsworth	24.6	11.50	
AM					AM	
Ex. Sun.			24.6		Ex. Sun.	

No 626 is superior to No. 627.

BETWEEN MENOMONIE JCT. AND MENOMONIE CITY

GOING EAST.

SECOND CLASS.		FIRST CLASS.					
32		48	46	44	42	40	
Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
		Connects with No. 514	Connects with No. 501	Connects with No. 502	Connects with No. 509	Connects with Nos. 88 and 89	
Mixed		Mixed	Mixed	Mixed	Mixed	Freight	
AM		PM	PM	AM	AM	AM	
10.40		9.15	6.15	10.05	7.20	6.15	
10.50		9.25	6.25	10.15	7.30	6.25	
AM		PM	PM	AM	AM	AM	
Ex. Sun.		Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	

**MENOMONIE
SUB-DIVISION
STATIONS.
Time Table 89.
June 26, 1938.**

Station Numbers.	FIRST CLASS.					SECOND CLASS.
	41	43	45	47	49	
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	
	Connects with No. 405	Connects with No. 509	Connects with No. 502	Connects with No. 501	Connects with No. 514	
	Mixed	Mixed	Mixed	Mixed	Mixed	
1536	7.10	8.00	10.35	6.45	9.50	5.10
1535	7.00	7.50	10.25	6.35	9.40	5.00
	AM	AM	AM	PM	PM	PM
	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.

No train will leave Menomonie Jct. or Menomonie City until all trains due have arrived.
Connections with Nos. 515 and 506 daily—and on Sundays with all other main line trains scheduled to stop at
Menomonie Jct.—will be made by bus.

BETWEEN MERRILLAN AND MARSHFIELD

GOING EAST.					Distance from Merrillan.	MARSHFIELD SUB-DIVISION	Distance from Marshfield.	Station Numbers.	Subject to Change by Bulletin.		GOING WEST.					
THIRD CLASS	Second CLASS	FIRST CLASS		FIRST CLASS					Second CLASS	THIRD CLASS						
168	170		108	106					109	129		169	167			
Ex. Sun.	Daily		Daily	Ex. Sun.					Daily	Ex. Sun.		Daily	Ex. Sun.			
Way Freight	Tolake		Fox River Express	Passenger				Fox River Express	Passenger		Frolake	Way Freight				
PM	AM		PM	AM				AM	PM		PM	PM				
5.00	10.45		11.50	6.45	0.0	Merrillan	FTTYW	37.9	1518	Continuous	Continuous	2.30	3.50		12.40	3.25
f 5.10	11.00		11.59	6.55	4.8	Trow		33.1	1587			2.20	3.40		12.29	f 3.11
f 5.16	11.09		12.04	f 7.00	7.8	Columbia		30.1	1588			2.15	f 3.35		12.20	f 3.05
f 5.26	11.24		12.13	7.08	12.7	Sydney		25.2	1589			2.06	3.26		12.09	f 2.55
5.50	11.30		12.21	7.17	15.1	Neillsville	W	22.8	1590	8.00AM to 5.00PM		2.01	3.21		12.01	2.50
f 6.00	11.46		12.30	7.26	20.4	Kurth		17.5				1.51	3.11		11.46	1.54
6.10	11.52		f 12.34	7.31	22.4	Granton		15.5	1593	7.15AM to 4.15PM		f 1.47	3.07		11.28	1.50
6.25	12.10		f 12.44	7.43	28.4	Chili		9.5	1595	7.20AM to 4.20PM		f 1.36	2.56		11.14	1.35
f 6.27	12.15		12.46	7.45	29.7	Cedarhurst		8.2	1596			1.33	2.53		11.10	f 1.25
						(M. St. P. & S. S. M. Crossing)										
6.45	12.45		1.00	8.00	37.9	Marshfield	FTTYW	0.0	1599	7.40AM to 3.40PM 7.00PM to 3.00AM	10.00AM to 12 N'n 11.00PM to 2.00AM	1.20	2.40		10.55	1.10
PM	PM		AM	AM								AM	PM		AM	PM
Ex. Sun.	Daily		Daily	Ex. Sun.		37.9						Daily	Ex. Sun.		Daily	Ex. Sun.

When trains meet at Columbia, the west bound train will run by and back in.
No. 108 is superior to No. 109.
No. 170 is superior to No. 169.

Nos. 167 and 168 will carry passengers.

BETWEEN TUSCOBIA AND PARK FALLS

7

GOING EAST.				PARK FALLS SUB-DIVISION STATIONS				GOING WEST.			
SECOND CLASS				Time Table 89. June 26, 1938.				SECOND CLASS			
	246	Distance from Park Falls.			Distance from Tuscobia.		Station Numbers.	245			
	Mixed					Mixed					
	Ex. Sun.					Ex. Sun.					
	PM		Soo Line Crossing					A	PM		
.....	1.30	0.0	Park Falls..... FWY	74.9	2877	.....	2.20	.....	.....		
.....	f 1.41	5.1	5.1 Kaiser.....	69.8	2872	.....	2.05	.....	.....		
.....	f 1.52	10.2	5.1 Kennedy.....	64.7	2867	.....	1.52	.....	.....		
.....	f 2.15	19.3	9.1 Draper.....	55.6	2863	.....	1.20	.....	.....		
.....	2.30	20.2	0.9 Loretta..... YW	54.7	2861	.....	1.05	.....	.....		
.....	2.55	29.3	9.1 Winter.....	45.6	2858	.....	12.40	.....	.....		
.....	f 3.10	34.6	5.3 Ojibwa.....	40.3	2855	.....	12.10	.....	.....		
.....	3.25	40.2	5.6 Radisson.....	34.7	2853	.....	11.50	.....	.....		
.....	3.45	45.3	5.1 Couderay..... W	29.6	2848	.....	11.25	.....	.....		
.....	f 4.00	49.5	4.2 Leamington.....	25.4	.....	.....	11.00	.....	.....		
.....	f 4.15	53.7	4.2 Yarnell.....	21.2	2836	.....	10.45	.....	.....		
.....	4.40	62.5	8.8 Birchwood.....	12.4	2827	.....	10.20	.....	.....		
.....	f 4.50	65.5	3.0 Angus.....	9.4	.....	.....	10.05	.....	.....		
.....	5.05	70.0	4.5 Brill.....	4.9	2819	.....	9.50	.....	.....		
.....	5.20	74.9	4.9 Tuscobia..... Y	0.0	1678	.....	9.35	.....	.....		
	PM						AM				
	Ex. Sun.		74.9				Ex. Sun.				

8				GOING EAST.				BETWEEN NORTHLINE AND SPOONER.										GOING WEST.					
THIRD CLASS			SECOND CLASS			FIRST CLASS			CUMBERLAND SUB-DIVISION STATIONS Time Table 89. June 26, 1938.	Station Numbers	Distance from Northline	Subject to Change by Bulletin.		FIRST CLASS				SECOND CLASS			THIRD CLASS		
68			74			364						361		73				67					
Ex. Sun.			Daily			Daily						Daily		Daily				Ex. Sun.					
Way Freight			Ace			Twilight						Badger		Ace				Way Freight					
AM			AM			PM						A AM		A PM				A PM					
6.45			12.01			5.00			1625	Spooner	76.9	Continuous	Continuous	11.45				11.40			3.00		
7.15			12.21			5.11			1623	Shell Lake	70.8	9.00am to 6.00pm		11.32				11.15			2.45		
7.45			12.50			5.25			1622	Barronett	62.2	8.00am to 5.00pm		11.18				10.53			2.00		
8.25			1.10			5.39			1620	Cumberland	54.8	8.00am to 12.00m'n	5.00PM to 7.00PM	11.05				10.32			1.20		
8.55			1.20			5.47			1617	Comstock	49.2	8.00am to 5.00pm		10.53				10.20			12.30		
9.25			1.35			5.57			1615	(Soo Line Ry. Crossing) Turtle Lake	42.3	Continuous	12 mid. to 8.00am 9.00am to 11.00am 5.30PM to 10.30PM	10.42				10.05			12.00		
9.50			1.45			6.05			1614	Clayton	37.6	8.00am to 5.00pm		10.34				9.55			11.30		
10.23			2.05			6.17			1610	Clear Lake	30.2	8.00am to 5.00pm		10.23				9.30			10.35		
11.25			2.23			6.30			1606	Deer Park	22.1	8.00am to 5.00pm		10.11				9.10			9.36		
11.40			2.33			6.37			1605	Stanton	17.9			10.04				8.58			9.00		
1.15			2.55			6.45			1604	New Richmond	13.0	7.00am to 11.00pm	8.00am to 10.00am 6.00PM to 8.00PM	9.57				8.45			8.45		
						6.49			1604	New Richmond Pass	12.5			9.55									
1.30			3.10			6.57			1602	Boardman	7.6			9.46				8.30			7.30		
1.40			3.20			7.03			1600	Burkhardt	2.8			9.41				8.18			7.20		
1.42			3.22			7.05				Noso	1.4			9.39				8.14			7.13		
1.45 PM			3.30 AM			7.05			1547	Northline	0.0	Continuous	Continuous	9.37 AM				8.10 PM			7.10 AM		
2.00 PM						7.25 PM			1548	Hudson	3.0			9.30 AM							7.00 AM		
			5.00			8.07			1550	East St. Paul	20.2			8.52				7.15					
						8.15			1580	St. Paul	22.3			8.45									
			6.30 AM			8.50 PM			1564	Minneapolis	32.9			8.05 AM				5.30 PM					
Ex. Sun.			Daily			Daily			76.9														
7.00 10.9			3.29 22.1			2.05 36.2			Schedule Time Average Speed Per Hour														

GOING EAST

BETWEEN TREGO AND ASHLAND.

GOING WEST

9

THIRD CLASS			SECOND CLASS		FIRST CLASS				Distance from Trego.	HAYWARD SUB-DIVISION STATIONS. Time Table 89. June 26, 1938.		Stations Numbers.	Subject to Change by Bulletin.		FIRST CLASS						SECOND CLASS		THIRD CLASS		
	70	76	282			1400	310	364		402				311	1401	361	403					75	281	69	
	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.			See Footnote	See Footnote	Daily		See Footnote				See Footnote	See Footnote	Daily	See Footnote					Ex. Mon.	Ex. Sun.	Mon.,Wed. Fri.	
	Way Freight	Hawk	Bayfield Mixed			Passenger	Local Passenger	Twilight		Indian- head Special				Local Passenger	Passenger	Badger	Indian- head Special					Gull	Bayfield Mixed	Way Freight	
	AM	PM	AM					PM						A	PM					A	AM	A	PM	A	PM
	7.10	6.05	10.20					2.30		77.2	Ashland	WFTT	1648	5.15AM to 6.30PM	{ 8.00AM to 10.00AM 1.30PM to 6.30PM					4.45	3.25	12.40			
	7.25	6.20	10.30					2.40		73.1	Ashland Jct.	Y	1647							4.00	3.15	12.25			
			AM								N. P. Ry. Crossing										PM				
	f 7.58	6.44						2.52		65.2	Benoit		1644							3.45		12.05			
	8.25	6.56						3.00		60.5	Mason		1643	7.30AM to 4.30PM	1.10PM to 3.10PM				3.33		11.45				
	8.55	7.18						3.12		53.9	Grand View		1640	8.00AM to 5.00PM	1.00PM to 3.30PM				3.22		11.20				
								f 3.18		50.5	Sweden		1639a												
	9.40	7.35				PM	PM	3.27	PM	45.7	Drummond	W	1639	7.00AM to 4.00PM	12.15PM to 3.30PM	A	AM	A	PM		3.05		10.50		
										40.8	Roxby														
	f 9.55					10.23	f 8.45	f 3.36	f 12.53	40.4	Lake Owen		1638			f 7.10	12.11	f 1.10	f 9.41			f 10.00			
	10.25	7.55				10.32	8.55	3.45	1.02	35.8	Cable		1637	8.00AM to 5.00PM	12.30PM to 4.00PM	7.00	12.03	1.02	9.33	2.45		9.45			
	f 10.40	8.07				10.41	9.05	f 3.55	1.10	28.8	Seeley		1636			f 6.49	11.53	f 12.52	9.22	2.31		9.10			
	f 10.57	8.15				10.47	9.16	f 4.02	1.17	24.1	Phipps		1635			f 6.39	11.47	f 12.44	9.16	2.23		8.55			
	11.55	8.30				10.57	9.24	4.12	1.27	19.3	Hayward	W	1634	8.00AM to 5.00PM	12.05PM to 4.25PM	6.30	11.40	12.37	9.10	2.15		8.45			
	f 12.26	8.40				11.04	9.32	f 4.20	1.34	13.4	Stinnett		1632			f 6.18	11.29	f 12.26	8.59	1.50		7.50			
	12.45	8.51				11.12	9.41	4.29	1.42	7.3	Spring Brook		1629	8.30AM to 5.30PM	11.30AM to 1.30PM	6.08	11.21	12.17	8.51	1.40		7.40			
	f 1.05	9.01				11.19	9.49	4.35	1.48	3.0	Earl		1628			f 6.01	11.15	f 12.10	8.45	1.36		7.25			
	f 1.15	9.08				11.25	9.54	4.40	1.54	0.0	Trego	Y	1627	8.45AM to 5.45PM		5.55 AM	11.10 AM	12.05 PM	8.40 PM	1.30 AM		7.10 AM			
	1.35 PM	9.25 PM				11.35 PM	10.05 PM	4.50 PM	2.05 PM	6.4	Spooner	WFTTY	1625	Continuous	Continuous	5.40 AM	11.00 AM	11.55 AM	8.30 PM	1.15 AM		6.50 AM			
	Tue. Thur. Sat.	Ex. Sun.	Ex. Sun.			See Footnote	See Footnote	Daily	See Footnote		77.2					See Footnote	See Footnote	Daily	See Footnote	Ex. Mon.	Ex. Sun.	Mon.,Wed. Fri.			
	6.05 12.7	3.03 25.3	10 24.6			1.10 40.0	1.19 34.7	2.10 35.6	1.09 39.7		Schedule Time Average Speed Per Hour					1.25 32.3	1.10 40.0	2.10 35.6	1.10 39.2	3.15 28.8	1.15 16.4	5.80 14.0			

Nos. 69 and 70 will carry passengers.
 No. 364 will stop on signal at Leonard.
 No. 364 is superior to Nos. 311 and 1401.
 Nos. 403 and 1400 will operate Fridays July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 9, 16, 23, 1938.
 Nos. 1401 and 402 will operate Sunday June 26, Monday July 4, Sundays July 10, 17, 24, 31, August 7, 14, 21, 28, Monday September 5, Sundays September 11, 18 and 25, 1938.

SECOND CLASS—GOING EAST.				BAYFIELD SUB-DIVISION STATIONS				SECOND CLASS—GOING WEST.			
			182								181
			Ex. Sun.								Ex. Sun.
			Mixed								Mixed
			PM								PM
			1.15	21.0	Bayfield	TT	1653				12.45
			f 1.20	18.3	Pureair		1652b				f 12.39
			f 1.23	17.8	Salmo						f 12.37
			f 1.27	16.3	Pike		1652				f 12.33
			f 1.35	11.9	Houghton		1651				f 12.23
			2.00	8.8	Washburn	W	1650				12.15
			2.45	4.0	Barksdale		1649				f 11.45
			2.55	0.0	Ashland Jct.	Y	1647				10.35 AM
					(N. P. Ry. Crossing)						
			Ex. Sun.		21.0						Ex. Sun.
			281		4.1						282
			3.25 PM		Ashland	WFTT	1648				10.20 AM

No. 311 will operate June 29 and 30, July 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, August 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31, September 1, 2, 3, 4, 10, 17 and 24, 1938.
 No. 310 will operate June 26, 29, 30, July 1, 2, 4, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, August 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31, September 1, 2, 3, 4, 5, 11, 18 and 25, 1938.

THIRD CLASS.		SECOND CLASS.			FIRST CLASS.						Distance from Trego.	SOLON SPRINGS SUB-DIVISION STATIONS.		Station Numbers.	Subject to Change by Bulletin.	FIRST CLASS.							SECOND CLASS.			THIRD CLASS.		
70	102	72	74	76	1400	510	310	512	364	402		Time Table 89. June 26, 1938.							75	73	71	69	101					
Tues. Thurs. Sat.	Tues. Thurs. Sat.	Daily	Daily	Ex. Sun.	See footnote	Daily	See footnote	Daily	Daily	See footnote									Ex. Mon.	Daily	Daily	Mon. Wed. Fri.	Mon. Wed. Fri.					
Way Freight	Way Freight	Oriole	Ace	Hawk	Passenger	Chicago Limited	Local Passenger	Arrowhead	Twilight	Indian- head Special									Gull	Ace	Zenith	Way Freight	Way Freight					
						PM		PM			70.5	Duluth	FW	1899		A	AM	A	AM									
						8.15		5.00			66.2	Superior	YW	1897		7.10		11.35										
						8.35		5.20																				
						8.43		5.28			63.2	Superior East End		1896	9.00AM to 6.00PM	6.58		11.23										
	AM	PM	PM			8.50		5.36			60.1	Itasca	FTTW	1895	Continuous	6.50		11.15					A	AM	A	AM	A	AM
	1.00	10.00	8.00			8.57		5.45			55.3	South Range		1893		6.44		11.06						4.30	4.00		11.00	
	1.15	10.15	8.15			9.05		5.54			50.5	Rockmont		1892a		6.37		10.58						4.17	3.45		10.50	
	f 1.30	10.30	8.30			9.10		5.59			47.6	Hines		1892		6.32		10.52						4.05	3.30		10.37	
	f 1.40	10.42	8.42			9.15		6.06			43.9	Hawthorne	W	1891	9.00AM to 6.00PM	6.27		10.46						3.55	3.20		10.29	
	2.00	10.51	9.25																					3.45	3.05		10.20	
	2.15	10.58	9.35			9.19		6.12			40.4	Bennett		1890		6.22		10.40						3.40	2.50		10.00	
	2.30	11.13	9.50			9.26		6.21			34.5	Sauntry		1888		6.12		10.30						3.25	2.30		9.40	
	3.20	11.16	9.53			9.27		6.22			33.0	Solon Springs	W	1887	8.00AM to 5.00PM	6.10		10.27						3.20	2.25		9.33	
	3.45	11.30	10.07			9.40		6.37			25.0	Gordon		1886	8.00AM to 5.00PM	5.58		10.16						3.05	1.55		8.55	
	4.05	11.54	10.30			9.47		6.45			19.9	Wascott	W	1885	9.00AM to 2.00AM	5.51		10.06						2.55	1.35		8.35	
	4.20	12.04	10.40			9.53		6.53			14.6	Minong		1884	8.00AM to 5.00PM	5.44		9.58						2.45	1.20		8.15	
	4.35	12.12	10.48			9.58		6.59			10.8	Lakeside		1883		5.39		9.52						2.38	1.00		7.50	
	4.55	12.21	10.57			10.04		7.06			6.3	Lampson		1882		5.32		9.45						2.28	12.21		7.40	
PM	f 1.15	5.15	12.33	11.09	PM	PM	PM	f 7.17	PM	PM	0.0	Trego	Y	1827	8.45AM to 5.45PM	5.22	A	AM	A	AM	A	PM	A	PM	A	AM	A	AM
1.35	5.35	12.50	11.25	9.25	11.35	10.20	10.05	7.28	4.50	2.05	6.4	Spooner	FTTW	1825	Continuous	5.12	AM	5.40	AM	9.25	AM	11.00	AM	11.55	AM	8.30	PM	
PM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM						AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
Tues. Thurs. Sat.	Tues. Thurs. Sat.	Daily	Daily	Ex. Sun.	See footnote	Daily	See footnote	Daily	Daily	See footnote		76.9				Daily	See footnote	Daily	See footnote	Daily			Ex. Mon.	Daily	Daily	Mon., Wed. Fri.	Mon., Wed. Fri.	
.20 19.2	4.35 14.5	2.50 23.4	3.25 19.4	.17 22.6	.10 38.4	2.05 36.9	.11 39.9	2.28 31.2	.10 38.4	.11 34.9		Schedule Time Average Speed Per Hour				2.18 33.4	.15 25.6	2.30 30.7	.10 38.4	.10 38.4		.15 25.6	2.35 25.7	4.25 15.0	.20 19.2	4.00 16.6		

No. 512 is superior to Nos. 511 and 513.

No. 510 is superior to No. 513.

All trains will approach D. S. S. & A. connection at Superior East End under control expecting to find D. S. S. & A. trains crossing over our main line between N. P. connection and their main line.

Nos. 403 and 1400 will operate Fridays July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 9, 16, 23, 1938.

Nos. 1401 and 402 will operate Sunday June 26, Monday July 4, Sundays July 10, 17, 24, 31, August 7, 14, 21, 28, Monday September 5, Sundays September 11, 18 and 25, 1938.

West bound freight trains will take siding at Gordon for East bound freight trains.

Unless train order signal is clear, East bound freight trains will stop to clear east end of passing track at Solon Springs.

No. 510 will stop at Superior East End to take on revenue passengers.

No. 511 will stop at Solon Springs to take on or let off revenue passengers and at Superior East End to let off revenue passengers, and until to September 11, 1938, inclusive, will stop at Minong, Gordon and Hawthorne to let off revenue passengers.

No. 311 will operate June 29 and 30, July 1, 2, 3, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, August 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31, September 1, 2, 3, 4, 10, 17 and 24, 1938.

No. 310 will operate June 26, 29, 30, July 1, 2, 4, 6, 7, 8, 9, 10, 13, 14, 15, 16, 17, 20, 21, 22, 23, 24, 27, 28, 29, 30, 31, August 3, 4, 5, 6, 7, 10, 11, 12, 13, 14, 17, 18, 19, 20, 21, 24, 25, 26, 27, 28, 31, September 1, 2, 3, 4, 5, 11, 18 and 25, 1938.

	Telegraph Office Hours Sunday
Superior East End.....	9.00AM to 6.00PM
Itasca.....	{ 12.00 Mid. to 8.00AM 4.00PM to 12.00 Mid.
Solon Springs.....	10.15AM to 12.15PM
Wascott.....	10.15PM to 12.15AM
Spoonier.....	Continuous.

GOING EAST

BETWEEN EAU CLAIRE AND SPOONER

GOING WEST

11

THIRD CLASS.			SECOND CLASS.			FIRST CLASS.			Distance from Spooner.	RICE LAKE SUB-DIVISION STATIONS.		Station Numbers.	Subject to Change by Bulletin.		FIRST CLASS.				SECOND CLASS.			THIRD CLASS.					
	104		236	246	72		510	512		402			Time Table 89.		Telegraph Office Hours Week Days	Telegraph Office Hours Sundays	511	513	403			237	245	71	103		
	Ex. Sun.		Ex. Sun.	Ex. Sun.	Daily		Daily	Daily		See Footnote							Daily	Daily	See Footnote			Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.		
	Way Freight		Hannibal Mixed	Mixed	Orlole		Chicago Limited	Arrowhead		Indian-head Special							Duluth Superior Limited	Fast Mail	Indian-head Special			Hannibal Mixed	Mixed	Zenith	Way Freight		
	AM 6.30				AM 1.40		PM 10.25	PM 7.33	PM 2.10	0.0	 Spooner.....FTTYW	1625	Continuous	Continuous	A 5.02	A 9.20	A 8.25					A 11.05	A 1.35				
	6.50				2.05		10.41	7.50	f 2.26	9.7	9.7 Sarona.....	1681	8.00AM to 5.00PM			4.49	9.07	f 8.11				10.41	1.15				
	7.05				2.20		10.49	8.01	f 2.37	17.0	7.3 Haugen.....	1679	8.00AM to 5.00PM	8.00AM to 10.00AM		4.39	8.55	f 8.01				10.00	12.50				
	7.10			PM 5.20	2.27		10.52	8.05	2.41	19.8	2.8 Tuscobia.....Y	1678				4.35	8.49	7.55			A 9.35	9.50	12.30				
	7.50			A 5.35 PM	2.35		10.57	8.10	2.46	24.3	4.5 Rice Lake.....FW	1677	Continuous	{ 3.00AM to 5.00AM 8.00AM to 12 Mid.		4.29	8.43	7.49				9.20 AM	9.35	12.10			
											3.3 Soo Line Ry. Crossing.....																
	9.00				2.50		11.10	8.23	f 2.59	31.0	3.4 Soo Line Ry. Crossing Cameron.....Y	1674	Continuous	{ 12 Mid. to 8.45AM 4.45PM to 12 Mid.		4.14	8.25	f 7.36				9.00	11.35				
	9.40				3.07		11.20	8.40	3.10	39.0	8.0 Chetek.....	1672	7.45AM to 4.45PM	7.45AM to 9.45AM		3.59	8.11	f 7.26				8.40	11.05				
	10.20				3.27		11.30	8.56	f 3.22	47.7	8.7 New Auburn.....	1669	7.30AM to 4.30PM			3.48	7.57	f 7.15				8.15	10.20				
	10.35				3.38		11.39	9.06	3.31	55.4	7.7 Remol.....					3.38	7.46	7.06				7.57	9.57				
	11.15				3.55		11.40	9.11	f 3.32	56.2	0.8 Bloomer.....W	1665	7.15AM to 11.15PM	{ 7.15AM to 9.15AM 8.00PM to 10.00PM		3.37	7.45	f 7.05				7.55	9.55				
	f 11.35				4.10		11.48	f 9.21	3.40	63.0	6.8 Eagle Point.....	1663				3.27	f 7.31	6.56				7.40	8.55				
	11.50			PM 6.40	4.30		11.55	9.28	3.47	68.6	5.6 Norma.....Y					3.20	7.23	6.50			A 9.45	7.30	8.40				
											2.3 Soo Line Ry. Crossing Chippewa Falls.....W	1662	Continuous	Continuous		3.14	7.17	6.45				9.29		7.15	8.30		
	12.40				4.50		12.04	9.42	3.59	72.2	1.3 Koll.....	1660				3.00	7.08	6.40				9.15		7.00	7.30		
											1.0 Soo Line Ry. Crossing																
	1.05				5.30		12.25	9.58	4.20	81.2	8.0 Eau Claire.....YW	1530	Continuous	Continuous		2.45	6.55	6.25				9.00		6.30	7.10		
	A PM				AM		AM	PM	PM							AM	AM	PM				AM		AM			
	1.25				6.30		12.35	10.10	4.37	84.5	3.3 Altoona.....	1528				2.30	6.40	6.14				8.45		6.00	6.50		
	PM				AM		AM	PM	PM							AM	AM	PM				AM		AM			
	Ex. Sun.		Ex. Sun.	Ex. Sun.	Daily		Daily	Daily	See Footnote		81.2					Daily	Daily	See Footnote			Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.			
	6.35 12.3		40 18.9	15 18.0	3.50 21.2		2.00 40.7	2.25 33.6	2.10 37.4		Schedule Time Average Speed Per Hour					2.17 35.6	2.25 33.6	2.00 40.6			45 16.8	15 18.0	4.35 17.7	6.25 12.6			

Eastbound freight trains will take siding at Norma for westbound freight trains.

Nos. 103 and 104 will carry passengers.

No. 511 until September 5, 1938, inclusive, will stop at any station between Eau Claire and Spooner to let off revenue passengers from Madison or east.

No. 403 will operate Fridays July 1, 8, 15, 22, 29, August 5, 12, 19, 26, September 2, 9, 16, 23, 1938.

No. 402 will operate Sunday June 26, Monday July 4, Sundays July 10, 17, 24, 31, August 7, 14, 21, 28, Monday September 5, Sundays September 11, 18, 25, 1938.

No. 403 will connect at Eau Claire with No. 401 on Sept. 9, 16, 23, 1938.

GOING EAST.			Distance from Norma.	HANNIBAL SUB-DIVISION STATIONS. Time Table 89. June 26, 1938.		Station Numbers	GOING WEST.			
SECOND CLASS.							SECOND CLASS.			
234	238	236					237	239	235	
Mixed	Mixed	Mixed					Mixed	Mixed	Mixed	
Ex. Sun.	Tue. & Fri.	Ex. Sun.					Ex. Sun.	Tue. & Fri.	Mon., Wed. Thur., Sat.	
	PM									
	3.00		41.1	Hannibal	YW	2945		A PM		
				5.2				2.35		
	3.15		35.9	Donald				2.20		
				Soo Line Ry. Crossing						
				5.4						
	3.30		30.5	Arnold		2935		2.05		
				6.4					A PM	
	3.45	3.45	24.1	Holcombe		2928		1.45	3.00	
	A PM	PM		4.8			A AM			
	4.00	6.00	19.3	Cornell	W	2924	10.50	1.30	2.45	
A	PM			0.6				PM	PM	
		6.02	18.7	Brunet		2923	10.45			
				4.9						
			13.8	Cobban		2919				
				5.4						
		6.22	8.4	Jim Falls		2912	10.12			
				5.6						
		6.34	2.8	Anson		2908	9.54			
				2.8						
		6.40	0.0	Norma	Y	1662	9.45			
		A PM					AM			
Ex. Sun.	Tue. & Fri.	Ex. Sun.		41.1			Ex. Sun.	Tue. & Fri.	Mon., Wed. Thur., Sat.	

Nos. 236 and 237 will stop at Cobban on signal to take and leave passengers.

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

SIGNS AND LETTERS.

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

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.

Westminster St., Edgerton St., Payne Ave.
Arcade St., Forest St., Burr St., St. Paul.
St. P. & Suburban Ry. crossing, Hazel Park.
St. Croix River draw bridge, Hudson.
Second St., Stillwater (Oak Park).
Bridges Nos. 19, 21. Vine Ave. and Cascade Ave., River Falls.
Highway bridge near Knapp, Stout & Co's mill, and Bridge No. E5 over Red Cedar River, Menomonee Branch.
Bridge 112, on Marshfield Branch.
Coal shed at Merrillan.
Highway bridge, just north of Eau Claire.
10th Ave., West, Duluth.
Great Northern Ry. bridge in Rice's Point yard, Duluth.
Street Ry. bridge at end of Conner's Point switching track.

AIR BRAKES—RULE 1073

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

SPECIAL RULES.

Superiority 1. Trains going west are superior to trains of the same class going in the opposite direction.

Northline Rights of Extra Trains. Second District extra freight trains running between Northline and Spooner will be given running orders to or from Noso. The piece of Second District track between east switch Noso and First District main line connection will be controlled by operator at Northline. All east-bound extra freight trains will head in at west switch, Noso, and be controlled by distant signal unless advised by operator Northline to come down main line. First District west-bound freight trains will be controlled by automatic signal located near the 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

Registry of Trains. 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, Spooner, Itasca, Duluth, Ashland Jct., Ashland, Rice Lake, Chippewa Falls.

Branch trains will register at the end of each Branch Line.

Trains on Stillwater Line will register at Bayport.

Second District trains only will register at Eau Claire.

All Westbound trains will register at Wyeville by register card, Form 645.

All trains off Second District will register at Northline by card, Form 645.

Trains scheduled to pass registering stations without stopping, also trains receiving train order reading—"All trains due—up to—AM (or PM) have passed," will register at that point by register card, Form 645.

Second District east-bound trains except First Class will get train order register of superior trains from First District Train Dispatcher in train order form at Northline.

Bulletin Boards.

4. Bulletins will be posted at the following points:

	FOR TRAINMEN	FOR ENGINEMEN
Minneapolis.....	(General Yardmaster's Office.)	Round House
Minneapolis.....	(Local Agent's Office.)	
Minneapolis.....	G. N. Passenger Station.....	
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.....	Telegraph Office.....	Round House
Itasca.....	Telegraph Office.....	Round House
Duluth.....	Baggage Room.....	Round House
Ashland.....	Telegraph Office.....	Round House

	FOR ALL CONCERNED
Hudson.....	Telegraph Office.....Round House
Menomonee City.....	Telegraph Office.....
Fairchild.....	Telegraph Office.....
Merrillan.....	Telegraph Office.....
Wyeville.....	Telegraph Office.....
Rice Lake.....	Telegraph Office.....
Park Falls.....	Telegraph Office.....

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

Yard Limits.

5. Station	Distance in Feet from Outer Switches	
Elroy.....	500 feet West	
Camp Douglas.....	2000 " East	
Camp Douglas.....	2000 " West	
Wyeville.....	1000 " East	
Wyeville.....	3000 " West	
Black River Falls.....	2500 " East	
Black River Falls.....	2500 " West	
Merrillan.....	6500 " East	
Merrillan.....	500 " West	
Merrillan (on Branch).....	2000 " East	
Fairchild.....	4000 " East	
Fairchild.....	5500 " West	
Fairchild (on Branch).....	1000 " West	
Augusta.....	5000 " West	
Augusta.....	500 " East	
Altoona-Eau Claire.....	6000 " East	
Altoona-Eau Claire.....	3515 " West	
Altoona-Eau Claire (Second Dist.).....	1422 " West	
Menomonee Jct.....	500 " East	
Menomonee Jct.....	4000 " West	
Menomonee Branch—Menomonee Jct. to Menomonee City.....	1000 feet East	
Knapp.....	500 " West	
Knapp.....	500 " East	
Johnson.....	5000 " West	
Johnson.....	5100 " East	
Baldwin.....	500 " East	
Baldwin.....	500 " West	
Sono and Northline.....	1500 " East	
Northline and Sono.....	500 " West	
Hudson.....	7300 " East	
Lakeland Jct.....	5000 " West	
Hudson (on Ellsworth Subdivision).....	500 " East	
Hazel Park.....	1500 " East	
Siegel.....	500 " East	
Siegel.....	6000 " West	
Stillwater.....	500 " West	
Bayport-Stillwater.....	1000 " East	
Marshfield.....	1800 " West	
Tussockia.....	1000 " West	
Tussockia.....	1000 " East	
Tussockia (Park Falls Subdivision).....	4000 " West	
Park Falls (East Wye Switch).....	1000 " East	
Rice Lake.....	1000 " West	
Rice Lake.....	1000 " East	
Cameron.....	2800 " East	
Cameron.....	500 " West	
Bloomer.....	4000 " East	
Remol.....	500 " West	
Chippewa Falls (Hannibal Subdivision).....	1500 " West	
Chippewa Falls (Norma Switch).....	2000 " East	
Chippewa Falls.....	3400 " West	
Ashland.....	2000 " East	
Ashland Jct.....	1000 " East	
Ashland Jct.....	1000 " West	
Ashland Jct., Fish Creek Siding.....	500 " West	
Washburn.....	1500 " East	
Washburn.....	500 " West	
Neco.....	1200 " West	
New Richmond.....	2100 " East	
New Richmond.....	1000 " West	
Clear Lake.....	500 " East	
Clear Lake.....	5000 " West	
Clayton.....	1000 " East	
Clayton.....	4000 " West	
Cumberland.....	1000 " East	
Cumberland.....	4000 " West	
Spooner (Both Subdivisions).....	1000 " East	
Spooner.....	500 " West	
Trego (Both Subdivisions).....	5280 " East	
Trego-Solon Springs Sub.....	1000 " West	
Trego-Hayward Sub.....	500 " West	
Wascott.....	500 " East	
Wascott.....	3500 " West	
Solon Springs.....	4000 " East	
Solon Springs.....	2000 " West	
Hawthorne.....	1000 " East	
Hawthorne.....	2600 " West	
Itasca.....	2000 " East	

of Inter-State Transfer Ry. Conn.
Yard Limits at Elroy include all tracks from Yard Limit Board to Passenger Station.

At Marshfield they include all tracks from Yard Limit Board to new Yard.

At Bloomer they include tracks between Yard Limit Board east of Bloomer to Yard Limit Board west of Remol.

At Head of the Lakes they include all tracks in Duluth and between Yard Limit Board east of Itasca and Omaha connection with Northern Pacific Railway track at Superior.

At Ashland they include all tracks from Yard Limit Board to Seventh Avenue.

At Hazel Park they include all tracks from Yard Limit Board to Westminster Street.

At Hudson they include territory from Yard Limit Board east of Hudson to Yard Limit Board west of Lakeland Jct.

Eau Claire. 6. All Second District east-bound trains, except first class, will come to a full stop at crossover from Second District main line to First District main line West of Dewey Street, Eau Claire. Call operator Eau Claire on telephone located in switchman's shanty. Obtain permission to use No. 5 track or crossover to East Bound track.

If indicator at switch leading to First District main line tracks is at "STOP" will ascertain from Dispatcher, through operator, before opening switch, why indicator is at "STOP" and be governed by information received from operator as to opening switch.

Bayport.

7. Trains going toward Stillwater on Stillwater line must approach the switch connecting with the Bayport line with trains under full control between this switch and the Passenger Depot. When not in use switch will be kept set for line to Lakeland Junction.

East St. Paul.

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

East-bound trains approaching Westminster Street Wye from St. Paul Union Depot or Minneapolis and west-bound trains approaching crossover switch just east of Payne Avenue Bridge will proceed on either track upon signal from switch tender. Before authorizing movement of any train against the current of traffic the yardmaster on duty at East St. Paul must arrange to block opposing movements and he will be held responsible for the movement.

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.

9. All trains and light engines in either direction will approach Westminster Street Wye prepared to stop and will only proceed on signal from switch tender.

All west-bound trains going through Wye toward Minneapolis will proceed through the Wye upon receiving hand signal to proceed from switch tender at Omaha end of Wye. Switch tender at Omaha end of the Wye will only give signal to proceed after securing permission from towerman at Mississippi Street tower.

East-bound trains from Great Northern Railway will proceed through the Wye towards East St. Paul upon receiving clear signal from towerman at Mississippi Street. Towerman at Mississippi Street will only give clear signal to proceed after advised to do so by switch tender at Omaha end of Wye.

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

Omaha-Great Northern Crossing 1st Street Minneapolis.

10. All trains and light engines approaching this crossing will only be permitted to pass over same on signal to proceed given by Flagman stationed at this crossing for that purpose and will not accept signal of switch tender in Union Depot Yard to use this crossing as he only governs use of tracks and switches in Union Depot Yard and has nothing to do with the crossing.

Flagman at crossing will not give signal to east-bound 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.

11. On the Ellsworth, Spring Valley, Mondovi, Marshfield, Bayfield, Hayward, Park Falls and Hannibal, subdivisions trains will, when possible, be notified of following extras by the Train Dispatcher who will issue Train Order to all trains affected, in the following form:

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

Preceding trains receiving this order will, after the specified time, protect according to Rule 99. In the absence of this order trains may occupy the main track at stations between station mile boards, protecting against scheduled trains only and following extras must approach all stations prepared to stop, expecting to find the main track occupied between the station mile boards. Where yard limit boards are established Rule 93 will govern.

Joint Track Marshfield.

12. The main track from West Switch of Old Yard, Marshfield, to the junction switch of the Ashland and Lakeshore Divisions of the C. & N. W. Railway, will be used jointly by C. & N. W., C. St. P. M. & O. and Minneapolis, St. Paul & Sault Ste. Marie trains and engines. All trains of either road will move in this territory prepared to stop within their vision.

Rice Lake Soo Line Connection.

13. When switching across Soo Line main track at new log track of Rice Lake Lumber Co., Rice Lake, employees must take precautions to thoroughly guard against accidents and to avoid any delay to Soo Line trains. View from Soo Line north is obscure, but it may readily be ascertained whether or not there is a Soo Line engine north of the connection.

Blocking Transfers and Light Engines Superior and Itasca.

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 west-bound 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 west-bound extra passenger trains and deliver clearance Form 547 to conductor and engine man, stating thereon condition of the block. West-bound extra passenger trains will not pass Itasca without receiving clearance Form 547.

East-bound 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.

SPEED REGULATIONS.

BRIDGES.

15. Bridge 414 over St. Croix River.....30 miles per hour.
Class Z, E, J, J-2, M-2 and M-3 engines will not exceed 15 miles per hour over the following bridges:
Bridge 614 across Chippewa River west of Chippewa Falls.
Bridge 951 over Nemadji River, Superior.
Bridge 801 over Namakagan River west of Trego.
Bridge 899 over Amnicon River east of Rockmont, except 25 miles per hour east-bound.
Bridge 14 over Willow River, New Richmond.
Class J-2 engines will not exceed 15 miles per hour over Bridge 724 at Haugen. J-2 engines must not be stopped or started on any of the above listed bridges on Second District except in case of extreme emergency.

STREET CROSSINGS.

Eau Claire.....	Over Dewey Street.....	12 miles per hour.
Neillsville.....	Over Hewett and West Streets and Grand Avenue.....	6 miles per hour.
Bayport.....	Over Fifth Avenue Crossing.....	6 miles per hour.
Superior.....	Over Tower Avenue.....	5 miles per hour.
Rice Lake.....	Between Knapp and Allen Streets.....	12 miles per hour.
Ashland.....	Between Passenger Station and Second Street.....	10 miles per hour.

CURVES, CROSSOVERS, DESCENDING GRADES, ETC.

Location	Max. Speed in M. P. H.	Pass.	Frt.
Main Line-First District.			
Curves between Elroy and Tunnel.....	50	40	
Through Tunnel and on curves either end of same.....	30	20	
Curves between Tunnel and Mile Post 187.....	30	20	
Turnout and double track Wyeville.....	25	25	
Turnout at Lewis.....	30	30	
Turnout at Sheppard.....	30	30	
Turnouts at Black River bridge.....	45	45	
G. B. & W. Crossing Merrillan.....	40	40	
Turnouts at each end passenger yard, Altoona.....	15	15	
Curves at west end Eau Claire River bridge.....	30	30	
Turnouts each end Eau Claire River bridge.....	30	30	
Curves between Wilson and Humbird Point, inclusive.....	50	50	
Curves between Humbird Point and Knapp.....	50	50	
Turnouts at Northline.....	30	30	
Curves between Northline and Hudson.....	60	40	
Curves each side of St. Croix River bridge.....	30	30	
Curves between Lakeland Jct. and Siegel.....	60	40	
Freight trains that average fifty (50) tons and over per car, will not exceed a speed of thirty (30) miles per hour descending grades between Northline and Siegel, and freight trains averaging fifty (50) tons and over per car will not exceed a speed of forty (40) miles per hour descending grade between Wilson and Knapp			

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

Menomonee Sub-Division.

Curve at north end bridge D-5.....	20	20
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Marshfield Sub-Division.

Curves between Sydney and Neillsville.....	40	30
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Main Line-Second District.

Curve east end of Chippewa River bridge.....	20	20
Curve east of Norma.....	40	30
Curves between Saronas and Spooner.....	50	40
Crossovers between Rice Lake Sub-Division and Cumberland Sub-Division east of Spooner depot.....	25	25
Crossovers at Trego.....	25	25
Curves between Trego and Lampson.....	60	50
Curve near east switch at Bennett.....	45	30
Curve near west switch at Hines.....	40	30
Curve one mile west of Rockmont.....	40	30
Maximum speed on other curves between Hawthorne and Itasca.....	50	50
Curve at Catlin Avenue, Superior.....	25	25
Reverse curves between Superior East End and Superior.....	30	20
Reverse curves between Burkhardt and Boardman.....	40	30
Black Brook curve between Deer Park and Clear Lake.....	40	30
First curve east M. P. 48, Comstock and Turtle Lake.....	50	40
Reverse curve between Cumberland and Boardman.....	40	30
Reverse curve between Barronett and Spooner.....	40	30
Reverse curve between Seeley and Cable.....	40	30
Reverse curve between Roxby and Grandview.....	40	25
Curves between Bibon and Mason.....	40	25

Special Rules—Cont.

Miscellaneous.

No train will exceed 15 miles per hour between Elroy depot and end of curve about 1500 feet west of Elroy depot.

Trains reduce speed to 10 miles per hour between the switches at Granton.

Trains will not exceed 8 miles per hour over Rock Point $3\frac{1}{4}$ miles west of Spring Valley.

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

Trains will reduce speed to 6 miles per hour between Kinnikinnick River bridge east of the depot at River Falls and the water tank at the west end of the yard.

Trains hauling ore cars, loaded or empty, and loaded log trains will not exceed speed of 25 miles per hour.

Freight and mixed trains will not exceed 30 miles per hour on the Mondovi and Park Falls Sub-Divisions; and 25 miles per hour on all other Branch Lines, except the Marshfield Line, and No. 236, 30 miles per hour Cornell to Norma.

Light engines, single or coupled with or without caboose will not exceed 35 miles per hour except upon special instructions.

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

Speed of engines 491 and 492 is limited to 25 miles per hour in all classes of service. Enginemen in passenger service must be advised when these engines are used as helpers so this speed limit will not be exceeded.

RAILROAD CROSSINGS AND DRAW BRIDGES.

Stop.

16. In Wisconsin come to a full stop before passing over any railroad crossing or draw bridge, and within 400 feet of the same. In Minnesota stop not less than one hundred and sixty-five feet nor more than nine hundred and ninety feet, from the crossing or draw bridge, except when interlocked.

After Stopping.

After coming to full stop at regular stopboard, must proceed cautiously with train under full control, until point is reached where unobstructed view of the crossing line can be had by enginemen, so that, if necessary, stop can be made in time to avoid striking engines or cars on crossing. Trains will use extra care approaching railroad crossings in stormy or foggy weather, and especially where one stop is made or two or more crossings.

AUTOMATIC INTERLOCKING PLANTS.

At the automatic interlocked Railroad Crossing at Spruce Ave., Superior, speed of trains must not exceed 20 miles per hour passing the home signal.

The following railroad crossings, involved bridges, ends of double track 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 miles East Eau Claire
G. B. & W.	Merrillan.
C. M. St. P. & P.	Camp Douglas.
C. & N.-W.	Wyeville.
Soo Line.	Turtle Lake
Coal Ry.	0.73 miles West Itasca Depot.
G. N. Ry.	1.00 miles West Itasca Depot.
No. Pac.	0.40 miles East Superior E. End.
Soo Line.	1.00 miles East Superior.
L. S. T. & T. Co.	0.69 miles East Superior.
Soo Line.	0.30 miles West Chippewa Falls.
Soo Line.	Cameron, Wis.
Soo Line.	3.44 miles West Cameron.

INTERVOLVED BRIDGES.

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

ENDS OF DOUBLE TRACK.

EASTWARD	WESTWARD
Wyeville.	Westminster St., St. Paul.

JUNCTIONS.

Northline, Levis, Sheppard and Wyeville.

The following are railroad crossings, Intervolved bridges, end of double track 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. D.
Nor. Pac.	Clarkson Coal & Dock Co., Rice Point.
Soo Line.	Between Elevators F. & I. Rices Pt.
No. Pac.	Elevator F, Rices Point.
No. Pac.	Railroad St., Duluth.
Soo Line.	Railroad St., Duluth.
No. Pac.	6th Avenue, Duluth.
Soo Line.	0.9 miles East Koll.
Soo Line.	0.33 miles West Park Falls.
No. Pac.	Ashland Junction (Bayfield Line).
No. Pac.	Ashland Junction (Ashland Line).
Soo Line.	Donald.

ENDS OF DOUBLE TRACK.

EASTWARD	WESTWARD
Point Switch, Duluth.	Sixth Ave., Duluth.
Spooner	Trego

Junctions.

D. S. S. & A. Superior East End.
Second Dist. Eau Claire.
Branch Line trains at their respective Junction switches.

DOUBLE TRACK.

17. Double track extends and is operated between: Westminster St., St. Paul and Wyeville. Spooner and Trego. Point Switch and Sixth Ave., Duluth. Extra trains may use double track with the current of traffic without running orders.

AUTOMATIC BLOCK SIGNALS.

18. Between Elroy and East 7th St. Signal 1957 at Elroy is located on left side of main track as seen from an approaching west-bound train.

Telephones have been installed in telegraph offices at Tunnel, Hustler and Stowell. When stop signal is at "STOP" for no apparent cause Conductor will immediately communicate with nearest telegraph office to secure release from Train Dispatcher and avoid delay of unnecessary flagging.

Block Signal Telephone.

Hudson.

Conductor or engineer of west-bound 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 west-bound main track at Hudson is occupied and will not proceed while a west-bound passenger train is standing at station.

MANUAL BLOCK SIGNALS.

19. None.

MISCELLANEOUS.

Eau Claire River and Black River Bridges.

20. Trains will approach Home Signal at Eau Claire and Black River Plants under control and if a proceed indication is obtained will proceed through Plant at Eau Claire River at a speed not to exceed 30 miles per hour and eastward at Black River Bridge at a speed not to exceed 45 miles per hour.

When a train is stopped at a Home Signal indicating Stop, Rule 601-A, and no train is within limits of plant on opposing track, trainman will proceed to telephone and communicate with Towerman and if informed that plant is out of order and that he (Trainman) may line up derrails so train can proceed through plant the trainman will first observe that no train movement on the opposing track is evident, then proceed to crank housing, remove the crank, raise cover over derail mechanism, insert crank in crank socket on end of motor and crank derail off the running rail or to the clear position, leaving crank in socket, then proceed to derail on opposite side of bridge where he will in the same manner crank this derail off the running rail or to the clear position, after which he will signal the engineer to proceed, as per Rule 333. As the rear of train passes over the first derail rear trainman will crank the derail back on to the running rail or to the normal position, lower cover over derail mechanism, replace crank in housing, locking same, and as rear of train passes over derail on opposite side of bridge, trainman will in same manner crank this derail to the normal position, lower cover, replace crank and lock housing; or if trainman is informed by towerman that derrails are properly lined up, but signal is out of order and that he may flag train through plant, trainman will first observe that no train movement on the opposing track is evident, then signal the engineer to proceed as per Rule 333, but in every such case trainman will precede the train through plant observing, on his way, that derrails are properly lined up, for passage of train.

If train consists only of an engine and no trainmen thereon, then the fireman will, when necessary to crank derrails or flag train through plant, perform in the same manner the duties of the trainman as described above, except in such cases he will crank the first derail to the clear position, permit engine to pass by same, crank derail back to normal position, then proceed to derail on opposite side of bridge and in like manner crank that derail to clear position, allow engine to pass, then crank derail back to normal position, replace crank and lock housings.

When it is necessary to crank derrails, crank, after being inserted, should be turned slowly and uniformly until derail has made its complete movement, in which position derail will be mechanically locked.

When a crank is removed from housings power is off the derail, even after crank is replaced, and remains off until restored by signal maintainer.

Showering Hogs.

21. Facilities for this purpose are provided at the following points: E. Minneapolis, Minn., Hudson, Wis., Woodville, Wis., E. St. Paul, Minn., Roberts, Wis., Knapp, Wis., Menomonie Jct., Wis., Eau Claire, Wis., Altoona, Wis., Augusta, Wis., Fairchild, Wis., Merrillan, Wis., Camp Douglas, Wis., Elroy, Wis., Marshfield, Wis.

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

Track Scales.

22. Track scales are located as follows:
*Elroy.....46 ft. 100 tons *W. Minneapolis. 46 ft. 100 tons
*Altoona.....50 ft. 125 tons *E. Minneapolis. 50 ft. 125 tons
*Eau Claire.....50 ft. 125 tons *Marshfield.....50 ft. 125 tons
*Hudson.....46 ft. 100 tons *Ashland.....50 ft. 100 tons
*Rice Lake.....46 ft. 100 tons *Washburn.....50 ft. 100 tons
*Spooner.....50 ft. 125 tons *Itasca.....50 ft. 125 tons
*East St. Paul.....50 ft. 125 tons
*Under jurisdiction of the Western Railway Weighing Association.

The following instructions are to be strictly complied with covering operation of locomotives over the track scales at ALTOONA, EAU CLAIRE and SPOONER.

- Four mile speed limit over scale.
- No locomotive to operate over scale except during weighing and excepting class K-1 and I-1 locomotives or lighter, when handling way freights or when running light.
- Class "E", "Z" or "J" locomotives must not be operated over scale.

Signs lettered as above have been placed at each of these scales.

Cleaning Ash Pans.

23. 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-A.

24. Rule 83-A applies to all east-bound passenger trains at St. Paul Union Depot, and is suspended at terminals where telegraph service has been discontinued.

In double track territory Branch Line trains must not occupy main line track at Junction points outside of yard limits, without a release Form 547, or a train order authorizing them to do so.

Rule 83-B.

First-class trains may enter double track on First District main line at any junction point without reference to second part, Rule 83-B, and may proceed upon the assumption that all overdue first-class trains have passed unless otherwise notified.

Report Passengers.

25. Conductors east-bound passenger trains will leave report to Chief Train Dispatcher at New Richmond, giving number of passengers and routing for connecting lines via St. Paul, also number of passengers for First Dist. No. 614 via Hudson.

Conductors on west-bound passenger trains will leave report to Chief Train Dispatcher at Eau Claire, giving number of passengers and routing for connecting lines via St. Paul.

Work at Hudson.

26. West-bound freight trains arriving at Hudson wanting water, or having work to do, will in all cases stop with the engine east of the switch leading into the yard on the north side of the main tracks. Engines or cars to be out off there to get water or to do work.

Instructions Governing Control of Freight Trains Between Northline and East St. Paul in Both Directions.

27. All east-bound freight trains must be brought to a stop to clear west switch of passing track at Siegel. West-bound freight trains will stop at Sono, and if distant signal is clear may proceed; if not clear will secure permission from Towerman before proceeding, and Second District trains will stop between passing track switches at Noso. These stops to be made by an application of engine and train brakes. Trainmen will not give signal to proceed until brake has released and pressure on air gauge in caboose is not less than ten (10) pounds of the standard or maximum pressure being carried on train. Should train pipe for any reason be parted, test must be made after it has been recoupled and before descending the grade.

Before leaving East St. Paul or Hazel Park Yard with east-bound and Northline with west-bound trains, conductor must advise engineman of the average number of tons per car in his train, determined by dividing the tonnage of the train by the number of cars.

Trains that average over fifty (50) tons per car must have thirty-five per cent (35%) of pressure retaining valves in use descending the grade, and engineman will adjust train line feed to carry ninety (90) pounds train line pressure.

Trains averaging sixty (60) tons or over per car, additional precaution must be taken. Conductor and engineman must confer after the test and must not start until it is mutually agreed what additional pressure retaining valves are necessary and that the train can be controlled safely. At any point where retaining valves are specified, their use will begin at the head end of train.

At foot of the grade, engineman will make a twenty (20) pound reduction, and before releasing will adjust feed valve to seventy (70) pounds 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 seventy (70) pounds following the second release, the operation should be repeated.

When stop is made with pressure retaining valve in use, enginemen must wait three minutes after brake is released so that retaining valves may blow down. If train has started, trainmen will inspect for sliding wheels from the ground.

As the caboose gauge, with knowledge of train tonnage, condition of brakes and steepness of grade, should enable the conductor to judge of train control, he is held equally responsible for the safe control of train, and must render assistance where plainly indicated, and without awaiting call.

Speed and air pressure will be observed constantly by train and enginemen. If for any reason train line pressure drops more than twenty (20) pounds below the required pressure, train must be stopped and brake system recharged before proceeding.

Changed Way-bills.

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

Handling Livestock.

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

Elevated Coal Sheds.

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

DERAIL SWITCHES.

Warren	House track	East end
Merrillan	Coal chute track	Both ends
Merrillan	House track	East end
Humbird	House track	East end
Fairechild	House track	East end
Fairechild	Coal shed spur	East end
Altoona	Incline track	West end
Altoona	Coal shed	East end
Altoona	House track	West end
Eau Claire	Oil house spur	East end
Eau Claire	Soo Line Transfer	West end
Eau Claire	Gillette No. 1 track	East end
Eau Claire	Gillette No. 2 track	East end
Eau Claire	McDonough track	East end
Rusk	House track	Both ends
Knapp	Coal shed track	West end
Wilson	New house track	East end
Wilson	Old yard	East end
Johnson	Storage track	West end
Hammond	House track	West end
Roberts	House track	West end
Hudson	Coal shed	East end
Hudson Shop Yard	No. 3 scrap track	East end
Hudson Shop Yard	Lumber yard track	West end
Lake Elmo	House track	West end
Hazel Park	East-bound transfer track	West end
East St. Paul	Osgood & Blodgett Spur	West end
East St. Paul	Capitol Ice & Fuel Co. Spur	West end
Westminster St. (just east of bridge)	Minneapolis lead	West end
Westminster St. (just east of bridge)	Western Division transfer	West end
Prince Street	Track No. 8	200 feet East of Pine St.
Minneapolis	Track to Union Depot north of G. N. Ry. Crossing	
Minneapolis	No. 1 lead	East end
Minneapolis	Coal shed	East end
Minneapolis	Track No. 8	West end
Minneapolis	20th Ave. team track	East end
Menomonie City	Gas Works spur	East end
Menomonie City	No. 2 mill track	West end
Menomonie City	Gas spur	East end
County Line	Spur	West end
Spring Valley, I. & O. Co. yard	Foot of incline	
Spring Valley	Storage track	East end
Elmwood	Featherstone spur	West end
Sidney	Loading track	Both ends
Kurth	Passing track	East end
Marshfield	Soo Line transfer track	East end
Prescott Road	Loading track	West end
Glover	Loading track	West end
River Falls	Ulrich Spur	East end
Bayport	St. Croix Box Co's track	West end
New Richmond	Soo Line Transfer track	East end
New Richmond	Alliance elevator track	East end
New Richmond	"Cyclone" track	West end

Deer Park	House track	West end
Clear Lake	House track	East end
Clayton	House track	East end
Clayton	Coal shed track	West end
Comstock	Industry track	Both ends
Cumberland	Warehouse track	East end
Trego	Loading track	West end
Lampson	Loading spur (inside of siding)	East end
Gordon	House track	West end
Solon Springs	House track	East end
South Itasca	Interchange Track No. 2	West end
Chippewa Falls	On side of hill	East end
Chippewa Falls	C. L. & B. track	West end
Chippewa Falls	Wissota Spur	East end
Bloomer	House track	West end
Bloomer	Dairy Company	East end
Bloomer	Canning Company's track	East end
New Auburn	House track	East end
Chetek	Canning House track	East end
Cameron	Lumber track	East end
Rice Lake	Hub and spoke track	East end
Rice Lake	Mercier Mill track	East end
Rice Lake	Team track	East end
Tuscola	Siding	West end
Haugen	Both sidings	East end
Sarona	House track	East end
Hayward	Elevator track	West end
Hayward	House track	East end
Cable	Storage track	East end
Drummond	Storage track	West end
Sweden	Spur	East end
Beaver Brook	Spur	West end
Earl	Siding	East end
Mason	House track	East end
Benoit	Loading track	West end
Ashland Jct.	Storage track	West end
Fish Creek	Siding	Both ends
Barksdale	Main spur 600 feet from main track	East end
Barksdale	Track No. 2, 1,295 ft. from switch in track No. 1	East end
Barksdale	New Soda Track	East end
Barksdale	South spur	West end
Washburn	House track	East end
Sioux	Spur	West end
Pike	Siding	East end
Wooddale	Spur	East end
Lemington	Siding	West end
Clover	Spur	West end
Rogers	Siding	West end
Draper	House track	East end
Batson	Spur	East end
Hannibal	Siding	East end
Wissota Sand & Gravel Co.	Spur	East end

WATCH INSPECTORS.

Ball Railroad Time Service,
284 Endicott Bldg., St. Paul, Minn.
St. Paul... Northern Watch Co., 109 Endicott
Arcade.
Minneapolis, 612 W. Broadway
C. G. Lindquist.
Minneapolis... Oscar Gustafson
404 Nicollet Ave.
E. St. Paul... A. Lindahl

Stillwater... Peder Gaalaas
Hudson... John Engbreson
Elmwood... A. Price
Menomonie City... Ingram Bros.
Eau Claire... Frys Watch Shop
Fairechild... Agent
Marshfield... Operator
Elroy... B. C. Carter
Mondovi... C. E. Hinman
Adams... F. Gorton

Rice Lake... P. G. Zimmerman
Spooner... A. R. Sather
Itasca... Operator
New Richmond... Agent
Superior... L. G. Howatt
Duluth... H. E. Jueberg
15 North Third Ave. West.
Ashland... Grand & Maki
Chippewa Falls... P. A. Brunstad
Park Falls... G. Hegstrom

TEMPORARY SPUR AND SHORT SIDE TRACKS.

ST. PAUL TO ELROY.

Oakdale	2.5 miles East of Hazel Park	Sw at West end
Johnson	0.9 miles East of Woodville	Sw at East end
Quarry	1.1 miles East of Wilson	Sw at West end
Teegarden	4.7 miles West of Menomonie Jct.	Sw at East end
Tramway	2.8 miles West of Menomonie Jct.	Sw at East end

MONDOVI LINE.

Requa	4.5 miles West of Price	Sw at Both ends
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SPRING VALLEY LINE.

Featherstone	0.5 mile East of Elmwood	Sw at East end
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EAU CLAIRE TO BAYFIELD.

Dalls	1.8 miles West of Eau Claire	Sw at East end
Summit	1.6 miles West of Chippewa Falls	Sw at West end
Reaspur	1.75 miles East of Eagle Point	Sw at West end
Beaver Brook	5.1 miles East of Spooner	Sw at West end
Radsbur	2.2 miles East of Cable	Sw at East end
Leonards	3.8 miles West of Seelye	Sw at East end
Dauby	1.6 miles West of Benoit	Sw at Both ends
Fish Creek	0.6 miles West of Ash Jct.	Sw at Both ends
Pepton	2.0 miles West of Ashland Jct.	Sw at East end
Sioux	2.0 miles West of Houghton	Sw at West end
Puresair Spur	2.2 miles East of Bayfield	Sw at West end

NORTHLINE TO DULUTH.

Cecil	0.8 miles East of Solon Springs	Sw at West end
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CHIPPEWA FALLS TO HANNIBAL.

Wissota Sand and Gravel Co's Spur	1.9 miles West of Norma	Sw at East end
Edminster	2.8 miles West of Cornell	Sw at West end
Sharpe	0.4 miles East of Donald	Sw on East end
Porter	1.4 miles East of Donald	Sw at East end
Milroy	3.0 miles West of Donald	Sw at East end
Swanson	1.0 miles West of Donald	Sw at East end

TUSCOBIA TO PARK FALLS.

Wooddale	5.0 miles West of Birchwood	Sw on East end
Angus	4.5 miles West of Brill	Sw on East end
Larsons	4.2 miles East of Loretta	Sw on West end
Clover	3.8 miles East of Loretta	Sw on West end
Ovaland	3.2 miles West of Loretta	Sw on East end
Rogers	6.0 miles West of Loretta	Sw on Both ends
Gropp	1.8 miles West of Kennedy	Sw on West end
Batson	3.6 miles West of Kennedy	Sw on East end

RATING OF FREIGHT LOCOMOTIVES IN TONS.

GRADES	CLASSES OF ENGINES					
	I 1	K 1	J	J A	J 2	H
St Paul to Northline	1600	1700	2700	2820	2945	....
Northline to Knapp	1600	1700	2700	2820	2945	....
Knapp to Altoona	2800	3000	5035	5155	5280	....
Altoona to Elroy (Double Tunnel)	1700	1800	3200	3340	3505	3800
Elroy to Wyeville	1500	1600	2700	2820	2945	....
Wyeville to Altoona	1500	1600	2700	2820	2945	4300
#Altoona to Northline	1500	1600	2600	2730	2855	....
Hudson to East St. Paul	1500	1500	2900	3020	3175	....
Merrillan to Marshfield	1050	1120	2000	2080	2190	....
Marshfield to Merrillan	1035	1120	1900	1990	2085	....
Northline to Spooner	1125	1125	2100	2195	2300	....
Spooner to Itasca	1150	1150	2200	2300	2410	....
Itasca to Hawthorne	850	890	3000	3135	3285	....
Hawthorne to Spooner	1650	1735	3000	3135	3285	....
Spooner to Barronett	1025	1090	3200	3340	3505	....
Barronett to Northline	1700	1800	3200	3340	3505	....
Eau Claire to Norma	850	850	2200	2300	2410	....
Norma to Spooner	1200	1200	2200	2300	2410	....
Spooner to Haugen	1150	1220	3400	3555	3725	....
Haugen to Eau Claire (Double Koll)	1700	1800	3400	3555	3735	....
Spooner to Ashland	1400	1400	....	....	....	....
Ashland Jct. to Washburn (Double into Yard)	1800	1800	....	....	....	....
Ashland Jct. to Cable	1200	1200	....	....	....	....
Cable to Spooner	2000	2000	....	....	....	....

#I-1 or K-1 Helper out of Knapp.

Above ratings on Class J Engines include Class J 1 Helpers East and West out of Hudson and Class M 1 Helper Eau Claire to Altoona and tender; will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled where grades permit; and when engines are unable to haul rating, enginemen will designate to conductor number of tons to be reduced and will wire train Dispatcher why reduction is necessary. Responsibility for reducing trains below rating must be assumed by enginemen and not by conductors.

Train Dispatcher will determine rate to be handled where reduction is required by weather conditions.

aTonnage of Class J Engines with Class J Helper, Hudson to Northline, 2500 tons.

bTonnage of Engines Altoona to Northline with Class I-1 or K-1 Helper. With Class J Helper, tonnage will be 2800 tons.

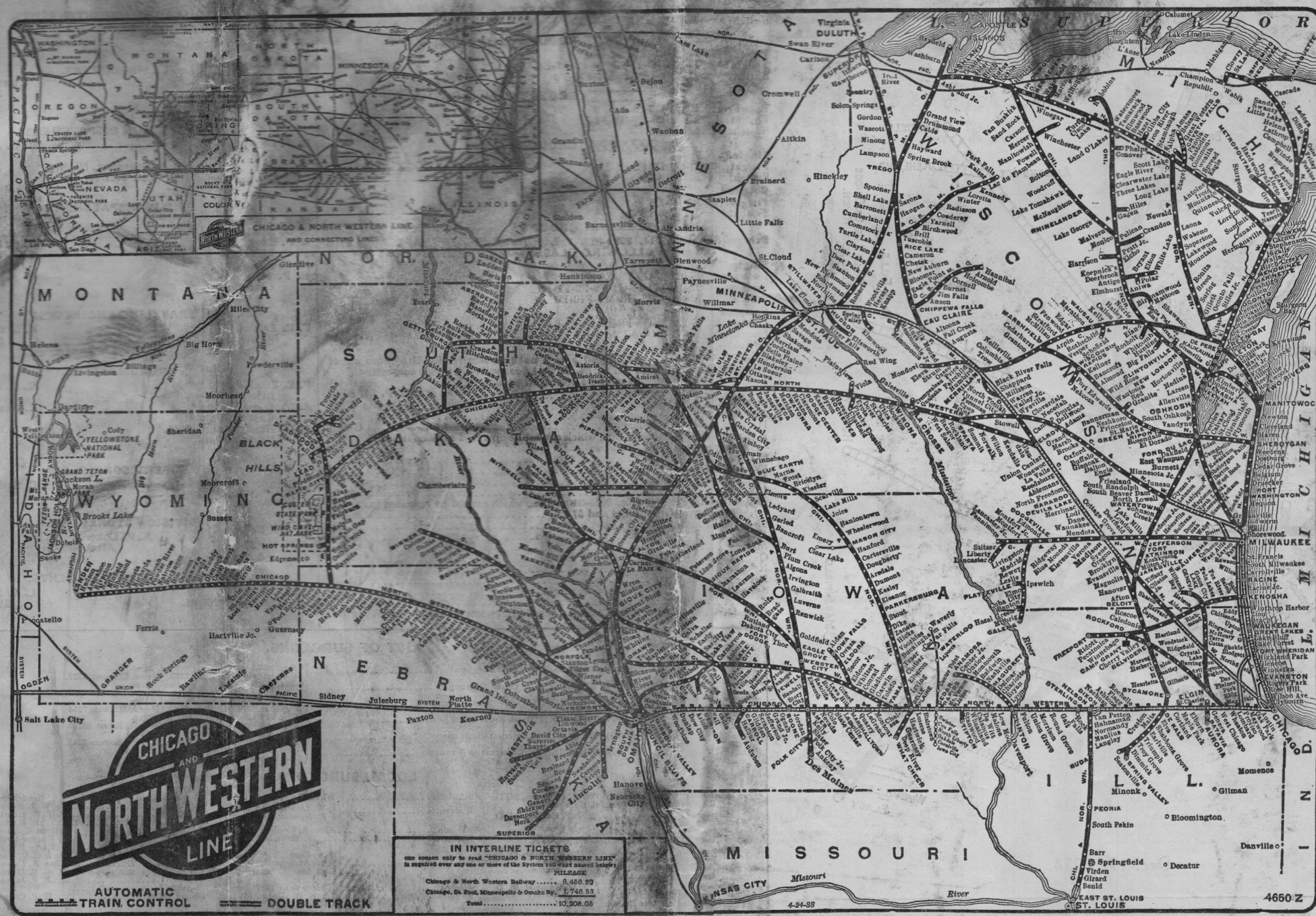
cWith Class J Engine Helper on Hawthorne, Barronett and Haugen Hills.

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		
	Ft.	In.	Ft.	In.	Ft.	In.	
Elroy & Camp Douglas	15	9	15	0	14	0	Tunnel.
Camp Douglas & Eau Claire	18	5	17	10	17	3	E. B. (Highway Bridge 252½, 266¼).
	19	3	18	9	18	4	W. B. (& Merrillan Coal Chute).
Eau Claire & Northline	20	8	20	8	20	8	H. W. Br. 367.
Northline & Siegel	20	6	20	0	19	6	St. Croix River Bridge.
Siegel & East St. Paul	17	0	16	11	16	2	E. B. Track, 446¼ } Payne Ave.
	17	10	17	10	17	9	E. B. Track, St. Paul-Westminster & Lafayette Sts.
East St. Paul & Union Depot, St. Paul	18	9	18	9	18	9	W. B. Track, Westminster St. Bdg. 446¼.
	16	10	16	4	15	10	E. B. N. P. Viaduct.
East St. Paul & Minneapolis via Nicollet Island	17	11	17	11	17	11	W. B. St. Anthony Park.
	17	10	17	10	17	10	Bridge B112, Yellow River.
Merrillan & Marshfield	20	6	20	0	19	6	No Obstruction Below 22-0.
Fairechild & Mondovi	19	4	19	4	19	4	H. W. Br. 273½S.
West Eau Claire & Shaw's Mill	19	4	19	4	18	8	Highway Br., D2½ & Br. D5.
Menomonie Jct. & Menomonie	20	1	19	8	19	3	Br. E97, Eau Claire River.
Woodville & Elmwood	17	5	17	5	17	5	No Obstruction Below 22-0.
Hudson & River Falls	20	6	20	0	19	6	Cascade Ave. Br., River Falls F20¼.
River Falls & Ellsworth	17	5	17	5	17	5	St. Croix River Bridge.
Hudson & Stillwater, via Bayport	20	6	20	0	19	6	No Obstruction Below 22-0.
Northline & Trego	19	6	19	0	18	6	Br. 263, Namakagon River.
Trego & Bayfield	19	9	19	5	19	0	Br. 278.
Ashland Jct. & Ashland	19	0	18	6	17	9	Br. 440, Fish Creek.
Trego & Itasca	19	0	18	6	17	9	No Obstruction Below 22-0.
Itasca & Superior	19	0	18	6	17	9	Br. 839, Totogotie River.
Superior & Duluth	19	0	18	6	17	9	No Obstruction Below 22-0.
Eau Claire & Chippewa Falls	19	6	19	0	18	6	(N. P. Br. over St. Louis River.
Chippewa Falls & Spooner	19	6	19	0	18	6	Br. 963 Duluth.
Tuscola & Park Falls	19	6	19	0	18	6	No Obstruction Below 22-0.
Norma & Hannibal	19	6	19	0	18	6	Br. 614, Chippewa River.
	19	6	19	0	18	6	Br. 714, Bear Creek.
	19	6	19	0	18	6	No Obstruction Below 22-0.
	19	6	19	0	18	6	No Obstruction Below 22-0.

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



AUTOMATIC TRAIN CONTROL **DOUBLE TRACK**

IN INTERLINE TICKETS
one coupon only to read "CHICAGO & NORTH WESTERN LINE"
is required over any one or more of the System railways named below

MILEAGE	
Chicago & North Western Railway	8,468.52
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,746.53
Total	10,205.05

4-24-38

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