

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA Ry.



NORTHERN DIVISION.

No. 29 TIME TABLE No. 29

FOR EMPLOYES ONLY.

Takes Effect Sunday, October 2, 1921.

At 12.01 O'Clock A. M.

Void between Northline and Minneapolis.

STUDY THE RULES CAREFULLY.

A. W. TRENHOLM,
Vice President.

J. J. O'NEIL,
General Manager.

F. R. PECHIN,
General Superintendent.

C. D. STOCKWELL,
Superintendent.

[illegible]

No. 93 is superior to Nos. 62, 64, 94 and 96.
No. 63 is superior to Nos. 62, 94 and 96.
No. 95 is superior to No. 62.
North bound freight trains will take siding at Gordon for south bound freight trains.

North bound extra freight trains will take siding at Deer Park and Comstock for south bound freight trains. Unless train order signal is clear south bound freight trains will stop to clear south end of passing track at Solon Springs. No. 107 will carry passengers between Hawthorne and Spooner. No. 61 will stop on signal or to leave passengers at Beebe. No. 63 will stop on signal at Gordon to take passengers for stations south of New Richmond.

No. 63 will stop at Barronett to leave passengers from Shell Lake.
No. 63 will stop on signal at Barronett Sunday to pick up passengers for Cumberland.
No. 67 will carry passengers between Spooner and Hudson.
No. 63 will stop at Itasca on school days to let off school children from Superior.
No. 63 will stop on signal at Hawthorne to take on passengers for Stillwater, St. Paul and Minneapolis.
No. 93 will stop at Gordon to take on passengers for points east of Elroy until October 31st, 1921.

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SECOND CLASS.

THIRD CLASS.

No. 64 on Sunday will stop on signal at Wascott, Bennett, Hawthorne and South Range for Superior and Duluth passengers and at Comstock to take on school children for Cumberland.
No. 64 will stop at Hawthorne to leave passengers from Stillwater, St. Paul and Minneapolis and will stop on signal Friday to take on passengers.
No. 64 will stop at Gordon to leave passengers and will stop on signal for Superior and Duluth passengers.
No. 64 will stop at Lampson to leave passengers.

FIRST CLASS.														SUB-DIVISION 2 STATIONS. Time Table 29 October 2, 1921.		SECOND CLASS.						THIRD CLASS.					
257	255	93	63	95	241	233	253	65	61	91	251	97	105			75	73	103	107	69	243	235					
Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Ex. Sun.	Daily	Ex. Sun.	Daily			Daily	Da ly	Ex. Sun.	Mon., Wed., Fri.	Ex. Sun.	Ex. Sun.	Ex. Sun.					
Bayfield Passenger	Bayfield Passenger	Chicago Limited	Twilight Limited	Chicago Express	Rice Lake Passenger	Eau Claire Passenger and Freight	Bayfield Passenger	Twilight Limited	Twin City Passenger	Spooner Passenger	Bayfield Passenger	Eau Claire Passenger	Distance from Eau Claire.														
PM 10.20	PM 4.00						PM 12.25	PM 2.50		AM 9.05	AM 9.30		164.4	Ashland w	1648												
10.30 PM	4.10 PM						12.35 PM	3.02		9.20	9.40 AM		160.2	Ashland Jct. . . . y w	1647												
														N. P. Ry. Crossing													
														6.4 Dauby	1645												
														1.3 Benolt	1644												
														4.8 Mason w	1643												
														1.8 Bibon	1642												
														1.2 Forest City	1641												
														3.5 Grand View y	1640												
														3.5 Sweden	1639a												
														4.8 Drummond w	1639												
														5.2 Lake Owen	1638												
														4.7 Cable w	1637												
														6.0 Seeley	1636												
														5.7 Phipps	1635												
														4.8 Hayward w	1634												
														5.8 Stinnett	1632												
														6.0 Spring Brook . . .	1629												
														4.4 Earl	1628												
														3.0 Trego w	1627												
														6.4 Spooner y w	1625												
														9.7 Sarona	1681												
														7.2 Haugen w	1679												
														2.8 Tuscola y	1678												
														4.4 Rice Lake w	1677												
														3.5 Soo Line Ry. Crossing													
														3.2 Soo Line Ry. Crossing													
														Cameron y	1674												
														8.0 Chetek w	1672												
														8.9 New Auburn	1669												
														8.5 Bloomer w	1665												
														6.8 Eagle Point	1663												
														5.5 Norma y													
														2.4 Soo Line Ry. Crossing													
														Chippewa Falls w	1662												
														1.3 Kell	1660												
														1.0 Soo Line Ry. Crossing													
														7.7													
														1.6													
														0.0													
														Eau Claire y w	1530												
																			</								

No. 65 is superior to Nos. 92 and 256.
No. 93 is superior to Nos. 62, 94, 96, 98 and 242.
No. 95 is superior to Nos. 232 and 242.
No. 97 is superior to No. 232.

**No. 243 is superior to No. 104.
No. 255 is superior to No. 92.
No. 257 is superior to No. 66.**

No. 65 will stop at Earl to take on Spooner passengers Fridays and Sundays.
No. 65 will stop at Stinnett and Sweden on Sunday.
Nos. 93 and 94 will stop at Bloomer to take on or leave passengers to or from Madison, Milwaukee and points east.
No. 91 will stop on signal at Snider and Leonard.

No. 66 will stop at Earl to let off passengers and on Sundays Nos. 65 and 66 will stop there to let off or take on passengers.
No. 95 on Sunday will stop at all stations on signal or to leave passengers. South bound freight trains will take siding at Norma for north bound freight trains.
No. 69 will carry passengers.
No. 103 will carry passengers between Spooner and Chippewa Falls.

BETWEEN EAU CLAIRE AND ASHLAND—GOING NORTH.

[illegible]

**No. 65 is superior to Nos. 92 and 256.
No. 93 is superior to Nos. 62, 92, 94, 96, 98 and 242.
No. 243 is superior to No. 104.
No. 97 is superior to No. 232.
No. 95 is superior to No. 242.**

No. 255 is superior to No. 92.
No. 257 is superior to No. 66.

No. 66 will stop at Stinnett for passengers from Shell Lake and on Sundays to leave passengers.
No. 66 will stop at Earl to let off passengers and on Sundays Nos. 65 and 66 will stop there to
let off or take on passengers.
No. 92 will stop on signal at Leonard and Snider.
No. 70 will carry passengers. No. 104 will carry passengers between Chippewa Falls and
Spooner. South bound freight trains will take siding at Norma for north bound freight trains.

When a north bound freight train takes siding at Norma, it will run by and back into Summit Spur. In pulling north on passing track, unless track is known to be clear, train will move under protection of flag.

No. 96 on Sunday will stop at all stations on signal or to leave passengers.

Nos. 93 and 94 will stop at Bloomer to take on or leave passengers to or from Madison, Milwaukee and points east.

GOING SOUTH.

BAYFIELD LINE

GOING NORTH.

SECOND CLASS.

FIRST CLASS.

FIRST CLASS.

SECOND CLASS.

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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.

- Trains do not stop.
- Trains stop only on signal or to leave passengers.
- Trains stop only to leave passengers.
- Trains stop only on signal.
- "D"—Day Telegraph office.
- "E"—Night telegraph office.
- "N"—Day and night telegraph office.
- Stop for meals.
- Stop for lunch.
- W—(opposite name of station) Water station.

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:

- 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 Connor's Point switching track.
- D., S. S. & A. Ry. bridge, one-half mile south of Rockmont.

SPECIAL RULES.

Care is at all times enjoined; in case of doubt, adopt the Safe Course.

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

Extra trains will be permitted to run ahead of Second and Third Class trains, and Third Class trains, ahead of Second Class trains without orders, but when a freight train of any class is delayed for any cause, which will result in delay to a following train, it will side track and allow such following train to proceed without delay.

2. All trains will register at the following stations: Chippewa Falls, Rice Lake, Spooner, Ashland Junction, Ashland, Washburn, Barksdale, Bayfield, Trego, Itasca, Allouez, Superior East End, Duluth, Hannibal, Kennedy and Park Falls.

All south bound trains will register at Northline. Branch trains will register at Tuscobia.

Passenger trains scheduled to pass registering stations without stopping will register by using register card (Form 645).

South bound passenger trains not scheduled to stop at Itasca will proceed on clear signal. When block is clear and there are no orders for the approaching train, signalman will display clear signal.

When clear signal is given by towerman at Trego south bound trains may register there by card, and will not be required to check register.

South-bound trains except First Class will get train order register of superior trains from Eastern Division Train Dispatcher in train order form at Northline.

Trains Nos. 62, 66, 92 and 96 will register by card at Trego.

3. Conductors south-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 Eastern Div. No. 6 via Hudson.

4. Yard limits include all track in Duluth and between yard limit board south of Itasca and Omaha connection with N. P. Railway track at Superior. At other points on the Division, yard limit boards are located as follows:

STATION	Distance and Direction from outer switch
Itasca.....	2000 feet south of Inter-State Transfer Ry. Conn.
Tuscobia.....	1000 feet north
Tuscobia.....	1000 " south
Tuscobia.....	1000 " east
Park Falls.....	1000 " south
(South Wye Switch)	
Rice Lake.....	1000 " south
Chippewa Falls.....	2000 " north
(Norma sw.)	
Chippewa Falls.....	1500 " south
Eau Claire.....	8542 " north
Ashland.....	1000 " south
Ashland Jct.....	1000 " south
Ashland Jct.....	1000 " east
Ashland Jct., Fish Creek Siding.....	500 " north
Spooner.....	1000 " south
Hayward.....	1000 " south
Washburn.....	1000 " south
Washburn.....	1000 " north
Minong.....	1500 " south
Lampson.....	1500 " south
Hawthorne.....	1000 " south
Hawthorne.....	1000 " north

5. All south bound trains must come to a full stop about 200 feet north of North Dewey Street, Eau Claire, and will not proceed until the way is known to be clear. Conductors of all, except first class trains will send flagman ahead of train from North Dewey Street crossing and secure clearance from signalman before entering upon Eastern Division east bound main track.

Bridges.

6. Class "J" and class "E" engines will not exceed 15 miles per hour over the following bridges: Bridge 614 across Chippewa River, North of Chippewa Falls.

Bridges—Cont.

Bridge 698 over Red Cedar River, south of Rice Lake.
Bridge 713 over Bear Creek, south of Haugen.
Bridge 849 over St. Croix River, north of Gordon.
Nemadji River.....15 miles per hour.
White River (Mason).....10 miles per hour
Class I or K engines

Street Crossings.

Clear Lake...Over Main Street Crossing.....8 miles per hour.
Superior...Over Tower Avenue.....5 miles per hour.
Between Hill Ave. and Winter St.....12 miles per hour.
Cameron...Between Soo Crossing and South switch.....8 miles per hour.
Rice Lake...Between Dewey and Allen Streets.....12 miles per hour.
Ashland...Between Passenger Station and Second Street.....10 miles per hour.
Hannibal...Between Hannibal & Hughey.....10 miles per hour.
Trains will not exceed speed of twenty-five miles per hour passing from north bound main line to Duluth line and from Ashland line to south bound main line at Trego, also in passing through south crossover between main line and C. F. & N. line south of Spooner depot.

Freight trains will not exceed speed of 35 miles per hour, except that log trains will not exceed 20 miles per hour.

When trains are running over track or bridges under slow speed orders (except when covered by time table rule or permanent slow-board) a man must be stationed on the last car of the train, and will give the "proceed" signal to the engineer after the last car has passed the limit where speed is restricted.

Engineers will maintain the speed designated until the "proceed" signal is given from the rear end, and same will be acknowledged by whistle signal 14 (G).

Engines backing up either with or without trains must not exceed 20 miles per hour on main line tracks or 15 miles per hour on branch line tracks.

Engines Backing up

Curves.	LOCATION	Maximum Speed	
		in miles per hour	Passenger
	South end of Chippewa River Bridge..	15	10
	South of Norma.....	30	20
	1 mile north of Haugen.....	30	20
	Between Sarona and Spooner.....	40	20
	Reverse curve between Seeley and Cable	30	20
	Between Roxby and Grandview.....	30	20
	Between Bibon and Mason.....	30	20
	Reverse curve between Boardman and		
	Burkhardt.....	40	20
	Clear Lake & Deer Park (Black Brook)	30	18
	1 mile north Perley.....	30	20
	Reverse curve between Granite Lake		
	and Cumberland.....	25	15
	Between Barronett and Spooner.....	40	20
	Between Lampson and Trego.....	35	20
	Reverse curves south of Gordon.....	25	15
	Between Saunty & Beebe (Rock Cut).....	30	20
	Near South Switch at Bennett.....	25	15
	Near North Switch at Hines.....	30	20
	South Range.....	30	20
	Reverse curves between Superior East		
	End and Superior.....	25	15

Defective Track.

7. If there is any reason to believe that a train has passed over any dangerous defect in roadway, engineers must stop at once and notify the conductor, in order that he may investigate and take proper action.

During and immediately after severe storms, trains should be run with caution over portions of the track likely to be damaged.

Railroad Crossings and Draw Bridges.

8. 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 coming to full stop at regular stop-board trains must proceed cautiously under full control, until point is reached where unobstructed view of the crossing line can be had by engineers, so that, if necessary, stop can be made in time to avoid accident. Trains will use extra care approaching railroad crossings in stormy or foggy weather and especially where one stop is made for two or more crossings.

The following railroad crossings, Intervolved bridges, ends of double track and Junction stations are interlocked and Rules 600 to 657 will be observed.

RAILWAY CROSSINGS.

RAILWAY	LOCATION
Soo Line.....	Turtle Lake.
Coal Ry.....	0.73 miles North Itasca Depot
G. N. Ry.....	1.00 miles North Itasca Depot
No. Pac.....	0.40 miles South Superior E. End
Soo Line.....	1.00 miles South Superior.
L. S. T. & Co.....	0.69 miles South Superior.
Soo Line.....	0.30 miles North Chippewa Falls.
Soo Line.....	Cameron, Wis.
Soo Line.....	3.44 miles North Cameron
Soo Line.....	0.50 miles South Donald.

JUNCTIONS.

Northline. Trego.

The following railroad crossings, Intervolved bridges, end of double track and Junctions at which Rule 98 will be observed.

RAILROAD CROSSINGS.

RAILWAY	LOCATION
Soo Line.....	New Richmond.
L. S. T. & Co.....	0.27 miles North Superior Pass. D.
D. S. S. & A.....	0.25 miles North Superior Pass. D.
No. Pac.....	Pioneer Fuel Co., Rice Point.
Soo Line.....	Between Elevators F & I, Rice Pt.
No. Pac.....	Elevator F, Rice Point.
No. Pac.....	Ohio Cent. Coal Co., Rice Point
No. Pac.....	Railroad St., Duluth.
Soo Line.....	Railroad St., Duluth.
No. Pac.....	6th Avenue, Duluth.
Soo Line.....	0.9 miles South Koll.
S. M. & P.....	Hannibal.
Soo Line.....	0.52 miles North Birchwood.
S. & S. E.....	Loretta.
Soo Line.....	0.33 miles North Park Falls.
No. Pac.....	Ashland Junction.

END OF DOUBLE TRACK.

SOUTHWARD	NORTHWARD
Point switch.	Sixth Ave., Duluth,
Spooner.	Trego.

JUNCTIONS.

D. S. S. & A.....Allouez.
D. S. S. & A.....Superior East End.

Branch Line trains at their respective Junction switches.

11. 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 switchtenders in Union Depot yard to use this crossing as he only governs use of tracks and switches in Union Depot yard and has nothing to do with the crossing.

Flagman at crossing will not give signal to eastbound trains or engines to proceed until he has received signal from switchtender in Union Depot yards indicating a clear track in depot, nor until any approaching trains in view on Great Northern Line have come to a full stop.

12. **BRIDGES.**
MAXIMUM CLASSES OF ENGINES THAT MAY BE OPERATED SINGLY OVER BRIDGES.

	Class
Between Northline and Duluth.....	J
Spooner and Eau Claire.....	J
Other Districts.....	K-1
Hines Lbr. Co. Track, Park Falls, over Flambeau River	

Bridge.....G-2
ENGINES OF ANY CLASS MAY RUN COUPLED TOGETHER OVER BRIDGES, WITH FOLLOWING EXCEPTIONS.

Bridge Number	Location	Heaviest Class Coupled
NORTHLINE-BAYFIELD.		
14	Willow River, New Richmond.....	K-1
212	Yellow River, Spooner.....	K-1
263	Namakagon River, North of Springbrook.....	G-2
278	Namakagon River, North of Hayward.....	G-2
302	Namakagon River, North of Seeley.....	G-2
359	Diamond River, North of Sweden.....	G-2
363	North of Grandview.....	G-2
380	White River, North of Bibon.....	G-2
419	South of Ashland Jct.....	G-2
440	Fish Creek, North of Ashland Jct.....	G-2

EAU CLAIRE-SPOONER.		
614	Chippewa River, North of Chippewa Falls.....	K-1
698	Red Cedar River, North of Cameron.....	K-1
706	Bear Creek, North of Rice Lake.....	K-1
713	Bear Creek, South of Haugen.....	K-1
714	Bear Creek, North of Haugen.....	K-1
212-A	Yellow River, Spooner.....	K-1

SPOONER-DULUTH.		
801	Namakagon River, North of Trego.....	K-1
839	Totogitic River, North of Minong.....	K-1
849	St. Croix River, North of Gordon.....	K-1
899	Amnicon River, North of Hines.....	K-1

PARK FALLS LINE.		
J-6	McCullom River, North of Tuscobia.....	K-1
J-93	Chippewa River, North of Radisson.....	K-1

HANNIBAL LINE.		
H-17	Yellow River, North of Chippewa Falls.....	K-1

13. Double track extends and is operated between: Spooner and Trego.

Extra trains may use double track with the current of traffic without running orders.

Block Signals.

14. Between Spooner and Trego
Between Northline and Spooner
Between Trego and Itasca.
Between Eau Claire and Spooner.

At the following named stations engines and freight and work trains may occupy main track, and block signals will be operated as per General Rule 300a:

New Richmond, Cumberland, Spooner, Itasca, Rice Lake, and between South Switch and Junction Switch of Hannibal line at Chippewa Falls.

15. Telephones at Junction switch of Hannibal line, C. L. & B. Co., Wisconsin Spur and Summit switch, Chippewa Falls, are to be used to obtain permission from signalman at Chippewa Falls to enter the block, to report block clear.

Telephone at North switch of Northern Division passing track at Northline will be used when necessary by South bound freight trains in reporting block clear to signalman.

In communicating by telephone with a signalman, trains must invariably be identified by person in charge and as required in order forms, regular trains by train numbers and conductors' names, extras by engine numbers and conductors' names.

Omaha-Great Northern Crossing, 1st Street Minneapolis.

Maximum Class Engines over Bridges.

Double Track.

Automatic Block Signals, Telegraph Block Signals.

Block Signal Telephones.

Releases, Caution Cards and Clearances.

16. Tonnage freight trains north-bound need not stop at Bibon or Mason, when order signal is clear, to obtain clearance. When one train is permitted to follow another into a block under authority of a caution card, such train must not leave the station until at least ten minutes have elapsed since the departure of preceding train, and the signalman, when issuing a caution card for this purpose, will state in "Part B" the time the last train ahead departed.

On Form 547 (Clearance), Form 538 (Release) and Form 539 (Caution Card), Signalman will show the numbers of train orders he has for delivery to train named. This will be done by writing the numbers immediately preceding the word "Orders."

In territory not governed by block signals, Signalman will deliver Form 547 to trains for which there are orders, as well as to those for which there are no orders.

In telegraph block signal territory Form 538 (Release) and Form 539 (Caution Card), and in automatic block signal territory Form 547 (Clearance), will be used as Clearance on train order signals.

Conductors, Enginemen and others interested, must scrutinize the above forms and see that they receive the number of orders called for thereon.

17. Rule 220B applies to all north bound trains at Eau Claire, and is suspended at terminals without telegraph service.

18. 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 north 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.

19. Train and Enginemen will supply themselves with Eastern Div. Current time table before moving between St. Paul and Northline, or Eau Claire and Altoona and be governed thereby.

Trains running between Omaha connection, Superior, and Bridge switch, Duluth, will be governed by the rules and regulations of the Northern Pacific Railway, and employees must supply themselves with copy of that company's time table.

20. Track scales are located as follows:
*Rice Lake...46 ft. 100 tons Brunet...50 ft. 100 tons
*New Richmond...36 ft. 60 tons *Ashland...50 ft. 100 tons
*Spooner...50 ft. 100 tons *Washburn...50 ft. 100 tons
*Grand View...50 ft. 100 tons *Itasca...50 ft. 100 tons
*Under jurisdiction of the Western Railway Weighing Association.

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

22. Bulletins will be posted at the following points:

FOR TRAINMEN	FOR ENGINEMEN
Spooner.....	Telegraph Office.....Round House
Itasca.....	Telegraph Office.....Round House
Duluth.....	Telegraph Office.....Round House
Ashland.....	Telegraph Office.....Round House
Washburn.....	Telegraph Office.....Round House

FOR ALL CONCERNED	FOR TRAINMEN ONLY
Bayfield.....	Telegraph Office.....
Rice Lake.....	Telegraph Office.....
Chippewa Falls.....	Telegraph Office.....
Park Falls.....	Telegraph Office.....
Holcombe.....	Telegraph Office.....

23. Ashpans of engines must be cleaned only at the following places. When, in emergency, enginemen deem it unavoidably necessary to clean the ashpan elsewhere, they should, if possible, avoid doing so upon the main track, and will report by wire reason for not complying with the rule: Chippewa Falls, water tank. Radisson, water tank. Rice Lake, coal shed. New Richmond, water tank. Spooner, stand-pipe (passenger engines). Clayton, coal shed. Cable, coal shed. Wascott, water tank. Hannibal coal shed. Superior, coal platform.

All other cleaning to be done at cinder pits. Branch line or switching and helping engines at cinder pits, or engine house tracks when cinder pits are not provided.

24. Conductors must not take cars accompanied by waybills 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.

25. Not more than two cars at a time may be taken into or out of an elevated coal shed. There must be one man on each car and if cars have air brakes they must be coupled and in use.

26. 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.

27. Clocks showing standard time are located in train dispatcher's office, Spooner, and in telegraph office at Itasca.

28. Conductors are not required to break seals on ice bunker covers to comply with rule 874.

Eau Claire Trains Entering Eastern Div. East-bound Track. Speed Regulations.

Time Tables of Foreign Lines.

Track Scales.

Bulletins.

Bulletin Boards.

Cleaning Ashpans.

Changed Way-bills.

Elevated Coal Sheds.

Rice Lake Soo Line Connection.

Standard Time.

Seals on Ice Bunkers.

LIST OF SURGEONS.

ARCHIBALD MACLAREN, M. D., Chief Surgeon { Office, Room 914, Lowry Bldg., Cor. 4th and St. Peter Sts., St. Paul, Minn.
Telephone, Office, Cedar 1644. House, Dale 5034.
H. P. RITCHIE, M. D., Asst. to Chief Surgeon { Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644. House Dale 274.
L. E. DAUGHERTY, M. D., Asst. to Chief Surgeon { Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644. House, Dale 177.
LOUIS A. NELSON, Oculist and Aurist. Room 734, Lowry Bldg., Cor. 4th and St. Peter Sts., St. Paul, Minn.

LOCAL SURGEONS.

Minneapolis..... Spooner W. L. M. Knowles M. D. Holcombe..... R. C. Rodecker M. D. Solon Springs..... A. G. Wilcox M. D.
..... M. W. H. Bockman M. D. Hayward..... G. A. Larson M. D. Park Falls..... J. T. Speck M. D.
..... E. O. Voyer M. D. Ashland..... Jno. M. Dodd M. D. Park Falls..... E. A. Riley M. D.
..... A. A. Law M. D. Washburn..... T. R. Spears M. D. Superior..... Victor E. Ekblad M. D. Hudson..... J. E. Newton M. D.
New Richmond..... Hoyt Epley M. D. Bayfield..... H. Hannum M. D. Duluth..... E. L. Cheney M. D. J. W. Livingston M. D.
Cumberland I. G. Babcock M. D. Chippewa Falls..... J. D. McRae M. D.

TEMPORARY SPUR AND SHORT SIDE TRACKS.**NORTHLINE TO DULUTH.**

Brick Yard..... 0.2 miles North of Barronett..... Sw at South end.
Brick Yard..... 0.2 miles North of Barronett..... Sw at North end.
Young..... 2.2 miles North of Lampson..... Sw at South end.
McDougal..... 6.1 miles North of Gordon..... Sw at South end.
Aqua Spur..... 4 miles South of Solon Springs..... Sw at South end.
Beebe..... 2.4 miles North of Sauntry..... Sw at North end.

EAU CLAIRE TO BAYFIELD.

Dells..... 1.4 miles North of Eau Claire..... Sw at Each end.
Summit..... 1.5 miles North of Chippewa Falls..... Sw at North end.
Beaver Brook..... 4.7 miles South of Spooner..... Sw at North end.
Earl..... 3.0 miles North of Trego..... Sw at Each end.
Leonards..... 3.3 North of Seeley..... Sw at South end.
Marston..... 2.8 miles North of Cable..... Sw at Each end.
Roxby..... 4.7 miles North of Cable..... Sw at Each end.
Snider..... 1.5 miles North of Sweden..... Sw at Each end.
Bogels..... 4.7 North of Dauby..... Sw at both ends.
Fish Creek..... 0.1 miles North Ash Jet..... Sw at both ends.
Pepton..... 2.3 miles North of Ashland Jet..... Sw at North end.
Nash..... 2.5 miles North Ash Jet..... Sw at North end.
Sioux..... 1.8 miles North of Houghton..... Sw at North end.
Pureair Sour..... 2.1 miles South of Bayfield..... Sw at North end.

CHIPPEWA FALLS TO HUGHEY

Wisota..... 0.2 miles North of Chippewa Falls..... Sw at South end.

Wisota Sand and Grave Co's Spur. 2.1 miles North of Norma..... Sw at South end.
Cobban..... 5.3 miles North of Jim Falls..... Sw at both ends.
Hatch..... 7.5 miles North of Jim Falls..... Sw at South end.
Edminster..... 3.0 miles North of Cornell..... Sw at North end.
Sharpe..... 0.5 miles South of Donald..... Sw at South end.
Porter..... 2.0 miles South of Donald..... Sw at South end.
Milroy..... 2.0 miles North of Donald..... Sw at South end.

TUSCOBIA TO PARK FALLS

Wooddale..... 5.0 miles North of Birchwood..... Sw on South end.
Angus..... 4.7 miles North of Brill..... Sw on South end.
Narrows..... 5.4 miles North of Brill..... Sw on South end.
Lona..... 1.3 miles North of Yarnell..... Sw on South end.
Alpine..... 0.9 miles North of Radisson..... Sw on South end.
Summer..... 2.3 miles North of Winter..... Sw on South end.
Stinson..... 2.5 miles North of Winter..... Sw on South end.
Stouts..... 8.0 miles North of Winter..... Sw on South end.
Loretta..... 1.0 mile South of Draper..... Sw on South end.
Montgomery..... 0.9 miles North of Draper..... Sw on South end.
Oveland..... 2.2 miles North of Draper..... Sw on South end.
Hanson..... 4.0 miles North of Draper..... Sw on South end.
Newdel..... 6.4 miles North of Draper..... Sw on South end.
Gropp..... 1.8 miles North of Kennedy..... Sw on North end.
Batson..... 3.4 miles North of Kennedy..... Sw on South end.
Kilger..... 0.9 miles South of Kaiser..... Sw on South end.
Waltz..... 1.6 miles North of Kaiser..... Sw on South end.

WATCH INSPECTORS.

A. L. HAMAN, Supt. Time Service.
282 Endicott Bldg., St. Paul, Minn.
St. Paul..... Haman & Co.
Minneapolis..... White & MacNaught
A. E. Barker
M. D. Loneragan
A. J. Mohn.

Hudson..... John Englebreton
Rice Lake..... W. W. Rubyor
Spooner..... A. R. Sather
Superior..... C. A. Swanson & Co.
E. St. Paul..... A. Lindahl

Duluth..... Theo. L. Reinhart
Ashland..... Grand & Maki
Chippewa Falls..... P. A. Brunstad.
Eau Claire..... John Holt Co.
Park Falls..... H. Bergstrom.

DERAIL SWITCH.

New Richmond..... Soo Line Transfer track..... South end
New Richmond..... Alliance elevator track..... South end
New Richmond..... "Cyclone" track..... North end
Deer Park..... House track..... North end
Clear Lake..... House track..... South end
Clayton..... House track..... South end
Comstock..... Industry track..... Both ends
Cumberland..... Warehouse track..... South end
Lampson..... Loading spur (inside of siding)..... South end
Gordon..... House track..... North end
Solon Springs..... House track..... South end
South Itasca..... Interchange Track No. 1..... North end
South Itasca..... Interchange Track No. 2..... North end
Chippewa Falls..... On side of hill..... South end
Chippewa Falls..... C. L. & B. track..... West end
Chippewa Falls..... Wisconsin Spur..... South end
Bloomer..... House track..... North end
Bloomer..... House track, switch set for spur..... South end
Bloomer..... Canning Company's track..... South end
New Auburn..... House track..... South end
Chetek..... Canning House track..... South end
Cameron..... Lumber track..... South end
Rice Lake..... Hub and spoke track..... South end
Rice Lake..... Mercier Mill track..... South end
Rice Lake..... Team track..... South end
Tusobia..... Siding..... North end
Haugan..... Both sidings..... South end
Earl..... Siding..... South end
Hayward..... Elevator track..... South end
Hayward..... House track..... South end
Cable..... Storage track..... South end
Sweden..... Spur..... South end
Beaver Brook..... Spur..... North end

Mason..... House track..... South end
Benoit..... Loading track..... North end
Ashland Jet..... Storage track..... North 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..... South end
Barksdale..... New Soda Track..... South end
Barksdale..... South spur..... North end
Washburn..... Track No. 3..... North end
Washburn..... Bigelow Spur and hoist tracks..... South end
Washburn..... N. P. Connection..... North end
Washburn..... House track..... South end
Sioux..... Spur..... North end
Pike..... Siding..... South end
Wooddale..... Spur..... South end
Winter Log..... Spur..... South end
Stinson..... Spur..... South end
Summer..... Spur..... South end
Draper..... House track..... South end
Stout..... Spur..... South end
Montgomery..... Spur..... South end
Batson..... Spur..... South end
Kaiser..... Mill track..... South end
Hatch..... Spur..... South end
Hannibal..... Siding..... South end
Wisota Sand & Gravel Co..... Spur..... South

RATING OF FREIGHT ENGINES IN TONS.

GRADES		CLASSES OF ENGINES										GRADES.		CLASSES OF ENGINES.											
Northward.	D 4, 6, 10	E 5, 6, 8	E 4	F 1	F 2, 3, 4	F 9	F 7	G 1	I 1	K 1	J	Southward.	D 4, 6, 10	E 5, 6, 8	E 4	F 1	F 2, 3, 4	F 9	F 7	G 1	I 1	K 1	J		
Northline to Spooner.....	500	550	625	850	825	900	925	975	1125	1125	1950	Itasca to Hawthorne.....	375	425	475	650	625	700	725	775	850	890	1500		
Spooner to Itasca.....	525	575	650	900	850	925	950	1025	1150	1150	2000	Hawthorne to Spooner.....	775	850	950	1275	1225	1350	1375	1500	1650	1735	2850		
Spooner to Ashland.....	650	700	800	1075	1025	1125	1150	1250	1400	1400	.....	Spooner to Barronett.....	475	525	575	775	750	825	850	925	1025	1090	1850		
Ashland Jet. to Washburn (Double into Yard).....	825	925	1025	1375	1325	1450	1475	1625	1800	1800	.....	Barronett to Northline.....	800	875	975	1300	1250	1375	1400	1525	1700	1800	3000		
Eau Claire to Norma.....	375	425	475	650	625	700	725	775	850	850	1500	Ashland Jet. to Cable.....	450	500	575	750	725	800	825	900	1000	1050	.....		
Norma to Spooner.....	550	600	675	925	875	975	1000	1075	1200	1200	2075	Spooner to Haugan.....	525	575	650	900	850	925	950	1025	1150	1220	2000		
												Haugan to Eau Claire (Double Koll)	800	875	975	1300	1250	1375	1400	1525	1700	1800	3000		

Above ratings are exclusive of caboose and tender; will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled 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.

AVERAGE WEIGHTS OF EMPTY CARS WILL BE ESTIMATED AS FOLLOWS WHEN NOT MARKED:

Box, 28 feet to 33 feet..... 11 tons	Stock, special..... 16 tons	Baggage cars, steel..... 52 tons
" 34 feet..... 13 "	" D. D..... 17 "	Coaches, 8-wheel..... 32 "
" 36 feet..... 17 "	Stable..... 18 "	" 12-wheel..... 34 "
Furniture, 38 feet and 40 feet..... 15 "	Stock (dirty)..... 2 tons extra	" steel..... 52 "
" 45 feet..... 17 "	Caboose..... 17 tons	Dining cars..... 50 "
" 46 feet and 50 feet..... 18 "	Derrick cars, complete..... 25 "	" steel..... 74 "
Flats, 28 feet to 34 feet..... 10 "	Refrigerator..... 20 "	Sleeping cars—wood..... 63 "
" 36 feet..... 12 "	Oil Tank..... 15 "	" —steel..... 76 "
" 40 feet..... 13 "	Mail..... 24 "	" —steel under F..... 73 "
Coal, 33 feet and 34 feet..... 11 "	Rodger Ballast..... 16 "	Parlor and chair, steel..... 63 "
" 36 feet..... 15 "	Ore Cars..... 16 "	Business Car No. 100..... 39 "
" 40 feet..... 21 "	Mail cars, steel..... 60 "	" " 550..... 40 "
Stock, common..... 12 "	Baggage..... 32 "	" " 551..... 69 "

When weight is marked, compute tonnage from actual weight.

H. P. CONGDON,
Train Master,
Itasca.

J. E. MORTON,
Chief Train Dispatcher.

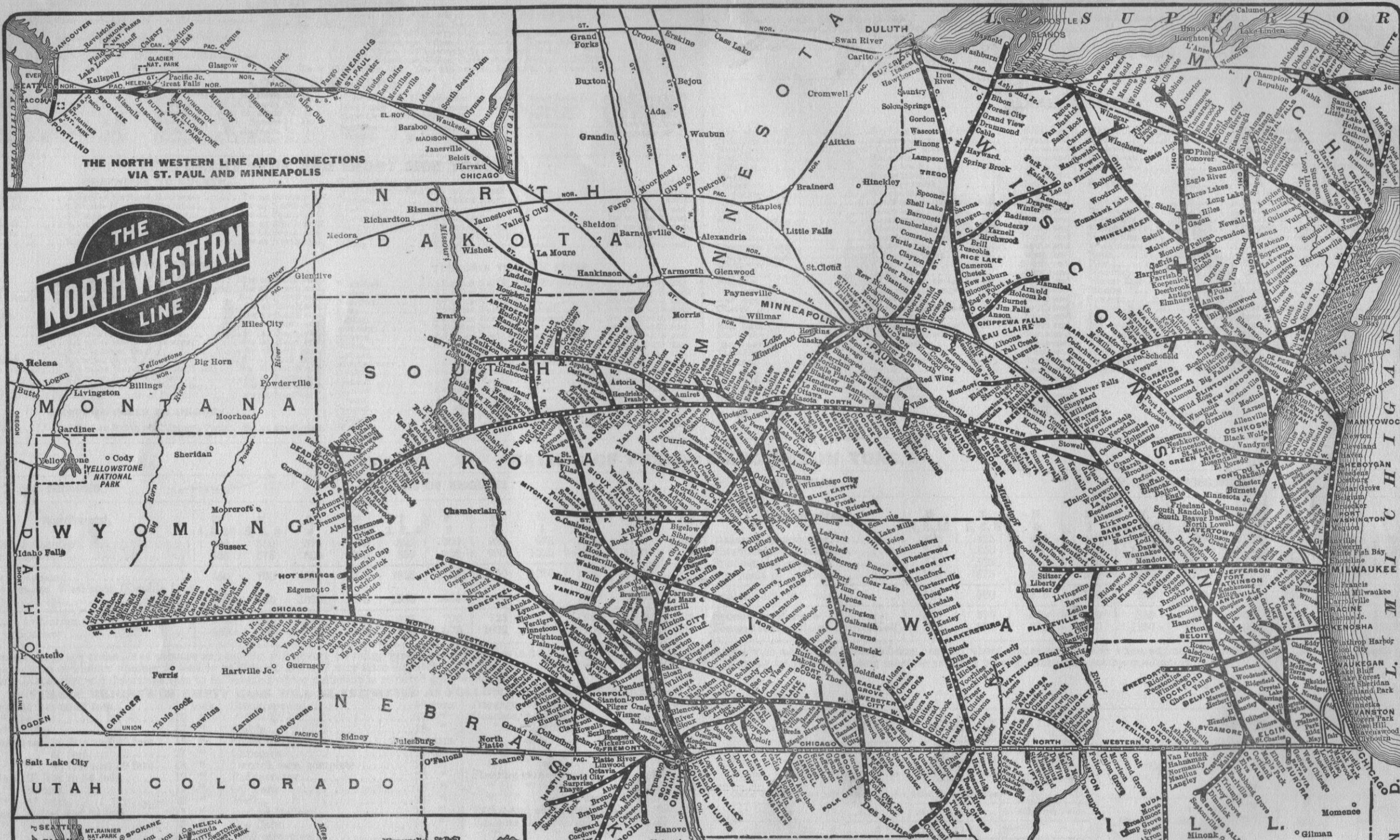
D. R. APPLEMAN,
H. C. BREWER,
J. W. ESSICK,
W. A. BLAKE,
J. E. BARTOSIC,
Dispatchers.

SPEED TABLE.

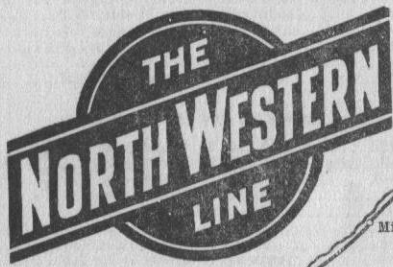
RUNNING										EQUALS	
2 Miles	2 1/2 Miles	3 Miles	3 1/2 Miles	4 Miles	5 Miles	2 Miles	2 1/2 Miles	3 Miles	3 1/2 Miles		
Min	Sec	Min	Sec	Min	Sec	Min	Sec	Min	Sec		
12	15	18	21	24	30	10	12	15	18	10 miles per hour.	
6	7 30	9	10 30	12	15	20	24	30	36	20 " "	
4	5	6	7	8	10	13 30	16 30	20	24	30 " "	
3	3 45	4 30	5 15	6	7 30	9 45	11 45	14 00	16 30	40 " "	
2 40	3 20	4	4 40	5 20	6 40	8 00	9 20	10 40	12 00	50 " "	
2 24	3	3 36	4 12	4 48	5 36	6 48	7 36	8 24	9 12	60 " "	
2 10	2 43	3 15	3 48	4 20	5 25	6 15	7 00	7 45	8 30	70 " "	
2	2 30	3	3 30	4	5	6	7	8	9	80 " "	
1 50	2 18	2 45	3 13	3 40	4 35	5 15	6 00	6 45	7 30	90 " "	
1 42	2 8	2 33	3 2	3 24	4 15	5 00	5 45	6 30	7 15	100 " "	

SPEED TABLE.

TIME Going 1 Mile		Miles per Hour	TIME Going 1 Mile		Miles per Hour
Min.	Sec.		Min.	Sec.	
12	.....	5	1	30	40
6	.....	10	1	20	45
4	.....	15	1	12	50
3	.....	20	1	5	55
2	24	25	1	.....	60
2	.....	30	.....	55	65
1	43	35	.....	51	70



THE NORTH WESTERN LINE AND CONNECTIONS
VIA ST. PAUL AND MINNEAPOLIS



H. P. CONGDON,
Train Master,
Itasca.

UNION PACIFIC & NORTH WESTERN LINE

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

	MILEAGE
Chicago & North Western Ry.	8,107.82
Chicago, St. Paul, Minneapolis & Omaha Ry.	1,752.81
Pierre, Rapid City & North Western Ry.	167.30
Wyoming & North Western Ry.	147.89
Total	10,175.82



INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION