

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA Ry.



EASTERN DIVISION.

No. 47 **TIME TABLE** **No. 47**

FOR EMPLOYES ONLY.

Takes Effect Sunday, July 18, 1926.

At 12:01 O'Clock A. M.

STUDY THE RULES CAREFULLY

F. R. PECHIN,
General Manager.

F. E. NICOLE,
Superintendent.

C. D. STOCKWELL
Asst. Superintendent.

When passenger trains meet at Elroy Yard, either by time table or train order, east bound train take siding at cross-over (just west of Baraboo Creek Bridge) at east end of new yard, and pull out on main track through old cut-off west of passenger station.

Trains via cut-off or trains entering double track may pass Levis and Sheppard on clear signal without registering. Trains entering single track at those junctions must get train order register of Superior trains from train dispatcher in train order form.

No. 511 will stop at Augusta and Fall Creek to leave passengers with tickets (not passes) from C. & N. W. Ry. or beyond.

No. 515 will not carry passengers.

No. 23 will carry passengers between Hustler and Fall Creek.

BETWEEN ALTOONA AND ELROY—GOING EAST.

3

FIRST CLASS.										SUB-DIVISION 1.			SECOND CLASS.										THIRD CLASS.							
510		516		402		108		404		514		512		406		STATIONS.			170		480		586		478		578		24	
Daily		Daily		Daily		Daily		Daily		Daily		Daily		Daily		Time Table 47			Daily		Daily		Daily		Daily		Daily		Ex. Sun.	
Chicago Arrowhead		Badger State Express		The Viking		Fox River Express		North American		American Express		Chicago Limited		North-Western Limited		July 18, 1926.			Marshfield Time Freight		Eastern		Flour Special Time Freight		Stock Freight		C & N. W. Time Freight		Way Freight	
C&NW No. 510 AM 11.30		C&NW No. 516 PM 10.30		C&NW No. 402 PM 8.15				C&NW No. 404 AM 6.55		C&NW No. 514 AM 6.30		C&NW No. 512 AM 8.10		C&NW No. 406 AM 8.35		Chicago			C&NW No. 480 AM 8.00				C&NW No. 478 PM 11.35		C&NW No. 578 AM 2.45					
AM 5.10		PM 2.55								AM 1.15		AM 2.10		Elroy 0.7			194.2								AM 6.00					
* 5.07		* 2.47								* 1.11		* 2.07		Elroy Yard 5.6			193.5						PM 5.30		5.55		PM 6.45			
* 5.00		* 2.37								* 1.08		* 1.57		Tunnel 4.2			187.9								5.40		† 6.30			
* 4.52		2.31								* 12.55		* 1.48		Hustler 2.9			183.7								5.25		6.15			
4.46		2.25								12.51		1.44		Camp Douglas (C. M. & St. P. Crossing) 2.9			180.8								5.20		5.45			
* 4.36		* 2.15								* 12.42		* 1.31		Stowell 3.2			174.9						3.10		5.10		5.10			
4.31		2.10 PM		PM 2.05				AM 12.01		12.38		1.25		(C. & N. W. Crossing) Wyeville 2.6			171.7		AM 10.05		8.00		PM 11.05		5.00 AM		5.00			
* 4.23				† 1.56				* 11.55		* 12.32		* 1.16		Valley Jet 6.9			169.1								10.45		4.15			
* 4.15				1.47				* 11.45		* 12.25		† 1.05		Warren 8.3			162.2								10.15		3.45			
* 4.08				1.33				* 11.32		* 12.16		† 12.50		Millston 8.9			153.9								9.30		3.00			
* 3.50				* 1.16				* 11.20		* 12.06		* 12.36		Sheppard 3.3			145.0				Via Cut-off		Via Cut-off		Via Cut-off					
Via Cut-off				1.10				11.13		Via Cut-off		12.29		Black River Falls 1.9			141.7										2.00			
* 3.45				* 12.55				* 11.08		* 12.02		* 12.23		Levis 10.4			139.8								8.05					
3.30				12.35		PM 10.35		10.55		11.50		12.09		(G. B. & W. Crossing) Merrillan 5.3			129.4		AM 9.00						7.30		11.00			
* 3.09				12.21		10.24		* 10.37		* 11.34		* 11.54		Humbird 6.8			123.6								6.50		10.00			
3.00				12.11		10.13		* 10.28		* 11.26		* 11.45		Fairchild 9.3			116.8								6.20		9.30			
* 2.46				11.53		9.53		* 10.16		* 11.16		* 11.32		Augusta 4.6			107.5								5.00		8.15			
* 2.38				† 11.42		† 9.43		* 10.10		* 11.11		* 11.27		Redell 5.3			102.9								4.35		7.05			
* 2.30				11.35		9.35		* 10.04		* 11.06		* 11.21		Fall Creek 8.8			97.6								4.20		6.45			
* 2.16 AM				11.22 AM		9.20 PM		* 9.52 PM		* 10.56 PM		11.09 PM		Altoona 3.3			88.8		7.15 AM		4.15 AM		9.30 AM		3.45 PM		6.00 AM			
Daily		Daily		Daily		Daily		Daily		Daily		Daily							Daily		Daily		Daily		Daily		Daily		Ex. Sun.	

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Trains via cut-off or trains entering double track may pass Levis and Sheppard on clear signal without registering. Trains entering single track at those junctions must get train order register of Superior trains from train dispatcher in train order form.

No. 404 will stop on signal at Augusta for passengers ticketed to Chicago or Milwaukee.

No. 514 will not carry passengers.
No. 24 will carry passengers between Fall Creek and Hustler.

No. 109 will stop at Tramway on signal or to leave passengers.
No. 405 will stop at Baldwin to leave passengers with tickets (not passes) from C. & N.-W. Ry. or beyond.
No. 401 will stop at Truax, Wilson, Hersey, Northline and Lake Elmo to leave passengers ticketed from points east of Shennington only and will stop at Rusk to leave passengers ticketed from Eau Claire and east thereof.

No. 515 will not carry passengers.
No. 25 will carry passengers between Eau Claire and Hudson.

SECOND CLASS.

Sub-Division 3

FIRST CLASS.

No. 512 will stop at Gordon, Minong, Saron, Haugen, Chetek and New Auburn to take on passengers for points east of Elroy until Oct. 31st.
No. 512 will stop at Bloomer to take on passengers for Madison, Milwaukee and points east.
No. 512 will stop at all stations between Spooner and Eau Claire to discharge passengers from stations south of Spooner, arriving at Spooner on No. 363 with tickets (not passes).

[illegible]

No. 512 is superior to Nos. 303, 307 and 243.

**No. 312 is superior to Nos. 303, 307 and
No. 304 is superior to Nos. 233 and 243.**

No. 304 is superior to Nos. 233
No. 246 is superior to No. 103.

No. 246 is superior to No. 103.
No. 304 is superior to Nos. 511 and 303.

No. 304 is superior to Nos. 511 and 303.
No. 310 is superior to Nos. 307 and 303.

No. 310 is superior to Nos. 307 and 303.
North bound freight trains will take siding at Gordon for south bound freight trains.

North bound freight trains will take siding at Gordon 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.

South bound freight trains will take siding at Norma for north bound freight trains.

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. 101 will carry passengers between Spooner and Itasca.

No. 103 will carry passengers between Chippewa Falls and Spooner.

No. 511 will stop at Gordon and Minong, to leave passengers from stations east of Elroy until Oct. 31.

No. 511 will stop at Gordon and Minong, to leave passengers from stations east of
No. 511 will stop at Bloomer to leave passengers from Madison and points east.

No. 511 will stop at New Auburn, Chetek, Haugen and Sarona until Oct. 31st to leave passengers from points east of Elroy.

No. 364 on Sundays will stop at Deer Park and Stanton to take on passengers for New Richmond.
No. 68 will carry passengers Spooner to Hudson.
No. 362 will stop on signal at Snider and Leonard.
No. 70 will carry passengers.

No. 362 will not run Sundays between Spooner and Northline.

BETWEEN ELLSWORTH AND STILLWATER—GOING WEST.

FIRST CLASS.								SUB-DIVISION 5.		FIRST CLASS.				SECOND CLASS.			THIRD CLASS.				
								STATIONS.													
								Time Table 47.													
								July 18, 1926.													

BETWEEN STILLWATER AND ELLSWORTH—GOING EAST.

FIRST CLASS.								Station Numbers	SUB-DIVISION 5. STATIONS. Time Table 47. July 18, 1926.	Distance from Stillwater.	FIRST CLASS.			SECOND CLASS.			THIRD CLASS.						
626	628	600	602	604	606	608	610				612			632	614			640	638	616			
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				Daily				Ex. Sun.	Ex. Sun.			Ex. Sun.	Daily	Daily		
Ellsworth Passenger	Ellsworth Passenger	Connects with No. 405	Connects with No. 402	Connects with No. 199	Connects with Nos. 363 and 507	Connects with No. 138	Connects with No. 404					Connects with Nos. 401 and 406			C. M. & St. P. No. 302	Freight			Way Freight	Freight	Freight		
AM	PM																						
11.05	7.40							1531	Ellsworth	30.8							PM						
10.55	7.30							1580	Beldenville	27.3							1.15						
† 10.48 †	7.17								Cherma	22.5							12.45						
10.21	7.05							1578	River Falls	17.8													
† 10.20 †	6.50							1577	Glover	12.7							12.15						
† 10.13 †	6.42							1576	Prescott Road	9.4							11.10						
10.05	6.34							1575	Hudson (City)	6.9							11.02						
10.00	6.30	AM				PM	PM	1548	Hudson	6.1	PM						10.55	AM	PM				
	PM	6.00				6.20	7.45		(C. M. & St. P. Crossing)		9.15						10.45	3.20	10.40				
* 9.57		* 5.55				* 6.18	* 7.40	1530	Lakeland Jct.	5.6	9.10						AM						
9.50		5.48				6.09	7.27	1552	Bayport	2.6	9.04			PM	10.22			8.17	10.35				
* 9.45		* 5.43	* 8.43	* 9.38	* 3.58	* 6.03	* 7.20		Junction Switch	1.0	8.50			1.22	10.15			8.09	10.20				
9.42		5.40	8.40	9.33	3.55	6.00	7.15	1552	Stillwater	0.0	8.45			1.15	10.10			8.03	10.05				
AM		AM	AM	AM	PM	PM	PM				PM			1.00	10.05			8.00	10.00				
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily				Daily			Ex. Sun.	Ex. Sun.		Ex. Sun.	Daily	Daily				

No. 600 is superior to No. 601.
 No. 602 is superior to No. 603.
 No. 604 is superior to No. 605.
 No. 606 is superior to No. 607.
 No. 608 is superior to No. 609.
 No. 610 is superior to No. 611.
 No. 612 is superior to No. 613.

No. 614 is superior to Nos. 615 and 631.
 No. 616 is superior to No. 617.
 No. 626 is superior to No. 627.
 No. 638 is superior to No. 637.
 No. 640 is superior to No. 641.

Nos. 614, 615, 616, 617, 640 and 641 will carry passengers.

MARSHFIELD LINE.

GOING WEST.

THIRD CLASS.

SECOND CLASS.

FIRST CLASS.

167

Ex. Sun.

Way
FreightPM
2.30

† 2.50

3.05

3.25

† 3.30

4.30

4.40

† 5.00

† 5.15

5.30
PM

Ex. Sun.

169

Daily

Time
FreightAM
10.00

10.25

10.30

10.45

11.00

11.15

11.25

11.46

12.05

12.20
PM

Daily

109

Daily

Fox River
ExpressAM
1.20

* 1.85

† 1.88

† 1.49

* 1.51

2.01

* 2.04

* 2.12

* 2.18

2.30
AM

Daily

107

Ex. Sun.

Passenger

AM
10.40

* 10.55

10.58

11.10

* 11.14

11.29

* 11.35

† 11.46

* 11.52

12.05
PM

Ex. Sun.

129

Ex. Sun.

Passenger

PM
4.20

* 4.35

4.39

4.52

* 4.56

5.10

* 5.16

† 5.25

* 5.30

5.40
PM

Ex. Sun.

Distance from
Merrillan.

37.9

32.5

29.8

28.4

22.4

20.5

15.2

12.7

7.8

5.0

0.0

SUB-DIVISION 8.

STATIONS.

Time Table 47

July 18, 1926.

Distance from
Marshfield.

0.0

5.4

8.1

9.5

15.5

17.4

22.7

25.2

30.1

32.9

37.9

Station Numbers.

1599

1597

1596

1595

1593

1592

1590

1589

1588

1587

1518

FIRST CLASS.

106

Ex. Sun.

Passenger

AM
8.20

* 8.00

7.56

7.42

* 7.38

7.23

* 7.15

† 7.05

* 7.00

6.50
AM

Ex. Sun.

128

Ex. Sun.

Passenger

PM
2.25

* 2.06

2.03

1.50

* 1.47

1.36

* 1.25

† 1.15

* 1.10

1.00
PM

Ex. Sun.

108

Daily

Fox River
ExpressAM
12.35

* 12.15

† 12.10

† 12.01

* 11.57

11.45

* 11.37

* 11.27

* 11.21

11.10
PM

Daily

GOING EAST

SECOND CLASS.

THIRD CLASS.

170

Daily

Time
FreightPM
12.30

11.30

11.25

11.10

11.00

10.25

10.02

9.50

9.42

9.30
AM

Daily

168

Ex. Sun.

Way
FreightPM
10.00

† 9.30

9.25

9.05

† 9.00

8.45

† 8.05

† 7.50

† 7.45

7.30
PM

Ex. Sun.

No. 108 is superior to No. 109.
No. 106 is superior to No. 107.
No. 128 is superior to No. 129.
No. 170 is superior to No. 169.

Nos. 167 and 168 will carry passengers.
No. 170, on Sunday, will carry passengers.

When trains meet at Columbia, the west bound train will run by and back in.

SPRING VALLEY LINE.

GOING SOUTH.

FIRST CLASS.

37

Ex. Sun.

Passenger
and FreightPM
7.30

† 7.40

† 7.45

7.55

8.12

8.22

8.35

PM

Ex. Sun.

35

Ex. Sun.

Passenger
and FreightPM
3.50

† 4.00

† 4.05

4.15

PM

Ex. Sun.

33

Mon.,
Wed., Fri.Passenger
and FreightAM
9.27

9.52

AM

Ex. Sun.

Mon.,
Wed., Fri.

Ex. Sun.

Ex. Sun.

Ex. Sun.

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Ex. Sun.

No. 186 is superior to No. 185.

HANNIBAL LINE.

Nos. 234 and 235 will carry passengers.
Nos. 245 and 246 will carry passengers.
No. 232 will wait 10 minutes, if necessary, for
connection with Soo Line No. 30 at Donald.

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.
- 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.

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. 5 over Red Cedar River, Menomonie Branch.
Bridge 112, on Marshfield Branch.
Coal shed at Merrillan. Coal shed at Knapp.
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 west or 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.

Northline Rights of Extra Trains. 2. Northern District extra freight trains running between Minneapolis and Spooner will be given running orders to or from Northline Yard. The piece of track between south switch Northline Yard and Eastern District main line connection will be controlled by operator at Northline. All south-bound extra freight trains will head in at north switch, Northline yard, and be controlled by distant signal located near south switch, Northern District, Northline Yard. North-bound freight trains will be controlled by automatic signal located near the cross-over, Eastern District main line.

Registry of Trains. 3. All trains will register at the following stations: Elroy, Wyeville, Altoona, East St. Paul, Marshfield, Mondovi, Menomonie City, Emerald, Spring Valley, Weston, Stillwater, Junction Switch, Bayport, Ellsworth, Chippewa Falls, Rice Lake, Spooner, Ashland Junction, Ashland, Washburn, Barksdale, Bayfield, Trego, Itasca, Allouez, Superior East End, Duluth, Hannibal and Park Falls.

No. 307 will register at Tuscobia.
Passenger trains will register at Union Depot, St. Paul.
All west-bound trains will register at Wyville and Northline by register card Form 645.

All south-bound trains will register at Northline.
Northern District south-bound trains except First Class will get train order register of superior trains from Eastern District Train Dispatcher in train order form at Northline. All trains except Eastern District freight trains will register at Eau Claire.

Branch trains will register at the following stations: Merrillan, Fairchild, Menomonie Junction, Woodville, Hudson, Stillwater Junction, Tuscobia.

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

Trains receiving a train order reading: "All trains due up to — A. M. or — P. M. have passed," will register at that point by register card Form 645.
All trains will register by card at Trego.

Report Passengers. 4. 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 Dist. No. 406 via Hudson.

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

Yard Limits. 5. Station. Distance in Feet from Outer Switches
Elroy..... 500 ft. West
Camp Douglas..... 2000 ft. East
Camp Douglas..... 2000 ft. West
Wyeville..... 1000 ft. East
Wyeville..... 3000 ft. West
Merrillan..... 6500 ft. East
Merrillan..... 500 ft. West
Merrillan (on Branch)..... 2000 ft. East

Yard Limits. Cont.

Neillsville.....	4000 ft. East
Neillsville.....	4000 ft. West
Granton.....	3000 ft. East
Granton.....	3000 ft. West
Fairchild.....	4000 ft. East
Fairchild.....	5500 ft. West
Fairchild (on Branch).....	1000 ft. West
Augusta.....	5000 ft. West
Augusta.....	500 ft. East
Altoona-Eau Claire.....	6000 ft. East
Altoona-Eau Claire.....	3515 ft. West
Altoona-Eau Claire.....	8542 ft. North
Elk Mound.....	1000 ft. East
Elk Mound.....	4000 ft. West
Menomonie Jct.....	500 ft. East
Menomonie Jct.....	4000 ft. West
Menomonie Branch—Menomonie Jct. to Menomonie City Knapp.....	1000 ft. East
Knapp.....	500 ft. West
Johnson.....	5000 ft. East
Johnson.....	5000 ft. West
Roberts.....	1000 ft. East
Roberts.....	1000 ft. West
Northline.....	1500 ft. East
Northline.....	500 ft. West
Hudson.....	7300 ft. East
Lakeland Jct.....	5000 ft. West
Hudson (on Ellsworth Line).....	500 ft. East
Lake Elmo.....	500 ft. East
Lake Elmo.....	5000 ft. West, of Depot
Hazel Park.....	1500 ft. East
Stillwater Jct.....	500 ft. East
Stillwater Jct.....	6000 ft. West
Stillwater (on Branch).....	500 ft. West
Bayport-Stillwater.....	1000 ft. East
Marshfield.....	1500 ft. West
Spring Valley.....	500 ft. North
Spring Valley.....	500 ft. South
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
Clayton.....	4000 " north
Cumberland.....	4000 " north
Spooner.....	1000 " south
Washburn.....	1000 " south
Washburn.....	1000 " north
Minong.....	1500 " south
Solon Springs.....	4000 " north
Wascott.....	3500 " north
Lampson.....	1500 " south
Hawthorne.....	1000 " south
Hawthorne.....	1000 " north

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.

Time Card Mileage. 6. Distances shown in time card are via Black River Falls; distance between Levis and Sheppard via Cut-Off 3.2 miles, through distance via Cut-Off 2 miles less than distance shown on time card.

Eau Claire. 7. All Northern District south-bound trains, except first class, will come to a full stop at crossover from Northern District main line to Eastern District main line North of Dewey Street, Eau Claire. Call operator Eau Claire on telephone located on post near Automatic Signal 870 on South Side East Bound track. Obtain permission to use No. 5 track or crossover to East Bound track.

The semaphore north of Eau Claire will be used for protection of engines when using Northern District main track for switching purposes. Eastern District east-bound freight trains must come to a full stop at the stop board, 200 feet west of Dewey Street Crossing and will not proceed until the way is known to be clear.

South-bound freight trains arriving Eau Claire and finding indicator at switch leading to Eastern District main line tracks at "STOP" will call Dispatcher's office before opening switch, to ascertain why indicator is at "STOP," and be governed by information received from operator as to opening switch.

Bayport. 8. 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 at Junction switch will be kept set for line to Lakeland Junction.
8-A. Helper engines will be protected in returning to Stillwater Jct. against the current of traffic after having helped west-bound trains beyond that point, by operator displaying train order signal at stop.

Hudson. 9. 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.

All westbound freight trains with more than fifty (50) cars will stop their train east of Second Street Crossing and proceed to the station with their engine, to avoid blocking this highway.

No westbound train, yard engine or helper will be permitted to pull out onto the bridge at Hudson, or to block the intervolved track without first securing permission from the Operator.

Woodville. 10. Trains using the old main line between Johnson and Woodville will move under full control expecting to find other trains using this track.

Crossover Movements. 11. "On double track when a train crosses over to, or obstructs a track on which the current of traffic is in the opposite direction, it must first be protected in the manner prescribed by Rule 99, against trains moving with the current of traffic on that track, except where switches are interlocked and protected by home and distant signals the movement may be made under their protection."

This rule will not apply to yards where switch engines are regularly employed, nor at Merrillan. At such yards Rule 98-C only, will govern.

White Bear Avenue. 12. No passenger train will exceed forty five (45) miles per hour passing over White Bear Avenue, or between that point and East Seventh St. and must in every case whistle for the crossing as required by the rules and by law.

East St. Paul. 13. 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.

This signal at night must only be given with a green lantern. The Hill Foreman will delegate one man to flag when passenger trains are due or past due, east of Payne Avenue Bridge, and on approach of passenger trains in either direction this man will signal switch tender if clear.

Switch tender will not give signal to passenger trains to proceed at night before receiving clear signal from man east of Payne Avenue Bridge.

All westbound transfer and light engines using freight track from East St. Paul, will obtain from telegrapher at East St. Paul, Form 538 or Form 539 before using freight track westbound.

All transfers and light engines eastbound will call up by telephone from Western Avenue, Union Depot or Hoffman Avenue and secure verbal permission from telegrapher at East St. Paul before using freight track eastbound.

Westbound: Provided one transfer or light engine is in the block, other transfers or light engines will only be permitted to enter the block on caution card Form 539, furnished by telegrapher at East St. Paul.

Eastbound: Provided more than one transfer or light engine wish to enter the block, telegrapher at East St. Paul will give them permissive block, and when giving them permissive block, will advise them what is ahead of them.

Those in charge of transfers and light engines will advise telegrapher, when obtaining block, engine number and point to which destined, and will also advise telegrapher when they clear block in either direction.

Telegrapher at East St. Paul will keep record on block sheet showing transfers and light engines in the block.

14. 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 westbound 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.

Eastbound 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.

15. Train 304 will occupy westbound track on arrival at Eau Claire and will use this track to C. M. & ST. P. Crossing where they will cross to eastbound track through interlocking plant, westbound trains that cannot pass before arrival of these trains will be held or routed through track 5.

Merrillan. 16. When any switching is to be done over either Pearl Street or Main Street crossings at Merrillan, you will arrange to place a flagman (one of your crew) on both Pearl and Main Street Crossings.

17. SPEED TABLE.

TIME Going 1 Mile			TIME Going 1 Mile		
Min.	Sec.	Miles per Hour	Min.	Sec.	Miles per Hour
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

Bridges.

Speed Regulations. 18. Eau Claire River..... 15 miles per hour.
St. Croix River..... 8 miles per hour over draw span
Bridge No. 17, Ellsworth line, 15 miles per hour.
Class Z, E and J engines will not exceed 15 miles per hour over the following bridges:
Bridge 614 across Chippewa River, North of Chippewa Falls.

Street Crossings.

Eau Claire... Over Dewey Street..... 8 miles per hour.
Merrillan... Between G. B. & W. R. R. Crossing and Pearl Street..... 6 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.
Clear Lake... Over Main Street Crossing..... 8 miles per hour.
Superior... Over Tower Avenue..... 5 miles per hour.
Cameron... Between Soo Crossing and South switch..... 12 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.

Omaha-Great Northern Crossing 1st Street Minneapolis.

19. 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 switchtender 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.

19-A. 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.

19-B. Trains hauling ore cars, loaded or empty, will not exceed speed of 25 miles per hour.

20. 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).

Eau Claire. 21. Freight trains will not exceed eight (8) miles per hour between the limits of the C. M. & St. P. Ry. crossing and Dewey Street Crossing.

Merrillan. 22. Light Engines and all trains except first class must not exceed speed of six (6) miles per hour between main line connection and yard Limit Board at Merrillan on Marshfield line.

Elroy. 23. Trains will not exceed fifteen (15) miles per hour between Elroy Depot and end of Curve about 1500 feet west of Elroy Depot.

Branch Lines. 24. Freight and mixed trains will not exceed 25 miles per hour on branch lines, except Mondovi line 30 miles per hour.

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

Spring Valley Line. 26. Trains will not exceed eight (8) miles per hour over Rock Point, three and one-half (3½) miles south of Spring Valley.

Ellsworth Line. 27. Commencing at once, all trains will reduce speed to six (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, and will sound crossing whistle and have engine bell ringing approaching all street crossings.

Other Speed Restrictions:

Curves, Crossovers, Etc.	LOCATION	Maximum Speed In miles per hour	
		Passenger	Freight
Curves at Black River Bridge.....		20	20
Curves between Elroy and Tunnel.....		30	20
Through Tunnel and on Curve either end of same.....		20	20
Curves between Tunnel and Hustler.....		30	20
Curves between Eau Claire River Bridge and Eau Claire.....		20	20
Curves between Knapp and Wilson.....		35	20
Curve just east of Chapman.....		40	20
Curves between Northline and Stillwater Jct.....		30	20
Curves on Marshfield Line.....		30	20
Between Fairchild and Merrillan.....		30	30
Levis.....		30	30
Sheppards.....		30	30
Northline.....		30	30

Special Rules—Cont.

Other Speed Restrictions—Cont.

Curves, Crossover, Etc.	LOCATION	Maximum Speed in miles per hour	
		Passenger	Freight
	South end of Chippewa River Bridge...	15	10
	South of Norma.....	30	20
	1 mile north of Haugen.....	30	20
	Between Saron 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 Barronett.....	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

Northline. 28. Trains will not exceed five (5) miles per hour when using wye at Northline.

Engines Backing up 29. 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.

Light Engines. 30. 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.

31. Loaded log trains will not exceed 25 miles per hour.

Class J-1 Engines. 32. 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 that this speed limit will not be exceeded.

Defective Track. 32-A. If there is any reason to believe that a train has passed over any dangerous defect in roadway, enginemen 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.

Stop. 33. 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. 34. After coming to full stop at regular stop-board, must proceed cautiously with train under full control, until point is reached where unobstructed view of the crossing line can be had by engineman, 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
C. M. & St. P.....	0.58 miles East Eau Claire.
C. M. & St. P.....	Camp Douglas.
C. & N.-W.....	Wyeville.
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. & 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.

ENDS OF DOUBLE TRACK.

RAILWAY CROSSINGS.	
RAILWAY	LOCATION
C. M. & St. P.....	Lakeland Junction.
G. B. & W.....	Merrillan.
M. St. P. & S. S. M. Ry.....	0.4 miles west of Marshfield.

INTERVOLVED BRIDGE.

Eau Claire River..... Eau Claire and Altoona.

Black River..... Merrillan and Lewis.

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

RAILWAY CROSSINGS.	
RAILWAY	LOCATION
C. M. & St. P.....	Lakeland Junction.
G. B. & W.....	Merrillan.
M. St. P. & S. S. M. Ry.....	0.4 miles west of Marshfield.

RAILROAD CROSSINGS

Soo Line.....	New Richmond.
L. S. T. & T. Co.....	0.27 miles North Superior Pass. D.
Nor. Pac.....	Clarkson Coal & Dock Co., Rice Point.
Soo Line.....	Between Elevators F & I, Rice Pt.
No. Pac.....	Elevator F, Rice Point.
No. Pac.....	Railroad St., Duluth.
Soo Line.....	Railroad St., Duluth.
No. Pac.....	6th Avenue, Duluth.
Soo Line.....	0.9 miles South Koll.
Soo Line.....	Hannibal.
Soo Line.....	0.52 miles North Birchwood.
S. & S. E.....	Loretta.
Soo Line.....	0.33 miles North Park Falls.
R. O. Lbr. Co.....	Drummond.
No. Pac.....	Ashland Junction, (Bayfield Line).
No. Pac.....	Ashland Junction, (Ashland Line)

END OF DOUBLE TRACK.

RAILWAY CROSSINGS.	
RAILWAY	LOCATION
C. M. & St. P.....	Lakeland Junction.
G. B. & W.....	Merrillan.
M. St. P. & S. S. M. Ry.....	0.4 miles west of Marshfield.

INTERVOLVED DRAW BRIDGES.

St Croix River..... Hudson.

HUDSON DRAW BRIDGE CLEARANCE.

Width, 1 to 7 feet. Height 21 feet.

Width, 8 feet. Height, 20 feet 6 inches.

Width, 9 feet. Height, 19 feet 6 inches.

Width, 10 feet. Height, 19 feet.

Width, 11 feet. Height, 18 feet 6 inches.

JUNCTIONS.

D. S. S. & A.....Alloues.

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

Branch Line trains at their respective junction switches.

37. Double track extends and is operated between:

East St. Paul and Wyeville.

Spooner and Trego.

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

38. All trains will approach Loretta under control, prepared to stop before reaching a point 600 feet outside of wye switches expecting to find Superior and Southeastern Railway engines using C. St. P. M. & O. Ry. main line between wye switches.

39. 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.

Block Signals

40. Between Elroy, and East 7th St. Signal 1957 at Elroy is located on left side of main track as seen from an approaching westbound train.

Between Spooner and Trego.

41. In placing device for setting signals on opposite track, place it not closer than 100 feet in either direction from an automatic signal mast, as track circuit immediately opposite signal masts and for a short distance each side, is not connected with the opposite rail and the device would not effect the signal placed in that position.

42. Between Lewis and Sheppard via Black River Falls.

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.

43. 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.

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 under head of "Remarks" the time the last train ahead departed.

Telephones have been installed in telegraph offices at Tunnel, Hustler and Stowell. When home 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.

44. Telephones at junction switch of Hannibal line, C. L. & B. Co. "X" 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 District passing track at Northline will be used when necessary by South bound freight trains in reporting block clear to Signalman.

45. 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.

Blocking Transfers and Light Engines Superior and Itasca.

46. 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.

47. Rule 220b applies to all east-bound passenger trains at St. Paul Union Depot, and to all northbound trains at Eau Claire, and is suspended at terminals where telegraph service has been discontinued.

48. Conductors and enginemen running trains between Minneapolis and St. Paul must provide themselves with the current time table of the Great Northern Railway, and be governed by that company's rules and regulations.

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.

The main track from Marshfield passenger station to the Junction switch of the Ashland and Northern Wisconsin Divisions of the C. & N.-W. Ry. will be used jointly by the C. & N.-W. and C. St. P. M. & O. Ry. trains. All trains of either road will move in this territory prepared to stop within their vision.

49. 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.

50. Track scales are located as follows:
 *Elroy.....50 ft. 100 tons *East St. Paul.....50 ft. 100 tons
 *Altoona.....50 ft. 80 tons *Minneapolis.....50 ft. 100 tons
 *Eau Claire.....50 ft. 80 tons *E. Minneapolis.....50 ft. 100 tons
 *Hudson.....50 ft. 100 tons *Marshfield.....50 ft. 100 tons
 *Rice Lake.....46 ft. 100 tons *Ashland.....50 ft. 100 tons
 *Spooner.....50 ft. 100 tons *Washburn.....50 ft. 100 tons
 *Brunet.....50 ft. 100 tons *Itasca.....50 ft. 100 tons
 *Under jurisdiction of the Western Railway Weighing Association.

51. Bulletins will be posted at the following points:

FOR TRAINMEN		FOR ENGINEERS	
Minneapolis.....	(General Yardmaster's Office)	Round House	
East St. Paul.....	(Local Agent's 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.....	Telegraph Office.....	Round House	
Ashland.....	Telegraph Office.....	Round House	
Washburn.....	Telegraph Office.....	Round House	

FOR ALL CONCERNED	
Bayfield.....	Telegraph Office.....
Rice Lake.....	Telegraph Office.....
Chippewa Falls.....	Telegraph Office.....
Park Falls.....	Telegraph Office.....
Holcombe.....	Telegraph Office.....
Hudson.....	Telegraph Office.....
Spring Valley.....	Telegraph Office.....
Menomonie City.....	Telegraph Office.....
Knapp.....	Telegraph Office.....
Eau Claire.....	Telegraph Office.....
Fairchild.....	Telegraph Office.....
Merrillan.....	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.

Cleaning Ashpans.

52. 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: Merrillan, east and west stand pipe. Knapp, stand pipe. Menomonie, coal platform. Weston, water tank. Altoona, turn table track. Ellsworth, engine house track. Chippewa Falls, water tank. Radisson, water tank. Rice Lake, coal shed. New Richmond, water tank. Spooner, stand-pipe (passenger engines). Clayton, coal shed. Cumberland, water tank. 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.

CLASSES OF ENGINES THAT MAY BE OPERATED SINGLY

OVER BRIDGES:		Maximum
MAIN LINE BRIDGES.		
Between Northline and South end of Bridge No. 14, New Richmond.....	and lighter engines.	J-2
Between South end of Bridge No. 14, New Richmond, and Duluth.....	and lighter engines.	J
Between Eau Claire and South end of Bridge No. 614, Chippewa Falls.....	and lighter engines.	J-2
Between South end of Bridge No. 614, Chippewa Falls, and Spooner.....	and lighter engines.	J
Between Trego and Bayfield.....	and lighter engines, except M-2 and M-3.	K-2

BRANCH LINE BRIDGES.		Maximum
All Branch Lines.....	and lighter engines, except M-2 and M-3.	K-2

CLASSES OF ENGINES THAT MAY BE OPERATED COUPLED OVER BRIDGES:

MAIN LINE BRIDGES.		Maximum
Between Northline and Spooner.....	and lighter engines.	J
Between Spooner and South end of Bridge No. 801, over Namakagan River, North of Trego.....	and lighter engines.	J
Between South end of Bridge No. 801 over Namakagan River, North of Trego and Duluth.....	and lighter engines, except M-2 and M-3.	K-2
Between Eau Claire and Spooner.....	except Bridge No. 614, Chippewa Falls.....	J
Between Trego and Bayfield.....	and lighter engines, except M-2 and M-3.	K-2

BRANCH LINE BRIDGES.		Maximum
All Branch Lines.....	and lighter engines, except M-2 and M-3.	K-2

54. Freight trains standing at Lake Elmo on or just west of the street crossing will place brakeman on the crossing to act as flagman to protect people against trains on the opposite track.

55. 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 cut off there to get water or to do work.

56. After the arrival of No. 515 at Eau Claire, the west end of Track No. 5 is blocked until after the departure of Northern District No. 303.

Between the hours of 6:00 P. M. and 10:30 P. M. all yard and road crews switching over North Street Crossing, which is the first Street Crossing east of the passenger depot at Eau Claire, will place one of their men on the Crossing to act as flagman, before shoving cars over that Crossing.

57. Freight trains having cars to set out at Merrillan, will comply with the following instructions:

No. 170—Set out Marshfield Line cars on East store. G. B. & W. cars on either Wye. Company coal on east end of No. 3. Merrillan proper cars on East Wye.

No. 24—Set out Marshfield cars on East store. G. B. & W. cars on either Wye. Merchandise to the House. Merrillan proper on the East Wye.

No. 23—Merchandise to the house. Merrillan proper on either Wye. Marshfield Line cars on west end of No. 3. G. B. & W. cars on either Wye. West cars on west end of No. 3.

No. 585—Merrillan proper on either Wye. Marshfield or Branch Line cars on west end of No. 3. G. B. & W. cars on either Wye.

No. 167—Set out cars for 23 and 24 on the house. West cars on west end of No. 3. East loads on East Storage. G. B. & W. cars on either Wye. Merrillan proper cars on East Wye.

58. Trainmen will protect by flagging all train movements on passing and house tracks over highway crossing just east of depot at Millston and will also protect by flagging all back up or switch movements over highway crossing about 800 feet west of depot at Millston.

Work at Millston.

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

59. All east bound trains must be brought to a stop west of cross-over at Stillwater Jet. Westbound trains will stop at New Yard, Northline, and if distant signal is clear may proceed; if not clear will secure permission from Towerman before proceeding, and Southbound trains will stop between passing track switches at Northline. These stops to be made by an application of engine and train brakes. Brakes must not be released until a signal to do so is given at rear of train. Immediately after train stops trainmen will examine brake on rear car; if found set will give signal to release, but 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 repeated after it has been recoupled and before descending the grade.

Before leaving East St. Paul or Hazel Park Yard with eastbound, and Northline with westbound 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 percent (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.

60. 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.

Elevated Coal Sheds.

Standard Time.

Seals on Ice Bunkers.

Handling Livestock.

61. 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, air must be coupled and in use.

62. Clocks showing standard time are located in train dispatcher's office, Eau Claire, and in telegraph office at Elroy, Wyeville, Altoona, East St. Paul, Minneapolis, Itasca, Ashland and Spooner.

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

64. 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 waybill and if there is a man in charge.

LIST OF SURGEONS.

L. E. DAUGHERTY, Chief Surgeon	Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644.	House, Dale 5034.
H. P. RITCHIE, Asst. Chief Surgeon	Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644.	House Elkhurst 5116.
HARRY ORTING, Asst. Chief Surgeon	Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644.	House Elkhurst 0322.
LOUIS A. NELSON, Ophthalmic Surgeon	Office, 734 Lowry Bldg., St. Paul, Minn.

LOCAL SURGEONS.

Minneapolis.....E. O. Voyer, M. D.	Hammond.....E. L. Boothby, M. D.	Black River Falls.....Eugene Krohn, M. D.
212 Masonic Temple.	Baldwin.....Geo. B. Swenson, M. D.	Camp Douglas.....W. B. Park, M. D.
Office Telephone Main 7976.	Knapp.....C. H. Van Slyke, M. D.	Elroy.....F. H. Ferguson, M. D.
Minneapolis.....M. W. H. Bockman, M. D.	Menomonee.....F. E. Butler, M. D.	Ellsworth.....C. R. Cannon, M. D.
719 Nicollet Ave. Office Tel. Geneva 2172.	J. F. Farr, M. D.	Mondovi.....Simon Miller, M. D.
Minneapolis.....Arthur A. Law, M. D.	H. F. Derge, M. D.	Marshfield.....Karl Doege, M. D.
420 Syndicate Building.	C. Midelfart, M. D.	Altoona.....Same as at Eau Claire.
Office Telephone Geneva 9257.	E. L. Mason, M. D.	
Stillwater.....W. R. Humphrey, M. D.	Fairchild.....E. L. Frisbie, M. D.	
Hudson.....J. W. Livingstone, M. D.	Adams.....G. D. Beach, M. D.	
J. E. Newton, M. D.	Augusta.....E. H. Winter, M. D.	
New Richmond.....O. Hoyt Epley, M. D.	Merrillan.....E. E. Moore & L. J. Walker, M. D.	
Gumbrland I. G. Babcock M. D.	Ashland.....Jno. M. Dodd M. D.	Rice Lake.....O. M. Sattre M. D.
Washburn.....T. R. Spears M. D.	Superior.....Sarzin and Snell M. Ds.	Solon Springs.....A. G. Wilcox M. D.
Spooner W. L. M. Knowles M. D.	Chippewa Falls J. D. McRae M. D.	Park Falls.....J. D. Leahy M. D.
Hayward.....G. A. Larson M. D.	Holcombe.....R. C. Rodecker M. D.	
	Duluth.....E. L. Cheney M. D.	

FOR INSTRUCTIONS TO EMPLOYEES IN CASE OF ACCIDENT, READ RULES 910 TO 917.

CLASS OF ENGINE SINGLE OR COUPLED THAT CAN BE OPERATED OVER BRIDGES.

Main Line, Minneapolis to Elroy	Heaviest Class Engine.	Weight of Engines by Class and Order.
Marshfield Line	J-2	J-2
Mondovi Line	J	J-1
Menomonee Line	K-2	Except M-2 and M-3
Spring Valley Line (Emerald to Spring Valley)	K-2	Except M-2 and M-3
Spring Valley Line (Spring Valley to Weston)	K-2	Except M-2 and M-3
Ellsworth Line	G-2	Except M-2 and M-3
Stillwater Line	K-2	Except M-2 and M-3
Eau Claire (Old Main Line)	K-2	Except M-2 and M-3
NOTE—Class I-1 engines cannot be operated south of Spring Valley.	M-1	Single I one—Double

TEMPORARY SPUR AND SHORT SIDE TRACKS.

ST. PAUL TO ELROY.

Oakdale.....See pages 4 and 5.	Sw at West end.
Johnson.....1 mile East of Woodville.	Sw at Each end.
Quarry.....1 mile East Wilson.	Sw at West end.
Teegarden.....4.8 miles West of Menomonee Jet.	Sw at West end.
Tramway.....3.8 miles West of Menomonee Jet.	Sw at East end.

MARSHFIELD LINE.

Columbia.....See page 12.	Sw at East end.
Kurth.....1.9 miles West of Granton.	Sw at Each end.

MONDOVI LINE.

Price.....See page 7.	Sw at Both ends.
Requa.....4.5 miles West of Price.	Sw at Both ends.
Linderman.....See page 7.	Sw at East end.

SPRING VALLEY LINE.

Slag Pile Spur.....1.0 miles South of Wildwood.	Sw at North end.
Hanson & Johnson Spur.....1.2 miles South of Clark's.	Sw at South 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.
Leonards.....3.3 North of Seeley.	Sw at South 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.
Sioux.....1.8 miles North of Houghton.	Sw at North end.
Pureair Spur.....2.1 miles South of Bayfield.	Sw at North end.

NORTHLINE TO DULUTH.

Brick Yard.....0.2 miles North of Barronett.	Sw at North end.
Young.....2.2 miles North of Lampton.	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.

CHIPPEWA FALLS TO HUGHEY.

Wissota Sand and Gravel Co.'s Spur.	2.1 miles North of Norma.	Sw at South end.
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.
Swanson.....	0.8 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.
Stinson.....2.5 miles North of Winter.	Sw on South end.
Clover.....3.6 miles South of Loretta.	Sw on North end.
Oveland.....3.2 miles North of Loretta.	Sw on South end.
Rogers.....4.7 miles North of Loretta.	Sw Both ends.
Hanson.....5.0 miles North of Loretta.	Sw on South end.
Dloo.....7.4 miles North of Loretta.	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.

WATCH INSPECTORS.

A. L. HAMAN, Supt. Time Service,
282 Endicott Bldg., St. Paul, Minn.
Haman & Co., 352 Robert St., St. Paul
Minneapolis, 1917 Washington Ave. North.
C. G. Lindquist.
Minneapolis. Allen & Berg, 16 So. 1st St.
E. St. Paul.....E. A. Lindahl
Stillwater.....August Gfrerer

Hudson.....John Engebretson
Spring Valley.....P. L. Lillie
Menomonee City.....Ingraham Bros.
Eau Claire.....John Holt Co.
Marshfield.....E. F. Meehler
Elroy.....E. A. Oehlert
Mondovi.....C. E. Hinman
Rice Lake.....W. W. Rubyor

Spooner.....A. R. Sather
Superior.....C. A. Swanson & Co.
Duluth.....M. Hendrickson
400 1st St.
Ashland.....Grand & Maki
Chippewa Falls.....P. A. Brunstad
Park Falls.....H. Hegstrom.

DERAIL SWITCH.

EASTERN DISTRICT.

Warren.....House track	East end
Black River Falls.....House track	West end
Merrillan.....Coal chute track	Both ends
Humbird.....House track	East end
Fairchild.....Greenwood storage track	West end
Fairchild.....House track	East end
Fairchild.....Coal shed spur	East end
Altoona.....Incline track	West end
Altoona.....Coal shed	East end
Altoona.....West lead	Near No. 1 Switch
Altoona.....House track	West end
Eau Claire.....Oil house spur	East end
Eau Claire.....Repair track	Both ends
Eau Claire.....Track one	Stock chute
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	South end
Hudson Shop Yard.....No. 3 scrap track	East end
Hudson Shop Yard.....Lumber yard track	North end
Stillwater Jet.....Loading track	East end
Lake Elmo.....House	West end
Hazel Park.....East-bound transfer track	West end
Westminster St. (just east of bridge) Minneapolis lead	West end
Westminster St. (just east of bridge) Western Division transfer	West end
Track No. 8.....Prince Street Yard	
Minneapolis.....Track to Union Depot north of G. N.	
Minneapolis.....No. 1 lead	East end
Minneapolis.....Track No. 9	East end
Minneapolis.....Coal shed	East end
Minneapolis.....No. 12 lead	East end
Menomonee City.....Gas Works spur	North end
County Line.....Spur	North end
Spring Valley, I. & O. Co. yard	Foot of incline
Spring Valley.....Storage track	South end
Elmwood.....Featherstone spur	North end
Sidney.....Loading track	Both ends
Kurth.....Loading 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	South end
Bayport.....St. Croix Box Co.'s track	North end
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
Clayton.....Coal Shed Track	North 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. 2	North end
Chippewa Falls.....On side of hill	South end
Chippewa Falls.....C. L. & B. track	West end
Chippewa Falls.....Wissota 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.....Mercer Mill track	South end
Rice Lake.....Team track	South end
Tussockia.....Siding	North end
Haugen.....Both sidings	South end
Sarna.....House track	South end
Hayward.....Elevator track	North end
Hayward.....House track	South end
Cable.....Storage track	South end
Sweden.....Spur	South end
Beaver Brook.....Spur	North end
Earl.....Siding	South 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.....House track	South end
Sioux.....Spur	North end
Pike.....Siding	South end
Wooddale.....Spur	South end
Lemington.....Siding	North end
Stinson.....Spur	South end
Clover.....Spur	North end
Rogers.....Siding	North end
Draper.....House track	South end
Batson.....Spur	South end
Kaiser.....Mill track	South end
Hatch.....Spur	South end
Hannibal.....Siding	South end
Wissota Sand & Gravel Co. Spur	South end

To Freight Conductors, Agents and Yard Masters.

EASTBOUND.

No. 480. Chicago-Milwaukee Time Freight. Will handle all through stock from South St. Paul and Minnesota Transfer. All perishable and other high class time freight routed via Wyeville will pick up stock Lake Elmo to Eau Claire, inclusive, for points via Wyeville.

No. 88. Marshfield Time Freight. Will handle all time freight going via Marshfield, filling out with Manitowoc, Green Bay and other dead loads via Marshfield, preference in the order given and fill out to Wyeville on Wyeville loads. Will also handle Eau Claire-Altoona merchandise.

No. 478. Stock Freight. Will handle all perishable and high class freight from Altoona left over after No. 480, and will pick up stock at all stations for points via Wyeville.

No. 586. Flour Special. Will handle all loads via Elroy and Peoria, and fill out on flour via Wyeville.

No. 170. Marshfield Time Freight. Will handle all time freight via Marshfield, filling out on Manitowoc and Green Bay loads and other dead loads via Marshfield in the order given and in reducing at Merrillan will reduce on dead loads via Marshfield other than Manitowoc and Green Bay. If further reductions are necessary, Green Bay dead loads should be set out in preference to Manitowoc dead loads.

No. 26. Way Freight. Will handle local merchandise and all short cars to and from all stations and will pick up through loads at all stations except Hudson, Northline and Knapp and will do station switching East St. Paul to Baldwin, inclusive.

No. 24. Way Freight. Will handle local merchandise and short cars to and from all stations and will pick up through loads, Fall Creek to Hustler, inclusive, and will do station switching, Fall Creek to Humbird, inclusive.

WESTBOUND.

No. 585. Twin City Time Freight. Will handle out of Elroy all time and dead freight loads for points west and north of Altoona, filling out on short cars for points west of Merrillan and pick up at Wyeville all Twin City and Minnesota transfer local time and dead freight loads. Leaving Altoona they will handle Twin City time and dead freight. Minnesota Transfer local time and dead freight, and time and dead freight for Menomonie, Stillwater and the River Falls Line, and will pick up time and dead freight for these points at Eau Claire, Menomonie Junction and Hudson.

No. 479. Minnesota Transfer Time Freight. Will handle all beyond Minnesota Transfer loads preference, filled out on Minnesota Transfer loads. Will pick up at Altoona all loads for the above points received in No. 169.

No. 483. Twin City Special. Will handle all Twin City Stillwater time freight, filled out on Twin City dead loads, reducing and Still-

water loads at Altoona and also pick up all stock for South St. Paul from Wyeville and west.

No. 169. Marshfield Time Freight. Will handle all cars for points west and north of Altoona, received at Marshfield.

No. 23. Way Freight. Will handle local merchandise, short cars to and from all stations, picking up through cars, Hustler to Fall Creek, inclusive, excepting Wyeville, and will do station switching, Hustler to Black River Falls, inclusive.

No. 25. Way Freight. Will handle local merchandise and short cars to and from all stations, picking up through loads Trux to Lake Elmo, inclusive, except Northline. Will handle stock for South St. Paul and points north of Hudson, setting out stock and perishable freight for the Northern Division at Hudson.

RATING OF FREIGHT ENGINES IN TONS.

GRADES		CLASSES OF ENGINES												GRADES		CLASSES OF ENGINES											
East or North		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	J 2	West or South		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	J 2
St. Paul to Northline.....		675	750	825	1050	1000	1125	1125	1225	1600	1700	2600*	2700***	Elroy to Altoona.....		600	700	775	1050	1000	1100	1125	1375	1500	1600	2650	2860
Northline to Knapp.....		500	550	650	900	850	950	975	1050	1600	1700	2600	2800	Altoona to Northline.....		550	600	675	925	875	975	1000	1275	1500	1600	2350****	2535
Knapp to Altoona.....		700	775	875	1175	1125	1225	1250	1850	2800	3000	4850	5235	Hudson to St. Paul.....		675	750	850	1150	1100	1275	1250	1350	1500	1600	2700**	2800****
Altoona to Elroy (Double Tunnel).....		640	750	825	1100	1050	1150	1175	1475	1700	1800	3000	3240	Marshfield to Merrillan....		475	525	595	780	760	835	860	935	1035	1120	1800	1940
Hudson to River Falls.....		550	625	700	900	850	925	950	1050	1150	1250	.....	.....	Fairchild to Mondovi....		500	550	625	850	825	900	925	1000	1125	1210	.....	.....
River Falls to Beldenville.....		250	300	325	410	400	450	475	500	550	600	.....	.....	Emerald to Woodville....		675	750	850	1150	1100	1225	1250	1350	1500	1600	.....	.....
Beldenville to Ellsworth.....		225	250	275	350	325	350	375	400	450	500	.....	.....	Woodville to Weston....		400	450	500	625	600	650	675	725	800	850	.....	.....
Weston to Spring Valley.....		675	750	850	1150	1100	1225	1250	1350	1500	1600	.....	.....	Ellsworth to River Falls		300	350	375	475	450	500	525	550	600	645	.....	.....
Spring Valley to County Line.....		125	150	175	225	200	250	300	325	350	400	.....	.....	River Falls to Hudson..		500	575	625	775	750	825	850	925	1025	1110	.....	.....
County Line to Woodville.....		400	450	500	625	600	650	675	725	800	875	.....	.....	Itasca to Hawthorne.....		375	425	475	650	625	700	725	775	850	890	1500	.....
Woodville to Emerald.....		675	750	850	1150	1100	1225	1250	1350	1500	1600	.....	.....	Hawthorne to Spooner....		775	850	950	1275	1225	1350	1375	1500	1650	1735	2850	.....
Mondovi to Fairchild.....		500	550	625	850	825	900	925	1000	1125	1225	.....	.....	Spooners to Barronett....		475	525	575	775	750	825	850	925	1025	1090	1850	.....
Merrillan to Marshfield.....		475	525	575	775	750	825	850	925	1050	1120	1900	2050	Barronett to Northline....		800	875	975	1300	1250	1375	1400	1525	1700	1800	3000	.....
Northline to Spooner.....		500	550	625	850	825	900	925	975	1125	1125	1950	.....	Ashland Jct. to Cable....		450	500	575	750	725	800	825	900	1000	1050	.....	.....
Spooners to Itasca.....		525	575	650	900	850	925	950	1025	1150	1150	2000	.....	Spooners to Haugen.....		525	575	650	900	850	925	950	1025	1150	1220	2000	.....
Spooners to Ashland.....		650	700	800	1075	1025	1125	1150	1250	1400	1400	.....	.....	Haugen to Eau Claire (Double Koll).....		800	875	975	1300	1250	1375	1400	1525	1700	1800	3000	.....
Ashland Jct. to Washburn (Double into Yard).....		825	925	1025	1375	1325	1450	1475	1625	1800	1800	.....	.....														
Eau Claire to Norma.....		375	425	475	650	625	700	725	775	850	850	1500	.....														
Norma to Spooner.....		550	600	675	925	875	975	1000	1075	1200	1200	2075	.....														

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.

Above ratings include helper out of East St. Paul, out of Hudson in all directions, and from Knapp to Hersey; 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.

**Tonnage of Class J Engines with Class J Helper, Hudson to St. Paul 2500 tons.

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

****Tonnage of Class J-2 Engines with Class J Helper, Hudson to St. Paul 2600 tons.

***Tonnage of Class J-2 Engines with Class J Helper, Hudson to Northline 2600 tons.

*****Tonnage of Engines Altoona to Northline with Class J Helper, Knapp, 2600 tons.

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

Box, 28 feet to 33 feet.....	11 tons	Stock, common.....	12 tons	Coaches, 8-wheel.....	32 tons
" 34 feet.....	13 "	" special.....	16 "	" 12-wheel.....	34 "
" 36 feet.....	17 "	" D. D.....	17 "	" steel.....	52 "
Furniture, 38 feet and 40 feet.....	15 "	Stable.....	18 "	Dining cars.....	50 "
" 45 feet.....	17 "	Stock (dirty).....	2 tons extra	" steel.....	74 "
" 46 feet and 50 feet.....	18 "	Caboose.....	17 tons	Sleeping cars, steel.....	76 "
Flats, 28 feet to 34 feet.....	10 "	Derrick cars, complete.....	25 "	Sleeping cars, steel under frame.....	73 "
" 36 feet.....	12 "	Refrigerator.....	20 "	Sleeping cars, wood.....	63 "
" 40 feet.....	13 "	Oil Tank.....	15 "	Parlor and chair, steel.....	63 "
Coal, 33 feet and 34 feet.....	11 "	Mail.....	24 "	Private car, 100.....	39 "
" 36 feet.....	15 "	Mail cars, steel.....	60 "	Private car, 550.....	40 "
" 40 feet.....	21 "	Baggage.....	32 "	Private car, 551.....	60 "
Rodger Ballast.....	16 "	Baggage cars, steel.....	52 "		
Ore.....	16 "				

When weight is marked, compute tonnage from actual weight.

J. J. MEALEY,

Superintendent, Terminals,
Minneapolis.

TRAINMASTERS:

A. J. STROUTS,
Itasca.
H. P. CONGDON,
Spooner.

G. F. BOUTHILET,

Chief Train Dispatcher,
Eau Claire.

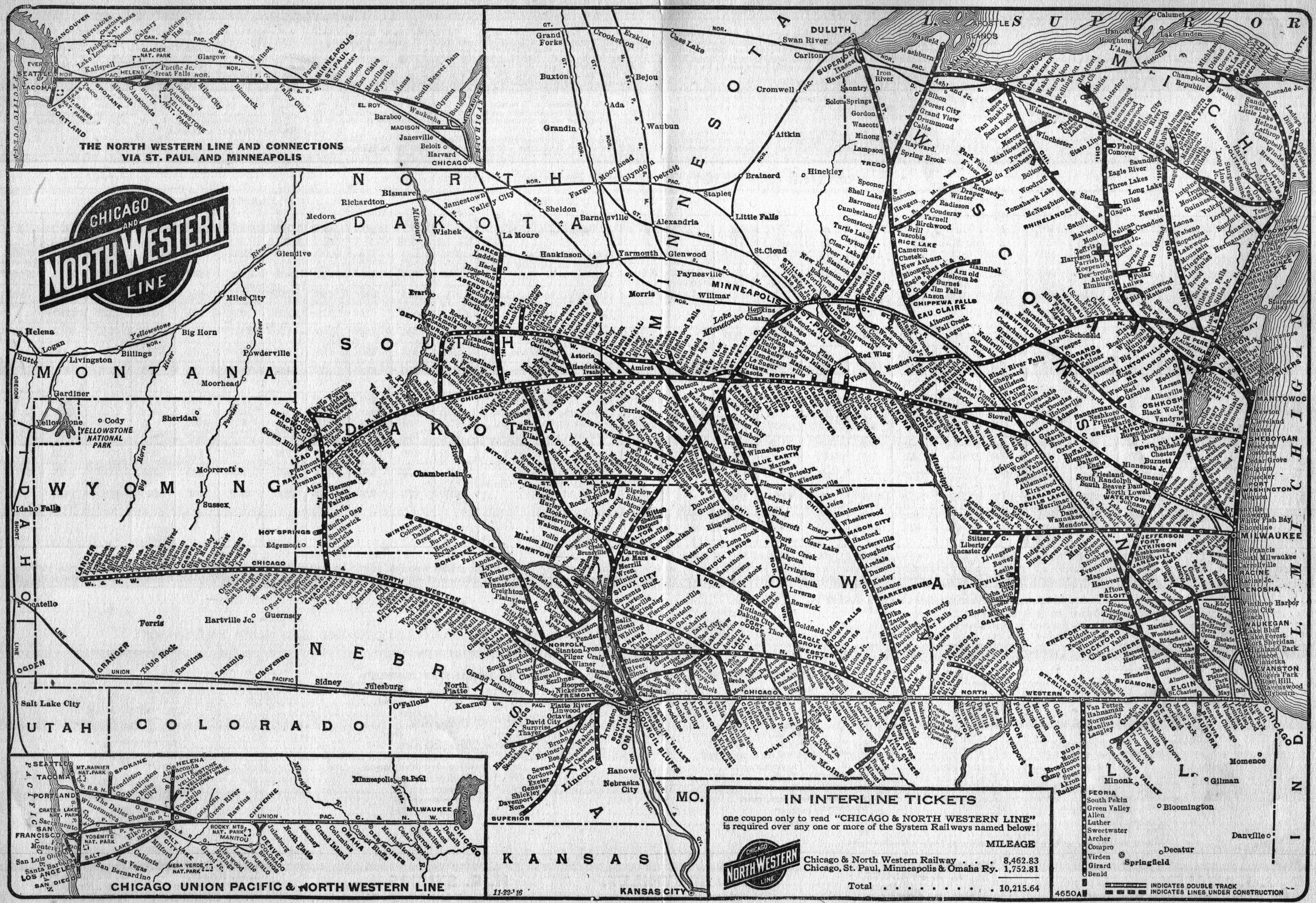
H. E. STUBBS,

Night Chief Train Dispatcher,
Eau Claire.

TRAIN DISPATCHERS:

S. G. Knott,
R. H. Glennan,
W. A. GRAMENZ,
A. F. BURGER

D. R. Appleman,
E. G. Hugdahl,
J. W. Essick,
W. A. Blake,



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



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 . . .	8,462.83
Chicago, St. Paul, Minneapolis & Omaha Ry. . .	1,752.81
Total	10,215.64

4650A

CHICAGO UNION PACIFIC & NORTH WESTERN LINE

11-22-16

KANSAS CITY

INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION