

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA Ry.



EASTERN DIVISION.

No. 42 **TIME TABLE** No. 42

FOR EMPLOYEES ONLY.

Takes Effect Thursday, October 1, 1925.

At 12:01 O'Clock A. M.

STUDY THE RULES CAREFULLY

A. W. TRENHOLM,
Vice President.

J. J. O'NEIL,
General Manager.

F. R. PECHIN,
General Superintendent.

F. E. NICOLAS,
Superintendent.

BETWEEN ELROY AND ALTOONA—GOING WEST.

THIRD CLASS.						SECOND CLASS.					SUB-DIVISION 1.		FIRST CLASS.																	
					23				591	169	83	85	79	STATIONS.		Distance from Elroy.	Station Numbers.	11	5	15	9	3	7	1	517					
					Ex. Sun.				Daily	Daily	Daily	Daily	Daily	Time Table 42.				Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				
					Way Freight				C. & N. W. Time Freight	Marshfield Time Freight	Twin City Time Freight	Twin City Time Freight	Head of Lakes Time Freight	October 1, 1925.				Duluth Limited	North-Western Limited	Mail and Express	Fox River Express	North American	Twin City Passenger	The Viking	Badger State Express					
									C&NW No. 591 PM 10.20		C&NW No. 483 PM 8.30		C&NW No. 479 PM 7.15					C&NW No. 511 PM 5.30	C&NW No. 405 PM 6.30	C&NW No. 515 PM 10.15		C&NW No. 403 PM 10.00	C&NW No. 507 AM 2.05	C&NW No. 401 AM 10.30	AM 8.15					
									PM 9.30						Chicago.....			PM 11.40		AM 3.05			AM 10.20		PM 3.35					
					AM 5.45				9.35			AM 5.30			Elroy.....w	0.0	1500	0.7												
					† 6.00				10.00			5.45			Elroy Yard.....	0.7		5.6	*	3.07			* 10.22		* 3.37					
					6.15				10.10			6.00			Tunnel.....	6.3	1502	4.2	*	3.15			* 10.38		* 3.47					
					6.35				10.20			6.10			Hustler.....	10.5	1503	2.9	*	3.22			10.40		3.55					
															Camp Douglas.....w	13.4	1504					10.48		4.04						
															(C. M. & St. P. Crossing)															
					† 6.50				10.35			6.25			Stowell.....	19.3	1506	5.9	*	3.39			* 10.57		* 4.12					
					7.15				10.45 PM			3.00	6.35	PM 1.30	(C. & N. W. Crossing)	22.5	1507	3.2		AM 1.25		AM 4.55	11.05	PM 4.30	4.20 PM					
					7.25										Wyeville.....wy	25.1	1508	2.6	*	1.30	*	3.49		† 4.35						
					7.45										Valley Jct.....	32.0	1510	6.9	*	1.41	*	3.57		4.45						
					8.10										Warren.....	40.3	1512	8.3	*	1.54	*	4.06		4.56						
															Millston.....w	49.2	1514	8.9	*	2.10	*	4.16		5.08						
															Sheppard.....															
					9.00							Via Cut-off	Via Cut-off	Via Cut-off	Black River Falls.....	52.5	1515	3.3	Via Cut-off	Via Cut-off	Via Cut-off		5.39	11.58	5.17					
															Lewis.....	54.4	1517	1.9	*	1.12	*	2.16	*	5.45	* 12.05	* 5.23				
					10.15				PM 2.30						(G. B. & W. Crossing)	64.8	1518	10.4				AM 3.40	6.05	12.20 12.40	5.50					
					10.45										Morrillan.....w	70.6	1521	5.8	*	1.48	*	2.52	*	6.16	12.52	5.59				
					11.40										Humbird.....	77.4	1522	6.8	*	1.55	*	3.02	*	6.28	1.05	6.10				
															Fairchild.....wy															
					12.25										Augusta.....w	86.7	1524	9.3	*	2.07	*	3.17	*	6.41	1.20	6.23				
					12.35										Redell.....	91.3	1525	4.6	*	2.13	*	3.25	*	6.48	† 1.28	† 6.29				
					12.55										Fall Creek.....	96.6	1526	5.3	*	2.20	*	3.32	*	6.54	1.38	6.35				
					1.20 PM					4.30 PM	7.00 PM	11.45 AM	5.15 PM		Altoona.....w	105.4	1528	6.5	*	2.35	*	3.45	*	7.05	1.50	6.46				
					Ex. Sun.				Daily	Daily	Daily	Daily	Daily					AM	AM	AM	AM	AM	AM	PM	PM					
									Daily	Daily	Daily	Daily	Daily					Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily					

BETWEEN ALTOONA AND ELROY—GOING EAST.

3

FIRST CLASS.										SUB-DIVISION 1.			SECOND CLASS.										THIRD CLASS.												
										STATIONS.			Distance from St. Paul.	Station Numbers.																					
										Time Table 42																									
										October 1, 1925.																									
															170	80	86	78	578						24										
															Daily	Daily	Daily	Daily	Daily						Ex. Sun.										
															Atlantic Express	Badger State Express	The Viking	Fox River Express	North American	American Express	Chicago Limited	North- Western Limited							Way Freight						
															C&NW No. 510 AM 11.30	C&NW No. 402 PM 10.30	C&NW No. 402 PM 8.30		C&NW No. 404 AM 6.55	C&NW No. 514 AM 6.45	C&NW No. 512 AM 8.35	C&NW No. 406 AM 8.35													
										Chicago			398.8																						
										Elroy			194.2	1500																					
										Elroy Yard			193.5																						
										Tunnel			187.9	1502																					
										Hustler			183.7	1503																					
										Camp Douglas			180.8	1504																					
										(C. M. & St. P. Crossing)																									
										Stowell			174.9	1506																					
										(C. & N. W. Crossing)																									
										Wyeville			171.7	1507																					
										Valley Jct			169.1	1508																					
										Warren			162.2	1510																					
										Millston			153.9	1512																					
										Sheppard			145.0	1514																					
										Black River Falls			141.7	1515																					
										Levis			139.8	1517																					
										(G. B. & W. Crossing)																									
										Merrillan			129.4	1518																					
										Humbird			123.6	1521																					
										Fairchild			116.8	1522																					
										Augusta			107.5	1524																					
										Rodell			102.9	1525																					
										Fall Creek			97.6	1526																					
										Altoona			88.8	1528																					

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. 4 will stop on signal at Augusta for passengers ticketed to Chicago or Milwaukee.

No. 14 will not carry passengers.
No. 24 will carry passengers between Fall Creek and Hustler.

BETWEEN ALTOONA AND ST. PAUL—GOING WEST.

THIRD CLASS					SECOND CLASS.					SUB-DIVISION 2.		FIRST CLASS.																	
	104	67	25		106	79	83	85	73	STATIONS.		Distance from Elroy.	Station Numbers.	11	5	15	9	3	61	7	63	1							
	Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily	Daily	Time Table 42.				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily							
	Way Freight	Way Freight	Way Freight		Head of Lakes Time Freight	Twin City Time Freight	Twin City Time Freight	Twin City Time Freight	Twin City Time Freight	October 1, 1925				Duluth Limited	North-Western Limited	Mail and Express	Fox River Express	North American	Ashland Passenger	Twin City Passenger	Twilight Limited	The Viking							
	AM 8.10		AM 8.00		PM 6.00	PM 6.30	PM 7.30	PM 8.00		Altoona..... w	105.4	1528	AM 2.35	AM 3.45	AM 5.32	AM 4.50	AM 7.05		PM 1.50		PM 6.46								
	8.25 AM		8.15		6.15 PM			8.15		(C. M. & St. P. Crossing) ..			2.50 AM	4.05	6.03	5.02	7.11 7.26		2.10		7.05								
			† 8.30					8.40		4.4 Truax.....	113.1	1532		4.13	6.10	5.11	7.35		† 2.19		7.14								
			9.00					9.00		6.4 Elk Mound.....	119.5	1533		4.25	6.18	5.20	7.43		2.31		† 7.26								
			9.25					9.20		7.4 Rusk.....	126.9	1534		4.36	6.26	5.29	7.52		2.43		7.38								
			9.55					9.50		4.7 Menomonie Jct. w y	131.6	1535		4.47	6.31	5.39	7.59		2.53		7.48								
			10.30					10.25		8.6 Knapp..... w y	140.2	1539		5.00	6.40	5.53	8.11		3.06		8.01								
			11.00					10.55		4.7 Wilson.....	144.9	1540		5.10	6.46	6.03	8.20		3.17		8.12								
			11.15					11.10		1.9 Hersey.....	146.8	1541		5.14	6.49	6.08	8.23		3.22		8.17								
			12.15					11.40		4.0 Woodville..... w	150.8	1542		5.21	6.54	6.20	8.29		3.32		8.27								
			12.45					11.55		4.1 Baldwin.....	154.9	1543		5.27	6.58	6.30	8.35		3.40		8.37								
			1.05					12.05		3.4 Hammond.....	158.3	1544		5.32	7.03	6.37	8.40		3.46		8.44								
			1.25					12.25		5.8 Roberts..... w	164.1	1545		5.42	7.09	6.50	8.48		3.57		8.55								
		PM 2.05	1.50					1.10	AM 4.00	Northline..... y	172.0	1547		5.55	7.17	7.03	8.58	PM 2.55	4.10	PM 8.30	9.08								
		2.20 PM	2.20					1.55		3.0 Hudson..... w	175.0	1548		6.05	7.27	7.10 7.30	9.06	3.05	4.20	8.38	9.20								
			2.25							(C. M. & St. P. Crossing) Lakeland Jct.....	175.5	1550		6.07	7.28	7.32	9.08	3.08	4.22	8.40	9.22								
			2.40							3.0 Stillwater Jct.....	178.5	1551		6.22	7.35	7.43	9.20	3.18	4.32	8.49	9.32								
			2.50							3.9 Lake Elmo.....	182.4	1554		6.28	7.40	7.52	9.25	3.27	4.40	8.54	9.40								
			3.02							3.1 Oakdale.....	185.5			6.34	7.43	7.57	9.30	† 3.33	4.46	8.59	9.47								
			3.10							1.4 Midvale.....	186.9	1555		6.38	7.45	7.59	9.32	3.35	4.48	9.01	9.50								
			3.15							1.1 Hazel Park Yard.....	188.0	1557		6.40	7.47	† 8.01	9.35	3.37	4.50	9.03	9.55								
			3.25							3.3 East Seventh St.....	191.3	1558		6.46	7.52	8.06	9.40	3.44	4.56	9.09	10.00								
			3.30 PM			2.45	4.15	5.00	5.20	0.9 East St. Paul..... w	192.2	1559		6.55	7.54	8.10	9.45	3.50	5.00	9.15	10.07								
										2.0 St. Paul..... y	194.2	1560		7.05	8.05	8.20	9.55	4.00	5.15	9.25	10.20								
						4.15 AM	5.30 AM	6.00 AM	7.00 AM	10.5 Minneapolis..... w	204.7	1564		7.40 AM	8.40 AM	8.55 AM	10.30 AM	4.35 PM	5.50 PM	10.05 PM	10.55 PM								
	Ex. Sun.	Ex. Sun.	Ex. Sun.		Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily								

No. 9 will stop at Tramway on signal or to leave passengers.
 No. 5 will stop at Baldwin to leave passengers with tickets (not passes) from C. & N.-W. Ry. or beyond.
 No. 1 will stop at Truax, Rusk, Wilson, Hersey, Northline and Lake Elmo to leave passengers ticketed from points east of Shennington only.

No. 3 will stop at Woodville to leave passengers for Spring Valley and beyond.
 No. 7 will stop at East St. Paul only to load or unload Company material.
 No. 61 will stop at Lake Elmo to leave passengers from points North of Northline.

No. 15 will not carry passengers.
 No. 25 will carry passengers between Elk Mound and Hudson.

BETWEEN ST. PAUL AND ALTOONA—GOING EAST.

5

FIRST CLASS.										SUB-DIVISION 2.		SECOND CLASS.					THIRD CLASS.			
62	2	64	8	4	14	12	6	10		STATIONS.		74	80	88	86	105	68	26	103	
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily		Time Table 42.		Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	
Ashland Passenger	The Viking	Twilight Limited	Fox River Express	North American	American Express	Chicago Limited	North-Western Limited	Atlantic Express		October 1, 1925.		Head of Lakes Time Freight	Chicago Milwaukee Time Freight	Marshallfield Time Freight	Flour Special Time Freight	Through Freight	Way Freight	Way Freight	Way Freight	
	AM 11.12		PM 9.25	PM 9.48	PM 10.56	PM 11.04	PM 11.48	AM 2.22		Altoona.....w	88.8		AM 8.15	AM 5.30	AM 8.15	AM 10.15		PM 1.50	PM 4.50	
			19.15	8.55	9.40	10.50	10.55	11.35	2.15	C. M. & St. P. Crossing...w	85.5		2.55			10.00		1.40	4.35	
	11.05									Eau Claire.....w	81.1									
	† 10.47		† 8.46	9.20	10.17		11.21	1.55		Truax.....w	74.7		2.35					† 1.25		
	10.38		8.36	9.12	10.10		11.12	1.47		Elk Mound.....w	67.3		2.20					1.10		
	10.26		8.24	9.02	10.02		11.03	1.37		Rusk.....w	62.6		2.00					12.45		
											61.1									
	10.18		8.14	8.55	9.57		10.55	1.30		Menomonie Jct...w	54.0		1.45					12.30		
	10.03		7.56	8.41	9.47		10.40	1.14		Knapp.....w	49.3		1.25					11.50		
	9.55		7.44	8.33	9.40		10.32	1.06		Wilson.....w	47.4		12.55					11.20		
	9.52		7.38	8.31	9.38		10.29	1.04		Hersey.....w	43.4		12.50					11.00		
											39.3									
	9.46		7.28	8.25	9.33		10.23	12.57		Woodville.....w	35.9		12.35					10.35		
	9.37		7.17	8.18	9.28		10.15	12.50		Baldwin.....w	30.1		12.25					9.45		
	9.30		7.08	8.12	9.23		10.08	12.44		Hammond.....w	22.2		12.15					9.05		
	9.20		6.57	8.05	9.16		9.58	12.36		Roberts.....w	19.2		11.55					8.48		
											18.7									
AM 8.40	9.05	PM 4.35	6.40	7.52	9.05		9.42	12.28		Northline.....w	15.7	PM 9.50	11.25				AM 7.15	7.55		
8.31	8.55	4.25	6.30	7.42	8.59		9.29	12.15		Hudson.....w	11.8	9.35	11.05				7.00	7.35		
8.22	8.47	4.14	6.21	7.35	8.52		9.22	12.05		(C. M. & St. P. Crossing)	8.7						7.10			
										Lakeland Jct.....w	7.3									
8.17	8.42	4.09	6.14	7.29	8.47		9.13	12.00		Stillwater Jct.....w	6.2		10.40					7.00		
8.09	8.35	4.02	6.07	7.24	8.42		9.07	11.55		Lake Elmo.....w	2.9		10.25					6.45		
† 8.02	8.28	3.55	† 6.00	7.19	8.37		9.02	11.50		Oakdale.....w	2.0									
8.00	8.26	3.53	5.57	7.17	8.35		9.00	11.48		Midvale.....w	0.0									
											0.0									
7.58	8.24	3.51	5.55	7.15	8.33		8.58	11.46		Hazel Park Yard.....w	10.5									
7.53	8.18	3.46	5.49	7.09	8.28		8.52	11.40		East Seventh St.....w										
7.51	8.16	3.43	5.47	7.07	8.26		8.50	11.38		East St. Paul.....w		8.55	10.00	10.30	12.15			6.15		
7.45	8.10	3.35	5.40	7.00	8.20		8.40	11.30		St. Paul.....w								AM		
6.55	7.25	2.55	5.00	6.20	7.35		8.00	10.45		Minneapolis.....w		6.45	7.00	7.30	9.30					
AM	AM	PM	PM	PM	PM		PM	PM				PM	PM	PM	PM					
Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily				Daily	Daily	Daily	Daily	Daily	Ex. Sun.	Ex. Sun.	Ex. Sun.	

No. 2 will make regular stop at Lake Elmo Sunday only.
 No. 2 will stop at Lake Elmo week days on signal for passengers ticketed to points east of Northline.
 No. 2 will stop at Northline on Sundays only to leave passengers. Will stop at Tramway on signal or to leave passengers.
 No. 10 will stop to take on passengers for Madison and points East, at Baldwin.

No. 62 will stop at East St. Paul only to load or unload company material.
 No. 64 will stop on signal at stations East St. Paul to Oakdale inclusive only to take on passengers for points north of Hudson.
 No. 14 will not carry passengers.
 No. 26 will carry passengers between Hammond and Eau Claire.

BETWEEN ELLSWORTH AND STILLWATER—GOING WEST.

FIRST CLASS.												SUB-DIVISION 3. STATIONS. Time Table 42. October 1, 1925.	Distance from Ellsworth.	FIRST CLASS.				SECOND CLASS.			THIRD CLASS.								
				325	327	301	303	305	307	309	311			313	315	317				331			337	341	319				
				Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily			Daily	Daily	Daily	Daily				Ex. Sun.			Daily	Ex. Sun.	Daily			
				Ellsworth Passenger	Ellsworth Passenger	Connects with No. 5	Connects with No. 9	Connects with Nos. 2 and 62.	Connects with No. 3	Connects with No. 61	Connects with Nos. 64 and 7			Connects with No. 8	Connects with No. 4	Connects with Nos. 63, 6 and 1				C. M. & St. P. No. 301			Freight	Way Freight	Freight				
				AM 6.20	PM 8.10										Ellsworth..... w	0.0							PM 2.15						
				6.28	8.18										Beldenville.....	3.5							2.45						
				† 6.36 †	8.26										Cherna.....	8.3													
				6.51	3.41										River Falls..... w	13.0							3.55						
				† 7.01 †	8.51										Glover.....	18.1							4.05						
				† 7.09 †	8.59										Prescott Road.....	21.4							4.15						
				7.15	4.05										Hudson (City).....	23.9							4.25						
				7.20	4.10										Hudson..... w	24.7	PM 9.30					AM 3.50	4.45	PM 10.50					
				7.35	PM	AM 6.15				AM 9.55					(C. M. & St. P. Crossing)								PM 4.45						
				7.38						9.58					Lakeland Jct.....	25.2	9.32					3.55		10.52					
				7.45						10.05					Bayport.....	28.2	9.39		AM 8.55			4.05		11.00					
				7.55			AM 7.50	AM 8.50		PM 10.15	PM 3.25	PM 4.40			Junction Switch.....	29.8	9.45		9.00			4.10		11.05					
				8.00			6.40	7.55		8.55	10.20	3.30	4.45		Stillwater.....	30.8	9.50		9.15			4.20		11.10					
				AM		AM	AM	AM	AM	PM	PM	PM	PM			PM		AM			AM		PM						
				Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily		Daily			Ex. Sun.			Daily	Ex. Sun.	Daily						

BETWEEN STILLWATER AND ELLSWORTH—GOING EAST.

FIRST CLASS.												Station Numbers.	SUB-DIVISION 3.		Distance from Stillwater.	FIRST CLASS.				SECOND CLASS.				THIRD CLASS.			
326	328	300	302	304	306	308	310	312	314	STATIONS.			316					332				340	338	318			
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily	Time Table 42.			Daily					Ex. Sun.				Ex. Sun.	Daily	Daily			
Ellsworth Passenger	Ellsworth Passenger	Connects with No. 5.	Connects with No. 9	Connects with Nos. 2 and 62.		Connects with No. 61	Connects with Nos. 64 and 7	Connects with No. 8	Connects with No. 4	October 1, 1925.			Connects with Nos. 1 and 6					C. M. & St. P. No. 392				Way Freight	Freight	Freight			
AM 10.20	PM 7.40									1581	Ellsworth 3.5	30.8								PM 1.15							
10.10	7.30									1580	Beldenville 4.8	27.3								12.45							
† 9.57 †	7.17										Cherna 4.7	22.5															
9.45	7.05									1578	River Falls 5.1	17.8								12.15							
† 9.30 †	6.50									1577	Glover 3.3	12.7								11.10							
† 9.22 †	6.42									1576	Prescott Road 2.5	9.4								11.02							
9.14	6.34	AM			AM				PM	1575	Hudson (City) 0.8	6.9	PM							10.55	AM	PM					
9.10	6.30	6.00			9.45				6.20	1548	Hudson 0.5	6.1	9.15							10.45	3.20	10.40					
8.30	PM										(C. M. & St. P. Crossing)									AM							
8.27		5.55			9.40				6.18	1550	Lakeland Jct. 3.0	5.6	9.10								3.17	10.35					
8.20		5.48	AM	AM	9.31	PM	PM		6.09	1553	Bayport 1.6	2.6	9.04			AM 11.57				3.09	10.20						
8.15		5.43	7.33	8.08	9.25	3.08	3.58	6.03	7.10		Junction Switch 1.0	1.0	8.50			11.40				3.03	10.05						
8.10		5.40	7.30	8.05	9.20	3.05	3.55	6.00	7.05	1552	Stillwater 1.0	0.0	8.45			11.30				3.00	10.00						
AM		AM	AM	AM	AM	PM	PM	PM	PM				PM			AM				AM	PM						
Ex. Sun.	Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Sun.	Daily	Daily	Daily				Daily			Ex. Sun.				Ex. Sun.	Daily	Daily					

No. 300 is superior to No. 301.
No. 302 is superior to No. 303.
No. 304 is superior to No. 305.
No. 306 is superior to No. 307.
No. 308 is superior to No. 309.
No. 310 is superior to No. 311.
No. 312 is superior to No. 313.

No. 314 is superior to No. 315.
No. 316 is superior to No. 317.
No. 318 is superior to No. 319.
No. 326 is superior to No. 327.
No. 338 is superior to No. 337.
No. 340 is superior to No. 341.

Nos. 318, 319, 340 and 341 will carry passengers.

MARSHFIELD LINE.

GOING WEST.

THIRD CLASS.

SECOND CLASS.

FIRST CLASS.

SUB-DIVISION 6.

STATIONS.

Time Table 42

October 1, 1925.

GOING EAST

FIRST CLASS.

SECOND CLASS.

THIRD CLASS.

167				169				9 163 165				STATIONS. Time Table 42 October 1, 1925.	Distance from Marshfield.	Station Numbers.	162 164 8				170				168			
Ex. Sun.				Daily				Daily Ex. Sun. Ex. Sun.							Ex. Sun. Ex. Sun. Daily				Daily				Ex. Sun.			
Way Freight				Time Freight				Fox River Express Passenger Passenger							Passenger Passenger Fox River Express				Time Freight				Way Freight			
PM 2.30				AM 10.00				AM PM							AM PM AM				PM				PM			
												37.9	Marshfield.....WY 0.0 1899													
													M. St. P. & S. S. M. Crossing... 0.4 5.0													
												32.5	Ebbe..... 2.7 5.4 1897													
† 2.50				10.25				* 2.15 * 10.55 * 4.35				29.8	Cedarhurst..... 1.4 8.1 1896				11.30				† 9.30					
3.05				10.30				† 2.18 10.58 4.39				28.4	Chill..... 1.4 9.5 1895				11.25				9.25					
3.25				10.45				† 2.29 11.10 4.52				22.4	Granten..... W 15.5 1893				11.10				9.05					
† 3.30				11.00				* 2.38 * 11.14 * 4.56				20.5	Kurth..... 1.9 17.4				11.00				† 9.00					
4.30				11.15				2.44 11.29 5.10				18.2	Nellisville..... W 22.7 1890				10.25				8.45					
4.40				11.25				* 2.49 * 11.35 * 5.16				12.7	Sydney..... 2.5 25.2 1889				10.02				† 8.05					
† 5.00				11.46				* 3.00 † 11.46 † 5.25				7.8	Columbia..... 2.8 30.1 1888				9.50				† 7.50					
† 5.15				12.05				* 3.10 * 11.52 * 5.30				5.0	Trow..... 5.0 32.9 1887				9.42				† 7.45					
5.30 PM				12.20 PM				3.20 12.05 5.40				0.0	Merrillan..... W 37.9 1818				9.30 AM				7.30 PM					
Ex. Sun.				Daily				Daily Ex. Sun. Ex. Sun.					Ex. Sun. Ex. Sun. Daily				Daily				Ex. Sun.					

No. 8 is superior to No. 9.
No. 162 is superior to No. 163.
No. 164 is superior to No. 165.
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.

SUB-DIVISION 7.

STATIONS.

Time Table 42

October 1, 1925.

GOING NORTH.

FIRST CLASS.

										STATIONS.										FIRST CLASS.									
										Time Table 42																			
										October 1, 1925.																			

No. 31 is superior to No. 34.

No. 35 is superior to No. 36.

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

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.

Registry of Trains. 2. 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.

Passenger trains will register at Union Depot, St. Paul. All west-bound trains will register at Wyeville and Northline by register Card Form 645.

Northern Division 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. All trains except Eastern Division freight trains will register at Eau Claire.

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

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

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.

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.

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
Neillsville	4000 ft. East
Neillsville	4000 ft. West
Granton	3000 ft. East
Granton	3000 ft. West
Fairchild	4000 ft. East
Fairchild	4000 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	4000 ft. West
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. East
Bayport-Stillwater	1000 ft. West
Marshfield	1500 ft. West
Spring Valley	500 ft. North
Spring Valley	500 ft. South

Time Card Mileage.

4. 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. 5. All Northern Division south-bound trains, except first class, will come to a full stop at crossover from Northern Division main line to Eastern Division 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 Division main track for switching purposes. Eastern Division 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.

Bayport. 6. 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.

6-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. 7. 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 interval track without first securing permission from the Operator.

Woodville. 8. Trains using the old main line between Johnson and Woodville will move under full control expecting to find other trains using this track.

Crossover Move-ments. 9. "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. 10. 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. 11. All passenger trains will approach crossovers immediately east of and immediately west of Payne Avenue Bridge, East St. Paul, 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.

Westminster Street Wye. 12. All westbound trains and light engines going to St. Paul Union Depot will approach Westminster Street Wye prepared to stop and will only proceed on signal from switch tender.

All west-bound trains going to Minneapolis will flag through the wye at Westminster Street by sending flagman ahead of engine sufficient distance to insure absolute protection from east-bound trains.

East-bound trains from Minneapolis 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.

East-bound trains from St. Paul Union Depot will proceed only on receiving signal from switch tender to do so.

Eau Claire. 13. Eastbound freight trains picking up at Knapp tonnage exceeding 3100 tons will be given a helper at Eau Claire and will stop their train to clear Eau Claire River Bridge until such helper is coupled to rear of train and will not, under any circumstances, couple helper on while train is under motion.

13-A. Trains 95 and 14 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. 14. 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.

15. 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

Bridges.

Speed Regulations. 16. 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.

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 Hewitt and West Streets and Grand Avenue.....6 miles per hour.
Bayport....Over Fifth Avenue Crossing.....6 miles per hour.

Omaha-Great Northern Crossing 1st Street Minneapolis.

17. 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 Yard indicating a clear track in Depot, nor until any approaching trains in view on Great Northern Line have come to a full stop.

18. 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).

19. All passenger trains passing Altoona without stopping, will not run to exceed fifteen (15) miles per hour.

Eau Claire. 20. 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. 21. 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. 22. 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. 23. First-class trains must not exceed schedule time on branch lines. Does not apply on Marshfield line. Freight and mixed trains will not exceed 25 miles per hour on branch lines, except Mondovi line 30 miles per hour.

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

Spring Valley Line. 24. Trains will not exceed eight (8) miles per hour over Rock Point, three and one-half (3½) miles south of Spring Valley.

Ellsworth Line. 25. 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 crossing s.

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
Shepards.....		30	30
Northline.....		30	30

Northline. 26. Trains will not exceed five (5) miles per hour when using wye at Northline.

Engines Backing up 27. 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. 28. Light engines, single or coupled with or without cabooses will not exceed 35 miles per hour except upon special instructions. Trains handling steam wreckers will not exceed 35 miles per hour.

Class J & J-2 Engines. 29. The rate of speed of trains handled by Class "J" and J-2 engines will not exceed thirty-five (35) miles per hour.

Class J-1 Engines. 30. 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. 30-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.

31. 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.

32. 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.

33. RAILWAY LOCATION
C. M. & St. P.....0.58 miles East Eau Claire.
C. M. & St. P.....Camp Douglas.
C. & N.-W.....Wyeville.

ENDS OF DOUBLE TRACK.

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

JUNCTIONS.

Northline, Levis and Sheppard.

INTERVOLVED BRIDGE.

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

Black River.....Merrillan and Levis.

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

RAILROAD CROSSINGS.

34. 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.

Branch Line trains at their respective Junction switches.

35. Double track extends and is operated between:

East St. Paul and Wyeville.

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

Block Signals

36. 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.

37. 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.

SPECIAL RULES—Cont.

38. Between Levis and Sheppard via Black River Falls.

39. 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.

Releases,
Caution
Cards and
Clearances

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

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

42. 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.

Time
Tables of
Foreign
Lines.
Joint
Track.

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.

Showering
Hogs.

43. Facilities for this purpose are provided at the following points:

E. Minneapolis, Minn.,	Hudson, Wis.,	Woodville, Wis.,
St. Paul, Minn.,	Roberts, Wis.,	Knapp, Wis.,
Menomonee Jct., Wis.,	Eau Claire, Wis.,	Altoona, Wis.,
Fairchild, Wis.,	Merrillan, Wis.,	Marshfield, Wis.,
Camp Douglas, Wis.,	Elroy, Wis.,	Marshfield, Wis.,

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

Track
Scales.

44. 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
 *Under jurisdiction of the Western Railway Weighing Association.

Bulletin
Boards.

45. Bulletins will be posted at the following points:
 FOR TRAINMEN FOR ENGINEMEN
 Minneapolis.....{General Yardmaster's Office } Round House
 {Local Agent's Office }
 East St. Paul.....Telegraph Office.....Round House
 Altoona.....Telegraph Office.....Round House
 Marshfield.....Telegraph Office.....Round House
 Elroy.....Telegraph Office.....Round House
 Wyville.....Telegraph Office.....Round House

Cleaning
Ashpans.

FOR ALL CONCERNED
 Hudson.....Telegraph Office.....Round House
 Spring Valley.....Telegraph Office.....Round House
 Menomonee City.....Telegraph Office.....Round House
 Knapp.....Telegraph Office.....Round House
 Eau Claire.....Telegraph Office.....Round House
 Fairchild.....Telegraph Office.....Round House
 Merrillan.....Telegraph Office.....Round House

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

46. 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 Knapp, stand pipe.
 stand pipe. Menomonee, coal platform.
 Fairchild, water tank. Weston, water tank.
 Altoona, turn table track. Ellsworth, engine house track

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.

Work at
Lake Elmo.

47. 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.

Work at
Hudson.

48. 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.

Work at
Eau Claire.

49. After the arrival of No. 15 at Eau Claire, the west end of Track No. 5 is blocked until after the departure of Northern Division Train No. 96.

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.

Work at
Merrillan.

50. 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. 85—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.

Work at
Millston.

51. 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.

Instruc-
tions
Governing
Control of
Freight
Trains
Between
Northline
and
East
St. Paul
In Both
Directions.

52. All east bound trains must be brought to a stop west of cross-over at Stillwater Jct. Westbound trains will stop at New yard Northline and call telegraph office on telephone and secure permission before proceeding to avoid blocking helper engines, 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.

At 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 thirty-five (35) tons or less per car must have thirty-five percent (35%) of pressure retaining valves in use descending the grade, and will employ seventy (70) pounds brake pipe pressure.

Trains that average over thirty-five (35) tons per car must have fifty percent (50%) 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.

Twenty-five percent (25%) of the pressure retaining valves will be used on all westbound trains that consist of forty (40) cars or more between top of Oakdale and East St. Paul; the retainers to be turned up while speed of train is slow near top of Oakdale Hill.

Changed
Way-bills.

53. 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.

54. 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.

Standard
Time.

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

Seals on Ice
Bunkers.

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

Handling
Livestock.

57. 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 OERTING, Asst. Chief Surgeon.....	Office, 914 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 1644.	House Elkhurst 0322.
LOUIS A. NELSON, Oculist and Aurist.....	Office, 734 Lowry Bldg., St. Paul, Minn.

LOCAL SURGEONS.

Minneapolis.....E. O. Voyer, M. D.	Hudson.....J. W. Livingstone, M. D.	Adams.....G. D. Beach, M. D.
212 Masonic Temple.	{ J. E. Newton, M. D.	Augusta.....E. H. Winter, M. D.
Office Telephone Main 7976.	{ E. L. Boothby, M. D.	Merrillan.....E. E. Moore & L. J. Walker, M. D.
Minneapolis.....M. W. H. Bookman, M. D.	Baldwin.....Geo. B. Swenson, M. D.	Black River Falls.....Eugene Krohn, M. D.
719 Nicollet Ave. Office Tel. Geneva 2172.	Woodville.....B. G. Stockman, M. D.	Camp Douglas.....W. B. Park, M. D.
Minneapolis.....Arthur A. Law, M. D.	Knapp.....C. H. Van Slyke, M. D.	Elroy.....F. H. Ferguson, M. D.
420 Syndicate Building.	Menomonee.....F. E. Butler, M. D.	{ C. A. & C. C. Vogel, M. D.
Office Telephone Geneva 9257.	{ J. F. Farr, M. D.	Ellsworth.....C. R. Cannon, M. D.
Stillwater.....W. R. Humphrey, M. D.	{ H. F. Derge, M. D.	Mondovi.....Simon Miller, M. D.
	{ J. V. R. Lyman, M. D.	Marshfield.....Karl Doege, M. D.
	{ R. L. Frisbie, M. D.	Spring Valley.....H. P. Conway, M. D.
		Altoona.....Same as at Eau Claire.

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.....	K-2	Except M-2 and M-3
Menomonee Line.....	K-2	Except M-2 and M-3
Spring Valley Line (Emerald to Spring Valley).....	G-2	Except M-2 and M-3
Spring Valley Line (Spring Valley to Weston).....	K-2	Except M-2 and M-3
Ellsworth Line.....	K-2	Except M-2 and M-3
Stillwater Line.....	K-2	Except M-2 and M-3
Eau Claire (Old Main Line).....	Single I one—Double	M-1

NOTE—Class I-1 engines cannot be operated south of Spring Valley.

TEMPORARY SPUR AND SHORT SIDE TRACKS.

ST. PAUL TO ELROY	MONDOVI LINE.
Oakdale.....See pages 4 and 5.....Sw at West end.	Price.....See page 7.....Sw at Both ends.
Johnson.....1 mile East of Woodville.....Sw at Each end.	Requa.....4 5 miles West of Price.....Sw at Both ends.
Quarry.....1 mile East Wilson.....Sw at West end.	Linderman.....See page 7.....Sw at East end.
Tegarden.....4.8 miles West of Menomonee Jct.....Sw at West end.	
Tramway.....3.8 miles West of Menomonee Jct.....Sw at East end.	
MARSHFIELD LINE.	SPRING VALLEY LINE.
Columbia.....See page 12.....Sw at East end.	Slag Pile Spur.....1.0 miles South of Wildwood.....Sw at North end.
Kurth.....1.9 miles West of Granton.....Sw at Each end.	Hanson & Johnson
	Spur.....1.2 miles South of Clark's.....Sw at South end.

WATCH INSPECTORS.

A. L. HAMAN, Supt. Time Service, 282 Endicott Bldg., St. Paul, Minn. Haman & Co., 352 Robert St., St. Paul Minneapolis.....A. E. Barker. Minneapolis, 1917 Washington Ave. North. C. G. Lindquist.	Minneapolis. Allen & Berg, 16 So. Third St. E. St. Paul.....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. Ochlers Mondovi.....C. E. Hinman
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DERAIL SWITCH.

EASTERN DISTRICT.	LOADING TRACKS.
Warren.....House track.....East end	Stillwater Jct.....Loading track.....East end
Black River Falls.....House track.....West end	Lake Elmo.....House.....West end
Merrillan.....Coal chute track.....Both ends	Hazel Park.....East-bound transfer track.....West end
Humbird.....House track.....East end	Westminster St. (just east of bridge) Minneapolis lead.....West end
Fairchild.....Greenwood storage track.....West end	Westminster St. (just east of bridge) Western Division transfer.....West end
Fairchild.....House track.....East end	Track No. 8.....Prince Street Yard.....
Fairchild.....Coal shed spur.....East end	200 feet East of Pine St.
Altoona.....Incline track.....West end	Minneapolis.....Track to Union Depot north of G. N.
Altoona.....Coal shed.....East end	Ry. Crossing
Altoona.....West lead.....Near No. 1 Switch	Minneapolis.....No. 1 lead.....East end
Altoona.....House track.....West end	Minneapolis.....Track No. 9.....East end
Eau Claire.....Oil house spur.....East end	Minneapolis.....Coal shed.....East end
Eau Claire.....Repair track.....Both ends	Minneapolis.....No. 12 lead.....East end
Eau Claire.....Track one.....Stock chute	Menomonee City.....Gas Works spur.....North end
Eau Claire.....McDonough track.....East end	County Line.....Spur.....North end
Knapp.....House track.....Both ends	Spring Valley, I. & O. Co. yard.....Foot of incline.....South end
Wilson.....Coal shed track.....West end	Spring Valley.....Storage track.....South end
Wilson.....New house track.....East end	Elmwood.....Featherstone spur.....North end
Johnson.....Old yard.....East end	Sidney.....Loading track.....Both ends
Hammond.....Storage track.....West end	Kurth.....Loading track.....East end
Hammond.....House track.....West end	Marshfield.....Soo Line transfer track.....East end
Roberts.....House track.....West end	Prescott Road.....Loading track.....West end
Hudson.....Coal shed.....South end	Glover.....Loading track.....West end
Hudson Shop Yard.....No. 3 scrap track.....East end	River Falls.....Ulrich Spur.....South end
Hudson Shop Yard.....Lumber yard track.....North end	Bayport.....St. Croix Box Co.'s track.....North end

EASTBOUND.

No. 80. 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 tonnage on Wyeville loads. Will also handle Eau Claire-Altoona merchandise.

No. 78. Stock Freight. Will handle all perishable and high class freight from Altoona left over after No. 80, and will pick up stock at all stations for points via Wyeville.

No. 86 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. 85. 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. 1st 79. Head of the Lakes Time Freight. Will handle all cars for points north of Altoona and for Eau Claire.

No. 2nd 79. 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. 83. Twin City Time Freight. Will handle all Twin City and Stillwater time freight, filled out on Twin City dead loads, reducing Stillwater 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 Truax 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	1500	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	.....	.....														
Woodville to Emerald.....		675	750	850	1150	1100	1225	1250	1350	1500	1600	.....	.....														
Mondovi to Fairchild.....		500	550	625	850	825	900	925	1000	1125	1225	.....	.....														
Merrillan to Marshfield.....		475	525	575	775	750	825	850	925	1050	1120	1900	2050														

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 cabooses 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 "	Cabooses.....	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 "				

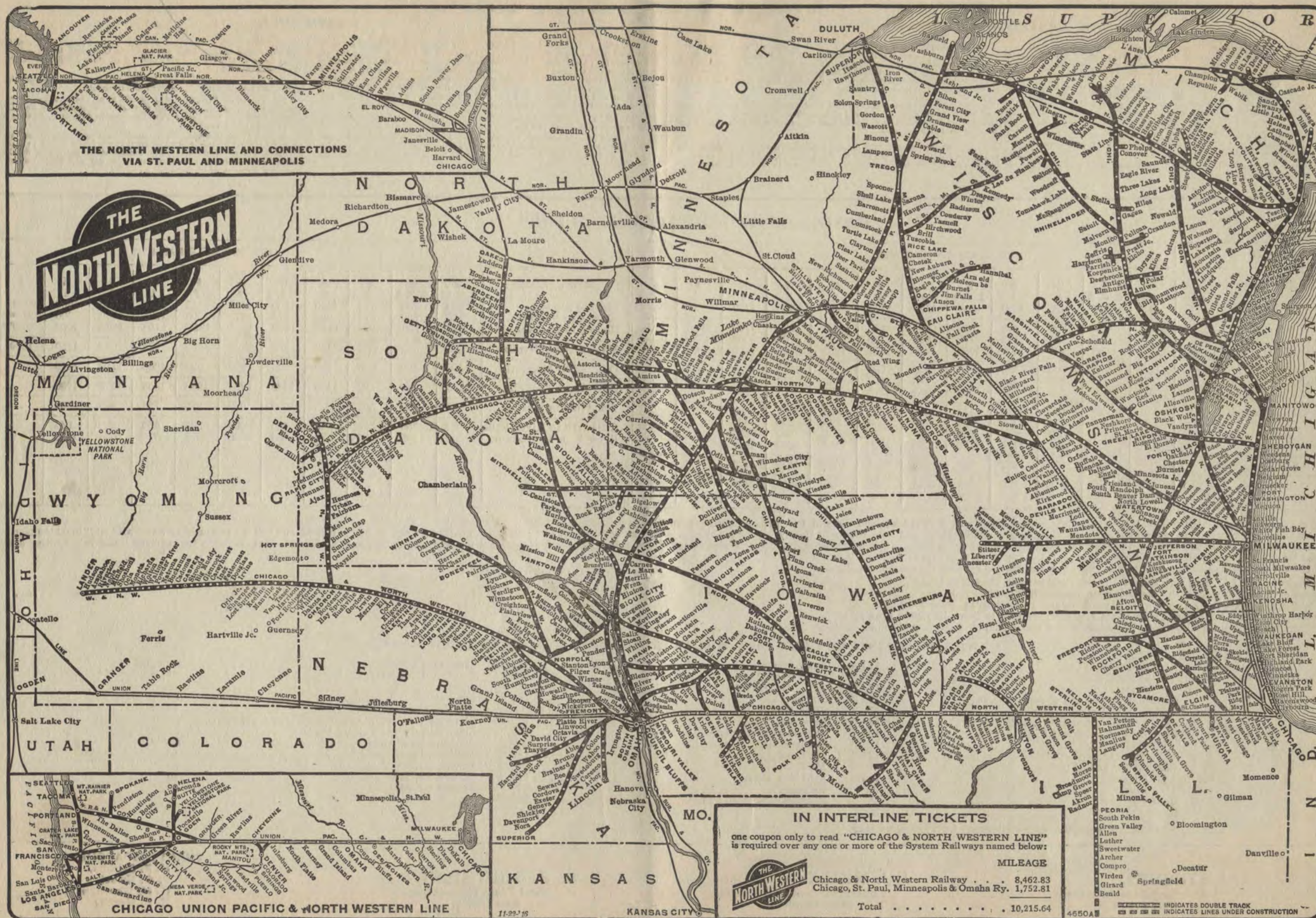
When weight is marked, compute tonnage from actual weight.

A. J. STROUTS,
Assistant Superintendent,
Eau Claire.

J. J. MEALEY,
Superintendent, Terminals,
Minneapolis.

G. F. BOUTHILET,
Chief Train Dispatcher,
Eau Claire.

TRAIN DISPATCHERS:
H. E. Stubbs,
S. G. Knott,
R. H. Glennan,
R. F. North,



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

THE NORTH WESTERN LINE

INDICATES DOUBLE TRACK
INDICATES LINES UNDER CONSTRUCTION