CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY

EASTERN DIVISION

J. C. Baldwin

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TIME TABLE

No. 111

EFFECTIVE

Sunday, April 30, 1950

AT 12:01 O'CLOCK A. M.
CENTRAL TIME

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

L. B. KENDALL,
General Manager

F. E. HARRISON,
General Superintendent

J. L. WALTON,
Superintendent

G. C. STUART,
Superintendent, Terminal Division

L. E. SINCLEAR,
Superintendent, Head of Lakes Terminal Division

THINK - PRACTICE - TALK SAFETY

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RAILWAY COMPANY

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THINK - PRACTICE - TALK SAFETY

(3000—4-6-50)

BETWEEN ST. PAUL AND ALTOONA—EASTWARD.

FIRST CLASS

504	406	510	514	512	304	400	62	508	SUBDIVISION 1 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Distance from St. Paul.	Station Numbers.
Sunday Only	Daily	Daily	Daily	Daily	See Footnote	Daily	Daily	Daily Except Sunday				
AM 8.02	PM 11.00	.....	PM 6.45	.....	.....	PM 12.01	.....	AM 7.30	Minneapolis	WFTT	10.57	1564
									10.57			
s 8.30	s 11.35	.....	s 7.30	.....	.....	s 12.30	.....	s 8.15	St. Paul	WY	0.0	1560
									2.1			
8.37	11.42	.....	7.38	.....	.....	12.36	.....	8.22	East St. Paul	WFTT	2.1	1559
									0.9			
8.39	11.44	.....	7.40	.....	.....	.....	.....	8.24	East Seventh Street	.....	3.0	1558
									3.3			
8.44	11.49	.....	7.46	.....	.....	.....	.....	8.29	Hazel Park Yard	.....	6.3	1557
									5.6			
s 8.52	11.55	.....	7.52	.....	.....	.....	.....	s 8.37	Lake Elmo	.....	11.9	1554
									3.9			
8.57	11.59	.....	7.56	.....	.....	12.50	OFF 10/2	8.43	Siegel	.....	15.8	1551
									3.0			
.....	.....	.....	.....	.....	.....	.....	.....	.....	Lakeland Jct.	.....	18.8	1550
									0.5			
s 9.05	12.04	.....	s 8.13	.....	.....	12.54	AM 9.15	s 9.02	Hudson	FWY	19.3	1548
									3.0			
9.11	12.09	.....	8.19	.....	.....	12.58	9.23 AM	9.09	Northline	.....	22.3	1547
									1.1			
.....	.....	.....	.....	.....	.....	.....	.....	.....	Sono	Y	23.4	.....
									6.7			
s 9.23	12.20	.....	8.29	.....	.....	1.05	.....	s 9.21	Roberts	.....	30.1	1544
									6.0			
s 9.31	12.26	.....	8.35	.....	.....	.....	.....	s 9.30	Hammond	.....	36.1	1544
									3.2			
s 9.36	12.29	.....	8.38	.....	.....	.....	.....	s 9.36	Baldwin	.....	39.3	1543
									4.1			
s 9.42	12.33	.....	8.43	.....	.....	1.16	.....	f 9.43	Woodville	W	43.4	1542
									1.0			
.....	.....	.....	.....	.....	.....	.....	.....	.....	Johnson	.....	44.4	....
									3.0			
.....	.....	.....	8.47	.....	.....	.....	.....	9.49	Hersey	.....	47.4	1541
									1.8			
9.48	12.38	.....	8.49	.....	.....	.....	.....	9.51	Wilson	.....	49.2	1540
									4.7			
s 9.54	12.43	.....	8.55	.....	.....	.....	.....	f 9.57	Knapp	W	53.9	1539
									8.6			
s 10.04	12.51	.....	s 9.12	.....	.....	1.32	.....	s 10.09	Menomonie Jct.	WY	62.5	1535
									4.6			
s 10.10	.....	.....	9.18	.....	.....	.....	.....	f 10.16	Rusk	.....	67.1	1534
									7.5			
s 10.20	1.02	.....	9.24	.....	.....	1.41	.....	s 10.26	Elk Mound	.....	74.6	1533
									6.5			
.....	.....	.....	9.30	.....	.....	.....	.....	10.34	Truax	.....	81.1	1532
									4.4			
s 10.35	1.16	AM 12.31	s 9.55	PM 9.52	~~1.35~~ 1.55 PM	s 1.53	.....	s 10.46	Eau Claire	WY	85.5	1530
									3.3			
10.40 AM	1.23 AM	12.40 AM	s 10.02 PM	10.00 PM	2.10 PM	1.58 PM	.....	s 10.53 AM	Altoona	FTTYW	88.8	1528
Sunday Only	Daily	Daily	Daily	Daily	See Footnote	Daily	Daily	Daily Except Sunday	88.8			

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

No. 304 will operate May 30; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

Capacity of Sidings.	SUBDIVISION 1 Time Table 111. April 30, 1950.	SECOND CLASS								THIRD CLASS		
		490	72	34	484	236	174	480	88	268	104	
		Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	
.....	Minneapolis	AM 5.00	.....	.....	PM 4.15	.....	PM 6.30	PM 7.30	PM 11.00	.....	.....	.....
	10.57											
.....	St. Paul	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	2.1											
.....	East St. Paul	s 7.00	.....	.....	s 6.30	.....	s 8.15	s 10.00	s 1.30	.....	.....	.....
	0.9											
.....	East Seventh Street	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.3											
.....	Hazel Park Yard	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	5.6											
.....	Lake Elmo	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.9											
99	Siegel	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.0											
.....	Lakeland Jct.	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	0.5											
.....	Hudson	.....	.....	.....	.....	.....	.....	.....	.....	AM 7.00	.....	.....
	3.0											
.....	Northline	.....	.....	.....	.....	.....	9.10 PM	.....	.....	7.10 AM	.....	.....
	1.1											
56	Sono	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.7											
70	Roberts	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.0											
.....	Hammond	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	3.2											
67	Baldwin	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.1											
.....	Woodville	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	1.0											
.....	Johnson	.....	.....	* PM 2.20	.....	.....	.....	.....	.....	.....	.....	.....
	3.0											
.....	Hersey	.....	.....	s 2.30	.....	.....	.....	.....	.....	.....	.....	.....
	1.8											
.....	Wilson	.....	.....	s 2.34	.....	.....	.....	.....	.....	.....	.....	.....
	4.7											
87	Knapp	.....	.....	s 2.43	.....	.....	.....	.....	.....	.....	.....	.....
	8.6											
69	Menomonie Jct.	.....	.....	* 2.58 PM	.....	.....	.....	.....	.....	.....	.....	.....
	4.6											
.....	Rusk	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	7.5											
61	Elk Mound	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	6.5											
.....	Truax	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
	4.4											
.....	Eau Claire	.....	AM 5.45	.....	.....	PM 6.15	.....	.....	.....	.....	PM 1.10	.....
	3.3											
.....	Altoona	9.30 AM	6.15 AM	.....	9.45 PM	6.30 PM	.....	1.50 AM	6.30 AM	.....	1.25 PM	.....
	88.8	Daily	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily	Daily	Daily Except Sunday	Daily Except Sunday	

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, and 401 fifteen minutes.

BETWEEN ALTOONA AND ST. PAUL—WESTWARD.

FIRST CLASS

	505	401	303	501	63	513	405	515	511	SUBDIVISION 1 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Distance from Elroy	Station Numbers.
	Sunday Only	Daily	See Footnote	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily				
	PM	PM		PM			AM	AM					
.....	9.05	9.45	.....	10.15	.....	.....	8.15	8.10	.....	.....Minneapolis.....	FTTW	204.8	1564
										10.57			
.....	s 8.35	s 9.15	.....	s 9.40	.....	.....	s 7.40	s 7.35	.....	.....St. Paul.....	WY	194.2	1560
										2.1			
.....	8.25	9.05	.....	9.32	.....	.....	7.32	7.27	.....	.....East St. Paul.....	TTFW	192.1	1559
										0.9			
.....	8.24	9.04	.....	9.30	.....	.....	7.30	7.25	.....	....East Seventh Street...	.....	191.2	1558
										3.3			
.....	8.19	.....	.....	9.25	.....	.....	7.26	7.21	.....	.....Hazel Park Yard.....	.....	187.9	1557
										5.6			
.....	s 8.12	.....	.....	f 9.18	.....	.....	7.19	7.14	.....	.....Lake Elmo.....	.....	182.3	1554
										3.9			
.....	8.06	8.50	.....	9.12	OFF 10/2	.....	7.13	7.08	.....	.....Siegel.....	.....	178.4	1551
										3.0			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....Lakeland Jct.....	.....	175.4	1550
					PM					0.5			
.....	s 8.00	8.45	.....	s 9.05	7.52	.....	7.07	s 7.02	.....	.....Hudson.....	FWY	174.9	1548
										3.0			
.....	7.53	8.41	.....	8.56	7.47 PM	.....	7.02	6.46	.....	.....Northline.....	.....	171.9	1547
										1.1			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....Sono.....	Y	170.8	.....
										6.7			
.....	s 7.43	8.35	.....	s 8.45	.....	.....	6.54	6.39	.....	.....Roberts.....	.....	164.1	1545
										6.0			
.....	s 7.35	.....	.....	s 8.35	.....	.....	6.48	6.33	.....	.....Hammond.....	.....	158.1	1544
				8.29						3.2			
.....	s 7.30	8.28	.....	s 8.16	.....	.....	6.45	6.30	.....	.....Baldwin.....	.....	154.9	1543
										4.1			
.....	s 7.24	8.25	.....	f 8.11	.....	.....	6.41	6.25	.....	.....Woodville.....	W	150.8	1542
										1.0			
.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....Johnson.....	.....	149.8	.....
										3.0			
.....	7.19	.....	.....	8.06	.....	.....	6.37	6.21	.....	.....Hersey.....	.....	146.8	1541
										1.8			
.....	7.16	.....	.....	8.03	.....	.....	6.35	6.18	.....	.....Wilson.....	.....	145.0	1540
										4.7			
.....	f 7.09	.....	.....	f 7.56	.....	.....	6.29	6.12	.....	.....Knapp.....	W	140.3	1539
										8.6			
.....	s 6.59	8.09	.....	s 7.45	.....	.....	6.19	s 6.02	.....	.....Menomonie Jct.....	WY	131.7	1535
										4.6			
.....	s 6.52	.....	.....	f 7.30	.....	.....	6.13	5.50	.....	.....Rusk.....	.....	127.1	1534
										7.5			
.....	s 6.43	8.00	.....	s 7.21	.....	.....	6.06	5.43	.....	.....Elk Mound.....	.....	119.6	1533
										6.5			
.....	.....	.....	.....	7.12	.....	.....	6.00	5.36	.....	.....Truax.....	.....	113.1	1532
										4.4			
			PM			AM			AM				
.....	s 6.30	s 7.50	s 7.23	s 7.05	.....	s 6.15	s 5.54	s 5.30	s 2.45	.....Eau Claire.....	WY	108.7	1530
										3.3			
.....	6.15 PM	7.42 7.30	7.15 PM	6.44 PM	.....	6.05 AM	5.39 AM	5.05 AM	2.35 AM	.....Altoona.....	FTTYW	105.4	1528
	Sunday Only	Daily	See Footnote	Daily Except Sunday	Daily	Daily	Daily	Daily	Daily	88.8			

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

No. 405 will stop at Menomonie Jct. and Hudson to discharge passengers ticketed from points east of Wyeville.

No. 303 will operate May 26; June 30; July 7, 14, 21, 28; August 4, 11, 18, 25; September 1, 1950.

Capacity of Sidings	SUBDIVISION 1 Time Table 111. April 30, 1950.	SECOND CLASS								THIRD CLASS		
		483	173	237	33	479	71	89		103	267	
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		Daily Except Sunday	Daily Except Sunday	
	Minneapolis	AM 6.30	AM 8.00			PM 9.00		AM 3.00				
	10.57											
	St. Paul											
	2.1											
	East St. Paul	s 4.00	s 6.30			s 7.00		s 1.00				
	0.9											
	East Seventh Street											
	3.3											
	Hazel Park Yard											
	5.6											
	Lake Elmo											
	3.9											
	Siegel											
	3.0											
	Lakeland Jct.											
	0.5											PM
	Hudson											2.00
	3.0											
	Northline		5.08 AM								f 1.45 PM	
	1.1											
133	Sono											
	6.7											
	Roberts											
	6.0											
	Hammond											
	3.2											
74	Baldwin											
	4.1											
	Woodville											
	1.0											
	Johnson				* 11.40 AM							
	3.0											
96	Hersey				f 11.24							
	1.8											
	Wilson				f 11.20							
	4.7											
84	Knapp				f 11.10							
	8.6											
75	Menomonie Jct.				* 10.55 AM							
	4.6											
	Rusk											
	7.5											
87	Elk Mound											
	6.5											
	Truax											
	4.4											
	Eau Claire			AM 9.00			PM 7.15			AM 7.05		
	3.3											
	Altoona	12.15 AM		8.45 AM		3.30 PM	7.00 PM	8.10 PM		6.50 AM		
	88.8	Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily		Daily Except Sunday	Daily Except Sunday	

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400 and 401 fifteen minutes.

BETWEEN ALTOONA AND ELROY—EASTWARD.

FIRST CLASS

		514	502	400	516	518	508	108	406	SUBDIVISION 2 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Distance from St. Paul.	Station Numbers.
		Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily Except Sunday	Daily	Daily				
			No. 501's Train		No. 508's Train								
		PM		PM			AM	AM	AM				
		10.35		1.58			10.58	3.20	1.41	**Altoona**	FTTYW	**88.8**	1528
		10.48		2.06			s 11.11	3.32	1.54	8.8 **Fall Creek**		**97.6**	1526
		10.58					s 11.23	3.42	2.03	9.9 **Augusta**		**107.5**	1524
		11.08		2.21			s 11.36	3.52	2.12	9.3 **Fairchild**	YW	**116.8**	1522
		11.16					s 11.45	4.02	2.18	6.8 **Humbird**		**123.6**	1521
		s 11.40		s 2.31			s 12.07	4.10	2.24	5.8 **Merrillan**	FTTYW	**129.4**	1518
		11.54	PM 5.16		PM 12.20		12.20 12.40	AM	2.36	10.5 **Levis** 1.9		**139.9**	1517
		Via Cut off	5.21 PM	Via Cut off	12.25 PM		Via Cut off		Via Cut off	**Black River Falls** 3.3		**141.8**	1515
		11.58		2.44			12.45		2.40	**Sheppard**		**145.1**	1514
		12.09					f 12.55		2.50	8.9 **Millston**	W	**154.0**	1512
		12.18		2.57			f 1.07		3.00	8.3 **Warren**		**162.3**	1510
		12.25					1.15		3.06	6.9 **Valley Jct.**		**169.2**	1508
		12.29		s 3.07 PM		PM 3.07	1.20		3.11 AM	2.5 **Wyeville** 9.3	WY	**171.7**	1507
		s 12.47				3.18	s 1.32			**Camp Douglas**	W	**181.0**	1504
		12.53				3.21	1.37			2.9 **Hustler**		**183.9**	1503
		1.01				3.29	1.45			4.2 **Tunnel**		**188.1**	1502
		1.10				3.36	1.52			5.4 **Elroy Yard**		**193.5**	.....
		1.15 AM				3.37 PM	1.55 PM			0.7 **Elroy**	FTTW	**194.2**	1500
		6.30 AM		*6.45* PM		*7.45* PM	*9.50* PM		*8.00* AM	**Chicago**		**398.8**	.....
		Daily	Daily Except Sunday	Daily	Daily Except Sunday		Daily Except Sunday	Daily	Daily	Via Black River Falls 105.4 Via Cut off 103.4			

Nos. 502 and 516 are superior to westward first class trains between Levis and Black River Falls.
Nos. 514 and 518 are superior to westward trains Wyeville to Elroy.

Back-up movements between Black River Falls and Levis must be made very carefully over highway crossings and whistle sounded frequently for the protection of highway traffic.

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

Capacity of Sidings	SUBDIVISION 2 Time Table 111. April 30, 1950.	SECOND CLASS 170 Daily	490 Daily	168 Tuesday, Thursday Saturday	484 Daily				THIRD CLASS 22 Daily Except Sunday			
.....	Altoona	AM 9.30	AM 10.00	.....	PM **10.50**	.....	.....	.....	AM 6.05	.....	.....	.....
	8.8											
.....	Fall Creek	.....	.....	.....	.....	.....	.....	.....	*s* 6.30	.....	.....	.....
	9.9											
.....	Augusta	.....	.....	.....	.....	.....	.....	.....	*s* 6.50	.....	.....	.....
	9.3											
46	Fairchild	.....	.....	PM 1.00	.....	.....	.....	.....	*s* 7.25	.....	.....	.....
	6.8											
.....	Humbird	.....	.....	1.10	.....	.....	.....	.....	*s* 7.40	.....	.....	.....
	5.8											
77	Merrillan	11.20 AM	.....	1.20 PM	.....	.....	.....	.....	*s* 8.55	.....	.....	.....
	10.5											
.....	Levis	.....	.....	.....	.....	.....	.....	.....	9.10	.....	.....	.....
	1.9											
.....	Black River Falls	.....	Via Cut off	.....	Via Cut off	.....	.....	.....	*s* 10.15	.....	.....	.....
	3.3											
.....	Sheppard	.....	.....	.....	.....	.....	.....	.....	10.30	.....	.....	.....
	8.9											
74	Millston	.....	.....	.....	.....	.....	.....	.....	*s* 10.45	.....	.....	.....
	8.3											
.....	Warren	.....	.....	.....	.....	.....	.....	.....	*s* 11.10	.....	.....	.....
	6.9											
.....	Valley Jct.	.....	.....	.....	.....	.....	.....	.....	*f* 11.20	.....	.....	.....
	2.5											
96	Wyeville	.....	1.40 PM	.....	1.55 AM	.....	.....	.....	*s* 11.50	.....	.....	.....
	9.3											
38 E. 44 W.	Camp Douglas	.....	.....	.....	.....	.....	.....	.....	*s* 12.20	.....	.....	.....
	2.9											
.....	Hustler	.....	.....	.....	.....	.....	.....	.....	*s* 12.32	.....	.....	.....
	4.2											
27	Tunnel	.....	.....	.....	.....	.....	.....	.....	*f* 12.45	.....	.....	.....
	5.4											
.....	Elroy Yard	.....	.....	.....	.....	.....	.....	.....	1.00 PM	.....	.....	.....
	0.7											
.....	Elroy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Chicago	.....	*11.00* PM	.....	*12.15* PM	.....	.....	.....	.....	.....	.....	.....
	Via Black River Falls 105.4 Via Cut off 103.4	Daily	Daily	Tuesday Thursday, Saturday	Daily				Daily Except Sunday			

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401, and 518 fifteen minutes.

BETWEEN ELROY AND ALTOONA—WESTWARD.

FIRST CLASS

		511	401	503	501	509	405	515	109	SUBDIVISION 2 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Distance from Elroy.	Station Numbers.
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily				
				No. 501's Train		No. 508's Train							
.....	.....	s AM 2.05	PM 7.39	.....	PM 6.44	.....	s AM 5.21	s AM 4.48	AM 2.20	..... **Altoona**	FTTYW	105.4	1528
										8.8			
.....	.....	1.54	7.32	.....	s 6.34	.....	5.12	4.39	2.10	..... **Fall Creek**		96.6	1526
										9.9			
.....	.....	1.44	.....	.....	s 6.22	.....	5.04	4.30	1.58	..... **Augusta**		86.7	1524
										9.3			
.....	.....	1.34	7.18	.....	s 6.11	.....	4.56	4.21	1.48	..... **Fairchild**	WY	77.4	1522
										6.8			
.....	.....	1.25	.....	.....	s 6.01	.....	4.50	4.12	1.38	..... **Humbird**		70.6	1521
										5.8			
.....	.....	s 1.17	s 7.07	.....	s 5.51	.....	4.44	s 4.05	1.30	..... **Merrillan**	FTTYW	64.8	1518
										10.5			
.....	.....	12.59	.....	PM 5.32	5.32 5.16	PM 12.38	4.34	3.40	AM	..... **Levis**		54.3	1517
										1.9			
.....	.....	Via Cut off	Via Cut off	5.23 PM	Via Cut off	12.30 PM	Via Cut off	Via Cut off		..... **Black River Falls**		52.4	1515
										3.3			
.....	.....	12.56	6.57	.....	5.12	.....	4.31	3.37	.....	..... **Sheppard**		49.1	1514
										8.9			
.....	.....	12.47	.....	.....	5.03	.....	4.23	3.29	.....	..... **Millston**	W	40.2	1512
										8.3			
.....	.....	12.39	6.44	.....	s 4.52	.....	4.15	3.21	.....	..... **Warren**		31.9	1510
										6.9			
.....	.....	12.31	.....	.....	4.42	.....	4.08	3.13	.....	..... **Valley Jct.**		25.0	1508
										2.5			
.....	.....	**12.28**	6.36 PM	.....	4.39	.....	4.04 AM	3.11	.....	..... **Wyeville**	WY	22.5	1507
										9.3			
.....	.....	s 12.16	.....	.....	s 4.27	.....	.....	s 3.00	.....	..... **Camp Douglas**	W	13.2	1504
										2.9			
.....	.....	12.09	.....	.....	4.21	.....	.....	2.53	.....	..... **Hustler**		10.3	1503
										4.2			
.....	.....	12.02	.....	.....	4.14	.....	.....	2.46	.....	..... **Tunnel**		6.1	1502
										5.4			
.....	.....	11.54	.....	.....	4.07	.....	.....	2.37	.....	..... **Elroy Yard**		0.7	.....
										0.7			
.....	.....	11.52 PM	.....	.....	4.05 PM	.....	.....	2.35 AM	.....	..... **Elroy**	FTTW	0.0	1500
.....	.....	*6.30* PM	*3.00* PM	.....	*9.35* AM	.....	*11.00* PM	*9.30* PM		..... **Chicago**		.....	.....
		Daily	Daily	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday	Daily	Daily	Daily	Via Black River Falls 105.4 Via Cut off 103.4			

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

Nos. 514 and 518 are superior to westward trains Wyeville to Elroy.

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

No. 501 will stop at Millston to let off passengers ticketed from Madison, Milwaukee or Beyond.

Back-up movement between Levis and Black River Falls must be made very carefully over highway crossings and whistle sounded frequently for protection of highway traffic.

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

Nos. 502 and 516 are superior to westward first class trains between Levis and Black River Falls.

Capacity of Sidings	SUBDIVISION 2 Time Table 111. April 30, 1950.	SECOND CLASS 167 Monday, Wednesday, Friday	479 Daily	169 Daily	483 Daily				THIRD CLASS 21 Daily Except Sunday			
.....	Altoona	.....	PM 3.00	PM 5.45	PM 11.30	.....	.....	.....	PM 1.15	.....	.....	.....
	8.8											
.....	Fall Creek	.....	.....	.....	.....	.....	.....	.....	*s* 12.55	.....	.....	.....
	9.9											
58	Augusta	.....	.....	.....	.....	.....	.....	.....	*s* 12.30	.....	.....	.....
	9.3											
70	Fairchild	AM 11.20	.....	.....	.....	.....	.....	.....	*s* 12.05	.....	.....	.....
	6.8											
.....	Humbird	11.10	.....	.....	.....	.....	.....	.....	*s* 11.20	.....	.....	.....
	5.8											
45	Merrillan	11.00 AM	.....	4.15 PM	.....	.....	.....	.....	*s* 11.05	.....	.....	.....
	10.5											
.....	Levis	.....	.....	.....	.....	.....	.....	.....	*f* 9.36	.....	.....	.....
	1.9											
.....	Black River Falls	.....	Via Cut off	.....	Via Cut off	.....	.....	.....	Via Cut off	.....	.....	.....
	3.3											
.....	Sheppard	.....	.....	.....	.....	.....	.....	.....	*f* 8.55	.....	.....	.....
	8.9											
65	Millston	.....	.....	.....	.....	.....	.....	.....	*s* 8.40	.....	.....	.....
	8.3											
.....	Warren	.....	.....	.....	.....	.....	.....	.....	*s* 8.20	.....	.....	.....
	6.9											
.....	Valley Jct.	.....	.....	.....	.....	.....	.....	.....	*f* 8.01	.....	.....	.....
	2.5											
.....	Wyeville	.....	11.30 AM	.....	7.20 PM	.....	.....	.....	*s* 7.55	.....	.....	.....
	9.3											
38 E. 44 W.	Camp Douglas	.....	.....	.....	.....	.....	.....	.....	*s* 7.20	.....	.....	.....
	2.9											
.....	Hustler	.....	.....	.....	.....	.....	.....	.....	*s* 6.55	.....	.....	.....
	4.2											
27	Tunnel	.....	.....	.....	.....	.....	.....	.....	*f* 6.42	.....	.....	.....
	5.4											
.....	Elroy Yard	.....	.....	.....	.....	.....	.....	.....	6.30 AM	.....	.....	.....
	0.7											
.....	Elroy	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
.....	Chicago	.....	*9.00* PM	.....	*10.30* AM	.....	.....	.....	.....	.....	.....	.....
	Via Black River Falls 105.4 Via Cut off 103.4	Monday, Wednesday, Friday	Daily	Daily	Daily				Daily Except Sunday			

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

Nos. 400 and 401 are superior to all trains. Freight trains, transfer trains and switch engines must clear the schedule of trains Nos. 400, 401 and 518 fifteen minutes.

EASTWARD—BETWEEN HUDSON AND STILLWATER—WESTWARD.

THIRD CLASS	SECOND CLASS			Distance from Hudson.	SUBDIVISION 1-A Time Table 111. April 30, 1950.	Station Numbers.	SECOND CLASS			THIRD CLASS
632	616	626					601	627		631
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday					Daily Except Sunday	Daily Except Sunday		Daily Except Sunday
C. M. St. P. & P. No. 302							Connects with Nos. 405 & 515			C. M. St. P. & P. No. 301
AM	PM	AM					AM	PM		AM
11.30	✱ 2.30	✱ 8.45		6.2	Stillwater	1552	✱ 8.15	✱ 2.10		10.10
					1.2					
11.38	2.34	8.48		5.0	Junction Switch	.....	8.10	2.07		9.59
					1.5					
11.45 AM	s 2.45	s 8.55		3.5	Bayport	1553	s 8.00	s 1.53		9.53 AM
					3.0					
	2.55	9.10		0.5	Lakeland Jct.	1550	7.48	1.43		
					0.5					
	✱ 3.00 PM	✱ 9.15 AM		0.0	Hudson ... FWY	1548	✱ 7.45 AM	✱ 1.40 PM		
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			6.2		Daily Except Sunday	Daily Except Sunday		Daily Except Sunday

BETWEEN WOODVILLE AND SPRING VALLEY

EASTWARD. WESTWARD.

SECOND CLASS		Station Numbers.	SUBDIVISION 1-B Time Table 111. April 30, 1950.	Distance from Woodville.	SECOND CLASS	
34					33	
Daily Except Sunday					Daily Except Sunday	
PM					PM	
✱ 1.45		2770	Spring Valley ... Y	10.4	✱ 12.30	
			2.9			
f 1.55		2767	County Line	7.5	f 12.13	
			2.3			
f 2.02		2765	Wildwood	5.2	f 12.05	
			5.2			
✱ 2.15 PM		1542	Woodville ... W	0.0	✱ 11.50 AM	
Daily Except Sunday			10.4		Daily Except Sunday	

BETWEEN HUDSON AND ELLSWORTH

EASTWARD. WESTWARD.

SECOND CLASS		Distance from Hudson.	SUBDIVISION 1-C Time Table 111. April 30, 1950.	Station Numbers.	SECOND CLASS	
626					627	
Daily Except Sunday					Daily Except Sunday	
AM					PM	
✱ 9.30		0.0	Hudson ... FWY	1548	✱ 1.35	
		0.8				
s 9.35		0.8	Hudson (City)	1575	s 1.27	
		5.7				
f 9.52		6.5	Glover	1577	f 1.10	
		5.1				
s 10.20		11.6	River Falls	1578	s 12.55	
		9.5				
s 10.45		21.1	Beldenville	1580	s 12.06	
		3.5				
✱ 10.55 AM		24.6	Ellsworth ... TT	1581	✱ 11.55 AM	
Daily Except Sunday			24.6		Daily Except Sunday	

No. 626 is superior to No. 627.

EASTWARD—BETWEEN MENOMONIE JCT. AND MENOMONIE CITY—WESTWARD

SECOND CLASS			Station Numbers.	SUBDIVISION 1-D Time Table 111. April 30, 1950.	SECOND CLASS					
46	32	40			41	35	47			
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			
		Connects with Nos. 88 and 89								
PM	AM	AM			AM	PM	PM			
✱ 4.40	✱ 10.40	✱ 6.40	1536	Menomonie City	✱ 7.20	✱ 3.10	✱ 5.10			
				2.9						
✱ 4.50 PM	✱ 10.50 AM	✱ 6.50 AM	1535	Menomonie Jct. ... WY	✱ 7.10 AM	✱ 3.00 PM	✱ 5.00 PM			
Daily Except Sunday	Daily Except Sunday	Daily Except Sunday		2.9	Daily Except Sunday	Daily Except Sunday	Daily Except Sunday			

No train will leave Menomonie Jct. or Menomonie City until all trains due have arrived.
Connection with all main line Passenger trains scheduled to stop at Menomonie Jct. will be made by bus.

EASTWARD—BETWEEN FAIRCHILD AND MONDOVI—WESTWARD.

SECOND CLASS							SUBDIVISION 2-A Time Table 111. April 30, 1950.			SECOND CLASS				
				168	Distance from Mondovi.			Distance from Fairchild.	Station Numbers.	167				
				Tuesday, Thursday, Saturday						Monday, Wednesday, Friday				
				✱ AM 11.15	0.0	Mondovi ..... TT		36.4	2711	✱ PM 2.20				
				s 11.35	9.7	9.7 Eleva		26.7	2708	s 1.55				
				s 11.45	14.1	4.4 Strum		22.3	2707	s 1.35				
				s 12.20	22.5	8.4 Osseo ..... W		13.9	2704	s 1.15				
				f 12.37	31.4	8.9 Price		5.0	2701	f 12.27				
				✱ 12.52 PM	36.4	5.0 Fairchild ..... WY		0.0	1522	✱ 12.15 PM				
				Tuesday, Thursday, Saturday		36.4				Monday, Wednesday, Friday				

EASTWARD—BETWEEN MERRILLAN AND MARSHFIELD—WESTWARD

THIRD CLASS	SECOND CLASS		FIRST CLASS			SUBDIVISION 2-B Time Table 111. April 30, 1950.			FIRST CLASS		SECOND CLASS		THIRD CLASS
168		170		108	Distance From Merrillan.		Distance from Marshfield.	Station Numbers.	109		169		167
Tuesday, Thursday, Saturday		Daily		Daily					Daily		Daily		Monday, Wednesday, Friday
PM 4.10	.....	AM 11.45	.....	AM 4.25	0.0	Merrillan ... FTTYW	37.9	1518	s AM 1.15	.....	PM 4.05	.....	AM 10.10
s 5.00	.....	12.35	.....	s 4.57	15.1	15.1 Neillsville	22.8	1590	s 12.45	.....	3.25	.....	s 9.40
f 5.15	.....	12.51	.....	5.04	20.4	5.3 Kurth	17.5	.....	12.32	.....	3.10	.....	8.44
s 5.25	.....	12.57	.....	s 5.10	22.4	2.0 Granton	15.5	1593	s 12.28	.....	3.04	.....	s 8.40
s 5.40	.....	1.15	.....	s 5.22	28.4	6.0 Chili	9.5	1595	s 12.18	.....	2.50	.....	s 8.25
6.00 PM	.....	1.45 PM	.....	5.40 AM	37.9	9.5 Marshfield ... FTTWY	0.0	1599	12.05 AM	.....	2.30 PM	.....	8.00 AM
Tuesday, Thursday, Saturday		Daily		Daily		37.9			Daily		Daily		Monday, Wednesday, Friday

No. 170 is superior to No. 169.

BETWEEN SPOONER AND EAU CLAIRE—EASTWARD.

THIRD CLASS			SECOND CLASS			FIRST CLASS				SUBDIVISION 4 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Capacity of Sidings
		104	236	244	72		510	512	304			
		Daily Except Sunday	Daily Except Sunday	Monday, Wednesday, Friday	Daily		Daily	Daily	See Footnote			
		AM		AM	AM		PM	PM	AM			
.....	.....	6.30	.....	9.30	12.30	.....	10.30	7.18	11.25	.....Spooner.....	FTTYW	.....
										9.7		
.....	.....	s 6.50	.....	9.50	1.05	.....	**10.46**	s 7.35	f 11.41	.....Sarona.....	.....	82
										7.3		
.....	.....	s 7.05	.....	10.05	1.20	.....	10.54	s 7.46	f 11.51	.....Haugen.....	.....	19
										2.8		
.....	.....	7.10	.....	s 10.10 AM	1.25	.....	10.57	7.50	11.55	.....Tuscobia.....	Y	56
										4.5		
.....	.....	s 7.55	.....	.....	1.50	.....	s 11.02	s 7.55	s **12.00**	.....Rice Lake.....	FW	79
										6.7		23 E.
.....	.....	s **8.15**	.....	.....	2.10	.....	11.15	s 8.13	f 12.15	.....Cameron.....	Y	79 W.
										8.0		
.....	.....	s 9.40	.....	.....	2.26	.....	11.25	s 8.30	s 12.27	.....Chetek.....	.....	90
										8.7		
.....	.....	s 10.15	.....	.....	2.44	.....	11.35	s **8.46**	f 12.39	.....New Auburn.....	.....	104
										7.7		
.....	.....	**10.30**	.....	.....	2.58	.....	11.44	8.56	12.49	.....Remol.....	.....	79
										0.8		
.....	.....	s 11.15	.....	.....	3.00	.....	11.45	s 9.01	f 12.50	.....Bloomer.....	W	53
										6.8		
.....	.....	f 11.35	.....	.....	3.15	.....	11.53	f 9.11	12.58	.....Eagle Point.....	.....	57
			PM							5.6		
.....	.....	s 11.50	s 5.30	.....	**3.36**	.....	11.59	9.18	1.06	.....Norma.....	Y	79
										2.3		
.....	.....	s 12.30	s 5.45	.....	4.20	.....	s 12.06	s 9.29	f 1.14	.....Chippewa Falls.....	W	12
										1.3		
.....	.....	12.40	6.00	.....	4.35	.....	12.09	9.32	1.16	.....Koll.....	.....	73
										9.0		
.....	.....	s 1.05 PM	s 6.15 PM	.....	5.15 AM	.....	s 12.30 AM	s 9.48 PM	s 1.35 PM	.....Eau Claire.....	YW	.....
										3.3		
.....	.....	*1.25* PM	*6.30* PM	.....	*6.15* AM	.....	*12.40* AM	*10.00* PM	*2.10* PM	.....Altoona.....	.....	.....
		Daily Except Sunday	Daily Except Sunday	Monday, Wednesday, Friday	Daily		Daily	Daily	See Footnote	81.2		

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

No. 304 will operate May 30; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

Station Numbers.	Distance from Eau Claire.	SUBDIVISION 4 Time Table 111. April 30, 1950.	FIRST CLASS					SECOND CLASS			THIRD CLASS		
			511	513	303			237	243	71	103		
			Daily	Daily	See Footnote			Daily Except Sunday	Tuesday, Thursday, Saturday	Daily	Daily Except Sunday		
1625	81.2	Spooner	s AM 5.35	s AM 9.15	s PM 10.00				PM 1.45	s PM 11.10	PM 1.35		
		9.7											
1681	71.5	Sarona	5.20	s 9.01	f 9.46				1.25	**10.46**	s 1.15		
		7.3											
1679	64.2	Haugen	5.08	s 8.48	f 9.36				1.10	10.12	s 12.50		
		2.8											
1678	61.4	Tuscobia	5.04	8.41	9.31				s 1.05 PM	10.05	12.30		
		4.5											
1677	56.9	Rice Lake	s 4.58	s 8.35	s 9.25					9.50	s **12.10 11.50**		
		6.7											
1674	50.2	Cameron	s 4.38	s **8.15**	f 9.09					9.25	s 11.35		
		8.0											
1672	42.2	Chetek	4.16	s 7.56	f 8.58					9.10	s 11.05		
		8.7											
1669	33.5	New Auburn	4.04	s 7.42	f **8.46**					**8.46**	s 10.45		
		7.7											
.....	25.8	Remol	3.54	7.30	8.37					8.21	s **10.30**		
		0.8											
1665	25.0	Bloomer	3.53	s 7.28	f 8.36					8.20	s 9.55		
		6.8											
1663	18.2	Eagle Point	3.43	f 7.16	8.28					8.10	s 8.55		
		5.6											
.....	12.6	Norma	**3.36**	7.08	8.22			s AM 9.45		8.00	s 8.40		
		2.3											
1662	10.3	Chippewa Falls	s 3.31	s 7.02	f 8.18			s 9.29		7.50	s 8.30		
		1.3											
1660	9.0	Koll	3.15	6.48	8.14			9.15		7.45	7.25		
		9.0											
1530	0.0	Eau Claire	3.00 AM	6.35 AM	8.01 PM			9.00 AM		7.15 PM	7.05 AM		
		3.3											
1528		Altoona	*2.35* AM	*6.05* AM	*7.15* PM			*8.45* AM		*7.00* PM	*6.50* AM		
		81.2	Daily	Daily	See Footnote			Daily Except Sunday	Tuesday, Thursday, Saturday	Daily	Daily Except Sunday		

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

No. 303 will operate May 26; June 30; July 7, 14, 21, 28; August 4, 11, 18, 25; September 1, 1950.

BETWEEN DULUTH AND SPOONER—EASTWARD.

THIRD CLASS	SECOND CLASS			FIRST CLASS					SUBDIVISION 4-A Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Capacity of Sidings
70	74	76	72	510	310	512	364	304			
Tuesday, Friday	Daily	Daily Except Sunday	Daily	Daily	See Footnote	Daily	Daily	See Footnote			
.....	.....	.....	.....	PM 8.15	.....	PM 4.45	.....	.....	.....Duluth.....	FTTW	.....
.....	.....	.....	.....	s 8.35	.....	s 5.05	.....	.....	4.3 .....Superior.....	YW	.....
.....	.....	.....	.....	8.43	.....	s 5.13	.....	.....	3.0 ....Superior East End....	.....	.....
.....	.....	PM 11.00	PM 9.00	8.50	.....	5.21	.....	.....	3.1 .....Itasca.....	FTTW	.....
.....	.....	11.15	9.15	8.57	.....	f 5.30	.....	.....	4.8 .....South Range.....	.....	74
.....	.....	11.35	9.35	9.06	.....	5.39	.....	.....	4.8 .....Rockmont.....	.....	71
.....	.....	11.44	9.44	9.11	.....	f 5.44	.....	.....	2.9 .....Hines.....	.....	.....
.....	.....	11.55	9.55	9.17	.....	s 5.52	.....	.....	3.7 .....Hawthorne.....	.....	61
.....	.....	12.02	10.02	9.21	.....	f 5.58	.....	.....	3.5 .....Bennett.....	.....	.....
.....	.....	12.15	10.15	9.28	.....	6.06	.....	.....	5.9 .....Sauntry.....	.....	97
.....	.....	12.17	10.17	S 9.29	.....	s 6.09	.....	.....	1.5 .....Solon Springs.....	W	.....
.....	.....	12.30	10.30	9.42	.....	s 6.24	.....	.....	8.0 .....Gordon.....	.....	60
.....	.....	12.40	10.40	9.49	.....	f 6.32	.....	.....	5.1 .....Wascott.....	W	87
.....	.....	12.48	10.50	9.55	.....	s 6.40	.....	.....	5.3 .....Minong.....	.....	14
.....	.....	12.55	10.57	10.00	.....	6.46	OFF 10/2	.....	3.8 .....Lakeside.....	.....	81
.....	.....	1.05	11.05	10.05	.....	f 6.52	.....	.....	4.5 .....Lampson.....	.....	79
.....	f PM 1.35	1.15	PM 9.15	11.20	10.15	PM 10.05	f 7.00	PM s 4.58	AM 11.05	6.3 .....Trego.....	Y	12
.....	1.50 PM	1.30 AM	9.30 PM	11.35 PM	s 10.25 PM	s 10.15 PM	s 7.10 PM	s 5.09 PM	s 11.15 AM	6.4 .....Spooner.....	FTTYW	.....
	Tuesday, Friday	Daily	Daily Except Sunday	Daily	Daily	See Footnote	Daily	Daily	See Foot note	76.9		

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

No. 510 is superior to No. 513.

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

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

No. 304 will operate May 30; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

No. 310 will operate May 30; June 25; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

Stations Numbers.	Distance from Spooner.	SUBDIVISION 4-A Time Table 111. April 30, 1950.	FIRST CLASS						SECOND CLASS			THIRD CLASS	
			511	311	513	361	303		73	71	75	69	
			Daily	See Footnote	Daily	Daily	See Footnote		Daily	Daily	Daily Except Monday	Monday, Thursday	
1699	76.9	Duluth	AM 8.00		AM 11.59								
		4.3											
1697	72.6	Superior	s 7.40		s 11.40								
		3.0											
1696	69.6	Superior East End	7.25		s 11.28								
		3.1							AM	AM			
1695	66.5	Itasca	7.19		s 11.20				4.45	5.15			
		4.8											
1693	61.7	South Range	7.14		s 11.11				4.30	5.00			
		4.8											
1692a	56.9	Rockmont	7.08		11.03				4.10	4.45			
		2.9											
1692	54.0	Hines	7.04		f 10.57					4.35			
		3.7											
1691	50.3	Hawthorne	6.59		s 10.51				3.30	4.28			
		3.5											
1690	46.8	Bennett	6.55		f 10.45				3.15	4.20			
		5.9											
1688	40.9	Sauntry	6.47		10.35				2.45	3.55			
		1.5											
1687	39.4	Solon Springs	6.45		s 10.32				2.35	3.50			
		8.0											
1686	31.4	Gordon	6.34		s 10.21				2.15	3.30			
		5.1											
1685	26.3	Wascott	6.27		f 10.11				2.05	3.15			
		5.3											
1684	21.0	Minong	6.20		s 10.03				1.52	2.40			
		3.8											
1683	17.2	Lakeside	6.15		9.57	OFF. 10/2			1.45	2.30			
		4.5											
1682	12.7	Lampson	6.09		f 9.50				1.35	2.10			
		6.3		AM		PM	PM				AM	AM	
1627	6.4	Trego	6.00	s 16.09	s 9.40	s 12.09	10.20		**1.20**	1.55	2.45	s 7.10	
		6.4											
1625	0.0	Spooner	5.50 AM	6.00 AM	9.30 AM	11.59 AM	10.10 PM		1.00 AM	1.30 AM	2.25 AM	6.50 AM	
		76.9	Daily	See Footnote	Daily	Daily	See Footnote		Daily	Daily	Daily Except Monday	Monday, Thursday	

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

No. 510 is superior to No. 513.

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

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

No. 511 will stop at Solon Springs to let off revenue passengers from Eau Claire and points east.

No. 303 will operate May 26; June 30; July 7, 14, 21, 28; August 4, 11, 18, 25; September 1, 1950.

No. 311 will operate May 27; June 24; July 1, 8, 9, 15, 16, 22, 23 29, 30; August 5, 6, 12, 13, 19, 20, 26, 27; September 2, 1950.

BETWEEN ASHLAND AND TREGO—EASTWARD.

THIRD CLASS	SECOND CLASS		FIRST CLASS						
70		76	282	1300	310	364	304	SUBDIVISION 3-A Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Capacity of Sidings
Tuesday, Friday		Daily Except Sunday	Daily Except Sunday	See Footnote	See Footnote	Daily	See Footnote			
AM		PM	AM			PM				
7.10	.....	5.30	8.30	.....	.....	2.45	.....	.....Ashland.....	WFTT	.....
s 7.25	.....	s 5.50	8.40 AM	.....	.....	s 2.53	.....	4.1 .....Ashland Jct.....	Y	42
f 7.48	.....	6.15	.....	.....	.....	s 3.07	.....	7.9 .....Benoit.....	.....	.....
s 8.25	.....	6.28	.....	.....	.....	s 3.16	.....	4.7 .....Mason.....	.....	.....
s 8.55	.....	6.45	.....	.....	.....	s 3.27	.....	6.6 .....Grand View.....	.....	.....
.....	.....	.....	.....	.....	.....	f 3.35	.....	3.4 .....Sweden.....	.....	.....
s 9.40	.....	7.15	.....	PM 11.35	PM 8.50	s 3.45	AM 10.00	4.8 .....Drummond.....	TTW	35
f 9.55	.....	.....	.....	.....	f 9.00	f 3.55	f 10.08	5.3 .....Lake Owen.....	.....	.....
s 10.25	.....	7.40	.....	11.57	s 9.08	s 4.05	s 10.15	4.6 .....Cable.....	.....	28
f 10.40	.....	7.55	.....	12.06	9.18	f 4.14	10.26	7.0 .....Seeley.....	.....	37
s 12.43	.....	8.25	.....	12.22	s 9.35	s 4.30	s 10.39	9.5 .....Hayward.....	W	40
s 1.20	.....	8.50	.....	12.37	f 9.50	s 4.45	f 10.54	12.0 .....Spring Brook.....	.....	38
f 1.30	.....	9.00	.....	12.44	9.59	s 4.53	11.00	4.3 .....Earl.....	.....	16
f 1.35 PM	.....	9.15 PM	.....	12.51 AM	10.05 PM	s 4.58 PM	11.05 AM	3.0 .....Trego.....	Y	.....
1.50 PM	.....	*9.30* PM	.....	.....	*10.15* PM	*5.09* PM	*11.15* AM	6.4 .....Spooner.....	WFTTY	.....
Tuesday, Friday		Daily Except Sunday	Daily Except Sunday	See Footnote	See Footnote	OFF Daily 10/2	See Footnote	77.2		

No. 364 is superior to No. 1301 and No. 311.
No. 310 is superior to No. 1301 and No. 361.

No. 304 will operate May 30; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

No. 1300 will operate May 26; June 30; July 7, 14, 21, 28; August 4, 11, 18, 25; September 1, 1950.

No. 310 will operate May 30; June 25; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

On days that No. 1300 is due to run they will operate extra Trego to Spooner.

Stations Numbers.	Distance from Trego.	SUBDIVISION 3-A Time Table 111. April 30, 1950.	FIRST CLASS 311	1301	361	303			SECOND CLASS 75	281		THIRD CLASS 69	
			See Footnote	See Footnote	Daily	See Footnote			Daily Except Monday	Daily Except Sunday		Monday, Thursday	
1648	77.2	Ashland	.....	.....	PM 2.27	.....	.....	.....	AM 6.00	PM 3.30	.....	PM 12.40	.....
	4.1												
1647	73.1	Ashland Jct.	.....	.....	s 2.17	.....	.....	.....	5.15	3.20 PM	.....	s 12.25	.....
	7.9												
1644	65.2	Benoit	.....	.....	s 2.01	.....	.....	.....	5.00	.....	.....	f 12.05	.....
	4.7												
1643	60.5	Mason	.....	.....	s 1.53	.....	.....	.....	4.48	.....	.....	s 11.45	.....
	6.6												
1640	53.9	Grand View	.....	.....	s 1.42	.....	.....	.....	4.37	.....	.....	s 11.20	.....
	3.4												
1639a	50.5	Sweden	.. ....	.....	f 1.35	.....	.....	.....	.....	.....	.....	.....	.....
	4.8		AM	AM		PM							
1639	45.7	Drummond	s 7.20	9.25	s 1.27	11.20	.....	.....	4.20	.....	.....	s 10.50	.....
	5.3												
1638	40.4	Lake Owen	f 7.10	9.16	f 1.17	f 11.13	.....	.....	.....	.....	.....	f 10.00	.....
	4.6												
1637	35.8	Cable	s 7.02	9.08	s 1.10	s 11.07	.....	.....	4.00	.....	.....	s 9.45	.....
	7.0												
1636	28.8	Seeley	f 6.50	8.58	f 12.56	10.58	.....	.....	3.46	.....	.....	f 9.10	.....
	9.5												
1634	19.3	Hayward	s 6.35	8.45	s 12.43	s 10.47	.....	.....	3.30	.....	.....	s 8.55 8.10	.....
	12.0												
1629	7.3	Spring Brook	s 6.20	8.26	s 12.23	f 10.31	.....	.....	2.55	.....	.....	s 7.40	.....
	4.3												
1628	3.0	Earl	f 6.14	8.20	f 12.15	10.25	.....	.....	2.51	.....	.....	f 7.25	.....
	3.0												
1627	0.0	Trego	s 6.09 AM	8.15 AM	s 12.09 PM	10.20 PM	.....	.....	2.45 AM	.....	.....	f 7.10 AM	.....
	6.4												
1625	6.4	Spooner	*6.00* AM		*11.59* AM	*10.10* PM	.....	.....	*2.25* AM	.....	.....	*6.50* AM	.....
		77.2	See Footnote	See Footnote	OFF Daily 10/2	See Footnote			Daily Except Monday	Daily Except Sunday		Monday, Thursday	

No. 364 is superior to No. 1301 and No. 311.
No. 310 is superior to No. 1301 and No. 361.

No. 311 will operate May 27; June 24; July 1, 8, 9, 15, 16, 22, 23, 29, 30; August 5, 6, 12, 13, 19, 20, 26, 27; September 2, 1950.

No. 1301 will operate May 30; July 4, 9, 16, 23, 30; August 6, 13, 20, 27; September 4, 1950.

No. 303 will operate May 26; June 30; July 7, 14, 21, 28; August 4, 11, 18, 25; September 1, 1950.

On days that No. 1301 is due to run they will operate extra Spooner to Trego.

EASTWARD—BETWEEN NORTHLINE AND SPOONER—WESTWARD.

THIRD CLASS	SECOND CLASS	FIRST CLASS		Station Numbers.	Capacity of Sidings	SUBDIVISION 3 Time Table 111. April 30, 1950.	Fuel, Water Wye and Turntable.	Distance from Northline.	FIRST CLASS		SECOND CLASS	THIRD CLASS
68	74		364						361		73	67
Daily Except Sunday	Daily		Daily						Daily		Daily	Daily Except Sunday
AM 6.45	AM 2.15	.....	PM 5.29	1625	.....	Spooner	FWYTT	76.9	s AM 11.39	.....	s AM 12.15	PM 1.15
						6.1						
s 7.15	2.25	.....	s 5.42	1623	83	Shell Lake	.....	70.8	s 11.30	.....	12.05	s 1.00
						8.6						
f 7.45	2.55	.....	s 5.57	1622	72	Barronett	.....	62.2	s 11.16	.....	11.45	f 12.20
						7.4						
s 8.25	3.10	.....	s 6.10	1620	66	Cumberland	W	54.8	s 11.03	.....	11.25	s 11.59
						5.6						
f 8.45	3.20	.....	s 6.20	1617	42	Comstock	.....	49.2	s 10.52	.....	11.15	f 11.10
						6.9						
s 9.15	3.35	.....	s 6.32	1615	87	Turtle Lake	.....	42.3	s 10.42	.....	11.00	s 10.52 10.00
						4.7						
s 9.50	3.45	.....	s 6.41	1614	88	Clayton	W	37.6	s 10.32	.....	10.45	s 9.50
						7.4						
s 10.05 10.41	4.00	.....	s 6.55	1610	98	Clear Lake	.....	30.2	s 10.19	.....	10.28	s 9.10
						8.1						
s 11.10	4.15	.....	s 7.08	1606	.....	Deer Park	.....	22.1	s 10.05	.....	10.08	s 8.35
						4.2						
11.25	4.25	.....	7.15	1605	89	Stanton	.....	17.9	9.57	.....	10.00	8.25
						4.9						
s 1.15	4.40	.....	7.21	1604	99	New Richmond Frt.	W	13.0	9.49	.....	9.45	s 8.15
						0.5						
.....	.....	.....	s 7.24	1604	.....	New Richmond Pass	.....	12.5	s 9.47	.....	.....	.....
						4.9						
f 1.30	4.55	.....	s 7.32	1602	77	Boardman	.....	7.6	s 9.37	.....	9.27	f 7.30
						4.8						
f 1.40	5.03	.....	s 7.41	1600	.....	Burkhardt	.....	2.8	s 9.29	.....	9.18	f 7.20
						1.4						
1.42	5.05	.....	7.45	.....	97	Noso	Y	1.4	9.25	.....	9.15	f 7.13
						1.4						
f 1.45 PM	5.08 AM	.....	7.47 PM	1547	.....	Northline	.....	0.0	9.23 AM	.....	9.10 PM	7.10 AM
						3.0						
2.00 PM	.....	.....	7.52 PM	1548	.....	Hudson	.....	3.0	9.15 AM	.....	.....	7.00 AM
.....	6.30	.....	OFF 10/2	1559	.....	East St. Paul	.....	20.2	OFF 10/2	.....	8.15	.....
.....	.....	.....	.....	1560	.....	St. Paul	.....	22.3	.....	.....	.....	.....
.....	8.00 AM	.....	.....	1564	.....	Minneapolis	.....	32.9	.....	.....	6.30 PM	.....
Daily Except Sunday	Daily		Daily			76.9			Daily		Daily	Daily Except Sunday

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

SECOND CLASS								SECOND CLASS				
			182	184	Distance from Ashland Jct.	SUBDIVISION 3-B Time Table 111. April 30, 1950.	Station Numbers.	181	183			
			Daily Except Sunday	Tuesday, Thursday, Saturday				Daily Except Sunday	Tuesday, Thursday, Saturday			
				* AM 11.55	21.0	Bayfield TT	1653		* AM 11.30			
				f 12.00	18.8	2.2 Pureair	1652b		f 11.24			
				f 12.03	17.8	1.0 Salmo			f 11.22			
			* PM 2.00	* 12.25 PM	8.5	9.3 Washburn W	1650	* AM 10.45	* 11.00 AM			
			s 2.50		4.0	4.5 Barksdale	1649	f 10.30				
			* PM 3.00		0.0	4.0 Ashland Jct Y	1647	* AM 8.45				
			Daily Except Sunday	Tuesday, Thursday, Saturday		21.0		Daily Except Sunday	Tuesday, Thursday, Saturday			

BETWEEN NORMA AND CORNELL

EASTWARD				WESTWARD.			
SECOND CLASS			SUBDIVISION 4-B Time Table 111. April 30, 1950.		SECOND CLASS		
236		Distance from Norma.		Station Numbers.	237		
Daily Except Sunday					Daily Except Sunday		
* PM 4.45		19.3	Cornell W	2924	* AM 10.50		
4.47		18.7	0.6 Brunet Y	2923	10.45		
s 5.07		8.4	10.3 Jim Falls	2912	s 10.12		
f 5.19		2.8	5.6 Anson	2908	f 9.54		
* 5.25 PM		0.0	2.8 Norma Y	1662	* 9.45 AM		
Daily Except Sunday			19.3		Daily Except Sunday		

BETWEEN TUSCOBIA AND PARK FALLS

EASTWARD.				WESTWARD			
SECOND CLASS			SUBDIVISION 4-C Time Table 111. April 30, 1950.		SECOND CLASS		
246		Distance from Tuscobia.		Station Numbers.	245		
Tuesday, Thursday, Saturday					Monday, Wednesday, Friday		
* AM 9.00		74.9	Park Falls FWY	2877	* PM 3.45		
s 10.00		54.7	20.2 Loretta	2861	s 2.30		
s 10.25		45.6	9.1 Winter	2858	s 2.05		
f 10.40		40.3	5.3 Ojibwa	2855	f 1.30		
s 10.55		34.7	5.6 Radisson	2853	s 1.10		
s 11.15		29.6	5.1 Couderay W	2848	s 12.45		
f 11.30		25.4	4.2 Lemington		f 11.55		
s 12.10		12.4	13.0 Birchwood	2827	s 11.15		
s 12.35		4.9	7.5 Brill	2819	s 10.40		
* 12.50 PM		0.0	4.9 Tuscobia Y	1678	* 10.20 AM		
Tuesday, Thursday, Saturday			74.9		Monday, Wednesday, Friday		

Nos. 245 and 246 will stop on signal at all spurs to take or leave passengers.

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between St. Paul and Altoona		
Maximum speed, miles per hour: 19 MPH - 1/58 17/13-50		
Streamliners—Diesel powered		
Straight track	100 MPH	
Curved track except as otherwise restricted	90	
Other passenger trains		
Straight track	90 MPH	
Curved track except as otherwise restricted	90	
Freight trains	60 MPH	
Class J or Z Engines will not exceed 50 miles per hour in either Passenger or Freight Service. Class I-1, J-A, J-2, J-3 and K-1 Engines will not exceed 60 miles per hour in Passenger Service. Class E-3 Engines will not exceed 80 miles per hour in Passenger Service. Class E, I-2 and K-2 Engines will not exceed speed of 80 miles per hour. Class G-3 Engines will not exceed speed of 85 miles per hour.		
M. P. 1.0—Over G. N. CONNECTION at Westminster Street	15	
M. P. 2.2 to M. P. 2.8—Around CURVES east of Payne Avenue	60	45
M. P. 3.5 to M. P. 4.2—Around TWO CURVES near Stillwater Avenue { Eastbound Trains / Westbound Trains	60 / 70	45
M. P. 4.5—Around CURVE at Street Car overhead bridge	80	
M. P. 6.4—Around FIRST CURVE east of Hazel Park Yard	80	
M. P. 11.2—Around CURVE west of Lake Elmo	80	
M. P. 14.9—Around CURVE west of Siegel	80	
M. P. 15.4 to M. P. 18.4—Around CURVES between 0.6 miles west of Siegel and Lakeland Jct	50	30
M. P. 18.5 to M. P. 19.0—Over ST. CROIX RIVER BRIDGE No. 414 and around CURVES at each end	25	25
M. P. 19.1 to M. P. 19.6—Around FIRST CURVE EAST OF HUDSON	45	30
M. P. 20.1 to M. P. 22.0—Around SIX CURVES BETWEEN HUDSON AND NORTHLINE. Includes curve at Northline	60	30
M. P. 21.6—Through CROSSOVER TURNOUTS 0.3 miles west of Northline	30	30
M. P. 22.1 to M. P. 22.9—Around TWO CURVES east of Northline	80	
M. P. 25.5 to M. P. 27.3—Around SECOND AND THIRD CURVES east of Sono	80	
M. P. 35.9—Around CURVE at Hammond	80	
M. P. 37.6—Around CURVE 1.7 miles east of Hammond	80	
M. P. 41.7 to M. P. 42.9—Around SECOND AND THIRD CURVE east of Baldwin	80	

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between St. Paul and Altoona —Continued		
M. P. 47 to 49.2—Around FIRST CURVE each side of Hersey	80	
M. P. 49.5—Around SECOND CURVE east of Hersey { Eastbound Trains / Westbound Trains	80 / 65	
M. P. 50.8 to M. P. 52.7—Around FOUR CURVES between Wilson and Humbird Point, inclusive. except westbound trains at HUMBIRD POINT CURVE	50 / 55	50 / 50
M. P. 53.2 to M. P. 54.8—Around FIRST THREE CURVES west of Knapp	75	
M. P. 56.4—Around FIRST CURVE east of Knapp	70	
M. P. 58.4 to M. P. 62.6—Around FOUR CURVES between Knapp and Menomonie Junction	80	
M. P. 71.3 to M. P. 82.7—Around FIVE CURVES between Rusk and Truax	80	
M. P. 85.5—Around FIRST CURVE west of Chippewa River Bridge No. 273	75	
M. P. 86.3—Around FIRST CURVE east of Chippewa River Bridge No. 273 { Eastbound / Westbound	70 / 60	
M. P. 87.3—Over DEWEY STREET CROSSING at Eau Claire	12	12
M. P. 87.5 to M. P. 88.7—Around FIRST FOUR CURVES east of Eau Claire station	45	30
M. P. 88.8—Around CURVE at west end of Eau Claire River Bridge No. 267	30	30
M. P. 88.9 to M. P. 89.1—THROUGH TURNOUTS at each end of Eau Claire River Bridge No. 267	30	30
M. P. 89.8—Around CURVE 0.9 miles west of Altoona.	Streamliners-60 Others-45	30
Between Altoona and Elroy		
Maximum speed, miles per hour: 19 MPH		
Streamliners—Diesel powered		
Straight track	100 MPH	
Curved track except as otherwise restricted	90	
Other passenger trains		
Straight track	90 MPH	
Curved track except as otherwise restricted	90	
Freight trains	60 MPH	
Class J or Z Engines will not exceed 50 miles per hour in either Passenger or Freight Service. Class I-1, J-A, J-2, J-3 and K-1 Engines will not exceed 60 miles per hour in Passenger Service. Class H Engines will not exceed 70 miles per hour in Passenger Service. Class E-3 Engines will not exceed 80 miles per hour in Passenger Service. Class E, I-2 and K-2 Engines will not exceed speed of 80 miles per hour. Class G-3 Engines will not exceed speed of 85 miles per hour.		

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Altoona and Elroy —Continued.		
M. P. 90.5 to M. P. 90.8—Through REVERSE CURVES east and west of Altoona passenger station. Westbound trains	80	
M. P. 96.2 to M. P. 102.5—Around FOUR CURVES from 3.4 miles west of Fall Creek to 2.5 miles west of Rodell	80	
M. P. 117.5—Around FIRST CURVE west of Fairchild	70	
M. P. 118.9 to M. P. 127.8—Around SEVEN CURVES between Fairchild and 2.1 miles east of Humbird	80	
M. P. 131.6—Over G. B. & W. R. R. CROSSING at Merrillan	40	40
M. P. 135.5—Around CURVE 4.0 miles east of Merrillan	80	
M. P. 139.8—Around CURVE 2.3 miles west of Levis	80	
M. P. 140.8 to M. P. 141.0—Through TURNOUTS at each end of Black River Bridge No. 113—Eastbound	45	45
M. P. 144.8—Around FIRST CURVE west of Sheppard	80	
M. P. 164.1—Around CURVE at Warren	80	
M. P. 173.3—Through TURNOUT at end of double track 0.10 mile west of Wyeville	25	25
M. P. 173.3—Through TURNOUT leading to C. & N. W. Track 0.10 mile west of Wyeville	25	25
M. P. 182.5—Around CURVE 0.2 mile west of Camp Douglas	80	
M. P. 183.5—Around CURVE 0.7 mile east of Camp Douglas	70	
M. P. 186.2—Around CURVE 0.6 mile east of Hustler	80	
M. P. 187.6 to M. P. 189.3—Around CURVES west of Tunnel	30	20
M. P. 189.3 to M. P. 189.6—Through TUNNEL and around CURVES at either end	10	10
M. P. 190.0 to M. P. 194.8—Around all CURVES	50	40
Elroy—FIRST CURVE west of Depot	15	15
Black River Falls Line Maximum speed	50	40
M. P. 142.1—Through TURNOUTS at Levis from Main Line to Black River Falls	25	25
M. P. 143.7 to M. P. 144.6—Around TWO CURVES through Black River Falls	25	20

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Black River Falls Line—Continued. M. P. 145 + 1700 feet—Through TURNOUTS at Sheppard from Main Line to Black River Falls	25	25
Between Hudson and Stillwater Maximum speed		30
M. P. 3.0—Over CROSSING AT 5th AVENUE NORTH at Andersen Depot		6
Between Hudson and Ellsworth Maximum speed		25
M. P. 11.6 to M. P. 11.8—Over First Two STREET CROSSINGS East and West of Depot, River Falls		6
Between Woodville and Spring Valley Maximum speed Trains handling loaded tank cars..... 20 MPH Engines when backing up..... 12 MPH		25
Between Menomonie Jct. and Menomonie Maximum speed		30
M. P. 2.2—Bridge D-3 0.85 mile east of Menomonie		10
M. P. 2.3—Around CURVE at North end of Bridge No. D-5 0.6 mile east of Menomonie		10
Between Fairchild and Mondovi Maximum speed Trains handling loaded tank cars..... 20 MPH		30
Between Merrillan and Marshfield Maximum speed	58	48
Class J and Z Engines will not exceed 50 miles per hour in Passenger Service.		
M. P. 0.0 to M. P. 0.5—Around FIRST CURVE east of Merrillan	25	25
M. P. 4.4—Around FOURTH CURVE east of Merrillan	50	45
M. P. 5.4—Around FIFTH CURVE east of Merrillan	45	40
M. P. 7.7—Around SIXTH CURVE east of Merrillan	50	45
M. P. 11.9—Around SIXTH CURVE west of Neillsville	45	40
M. P. 12.4 to M. P. 14.9—Around first five CURVES west of Neillsville	40	35
M. P. 15.3 to M. P. 15.4—Over HEWETT STREET, WEST STREET AND GRAND AVENUE at Neillsville	6	6
M. P. 17.7—Around CURVE 2.6 miles east of Neillsville	50	45
M. P. 22.3 to 22.6—Between the SWITCHES at Granton	10	10

Footnote—Passenger trains operating on branch lines where no regular passenger trains are operated will observe speed restrictions shown for freight trains.

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Eau Claire and Spooner		
Maximum speed	75	48
Class J or Z Engines will not exceed 50 miles per hour in Passenger Service. Class I-1, J-A, J-2 and K-1 Engines will not exceed 60 miles per hour in Passenger Service.		
M. P. 0.0—Over DEWEY STREET CROSSING west of passenger station at Eau Claire	12	12
M. P. 0.0 to M. P. 0.4—Around CURVE from Dewey Street to 0.1 miles north of north wye switch	15	15
M. P. 0.4 to M. P. 1.7—Around CURVES between 0.1 mile north of north wye switch and M. P. 2	50	45
M. P. 2.8—Around FIRST CURVE west of Dells Siding	60	48
M. P. 7.7—Soo Line R. R. Crossing at Koll. Train or engines between Home Signals	20	20
M. P. 8.7 to M. P. 9.8—Around CURVES between Koll and Chippewa Falls	50	45
M. P. 10.0 to M. P. 10.4—Around FIRST TWO CURVES west of Chippewa Falls	30	25
M. P. 10.4 to 10.9—Around CURVE at east end of CHIPPEWA RIVER BRIDGE No. 614	25	25
Speed of engines over CHIPPEWA RIVER BRIDGE No. 614	15	15
Class J-2 Engines must not be stopped or started on bridge except in extreme emergency.		
M. P. 10.9 to M. P. 12.2—Around CURVES between Chippewa River Bridge No. 614 and Norma	45	40
M. P. 49.0—Around CURVE 0.8 mile east of Cameron	65	
M. P. 52.4—Around CURVE 2.6 miles west of Cameron	70	
M. P. 53.3—Soo Line R. R. Crossing between Cameron and Rice Lake. Train or engines between Home Signals	45	45
M. P. 55.8 to M. P. 56.8—Over STREET CROSSINGS between Allen and Knapp Streets at Rice Lake	12	12
M. P. 73.9 to M. P. 79.7—Around CURVES from 2.6 miles west of Sarona to 3.9 miles west of Beaver Brook	60	48
M. P. 80.2—Around CURVE 1 mile east of Spooner	50	45
Through FIRST CROSSOVER west of Bridge 212 east of Spooner	15	15
Between Norma and Cornell		
Maximum speed		30
M. P. 19.4 to M. P. 22.8—From 3.4 miles east of Cornell to Cornell		25
1,000 H. P. Diesel		20

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Tuscobia and Park Falls		
Maximum speed		30
Between Ashland Jct. and Bayfield		
Maximum speed		30
M. P. 165.7 to M. P. 178.2 between Washburn and Bayfield		25
Between Northline and Spooner		
Maximum speed	58	48
Class J or Z Engines will not exceed 50 miles per hour in Passenger Service.		
M. P. 0.0—Through THREE TURNOUTS 0.3 mile west of Northline	30	30
M. P. 3.7—Around CURVE 0.8 mile west of Burkhardt	50	45
M. P. 12.0 to M. P. 12.6—Around FIRST TWO CURVES east of New Richmond	50	45
M. P. 12.9—Class E, J, J-A, J-2, M-2, M-3 and Z Engines over BRIDGE No. 14 at New Richmond. Class J-2 Engines must not be stopped or started on bridge except in extreme emergency.	15	15
M. P. 13.4—Around CURVE 0.8 mile west of New Richmond	50	45
M. P. 17.9—Around FIRST CURVE east of Stanton	50	45
M. P. 23.8 to M. P. 25.9—Around THREE CURVES between Deer Park and Clear Lake	50	45
M. P. 27.9—Around CURVE 2.5 miles east of Clear Lake	50	45
M. P. 29.3—Around SECOND CURVE east of Clear Lake	50	45
M. P. 30.6 to M. P. 31.0—Around FIRST TWO CURVES west of Clear Lake	50	45
M. P. 37.8—Around FIRST CURVE west of Clayton	50	45
M. P. 43.3—Around SECOND CURVE west of Turtle Lake	50	45
M. P. 45.3 to M. P. 47.4—Around FIVE CURVES between Turtle Lake and Comstock	50	45
M. P. 55.7 to M. P. 56.9—Around FIRST TWO CURVES west of Cumberland	50	45
M. P. 58.9 to M. P. 59.7—Around THREE CURVES 4.3 miles west of Cumberland	50	45
M. P. 61.4 to M. P. 65.5—Around SEVEN CURVES from 1 mile east of Barronett to 3.2 miles west of Barronett	50	45
M. P. 66.7 to M. P. 68.2—Around FOUR CURVES between Barronett and Shell Lake	50	45

Footnote—Passenger trains operating on branch lines where no regular passenger trains are operated will observe speed restrictions shown for freight trains.

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Northline and Spooner —Continued.		
M. P. 71.7 to M. P. 72.5—Around THREE CURVES 1 mile west of Shell Lake	50	45
M. P. 75.4 to M. P. 76.4—Around FIRST AND SECOND CURVES east of Spooner	50	45
Through SECOND CROSSOVER west of Bridge No. 212 east of Spooner	25	25
Between Spooner and Duluth		
Maximum speed	59 75	48
Class J or Z Engines will not exceed 50 miles per hour in Passenger Service.		
Class I-1, J-A, J-2 and K-1 will not exceed 60 miles per hour in Passenger Service.		
M. P. 78.2—Around FIRST CURVE west of Spooner	60	48
M. P. 80.1—Around SECOND CURVE west of Spooner	70	
M. P. 83.1—Around FIRST CURVE east of Trego	55	48
M. P. 0.0—Through CROSSOVER east of Trego	25	25
M. P. 0.3—Around FIRST CURVE west of Trego	30	25
M. P. 0.5 Class E, J, J-A, J-2, M-2, M-3 and Z Engines—Over BRIDGE 801—West of Trego	15	15
Class J-2 Engines must not be stopped or started on bridge except in extreme emergency.		
M. P. 2.2 to M. P. 3.1—Around SECOND AND THIRD CURVE west of Trego	65	
M. P. 3.4—Around CURVE 3.5 miles west of Trego	70	
M. P. 4.4—Around CURVE 1.8 miles east of Lampson	65	
M. P. 5.8—Around FIRST CURVE east of Lampson	65	
M. P. 7.1 to M. P. 8.0—Around SECOND AND THIRD CURVES west of Lampson	65	
M. P. 11.9—Around FIRST CURVE west of Lakeside	55	48
M. P. 12.3—Around SECOND CURVE west of Lakeside	65	
M. P. 13.0 to M. P. 14.1—Around FIRST TWO CURVES east of Minong	65	
M. P. 22.4 to M. P. 23.1—Around FIRST TWO CURVES west of Wascott	65	
M. P. 24.2 to M. P. 24.7—Around FIRST TWO CURVES east of Gordon	55	48
M. P. 25.5—Around FIRST CURVE west of Gordon	70	
M. P. 31.6 to M. P. 32.1—Around FIRST TWO CURVES east of Solon Springs	60	48
M. P. 33.1 to M. P. 33.9—Around FIRST TWO CURVES west of Solon Springs	60	48

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Spooner and Duluth —Continued.		
M. P. 35.8—Around THIRD CURVE west of Sauntry	60	48
M. P. 38.1—Around FOURTH CURVE west of Sauntry	65	
M. P. 39.8—Around FIRST CURVE east of Bennett	65	
M. P. 43.2—Around SECOND CURVE east of Hawthorne	65	
M. P. 43.6—Around FIRST CURVE east of Hawthorne	60	48
M. P. 45.6 to M. P. 46.7—Around FIRST FOUR CURVES east of Hines	60	48
M. P. 47.8—Around FIRST CURVE west of Hines	50	45
M. P. 48.3 to M. P. 49.3—Around SECOND AND THIRD CURVES west of Hines	55	48
M. P. 51.4—Around SECOND CURVE west of Rockmont	45	40
M. P. 52.7—Around CURVE 2.3 miles west of Rockmont	65	
M. P. 54.3—Around FIRST CURVE east of South Range	70	
M. P. 55.1—Around CURVE at South Range	60	48
M. P. 60.4—Around FIRST CURVE west of Itasca	40	35
M. P. 60.7—Over Northwestern Coal R. R. Crossing 0.73 mile west of Itasca Depot. Trains or Engines between Home Signals	20	20
M. P. 61.3—Around SECOND CURVE west of Itasca	20	20
M. P. 61.5 to M. P. 62.0 Class E, J, J-A, J-2, M-2, M-3 and Z Engines—Over NEMADJI RIVER BRIDGE No. 951	15	15
Class J-2 Engines must not be stopped or started on bridge except in extreme emergency.		
M. P. 62.7—Over Nor. Pac. R. R. CROSSING at Newton Ave. 0.4 mile east of Superior East End. Train or Engines between Home Signals	20	20
M. P. 63.7 to M. P. 64.2—Around REVERSE CURVE between Superior East End and Superior	40	35
M. P. 65.1—Over Soo Line R. R. CROSSING at Spruce Ave. 1.0 mile east of Superior. Train or Engines between Home Signals	20	20
M. P. 65.4—Over L. S. T. & T. R. R. CROSSING at Catlin Avenue, Superior. Train or Engines between Home Signals	20	20
M. P. 66.2—Over TOWER AVE. CROSSING at Superior	5	5
M. P. 66.3 to M. P. 70.5—Around ALL CURVES between Superior and Duluth	20	20

Footnote—Passenger trains operating on branch lines where no regular passenger trains are operated will observe speed restrictions shown for freight trains.

SPEED RESTRICTIONS.

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Spooner and Duluth —Continued.		
M. P. 68.0 Trains or Engines between Home Signals of INTERLOCKING PLANT AT N. P. CONNECTION, North end of St. Louis Bay Bridge	20	20
Between Trego and Ashland		
Maximum speed	58	48
M. P. 83.3 to M. P. 84—Through CROSSOVER and around CURVES near Trego	25	25
M. P. 85.7—Around CURVE 1.3 miles east of Earl	50	45
M. P. 89.8 to M. P. 90.5—Around FIRST TWO CURVES east of Springbrook	50	45
M. P. 100.6—Around FIRST CURVE east of Hayward	50	45
M. P. 117.9—Around FIRST CURVE west of Leonard	50	45
M. P. 124.6 to M. P. 130.9—Around FIRST TWELVE CURVES west of Lake Owen	50	45
M. P. 131.4 to M. P. 132.1—Around THREE CURVES 2 miles west of Drummond	50	45

Location	Restrictions Speed per Hour	
	Pass. Trains	Freight Trains
Between Trego and Ashland —Continued.		
M. P. 133.5—Around SECOND CURVE east of Sweden	50	45
M. P. 134.2—Around FIRST CURVE east of Sweden	50	45
M. P. 135.7—Around SECOND CURVE west of Sweden	50	45
M. P. 137.7 to M. P. 138.8—Around CURVE at Grandview and FIRST TWO CURVES westerly	50	45
M. P. 140.0 to M. P. 144.5—Around FIRST FIVE CURVES EAST OF MASON	50	45
M. P. 154.0 to M. P. 154.7—Around TWO CURVES 5.1 miles west of Benoit	50	45
M. P. 1.8—Around FIRST CURVE west of Ashland Junction	50	45
M. P. 3.4 to M. P. 4.2—Over STREET CROSSINGS between Second Street and passenger station, Ashland	10	10

SPEED TABLE.

Time per Mile	Miles per Hour	Time per Mile	Miles per Hour	Time per Mile	Miles per Hour
36″	100.	56″	64.2	1′25″	42.3
37″	97.3	57″	63.1	1′30″	40.
38″	94.7	58″	62.	1′35″	37.9
39″	92.3	59″	61.	1′40″	36.
40″	90.	1′	60.	1′45″	34.3
41″	87.8	1′ 1″	59.	1′50″	32.7
42″	85.7	1′ 2″	58.	1′55″	31.3
43″	83.7	1′ 3″	57.1	2′	30.
44″	81.8	1′ 4″	56.2	2′15″	26.6
45″	80.	1′ 5″	55.3	2′30″	24.
46″	78.3	1′ 6″	54.5	2′45″	21.8
47″	76.6	1′ 7″	53.7	3′	20.
48″	75.	1′ 8″	52.9	3′30″	17.1
49″	73.5	1′ 9″	52.1	4′	15.
50″	72.	1′10″	51.4	5′	12.
51″	70.6	1′11″	50.7	6′	10.
52″	69.2	1′12″	50.	7′	8.6
53″	67.9	1′15″	48.	8′	7.5
54″	66.6	1′20″	45.	10′	6.
55″	65.4				

Miscellaneous Speed Restrictions.

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

When one or more conventional type passenger cars are included in a streamliner train, the maximum speed authorized is that established for "Other Passenger Trains."

Trains of ordinary passenger equipment handled by Diesel power and trains of Streamliner equipment handled by steam power must observe speed restrictions which govern "Other Passenger Trains."

Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three (3) inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 707, and when operating through water must not exceed a speed of five (5) miles per hour.

A train moving against the current of traffic in two-track district, except between Spooner and Trego, must not exceed twenty (20) miles per hour at any point, and must not exceed ten (10) miles per hour through turn-outs and over dangerous highway crossings, including crossings equipped with automatic signal protection or within limits of any city and will not exceed ten (10) miles per hour approaching the terminals between which the reverse movement is being made.

Eastward freight trains that average fifty (50) tons and over per car, will not exceed a speed of forty (40) miles per hour descending grade between Wilson and Knapp.

Trains or engines will not exceed 10 miles per hour when using wye between Sono and Noso.

Trains or engines will not exceed 6 miles per hour when using wye track at Hudson.

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

Trains handling ore cars loaded with ore will not exceed twenty-five (25) miles per hour. Trains handling ore cars loaded with commodities other than ore, including company coal, will not exceed thirty (30) miles per hour. Trains handling empty ore cars will not exceed thirty (30) miles per hour.

Light engines, single or coupled, with or without caboose, will not exceed 35 miles per hour except on instructions from the Train Dispatcher.

Trains and engines must not exceed speed of 15 miles per hour, using turn outs at each end of passenger yard, Altoona.

Diesel Power operated light maximum speed will be 50 miles per hour.

When locomotive cranes, derricks, and pile drivers are moved in regular freight trains, the boom of the locomotive cranes and derricks must be detached. The cotter key or nut at the bottom of the center pin in the trailing truck of all equipment must be removed when truck is equipped. Speed of trains handling locomotive cranes, derricks or pile drivers must be restricted to 25 miles per hour. They should be handled next to caboose, and when can be conveniently arranged, moved with boom trailing.

Freight trains handling loaded arch bar truck cars will not exceed a speed of 35 miles per hour.

Freight trains handling short wheel base U. S. government scale cars, our own scale cars, or scale cars of this same type of other Railroads, will not exceed a speed of thirty (30) miles per hour on main line, and twenty (20) miles per hour on branch lines.

Movements over out bound Cinder Pit at Altoona must not exceed speed of 4 miles per hour.

Speed of steam operated trains will be restricted passing approach signals of the following interlocking plants as shown below.	Maximum Speed Steam Psgr.	Frt.
Cameron—Passing eastward and westward approach signals	75	48
Eau Claire River Bridge—Passing westward approach signal	75	50
Northline—Passing eastward approach signal at Noso	45	30
Northwestern Coal Railway (Itasca)—passing Westward approach signal	35	25
Spruce Avenue—Soo Line Crossing (Superior)—passing Westward approach signal	35	25
Catlin Avenue—LST&T Crossing (Superior)—passing Eastward approach signal	40	20

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

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.

ST. PAUL to ELROY.

Sixth St., Lafayette Ave., Westminster St., Burr St., Edgerton St. Payne Ave., Arcade St., Forest St., Earl St. and Street Ry. overhead. All in St. Paul.
Br. 406½—Overhead 0.20 miles W. of Roberts.
Br. 370—Overhead 2.24 miles W. of Woodville.
Br. 367—Overhead 0.36 miles W. of Woodville.
Br. 356¼—Overhead 0.96 miles W. of Wilson.
Sterling Paper & Pulp Co. at Eau Claire.
Br. 273½S—Overhead at 3rd St., Shawtown.
Gillette Rubber Co. at Eau Claire.
Enginehouse at Altoona.
Br. 266¼—Overhead 1.63 miles E. of Altoona.
Br. 252½—Overhead 1.42 miles W. of Fall Creek.
Tunnel 6.0 miles W. of Elroy.

HUDSON to ELLSWORTH:

Br. F-20⅝—Overhead 0.54 miles E. of River Falls.
Br. F-20¾—Overhead 0.61 miles E. of River Falls.

MENOMONIE LINE:

Br. D-2½—Overhead 0.91 miles E. of Menomonie.
Br. D-3—Wilson Creek 0.85 miles E. of Menomonie.
Br. D-5—Red Cedar River 0.53 miles E. of Menomonie.

MERRILLAN to MARSHFIELD:

Lumber Co. Spur at Neillsville.
Br. B-112—Yellow River, 4.17 miles W. of Marshfield

EAU CLAIRE to DULUTH:

Br. 614—Chippewa River 0.75 miles W. of Chippewa Falls.
Br. 871¼—Overhead 3.29 miles W. of Solon Springs.
Br. 1½—N. P. overhead on Itasca Dock Track.
Tenth St. and Sixth St. overheads at Duluth.

SPOONER to ASHLAND:

Br. 263—Namekagon River 5.6 miles W. of Springbrook.
Br. 278—Namekagon River 2.65 miles W. of Hayward.

ASHLAND JCT. to BAYFIELD:

Br. 440—Fish Creek 0.27 miles W. of Ashland Jct.

SPECIAL RULES.

Superiority.

1. Westward trains are superior to Eastward trains of the same class.

Northline—Rights of Extra Trains.

NORTH LINES extra freight trains running between Northline and Spooner will be given running orders to or from Noso. The piece of NORTH LINES track between east switch at Noso and MAIN LINE connection will be controlled by the operator at Northline. All eastbound extra freight trains will head in at west switch, Noso, and be controlled by distant signal unless advised by operator at Northline to come down main track. MAIN LINE westbound freight trains will be controlled by automatic signal 245 located east of crossover at Sono.

SPECIAL RULES—Continued.

Standard Time.

2. Standard time is shown by clocks at:

Dispatcher's Office	Eau Claire
Telegraph Office	Elroy
Telegraph Office	Merrillan
Telegraph Office	Marshfield
Telegraph Office	Altoona
Telegraph Office	East St. Paul
Telegraph Office, Freight Depot	Minneapolis
Enginehouse	Minneapolis
Telegraph Office	Itasca
Telegraph Office	Ashland
Telegraph Office	Spooner
Passenger Station	Duluth

Registry of Trains.

3. All main line trains will register at the following stations, except as otherwise provided: Elroy, Wyeville, Altoona, East St. Paul, St. Paul Union Depot, Minneapolis, Spooner, Itasca, Duluth, Ashland Jct., Ashland, Rice Lake.

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

Trains on Stillwater Line will register at Bayport.

All Westbound trains will register at Wyeville by register card, Form OD10.

All trains off NORTH LINES will register at Northline by card. Form OD10.

Trains scheduled to pass registering stations without stopping, also trains receiving train order reading—"All trains due——up to ——AM (or PM) have passed," will register at that point by register card, Form OD10.

NORTH LINES east-bound trains except First Class will get train order register of superior trains from MAIN LINE Train Dispatcher in train order form at Northline.

Bulletin Boards.

4. Bulletins will be posted at the following points:

Minneapolis	General Yardmaster's Office	Round House
Minneapolis	G. N. Passenger Station	
Minneapolis	Lower Yard Office	
Minneapolis	East Yard Office	
East St. Paul	Telegraph Office	Round House
Altoona	Telegraph Office	Round House
Marshfield	Telegraph Office	Round House
Elroy	Telegraph Office	Round House
Adams	Telegraph Office	Round House
Spooner	Yard Office	Round House
Itasca	Telegraph Office	Round House
Duluth	Locker Room	Round House
Ashland	Telegraph Office	Round House
Hudson	Telegraph Office	Round House
Menomonie City	Depot Office	
Eau Claire	Yardmen's Room	
Rice Lake	Telegraph Office	

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

Yard Limits.

5. Station	Distance in Feet from Outer Switches	
Elroy	500 feet	West
Wyeville	1000 "	East
Wyeville 5000 feet west of end of double track.		
Black River Falls	5000 "	East
Black River Falls	5000 "	West
Merrillan	6500 "	East
Merrillan	500 "	West
Merrillian (on Branch)	2000 "	East
Neillsville	4000 "	East
Neillsville	4000 "	West
Granton	3000 "	East
Granton	3000 "	West
Chili	3000 "	East
Chili	3000 "	West
Marshfield	1800 "	West
Altoona-Eau Clairie	6000 "	East
Altoona-Eau Claire	3515 "	West
Altoona-Eau Claire (North Lines)	1422 "	West
Menomonie Jct.	500 "	East
Menomonie Jct.	4000 "	West

Yard Limits—Continued.

5. Station	Distance in Feet from Outer Switches	
Menomonie Branch—Menomonie Jct. to Menomonie City.		
Sono and Northline	1500 feet	East
Northline and Sono	500 "	West
Hudson	7300 "	East
Lakeland Jct.	5000 "	West
Hudson (on Ellsworth Subdivision)	6280 "	East
Hazel Park	1500 "	East
Siegel	500 "	East
Siegel	6000 "	West
Stillwater	500 "	West
Bayport-Stillwater	1000 "	East
Rice Lake	1000 "	East
Rice Lake	1000 "	West
Bloomer	4000 "	East
Remol	500 "	West
Chippewa Falls (Cornell Subdivision)	1500 "	West
Chippewa Falls (Norma)	2000 "	West
Chippewa Falls	3400 "	East
Ashland	2000 "	East
Washburn	1500 "	East
Washburn	500 "	West
Noso	1200 "	West
New Richmond	2100 "	East
New Richmond	1000 "	West
Cumberland	1000 "	East
Cumberland	4000 "	West
Spooner (Both Subdivisions)	4000 "	East
Spooner	2900 "	West
Trego (Both Subdivisions)	5280 "	East
Trego-Solon Springs Sub.	1000 "	West
Trego-Hayward Sub.	500 "	West
Wascott	3000 "	West
Wascott	3000 "	East
Itasca	2000 "	East
of Inter-State Transfer Ry. Conn.		

Yard Limits at Elroy include all tracks from Yard Limit Board to Passenger Station.

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

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

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

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

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

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

Eau Claire.

6. All NORTH LINES east-bound trains, except First Class, will come to a full stop at crossover from NORTH LINES main track to MAIN LINE main tracks West of Dewey Street, Eau Claire. Call operator Eau Claire on telephone located on telegraph pole. Obtain permission to use No. 5 track or crossover to east-bound track.

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

Train Order Signal at EAU CLAIRE governs both MAIN LINE and NORTH LINES Trains.

Yard Track No. 5 at EAU CLAIRE, from its westerly end to CMSTP&P Crossing, is designated as a main track for NORTH LINES First Class Trains.

Bayport.

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

SPECIAL RULES—Continued.

East St. Paul.

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

Eastbound trains approaching Buckley from St. Paul Union Depot or Minneapolis will be governed by signal indication, and westbound trains approaching crossover switch just east of Payne Avenue Bridge will proceed on either track upon signal from switch tender.

Yard engines may use main tracks between Westminster Street Wye and East Seventh Street Depot in either direction except upon the time of a first-class train.

Yard Engine movements between Hazel Park and East Seventh Street must be made with the current of traffic unless otherwise arranged by Yardmaster who must properly protect the movement.

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

Westminster Street Wye.

9. All trains and light engines in either direction will approach Buckley prepared to stop and will only proceed on proper signal indication.

All westbound trains going through Wye toward Minneapolis will proceed through the Wye on signal indication.

Eastbound trains from Great Northern Railway will proceed through the Wye toward East St. Paul upon receiving clear signal from towerman at Mississippi Street.

Minneapolis—Omaha-Great Northern Crossing, 1st Street.

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

Flagman at crossing will not give signal to east-bound trains or engines to proceed until he has received signal from switch tender in Union Depot Yards indicating a clear track in Depot, nor until any approaching trains in view on Great Northern Line have come to a full stop.

Protection on Subdivisions.

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

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

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

Marshfield—Joint Track.

12. The main track within yard limits as fixed by yard limit signs on the Eastern Division of the C. St. P. M. & O. Railway, the Ashland Division and the Lake Shore Division (Nekoosa Line—M. St. P. & S. S. M. Railroad) of the C. & N. W. Railway, will be used jointly and in common and irrespective of class of trains and engines of the C. St. P. M. & O. Railway, of the C. & N. W. Railway, and of the M. St. P. & S. S. M. Railroad. All trains and engines operating within yard limits must, therefore, move prepared to stop within vision and short of other trains or obstructions.

Superior and Itasca—Blocking Transfers and Light Engines.

13. No transfer or light engine will leave Superior or Connors Point for Superior East End without first ascertaining from Superior East End or Itasca that block is clear, or making meeting point with any west-bound transfer or light engine that may be going to Superior or Connors Point. Telegraphers at Superior East End and Itasca will keep record on block sheet showing transfers and light engines in their blocks and transfers and engines arriving Superior East End and Itasca will report to telegraphers as to time of clearing the block. Transfers and engines arriving at Superior and Connors Point will call up Superior East End by telephone and report when clear of block. Those in charge of engines and transfers leaving Itasca will advise telegrapher Superior East End engine number and point it is desired to go to, Superior, Duluth or Connors Point, as the case may be, at the time block is obtained.

Telegrapher at Itasca will obtain block through to destination for west-bound extra passenger trains and deliver clearance Form OD6 to conductor and engineman, stating thereon condition of the block. West-bound extra passenger trains will not pass Itasca without receiving clearance Form OD6.

East-bound extra passenger trains leaving Duluth or Superior will obtain block through to Itasca by telephone before departure in accordance with instructions contained in first paragraph hereof.

RAILROAD CROSSINGS AND DRAW BRIDGES.

Stop.

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

After Stopping.

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

AUTOMATIC INTERLOCKING PLANTS.

The following railroad crossings, intervolved bridges, ends of double track and Junction stations are interlocked and Rules 601A to 672 will be observed.

Railway Crossings.

Railway	Location
C. M. St. P. & P.	Lakeland Junction.
C. M. St. P. & P.	0.58 mi. E. Eau Claire.
G. B. & W.	Merrillan.
C. & N.-W.	Wyeville.
C. M. St. P. & P.	Camp Douglas.
Soo Line	Turtle Lake.
L. S. T. & T. Co.	0.69 mi. E. Superior.
Soo Line	1.00 mi. E. Superior.
No. Pac.	0.40 mi. E. Superior E. End.
G. N. Ry.	1.00 mi. W. Itasca Depot.
Coal Ry.	0.73 mi. W. Itasca Depot.
Soo Line	3.3 mi. E. Rice Lake.
Soo Line	Cameron, Wis.
Soo Line	0.30 mi. W. Chippewa Falls.
Soo Line	1.0 mi. E. Koll.

Intervolved Bridges.

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

Ends of Double Track.

Eastward	Westward
Wyeville.	Westminster St., St. Paul.

Junctions.

Northline and Wyeville.

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

Railroad Crossings.

Railway	Location
Soo Line	0.4 miles west of Marshfield.
Soo Line	New Richmond.
L. S. T. & T. Co.	0.27 miles West Superior Pass. D.
Nor. Pac.	Clarkson Coal & Dock Co., Rices Point.
Soo Line	Between Elevators F. & I., Rices Point.
No. Pac.	Elevator F, Rices Point.
No. Pac.	Railroad St., Duluth.
Soo Line	Railroad St., Duluth.
No. Pac.	6th Avenue, Duluth.
Soo Line	0.33 miles West Park Falls.
No. Pac.	Ashland Junction (Bayfield Line).
No. Pac.	Ashland Junction (Ashland Line).

Ends of Double Track.

Eastward	Westward
Spooner	Trego

Junctions.

Levis and Sheppard.
D. S. S. & A. ..... Superior East End.
North Lines ..... Eau Claire.
Branch Line trains at their respective junction switches.

DOUBLE TRACK.

15. Double track extends and is operated between:
Westminster St., St. Paul and Wyeville.
Spooner and Trego.
Extra trains may use double track with the current of traffic without orders.

AUTOMATIC BLOCK SIGNALS.

Block Signal Telephone.

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

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

Hudson.

Conductor or engineer of west-bound freight trains, finding automatic block signal No. 197 on Hudson Hill at "STOP" will call up Telegraph Operator at Hudson on telephone located on that signal and ascertain whether west-bound main track at Hudson is occupied and will not proceed while a west-bound passenger train is standing at station.

MISCELLANEOUS.

Eau Claire River Bridge.

When a westward train is stopped at Eau Claire River Bridge Home Signal (Rule 601-a) and no train is within limits of plant on opposing track, trainman will proceed to telephone and communicate with Towerman and if informed that plant is out of order and that he (Trainman) may line up derail so train can proceed through plant the trainman will first observe that no train movement on the opposing track is evident, then proceed to operate derail as per the following instructions.

A derail or switch must not be operated by **hand** without **authority** from leverman.

When authority is received from leverman, trainman will unlock both levers, which are locked with standard switch lock, then throw the short lever marked POWER, which is the Selector Lever, completely over to handthrow position using a reasonable amount of force to complete the stroke, then operate HANDTHROW lever slowly back and forth until it engages the selector lever, and derail or switch points move, which will insure points are positively connected to HANDTHROW LEVER, then set up route required.

When use of derail by hand operation is finished, replace HANDTHROW lever to normal position and the SELECTOR LEVER to POWER position, locking levers in that position.

If train consists only of an engine and no trainmen thereon, then the fireman will, when necessary to operate derail or flag train through plant, perform in the same manner the duties of the trainmen as described above, except in such cases he will operate the derail to the clear position, permit engine to pass by same, operate derail back to normal position and lock lever.

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

1. Four mile speed limit over scale.

2. No locomotive to operate over scale except during weighing and excepting class K-1 and I-1 locomotives or lighter, when handling way freights or when running light.

3. Class "E", "Z" or "J" locomotives must not be operated over scale.

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

Cleaning Ash Pans.

18. Ash pans may be cleaned at any station and enginemen must see that fire in cinders is extinguished. Every possible precaution must be observed so that under no circumstances will it be possible for a fire to start from the cinders. Ash pans must not be dumped on or near switches, crossings, platforms or buildings, and clinkers will not be thrown off within yards if possible to avoid it.

Rule 83-A.

19. Rule 83-A applies to all east-bound passenger trains at St. Paul Union Depot, all trains at Spooner, and is suspended at initial division stations when same is non-communicating or office is closed.

In double track territory Branch Line trains must not occupy main line track at Junction points outside of yard limits, without a clearance Form OD 6, or a train order authorizing them to do so.

Rule 83-B.

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

Work at Hudson.

20. 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.

REAR RED OSCILLATING LIGHT

The rear red oscillating light is an emergency light and is not to be displayed while train is moving under normal speed and circumstances.

When Light Should be Used.

When any train which is equipped with a red rear warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light shall be turned on.

The light is connected with the rear train line hose. It is equipped with a three position switch, the points of which are marked "On Manual", "Off", and "On Auto". The "On Manual" switch should be used only when the "On Auto", or automatic switch, fails to function properly.

How Light is Turned On.

The light will automatically start operating when a reduction of 15 pounds or more is made in brake pipe pressure. When a train is brought to a stop with less than a 15 pound reduction in train line pressure, the engineman will then promptly make further reduction to attain necessary 15 pound reduction.

If for any reason the light does not operate automatically the rear trainman will turn switch to "On Manual".

How Light is Turned Off.

When switch is set "On Auto" the light can be turned off—when normal brake pressure has been restored—by pushing the small button on the right side of the light. When switch is set "On Manual" the light can be turned off by setting switch at "Off". The light should not be turned off until the train has again attained normal speed after slow-down or stop.

Rules of Operation.

When the red warning light is displayed on any train, enginemen on approaching train or trains will immediately reduce speed and be prepared to stop.

The operation and use of this device will not in any way relieve trainmen from compliance with Rules 99 and 102.

Instructions Governing Control of Freight Trains on Descending Grades Between Lake Elmo and Hudson, and Between Sono or Noso and Hudson.

21. Before passing or leaving the summit of grades engineman must be advised of the average number of tons per car in his train.

All east and west-bound freight trains, consisting of an average of less than 60 tons per car will, by making application of train brakes, reduce the speed of train to fifteen miles per hour, before passing summit of grade west of Siegel, for east-bound trains, and at Sono and Noso, for west-bound trains, and proceed at speeds not to exceed 30 miles per hour during descent of grades. Trains averaging 60 tons or more per car must be stopped, by making application of trains brakes, approaching the summit of the grade, west of Siegel, for east-bound trains, and at Sono or Noso for west-bound trains, and at least 35% of the pressure retaining valves must be turned up at head end of train and used during the descent of grades, speeds not to exceed 30 miles per hour during the descent of grades.

Freight trains having an average weight of less than 60 tons per car, where the slow down approaching the summit of grades, indicates brakes of low efficiency, the train will be stopped at once, and the number of retainer valves used at the head end of the train will be determined by the engineman.

Freight trains averaging 60 tons or more per car, if the stop indicates low efficiency of brakes, more than 35% of retaining valves will be used as determined by the engineman. Trains averaging 40 tons or less per car will carry 70 lbs. brake pipe pressure. Trains averaging more than 40 tons per car will carry 90 lbs. brake pipe pressure; the trains to be charged to the higher pressure before passing or approaching the summit of the grades.

At the foot of the grades engineman on trains that carry over 70 lbs. train line pressure will make a 20 lb. reduction and before releasing will adjust feed valve to 70 lbs. 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 70 lbs. following the second release, the operation will be repeated.

When stop is made three minutes must elapse for retaining valves to blow down. On starting trainmen will inspect for wheel sliding on cars having retaining valves in use.

RATING OF FREIGHT LOCOMOTIVES IN TONS.

STEAM TONNAGE RATINGS

	CLASS OF ENGINE						
	I-1	K-1	J	J-A	J-2	J-3	H
E. St. Paul-Altoona	750	800	1450	1575	1650	1775	.....
#St. Paul-Altoona	1475	1600	2900	3150	3300	3550	.....
Altoona-Camp Douglas	1700	1850	3300	3600	3800	4025	4800
Camp Douglas-Elroy	850	925	1650	1800	1900	2025	.....
#Elroy-Camp Douglas	905	975	1775	1935	2025	2165	.....
Camp Douglas-Altoona	1500	1650	2950	3175	3350	3600	4500
Altoona-Hudson	810	885	1585	1710	1800	1950	.....
#Altoona-Hudson	1525	1675	3000	3225	3400	3675	.....
Hudson-E. St. Paul	725	790	1415	1525	1600	1725	.....
#Hudson-E. St. Paul	1450	1575	2825	3050	3200	3450	.....
Merrillan-Marshfield	1215	1325	2375	2565	2700	.....	.....
Marshfield-Merrillan	940	1020	1840	2000	2100	.....	.....
Fairchild & Mondovi	1290	1395	.....	.....	.....	.....	.....
Spring Valley-Woodville	410	445	.....	.....	.....	.....	.....
Hudson & Ellsworth	615	665	.....	.....	.....	.....	.....
Itasca-Spooner	825	900	1600	1750	1825	.....	.....
#Itasca-Spooner	1645	1785	3200	3500	3650	.....	.....
Spooner-Northline	900	965	1750	1900	1975	.....	.....
#Spooner-Northline	1780	1930	3500	3800	3950	.....	.....
Spooner-Norma	1020	1100	2000	2175	2275	.....	.....
#Spooner-Norma	2040	2200	4000	4350	4550	.....	.....
Norma-Eau Claire	1560	1690	3050	3300	3465	.....	.....
Eau Claire-Spooner	1035	1125	2025	2200	2310	.....	.....
Northline-Spooner	1175	1275	2300	2500	2625	.....	.....
Spooner-Itasca	1225	1325	2400	2600	2730	.....	.....
Spooner-Cable	1800	1945	.....	.....	.....	.....	.....
Cable-Ashland	1400	1510	.....	.....	.....	.....	.....
Ashland Jct.-Cable	1200	1295	.....	.....	.....	.....	.....
Cable-Spooner	2000	2160	.....	.....	.....	.....	.....

#Above ratings include helper out of East St. Paul; Class J engine helper on Hudson Hill main line in both directions, on Knapp, Hawthorne, Barronett and Haugen hills.

These ratings are exclusive of caboose and tender; they will govern on ruling grades between points indicated, and will in no manner interfere with additional tonnage being handled where grades permit. When engines are unable to haul rating, enginemen will designate to conductor the 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 ratings to be handled where reduction is required by weather conditions.

DIESEL TONNAGE RATINGS

Districts	660 HP	1500 HP	3000 HP	4500 HP
#E. St. Paul to Altoona	.....	1475	2950	4425
Altoona to Wyeville	.....	3200	6400	9600
Wyeville to Altoona	.....	2900	5800	8700
#Altoona to E. St. Paul	.....	1450	2900	4350
Hudson to Ellsworth	750	.....	.....	.....
Northline to Spooner	.....	2000	4000	6000
Spooner to Itasca	.....	2200	4400	6600
Altoona to Spooner	.....	1800	3600	5400
#Itasca to Spooner	.....	1700	3400	5100
#Spooner to Northline	.....	2100	4200	6300
#Spooner to Altoona	.....	2250	4500	6750

#Rating to be increased by 1050 tons with Class J Helper.

OVERHEAD OBSTRUCTIONS.

Maximum Width and Height of Loaded Cars That Will Pass in Safety Over the Eastern Division.

BETWEEN	Height Above Top of Rail								STRUCTURES LIMITING HEIGHT
	9 ft. Wide		10 ft. Wide		11 ft. Wide		11 ft. 6 in. Wide		
	Ft.	In.	Ft.	In.	Ft.	In.	Ft.	In.	
Elroy & Camp Douglas	15	9	15	0	14	0	13	6	Tunnel.
Camp Douglas & Eau Claire	20	6	20	6	20	6	20	6	Overhead Bridge 252½ Fall Creek.
Eau Claire & Hudson	20	0	20	0	19	9	19	6	Overhead Bridge 367.
Hudson & East St. Paul	17	0	17	0	16	0	15	6	E. B. Trk. Bridge 446¼ Payne Ave.
	17	9	17	9	17	9	17	6	W. B. Trk. Bridge 446¼ Payne Ave.
East St. Paul & Union Depot St. Paul	18	9	18	9	18	9	18	9	LaFayette Ave. Bridge.
East St. Paul & Minneapolis via Nicollet Island	17	6	17	6	17	6	17	6	E. B. Trk. N. P. Viaduct-St. Anthony Park.
	17	6	17	6	16	6	16	6	W. B. Trk. N. P. Viaduct-St. Anthony Park.
Merrillan & Marshfield	21	3	20	6	20	0	19	6	Bridge B-112 Yellow River.
Fairchild & Mondovi	21	9	21	0	20	3	19	9	Tank at Fairchild.
Eau Claire & Shawtown	19	3	19	3	19	3	19	3	Bridge 273½ S. Shawtown.
Menomonie Jct. & Menomonie	19	0	18	6	18	0	17	9	Bridges D-2½ & D-5.
Woodville & Spring Valley	..	..	..	..	..	..	..	..	No obstruction below 22-0.
Hudson & Ellsworth	17	0	17	0	16	7	16	3	Bridge F-20⅝. River Falls & Tank at Hudson.
Hudson & Stillwater	20	9	20	3	19	9	19	6	Bridge 414 St. Croix River.
Hudson & Spooner	19	3	18	7	17	11	17	7	Tanks at New Richmond & Clayton.
Spooner & Ashland	18	6	18	1	17	8	17	6	Tank at Drummond.
Ashland & Bayfield	19	8	19	3	18	9	18	8	Bridge 440 Fish Creek.
Eau Claire & Chippewa Falls	..	..	..	..	..	..	..	..	No obstruction below 22-0.
Chippewa Falls & Spooner	20	0	19	6	19	0	18	8	Bridge 614 Chippewa River.
Spooner & Superior	18	10	18	2	17	6	17	1	Tank at Wascott.
Rice Lake & Park Falls	18	5	17	8	17	0	16	8	Tanks at Couderay & Loretta.

No load must exceed eleven (11) feet six (6) inches in width, regardless of height. Trainmen and Yardmen must know and will be held responsible that cars do not exceed above width and height before placing them in trains or hauling them over the Division. Loads exceeding width and height shown herein must not be hauled without instructions from Superintendent.

LIST OF SURGEONS.

Dr. James K. Stack, Chief Surgeon, Office 127 No. Clinton, Chicago, Ill.
Telephone, Office Dearborn 2-2121

Dr. Frank Adair, Oculist, Office, 822 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Garfield 6633. Res. Emerson 1914.

LOCAL SURGEONS.

Minneapolis...M. W. H. Bockman, M. D.
719 Nicollet Ave. Office Tel. Geneva 2172

Minneapolis.....J. F. Corbett, M. D.
507 Medical Arts Bldg.
Office Tel. Atlantic 3007.
Res. 623 East 15th St. Res. Tel. Ge. 3424

Minneapolis.....H. E. Hoffert, M. D.
902 Medical Arts Building, Tel. At. 3644.

Minneapolis.....J. H. Gammel, M. D.
Eye, Ear, Nose and Throat Surgeon
1241 Medical Arts Bldg., Tel. Ma. 8249.

St. Paul.....Wallace P. Ritchie, M. D.
Office, 917 Lowry Bldg., St. Paul, Minn.
Telephone, Office, Cedar 3669.
Res. Elkhurst 5032.

St. Paul.....Charles E. Rea, M. D.
917 Lowry Bldg.
Office Tel. Cedar 3669.
Res. Tel. Midway 6896.

St. Paul.....C. W. Leverenz, M. D.
914 Lowry Bldg.
Office Tel. Garfield 2123.
Res. Tel. Emerson 4528.

Stillwater.....W. R. Humphrey, M. D.#

Hudson.....J. W. Livingstone, M. D.#
J. E. Newton, M. D.#

Baldwin.....C. A. Olson, M. D.

Menomonie....Phil. A. Quilling, M. D.#
A. E. McMahon, M. D.
Associate Local Surgeon

Eau Claire.....H. F. Derge, M. D.
F. G. Anderson, M. D.
E. L. Mason, M. D.
C. H. Falstad, M. D.
F. C. Kinsman, M. D.
P. G. Spelbring (Oculist)
J. W. Tanner (Oculist)

Altoona.....Same as at Eau Claire

Augusta.....Edwin S. Thieda, M. D.
O. G. Moland, M. D.

Granton.....R. R. Rath, M. D.#

Black River Falls.....Irvin K. Krohn, M. D.#
Robert Krohn, M. D.#

Adams.....B. P. Ingersoll, M. D.

Elroy.....R. L. Demke, M. D.

River Falls.....Chas. A. Dawson, M. D.#

Ellsworth.....C. R. Cannon, M. D.#

Marshfield.....Karl Doege, M. D.#

Mondovi.....D. S. Sharp, M. D.#

Spring Valley.....H. P. Conway, M. D.#

New Richmond....O. Hoyt Epley, M. D.#

Cumberland.....S. O. Lund, M. D.#

Shell Lake.....D. V. Moen, M. D.

Spooner.....Lester J. Olson, M. D.
A. E. Costello, M. D.

Hayward.....D. H. Callaghan, M. D.#

Ashland.....J. M. Dodd, M. D.#
C. J. Smiles, M. D.

Bayfield.....T. R. Spears, M. D.#
Washburn.....

Chippewa Falls....F. B. Sazama, M. D.#
W. F. Janc, M. D.#

Rice Lake.....J. F. Maser, M. D.#.

Superior.....Herbert B. Christianson, M. D.
Victor E. Ekblad, M. D.
J. W. McGill, M. D.
T. J. Doyle, (Oculist)

Duluth....W. G. Strobel, M. D.
Dr. F. N. Knapp (Oculist)
812 Medical Arts Building.

Solon Springs.....A. G. Wilcox, M. D.#

Park Falls.....J. D. Leahy, M. D.#
J. L. Murphy, M. D.#

Bloomer.....D. F. Hudek, M. D.#
C. T. Clausen, M. D.#

FOR INSTRUCTIONS TO EMPLOYEES IN CASE OF ACCIDENT, READ RULES 800 TO 808.

#Also Visual, Color-Perception and Hearing Examiner.

DIVISIONAL STAFF.

ASSISTANT SUPERINTENDENTS.

T. L. Hick,
Eau Claire.

TRAINMASTERS.

R. A. Bothmer,
Spooner.

CHIEF TRAIN DISPATCHERS.

G. B. Mills,
Eau Claire.

W. A. Blake,
Spooner.

E. G. Grotenhuis, Night,
Eau Claire.

TRAIN DISPATCHERS.

W. A. Gramenz,
A. F. Burger,
R. P. Kielty,
R. M. Tyler,
O. F. Peterson,
C. G. Abrahamson,
Eau Claire.

E. G. Hugdahl,
G. E. Nordholm,
A. E. Carlson,
F. D. Sinclair,
G. L. Johnston,
J. V. Kolar,
D. B. Sutherland,
Spooner.

TRAVELING ENGINEERS.

P. A. Prellwitz,
Minneapolis.

F. R. Erickson,
Minneapolis.

H. R. Valska,
Altoona.

DIVISION ENGINEER.

C. J. Freseman,
St. Paul.

ROADMASTERS.

C. E. Miller,
Altoona.

J. W. Hendrickson,
St. Paul.

C. G. Stockwell,
Spooner.

A. F. Trautman,
Spooner.

Frank Stotka, Asst.,
St. Paul.

SUPERVISOR, B. & B.

D. H. JOHNSON,
Altoona.

E. Enger,
St. Paul.

DIVISION STOREKEEPER.

H. B. Christofferson,
Hudson.

DISTRICT CLAIM AGENTS.

V. C. Smith,
Eau Claire.

J. W. Jurgenson,
St. Paul.

WATCH INSPECTORS.

Ball Railroad Time Service,
111 Endicott Arcade, 350 Robert St.,
St. Paul, Minn.
St. Paul....Northern Watch Co., 109 Endicott Arcade
St. Paul.....C. J. & H. W. Anderson Jewelers,
1573 University Avenue, St. Paul
Minneapolis, 1106 West Broadway
Buchkosky & Wickstrom, Jewelers.
Minneapolis.....Oscar P. Gustafson Co.
410 Nicollet Ave.
E. St. Paul.....A. Lindahl & Son
910 Payne Ave.
Stillwater.....Peder Gaalaas
Marshfield.....Mechler's Jewelry

B. R. Falls.....Henry E. Berg
Hudson.....Willis Swanson
Menomonie City.....Ingraham Bros.
Eau Claire.....S. O. Mattison
Mondovi.....Melvin J. Anshus
Elroy.....B. C. Carter
Rice Lake.....P. G. Zimmerman
Spooner.....H. J. Schlief
Superior.....L. G. Howatt
Duluth.....Harlan E. Wells
208 West 1st Street
Ashland.....Malberg's Jewelers
Chippewa Falls.....P. A. Brunstad
Park Falls.....G. Hegstrom
Cornell.....Robert Frankenberg

Other Watch Comparison Points—Operators at

Altoona
Merrillan
Marshfield
Elroy
Itasca
Washburn
New Richmond

TELEGRAPH OFFICE HOURS
(Subject to Change by Bulletin)

MAIN LINE

Station	Week Days	Sundays
Minneapolis	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
St. Paul	5:30 AM to 11:00 AM 12 Noon to 2:30 PM 4:00 PM to 12 Md	5:30 AM to 11:00 AM 12 Noon to 2:30 PM 4:00 PM to 12 Md
East St. Paul	Continuous	Continuous
#Lake Elmo	7:00 AM to 4:00 PM	Closed
Hudson	Continuous	Continuous
Northline	Continuous	Continuous
#Roberts	7:00 AM to 4:00 PM	Closed
#Hammond	8:00 AM to 5:00 PM	Closed
#Baldwin	8:00 AM to 5:00 PM	Closed
#Woodville	9:00 AM to 6:00 PM	Closed
#Wilson	8:00 AM to 5:00 PM	Closed
Menomonie Junction	7:00 AM to 3:00 PM 5:15 PM to 1:15 AM	9:00 AM to 12:00 Noon 5:15 PM to 1:15 AM
Sat.	9:30 AM to 11:30 AM 5:15 PM to 1:15 AM	
#Rusk	8:00 AM to 5:00 PM	Closed
#Elk Mound	7:15 AM to 4:15 PM	Closed
Eau Claire	Continuous	Continuous
Altoona	Continuous	Continuous
#Fall Creek	9:00 AM to 6:00 PM	Closed
#Augusta	9:00 AM to 6:00 PM	Closed
#Fairchild	9:00 AM to 6:00 PM	Closed
#Humbird	9:00 AM to 6:00 PM	Closed
Merrillan	Continuous	Continuous
Black River Falls	8:30 AM to 5:30 PM	Closed
#Millston	8:00 AM to 5:00 PM	Closed
#Warren	8:00 AM to 5:00 PM	Closed
Wyeville	Continuous	Continuous
Camp Douglas	Continuous	Continuous
#Hustler	6:45 AM to 3:45 PM	Closed
Elroy	Continuous	Continuous
#Neillsville	8:00 AM to 5:00 PM	Closed
#Granton	8:00 AM to 5:00 PM	Closed
#Chili	7:00 AM to 4:00 PM	Closed
Marshfield	6:55 AM to 2:55 PM 10:20 PM to 6:20 AM	10:20 PM to 6:20 AM
Sat.	12:55 PM to 2:55 PM 10:20 PM to 6:20 AM	
#Spring Valley	9:00 AM to 6:00 PM	Closed
#Osseo	9:00 AM to 6:00 PM	Closed
##Strum	9:00 AM to 6:00 PM	Closed
##Eleva	9:00 AM to 6:00 PM	Closed
##Mondovi	7:00 AM to 4:00 PM	Closed
#River Falls	8:00 AM to 5:00 PM	Closed
#Ellsworth	8:00 AM to 5:00 PM	Closed

NORTH LINES

Station	Week Days	Sundays
New Richmond	7:00 AM to 11:00 PM	7:45 AM to 10:45 AM 5:00 PM to 8:00 PM
Sat.	8:00 AM to 10:00 AM 6:00 PM to 8:00 PM	
#Deer Park	8:00 AM to 5:00 PM	Closed
#Clear Lake	9:00 AM to 7:00 PM	Closed
#Clayton	9:00 AM to 6:45 PM	Closed
Turtle Lake	Continuous	12 Md to 8:00 AM 10:00 AM to 1:00 PM 4:00 PM to 12:00 Md
Cumberland	8:00 AM to 7:00 PM	8:30 AM to 11:30 AM 4:00 PM to 7:00 PM
Sat.	8:00 AM to 4:00 PM 5:30 PM to 7:00 PM	
#Shell Lake	9:00 AM to 6:00 PM	Closed
Spooner	Continuous	Continuous
#Trego	8:30 AM to 5:30 PM	Closed
#Spring Brook	8:00 AM to 5:00 PM	Closed
#Hayward	8:00 AM to 5:00 PM	Closed
#Cable	8:00 AM to 5:00 PM	Closed
#Drummond	8:00 AM to 5:00 PM	Closed
#Grand View	7:30 AM to 4:30 PM	Closed
#Mason	7:30 AM to 4:30 PM	Closed
Ashland	6:45 AM to 5:30 PM	6:45 AM to 5:30 PM
Superior East End	9:00 AM to 6:00 PM	9:00 AM to 6:00 PM
Itasca	Continuous	12:00 Md to 8:00 AM 4:00 PM to 12:00 Md
#Hawthorne	9:00 AM to 6:00 PM	Closed
#Solon Springs	9:00 AM to 6:15 PM	Closed
#Gordon	9:00 AM to 6:00 PM	Closed
Mon.	1:00 AM to 7:00 AM 8:00 PM to 12:00 Mn	
Wascott	8:00 PM to 12:00 Nn	1:00 AM to 7:00 AM
Sat.	12:00 Mn to 12:00 Nn	
#Minong	9:00 AM to 6:00 PM	Closed
#Sarona	8:00 AM to 5:00 PM	Closed
#Haugen	8:00 AM to 5:00 PM	Closed
Rice Lake	7:30 AM to 11:30 PM	7:30 AM to 10:30 AM 3:30 PM to 11:30 PM
Cameron	Continuous	12:00 Md to 11:00 AM 4:00 PM to 12:00 Md
Chetek	7:30 AM to 4:30 PM	Closed
#New Auburn	7:00 AM to 4:00 PM	Closed
Bloomer	7:00 AM to 11:00 PM	7:00 AM to 10:00 AM 8:00 PM to 11:00 PM
Chippewa Falls	Continuous	Continuous
##Bayfield	9:00 AM to 6:00 PM	Closed
#Washburn	9:00 AM to 6:00 PM	Closed
#Park Falls	7:15 AM to 4:15 PM	Closed
#Loretta	9:00 AM to 6:00 PM	Closed
#Winter	9:00 AM to 6:00 PM	Closed
#Ojibwa	9:00 AM to 6:00 PM	Closed
#Radisson	9:00 AM to 6:00 PM	Closed
#Couderay	9:00 AM to 6:00 PM	Closed
#Birchwood	9:00 AM to 6:00 PM	Closed
##Brill	9:00 AM to 6:00 PM	Closed
Cornell	8:00 AM to 6:00 PM	Closed
#Jim Falls	9:00 AM to 6:00 PM	Closed

#Closed Saturday. ##Closed Monday.