

CHICAGO, ST. PAUL, MINNEAPOLIS & OMAHA RY.

WISCONSIN DIVISION.

No. 7 TIME TABLE. No. 7

For the Government and Information of Employes Only.

Takes Effect at 2 o'clock A. M., Sunday, December 22, 1901.

EASTERN DISTRICT.

	MILES.	
Minneapolis and Elroy.....	205.0	
Stillwater Jct. and Stillwater.....	3.3	
So. Stillwater Switch & Ellsworth....	29.7	
Menomonie Jct. and Menomonie.....	3.0	
Fairchild and Mondovi.....	36.4	
Merrillan and Marshfield.....	37.8	815.2

NORTHERN DISTRICT.

North Wis. Jct. and Spooner.....	77.1	
Superior Jct. and Ashland.....	77.2	
Ashland Jct. and Bayfield.....	21.2	
Eau Claire and Duluth.....	157.6	833.1
TOTAL MILEAGE.....		648.3

STUDY THE RULES CAREFULLY.

W. A. SCOTT,
General Manager.

A. W. TRENHOLM,
General Superintendent.

T. B. SEELEY,
Chief Train Dispatcher.

W. C. WINTER,
Superintendent.

WM. BENNETT,
Assistant Superintendent.

Time Table No. 7.

BETWEEN ST. PAUL AND ALTOONA—GOING EAST.

EASTERN DISTRICT.

STATIONS.	FREIGHT TRAINS.							PASSENGER TRAINS.										Telegraph Stations.	STATIONS.	Distances from St. Paul.	Station Numbers.								
	No. 80	No. 74	No. 76	No. 42	No. 68	No. 78			No. 64	No. 62	No. 28	No. 16	No. 18	No. 10	No. 6	No. 2	No. 4												
	Time Freight. Daily.	Time Freight. Daily.	Log Train Ex. Sun	Way Freight. Ex. Sun.	Way Freight. Ex. Sun.	Through Freight. Daily.			Twil- light Limited. Daily.	Duluth Express. Ex. Sun.	Ellsworth Passenger. Ex. Sun.	Ellsworth Passenger. Ex. Sun.	New Richmond Passenger. Ex. Sun.	Atlantic Express. Daily.	North West'n Limited. Daily.	Fast Mail. Daily.	Badger State. Daily.												
MINNEAPOLIS..... 10.4									PM 4.00	AM 8.10					PM 10.40	PM 8.00	PM 5.35	AM 7.50	D	MINNEAPOLIS.....W 10.4	10.4	1564							
ST. PAUL..... 2.0	PM	PM		AM	AM	AM			4.25	8.50	PM 5.00	AM 10.10		11.10	8.30	6.05	8.30	N	ST. PAUL..... 2.0	0.0	1560								
EAST ST. PAUL..... 1.2	9.00	8.45		5.45	5.00	3.00		†	4.31	†	8.58	5.08	†	10.16	†	8.38	†	6.13	†	8.36	N	EAST ST. PAUL.....W 1.2	2.0	1559					
EAST SEVENTH ST..... 1.4	9.05	8.50		5.50	5.05	3.07		†	4.33	†	9.01	* 5.10	* 10.18	†	11.18	†	8.40	†	6.15	†	8.38	N	EAST SEVENTH ST.... 1.4	3.2	1558				
HAZEL PARK..... 0.9	9.10	8.55		5.55	5.09	3.12		†	4.35	†	9.05	* 5.13	* 10.20	†	11.20	†	8.43	†	6.18	†	8.40		HAZEL PARK..... 0.9	4.6	1557				
HARVESTER WORKS..	9.12	8.57		5.57	5.11	3.15		†	4.36	†	9.07	†	5.15	†	10.22	†	11.21	†	8.45	†	6.20	†	8.41	N	HARVESTER WORKS.. 0.9	5.5			
MIDVALE..... 1.4	9.20	9.05		6.05	5.16	3.21		†	4.39	†	9.12	* 5.18	* 10.24	†	11.23	†	8.48	†	6.23	†	8.43		MIDVALE..... 1.4	7.3	1556				
OAKDALE..... 3.1	9.24	9.09		6.13	5.21	3.26		†	4.41	†	9.16	* 5.21	* 10.26	†	11.25	†	8.50	†	6.25	†	8.45		OAKDALE..... 3.1	8.7	1555				
LAKE ELMO..... 3.9	9.33	9.18		6.25	5.30	3.37		†	4.45	*	9.25	5.26	10.32		* 11.29	†	8.55	†	6.30	*	8.50	N	LAKE ELMO..... 3.9	11.8	1554				
STILLWATER JCT.....	9.43	9.28		6.40	5.45	3.50		†	4.50		9.36	5.35	10.40		11.35		9.03	†	6.37		8.57	N	STILLWATER JCT.... 3.0	15.7	1551				
LAKELAND JCT..... 0.5	9.52	9.37	P M	7.00	5.57	4.00		†	4.55	†	9.45	†	5.42	†	10.47		AM 6.20	†	11.42	†	9.10	†	6.45	†	9.02		LAKELAND JCT..... 0.5	18.7	1550
HUDSON..... 8.0	10.00	9.45	6.00	7.35	6.30	4.15			5.00		9.50	5.45 PM	10.50 AM		6.20	11.45	9.16	6.50	9.08	N	HUDSON.....W 8.0	19.2	1548						
NORTH WIS. JCT.....	10.15	10.00 PM	6.15 PM	8.00	6.45 AM	4.30		†	5.10 PM		10.00 AM				6.27 AM	* 11.55	†	9.25	†	7.00	†	9.18	N	NORTH WIS. JCT..... 3.4	22.2	1547			
CHAPMAN..... 4.5	10.25			* 8.15		4.50										†	12.02	†	9.31	†	7.07	†	9.23		CHAPMAN..... 4.5	25.6	1546		
ROBERTS..... 5.8	10.38			8.35		5.03										12.09	†	9.38		7.17		9.32	N	ROBERTS.....W 5.8	30.1	1545			
HAMMOND..... 3.4	10.55			9.02		5.28										12.18	†	9.49		7.30		9.42	D	HAMMOND..... 3.4	35.9	1544			
BALDWIN.....	11.05			9.33 9.48		5.55										12.25	†	9.55		7.38		9.48	N	BALDWIN..... 4.1	39.3	1543			
WOODVILLE..... 4.2	11.18			10.45		6.12										12.32	†	10.02		7.48		9.57	N	WOODVILLE.....W 4.2	43.4	1542			
HERSEY..... 1.8	11.40			11.10		6.32										* 12.39	†	10.08		7.58		10.04	D	HERSEY..... 1.8	47.6	1541			
WILSON..... 4.9	11.55			11.20		6.52										* 12.43	†	10.11		8.02		10.08	N	WILSON..... 4.8	49.4	1540			
KNAPP.....	12.07			11.59		7.15										12.53	†	10.21		8.14		10.18	N	KNAPP.....W 4.8	54.2	1539			
TRAMWAY..... 3.8	12.20			* 12.20		7.35										†	1.00	†	10.29	†	8.25	†	10.28		TRAMWAY..... 3.8	59.0	1538		
MENOMONIE JCT..... 4.7	12.28			1.00		8.00											1.06	10.35		8.32		10.37	N	MENOMONIE JCT...W 4.7	62.8	1535			
RUSK.....	12.40			1.30	No. 103	8.37	No. 105	No. 93	No. 91							*	1.14	†	10.43	†	8.42	*	10.46	D	RUSK..... 7.7	67.5	1534		
ELK MOUND..... 6.3	12.58			2.15	Way Freight. Ex. Sun.	9.05	Through Freight. Ex. Mon.	Fast Mail. Daily.	Duluth Passenger. Ex. Sun.						*	1.27	†	10.56		8.57		11.00	N	ELK MOUND.....W 6.3	75.2	1533			
TRUAX..... 2.7	1.12			* 2.40		9.28									†	1.35	†	11.06	†	9.10	*	11.12	NN	TRUAX..... 2.7	81.5	1532			
WEST EAU CLAIRE..... 2.0	1.18			* 2.50		9.37																			WEST EAU CLAIRE.... 2.0	84.2	1531		
EAU CLAIRE..... 3.8	1.25				PM 6.15	9.45	AM 5.35	PM 9.35	PM 3.55						1.47	11.15	9.20	11.25	N	EAU CLAIRE.....W 3.8	86.2	1530							
ALTOONA..... 1.45 AM	1.45 AM			3.30 PM	6.35 PM	10.00 AM	6.00 AM	9.45 PM	4.05 PM						1.55 AM	11.27 PM	9.35 PM	11.35 AM	N	ALTOONA.....W 1.45 AM	89.5	1528							
	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.	Ex. Mon.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.	Daily.	Daily.	Daily.												

EASTERN DISTRICT.

BETWEEN ALTOONA AND ST. PAUL—GOING WEST.

Time Table No. 7.

Telegraph Stations.	STATIONS.	Distances from Elroy.	PASSENGER TRAINS.										FREIGHT TRAINS.							STATIONS.	
			No. 5	No. 7	No. 3	No. 1	No. 17	No. 15	No. 29	No. 61	No. 63		No. 75	No. 73	No. 41	No. 79	No. 67	No. 83			
			North-Western Limited.	Mail and Express only.	Pacific Express.	Badger State.	New Richmond Passenger.	Ellsworth Passenger.	Ellsworth Passenger.	Duluth Express.	Twilight Limited.		Log Train.	Time Freight.	Way Freight.	Time Freight.	Way Freight.	Time Freight.			
			Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.		Ex. Mon.	Daily.	Ex. Sun.	Daily.	Ex. Sun.	Daily.			
D	W MINNEAPOLIS..... 10.4	204.9	A M 8.00	A M 9.05	A M 11.45	P M 10.45					P M 5.20	P M 10.30								MINNEAPOLIS..... 10.4	
N	ST. PAUL..... 2.0	194.5	7.25	8.30	11.15	10.15		A M 8.50	P M 4.17	4.45	9.59									ST. PAUL..... 2.0	
N	W EAST ST. PAUL..... 1.2	192.5	† 7.10	† 8.22	† 11.00	† 10.07		8.41	4.11	† 4.37	† 9.50			A M 6.25	P M 2.50	P M 1.00	P M 3.15	A M 3.00		EAST ST. PAUL..... 1.2	
N	EAST SEVENTH ST..... 1.4	191.3	† 7.07	† 8.19	† 10.56	† 10.04		* 8.37	* 4.09	† 4.33	† 9.48			6.10	2.45	12.50	3.10	2.55		EAST SEVENTH ST..... 1.4	
	HAZEL PARK..... 0.9	189.9	† 7.04	† 8.16	† 10.52	† 10.00		8.34	* 4.07	† 4.30	† 9.45			6.02	2.40	12.45	3.05	2.48		HAZEL PARK..... 0.9	
N	HARVESTER WORKS..... 1.8	189.0	† 7.02	† 8.15	† 10.50	† 9.59		† 8.32	† 4.05	† 4.27	† 9.43			5.59	2.38	12.42	3.03	2.45		HARVESTER WORKS..... 1.8	
	MIDVALE..... 1.4	187.2	† 6.58	† 8.12	† 10.46	† 9.56		* 8.29	* 4.02	† 4.25	† 9.40			5.55	2.35	12.37	3.00	2.40		MIDVALE..... 1.4	
	OAKDALE..... 3.1	185.8	† 6.55	† 8.08	† 10.43	† 9.53		* 8.26	* 4.00	† 4.22	† 9.37			5.50	2.30	12.32	2.55	2.35		OAKDALE..... 3.1	
N	LAKE ELMO..... 3.9	182.7	† 6.49	† 8.03	* 10.37	† 9.48		8.21	3.55	* 4.17	† 9.32			5.38	2.15	12.22	2.40	2.25		LAKE ELMO..... 3.9	
N	STILLWATER JCT..... 3.0	178.8	† 6.40	† 7.57	10.27	9.40		8.13	3.45	4.10	† 9.25			5.25	2.00	12.10	2.25	2.10		STILLWATER JCT..... 3.0	
	LAKELAND JCT..... 0.5	175.8	† 6.30	† 7.48	† 10.17	† 9.32		† 8.04	† 3.35	† 4.00	† 9.17			A M	5.10	1.40	11.53	2.05	1.50		LAKELAND JCT..... 0.5
N	HUDSON..... 3.0	175.3	6.27	7.46	10.15	9.30	A. M. 7.55	8.00	3.33	3.58	9.16			3.45	5.05	1.30	11.50	2.00	1.45		HUDSON..... 3.0
N	NORTH WIS. JCT..... 3.4	172.3	† 6.20	† 7.36	* 10.05	* 9.20	7.46 A M			3.50	† 9.10			3.25 A M	4.55 A M	1.15	11.38	1.30 P M	1.30		NORTH WIS. JCT..... 3.4
	CHAPMAN..... 4.5	168.9	† 6.16	† 7.30	† 9.58	† 9.12										* 12.55	11.28		1.18		CHAPMAN..... 4.5
N	W ROBERTS..... 5.8	164.4	† 6.09	† 7.23	9.51	9.02										12.35	11.17		1.00		ROBERTS..... 5.8
D	HAMMOND..... 3.4	158.6	† 6.00	† 7.15	9.42	8.51										12.05	11.04		12.40		HAMMOND..... 3.4
N	BALDWIN..... 4.1	155.2	† 5.55	† 7.10	9.33	8.44										11.50	10.55		12.25		BALDWIN..... 4.1
N	W WOODVILLE..... 4.2	151.1	† 5.49	† 7.03	9.24	8.38										11.30	10.45		12.01		WOODVILLE..... 4.2
D	HERSEY..... 1.8	146.9	† 5.43	† 6.56	9.15	8.29										11.10	10.35		11.40		HERSEY..... 1.8
N	WILSON..... 4.8	145.1	† 5.40	† 6.52	9.11	8.24										10.55	10.30		11.30		WILSON..... 4.8
N	W KNAPP..... 4.8	140.3	† 5.30	† 6.42	9.00	8.14										10.18	10.18		11.05		KNAPP..... 4.8
	TRAMWAY..... 3.8	135.5	† 5.22	† 6.35	† 8.50	† 8.00										* 9.15	9.55		10.50		TRAMWAY..... 3.8
N	W MENOMONIE JCT..... 4.7	131.7	5.17	6.30	8.44	7.53										8.44 8.00	9.40		10.35		MENOMONIE JCT..... 4.7
D	RUSK..... 7.7	127.0	† 5.10	† 6.22	* 8.37	* 7.43			No. 9	No. 94	No. 92		No. 104	No. 106		7.25	9.25		10.05		RUSK..... 7.7
N	W ELK MOUND..... 6.3	119.3	† 4.58	† 6.12	8.24	7.31			Duluth Fast Mail.	Fast Mail.	Duluth Passenger.		Way Freight.	Time Freight.		6.55	9.05		9.35		ELK MOUND..... 6.3
NN	TRUAX..... 2.7	113.0	† 4.49	† 6.03	† 8.14	* 7.20			Daily.	Daily.	Ex. Sun.		Ex. Sun.	Ex. Sat.		* 6.35	8.45		9.10		TRUAX..... 2.7
	WEST EAU CLAIRE..... 2.0	110.3														* 6.27	8.37		8.30		WEST EAU CLAIRE..... 2.0
N	W EAU CLAIRE..... 3.3	108.3	4.40	5.55	† 8.05 † 7.45	7.10			A. M. 5.45	A M 5.30	A M 9.10		A M 7.20	P M 7.45		6.20	8.30		8.20		EAU CLAIRE..... 3.3
N	W ALTOONA.....	105.0	4.30 A M		7.35 A M	6.55 P M			† 5.37 A. M.	5.20 A M	9.00 A M		7.00 A M	7.25 P M		6.05 A M	8.20 A M		7.45 P M		ALTOONA.....
			Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Daily.	Daily.	Ex. Sun.		Ex. Sun.	Ex. Sat.	Daily.	Ex. Sun.	Daily.	Ex. Sun.	Daily.		

Time Table No. 7.

BETWEEN ALTOONA AND ELROY.

EASTERN DISTRICT.

TRAINS GOING EAST.										STATIONS.		TRAINS GOING WEST.									
FREIGHT TRAINS.				PASSENGER TRAINS.				PASSENGER TRAINS.				FREIGHT TRAINS.									
No. 78	No. 40	No. 170	No. 80	No. 6	No. 2	No. 4	No. 10	No. 5	No. 9			No. 3	No. 1	No. 79	No. 39	No. 169	No. 83				
Through Freight. Daily.	Way Freight. Ex. Sun.	Marsh- field Freight. Ex. Sun.	Time Freight. Daily.	North- West'n Limited. Daily.	Fast Mail. Daily.	Badger State. Daily.	Atlantic Express. Daily.	North- West'n Limited. Daily.	Duluth Fast Mail. Daily.			Pacific Express. Daily.	Badger State. Daily.	Time Freight. Daily.	Way Freight. Ex. Sun.	Marsh- field Freight. Ex. Sun.	Time Freight. Daily.				
PM	AM	AM	AM	PM	PM	AM	AM	AM	AM	AM	PM	AM	PM	PM	PM	PM					
12.05	8.00	7.35	2.45	11.27	9.55	11.35	1.55	4.30	5.37	7.35	6.55	7.15	2.55	5.30	6.10						
12.35	8.35	7.55	3.15	11.42	10.12	11.52	2.12	4.17	5.24	7.20	6.39	6.47	2.20	5.00	5.45						
1.00	8.50	8.10	3.35	11.52	10.21	12.00	2.22	4.09	5.16	7.10	6.28	6.30	2.00	4.42	5.30						
1.20	9.15	8.25	4.03	11.59	10.30	12.08	2.30	4.03	5.10	7.03	6.22	6.15	1.20	4.27	5.17						
1.40	9.30	8.38	4.25	12.08	10.38	12.17	2.38	3.57	5.03	6.55	6.12	6.00	12.50	4.12	5.06						
2.00	9.55	8.53	4.57	12.16	10.47	12.25	2.47	3.50	4.57	6.48	6.04	5.45	12.25	3.57	4.53						
2.30	10.20	9.15	5.25	12.28	10.59	12.40	2.58	3.40	4.46	6.35	5.49	5.25	11.20	3.35	4.33						
3.00	10.45	9.35	5.40	12.40	11.10	12.55	3.10	3.32	4.37	6.24	5.39	5.10	10.45	3.15	4.18						
3.15	11.20	AM	6.10	12.50	11.20	1.05	3.23	3.23	4.23	6.10	5.27	4.58	9.30		4.00						
4.00	11.45		6.10	12.50	11.20	1.05	3.23	3.23	4.23	6.10	5.27	4.58	9.30		4.00						
4.30	12.25		6.42	1.01	11.32	1.15	3.35	3.14	4.15	5.58	5.17	4.45	8.50		3.44						
5.07	12.50		7.05	1.10	11.41	1.24	3.45	3.07	4.10	5.48	5.07	4.30	8.35		3.30						
5.29	1.36		7.38	1.24	11.53	1.36	4.02	2.57	4.02	5.33	4.56	4.02	8.10		3.11						
5.40	2.15		7.55	1.32	12.00	1.42	4.10	2.50	3.56	5.27	4.48	3.40	7.55		3.01						
5.53	2.50		8.12	1.40	12.08	1.49	4.21	2.43	3.49	5.19	4.42	3.30	7.40		2.50						
6.13	3.20		8.38	1.52	12.22	2.02	4.40	2.35	3.39	5.06	4.30	3.10	7.10		2.30						
6.20	3.30		8.48	1.57	12.27	2.06	4.47	2.30	3.35	5.01	4.25	3.03	7.00		2.22						
6.30	3.40		9.00	2.02	12.33	2.12	4.56	2.25	3.30	4.56	4.20	2.57	6.50		2.12						
6.45	4.10		9.20	2.15	12.44	2.25	5.12	2.15	3.20	4.44	4.10	2.45	6.30		1.45						
6.55	4.25		9.30	2.20	12.49	2.32	5.20	2.08	3.14	4.38	4.04	2.40	6.20		1.35						
7.25	4.40		10.05	2.30	12.59	2.45	5.30	2.00	3.09	4.30	3.55	2.30	6.05		1.20						
7.45	5.00		10.35	2.43	1.08	3.00	5.45	1.51	3.01	4.21	3.46	2.00	5.45		1.00						
PM	PM		AM	2.45	1.10	3.05	5.50	1.50	3.00	4.20	3.45										
				AM	AM	PM	AM	AM	AM	AM	PM										
Daily.	Ex. Sun.	Ex. Sun.	Daily.	Daily. Mad. Div. No. 6. Wis. Div. No. 506.	Daily. Mad. Div. No. 2. Wis. Div. No. 502.	Daily. Mad. Div. No. 4. Wis. Div. No. 504.	Daily. Mad. Div. No. 10. Wis. Div. No. 510.	Daily. Mad. Div. No. 5. Wis. Div. No. 505.	Daily. Mad. Div. No. 9. Wis. Div. No. 509.	Daily. Mad. Div. No. 3. Wis. Div. No. 503.	Daily. Mad. Div. No. 1. Wis. Div. No. 501.	Daily.	Ex. Sun.	Ex. Sun.	Daily.						
				9.30	7.00	9.45	12.25	6.30	10.00	10.15	9.00										
				AM	AM	PM	PM	PM	PM	PM	AM										

EASTERN DISTRICT.

BETWEEN STILLWATER JCT. AND STILLWATER—GOING EAST.

Time Table No. 7.

STATIONS.	Station Numbers.	PASSENGER TRAINS.														FREIGHT TRAINS.		
		No. 127	No. 501	No. 130	No. 132	No. 134	No. 136	No. 138	No. 141	No. 144	No. 147	No. 150	No. 152	No. 154		No. 156	No. 157	
		Connects with No. 5 Ex. Sun.	Connects with Nos. 5 & 7 Sun. only	Connects with No. 15. Ex. Sun.	Connects with No. 4 Daily.	Connects with No. 62. Ex. Sun.	Connects with Nos. 16 & 3 Daily.	Connects with Nos. 29 & 61. Ex. Sun.	Connects with No. 64. Daily.	Connects with No. 28. Ex. Sun.	Connects with No. 2. Daily.	Connects with No. 6. Daily.	Connects with No. 1. Daily.	Connects with No. 10. Daily.		Freight. Ex. Sun.	Way Freight. Ex. Sun.	
.....STILLWATER.....W	1552	A M 6.50	A M 8.05	A M 8.28	A M 9.15	A M 9.50	A M 10.55	P M 4.20	P M 5.20	P M 6.00	P M 7.15	P M 9.15	P M 9.50	P M 11.45		A M 6.05	A M 8.35	
.....SOUTH STILLWATER SWITCH.....		6.45 A M	8.00 A M	8.23	9.10	9.45	10.50	4.15	5.15 P M	5.55	7.12 P M	9.10	9.45	11.40		5.58	8.27 A M	
.....STILLWATER JCT.....	1551			8.18 A M	9.05 A M	9.40 A M	10.45 A M	4.10 P M		5.50 P M		9.05 P M	9.40 P M	11.35 P M		5.50 A M		

BETWEEN STILLWATER AND STILLWATER JCT.—GOING WEST.

STATIONS.	Distances from Stillwater.	Telegraph Stations.	PASSENGER TRAINS.														FREIGHT TRAINS.		
			No. 126	No. 129	No. 131	No. 133	No. 135	No. 137	No. 140	No. 143	No. 146	No. 149	No. 151	No. 153			No. 155	No. 158	
			Connects with No. 5. Daily.	Connects with No. 15. Ex. Sun.	Connects with No. 4. Daily.	Connects with No. 62. Ex. Sun.	Connects with Nos. 16 & 3 Daily.	Connects with Nos. 29 & 61. Ex. Sun.	Connects with No. 64. Daily.	Connects with No. 28. Ex. Sun.	Connects with No. 2. Daily.	Connects with No. 6. Daily.	Connects with No. 1. Daily.	Connects with No. 10. Daily.			Freight. Ex. Sun.	Way Freight. Ex. Sun.	
.....STILLWATER.....W	0.0	D	A M 6.05	A M 7.58	A M 8.45	A M 9.20	A M 10.13	P M 3.35	P M 4.30	P M 5.35	P M 6.18	P M 8.50	P M 9.25	P M 11.20			A M 5.30	A M 8.45	
.....SOUTH STILLWATER SWITCH.....	1.0		6.09 A M	8.01	8.48	9.23	10.16	3.38	4.33 P M	5.38	6.21 P M	8.53	9.28	11.23			5.34	9.00 A M	
.....STILLWATER JCT.....	3.3	N		8.08 A M	8.55 A M	9.30 A M	10.23 A M	3.45 P M		5.45 P M		9.00 P M	9.35 P M	11.30 P M			5.40 A M		

MENOMONIE LINE.

TRAINS GOING NORTH.									TRAINS GOING SOUTH.												
FREIGHT	PASSENGER TRAINS.								STATIONS.	Station Numbers.	PASSENGER TRAINS.								FREIGHT		
	No. 222	No. 216	No. 214	No. 212	No. 210	No. 208	No. 206	No. 204			No. 202	No. 201	No. 203	No. 205	No. 207	No. 209	No. 211	No. 213		No. 215	No. 221
Ex. Sun.	Connects with No. 6. Daily.	Connects with No. 2. Daily.	Connects with No. 1. Daily.	Connects with No. 4. Daily.	Connects with No. 3. Daily.	Connects with No. 7. Daily.	Connects with No. 5. Daily.	Connects with No. 10. Daily.	Telegraph Stations.	N	.....MENOMONIE CITY..... 8.0	1596	Connects with No. 10. Daily.	Connects with No. 5. Daily.	Connects with No. 7. Daily.	Connects with No. 8. Daily.	Connects with No. 4. Daily.	Connects with No. 1. Daily.	Connects with No. 2. Daily.	Connects with No. 6. Daily.	Ex. Sun.
A M 7.10	P M 10.12	P M 8.10	P M 7.30	A M 10.12	A M 8.20	A M 6.15	A M 4.55	A M 12.45					NMENOMONIE JCT.....W	1595	A M 1.20	A M 5.35	A M 6.47	A M 9.07	A M 10.55		P M 8.10	P M 8.50	P M 10.55	A M 8.15
7.30 A M	10.32 P M	8.25 P M	7.50 P M	10.32 A M	8.40 A M	6.30 A M	5.10 A M	1.03 A M					1.06 A M	5.20 A M	6.32 A M	8.47 A M	10.40 A M	7.55 P M	8.35 P M	10.40 P M	8.00 A M
Ex. Sun.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sun.

Time Table No. 7.

BETWEEN SOUTH STILLWATER SWITCH AND ELLSWORTH—GOING EAST.

EASTERN DISTRICT.

STATIONS.	Distances from South Stillwater Switch.	Station Numbers.	PASSENGER TRAINS.														FREIGHT TRAINS.		
			No. 126	No. 16	No. 140	No. 28	No. 146										No. 158		
			Connects with No. 5. Daily.	Ellsworth Passenger. Ex. Sun.	Connects with No. 64. Daily.	Ellsworth Passenger. Ex. Sun.	Connects with No. 2. Daily.										Way Freight. Ex. Sun.		
S. STILLWATER SWITCH	0.0		A M 6.09		P M 4.33		P M 6.21										A M 9.00		
.. SOUTH STILLWATER	1.6	1553															9.05		
.... LAKELAND JCT.	4.5	1550	6.18		4.42		6.32										9.16		
				A M		P M													
W..... HUDSON	5.0	1548	6.20	10.50	4.45	5.45	6.35										9.40		
.... HUDSON (CITY)	5.8	1575	A M	10.53	P M	5.47	P M										10.15		
.... PRESCOTT ROAD	8.8	1576		*10.58		*5.52											10.27		
.... GLOVER	11.6	1577		*11.05		*6.00											10.43		
W..... RIVER FALLS	16.7	1578		11.18		6.10											11.18		
.... SEVERANCE SIDING	24.5																		
.... BELDENVILLE	25.6	1580		11.40		6.32											12.25		
W..... ELLSWORTH	29.7	1581		11.55		6.45											12.55		
				A M		P M											P M		
			Daily.	Ex. Sun.	Daily.	Ex. Sun.	Daily.										Ex. Sun.		

BETWEEN ELLSWORTH AND SOUTH STILLWATER SWITCH—GOING WEST.

STATIONS.	Distances from Ellsworth.	Telegraph Stations.	PASSENGER TRAINS.														FREIGHT TRAINS.		
			No. 127	No. 501	No. 15	No. 29	No. 141	No. 147									No. 157	No. 159	
			Connects with No. 5. Ex. Sun.	Connects with Nos. 5 & 9. Sun Only	Ellsworth Passenger. Ex. Sun.	Ellsworth Passenger. Ex. Sun.	Connects with No. 64. Daily.	Connects with No. 2. Daily.									Way Freight. Ex. Sun.	Freight. Ex. Sun.	
S. STILLWATER SWITCH	29.7		A M 6.45	A M 8.00			P M 5.15	P M 7.12									A M 8.27		
.. SOUTH STILLWATER	28.1			* 7.57													8.22		
.... LAKELAND JCT.	25.2		6.37	7.52			5.07	7.03									8.10		
					A M	P M												P M	
W..... HUDSON	24.7	N	6.35	7.50	8.00	3.33	5.05	7.00									8.05	4.10	
.... HUDSON (CITY)	23.9		A M	A M	7.56	3.30	P M	P M									A M	4.05	
.... PRESCOTT ROAD	21.4				* 7.49	* 3.23												3.52	
.... GLOVER	18.1				* 7.42	* 3.16												3.40	
W..... RIVER FALLS	13.0	D			7.32	3.05												3.05	
.... SEVERANCE SIDING	5.2																		
.... BELDENVILLE	4.1	D			* 7.13	2.45												2.20	
W..... ELLSWORTH	0.0	D			7.05	2.35												2.00	
					A M	P M												P M	
			Ex. Sun.	Sun Only	Ex. Sun.	Ex. Sun.	Daily.	Daily.									Ex. Sun.	Ex. Sun.	

EASTERN DISTRICT.

MARSHFIELD LINE.

Time Table No. 7.

TRAINS GOING EAST.										Telegraph Stations. Distances from Merrillan.		STATIONS.		Distances from Marshfield.		Station Numbers.		TRAINS GOING WEST.									
FREIGHT.					PASSENGER.													PASSENGER.			FREIGHT.						
					No.168	No.170	No.166	No.164	No.162									No.165	No.161	No.163	No.167	No.169					
					Ex. Sun.	Ex. Sun.	Daily.	Ex. Sun.	Daily.							Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.							
					PM 1.15	AM 9.50	PM 11.20	PM 1.05	AM 6.55	N	0.0	..... MERRILLAN.....W	37.8	1518	AM 4.22	PM 12.30	PM 5.30	AM 9.50	PM 3.00							
					* 1.30	10.03	11.33	† 1.16	† 7.06	...	5.0	..... ABO.....	32.8	1587	† 4.11	† 12.18	† 5.18	* 9.28	2.44							
					* 1.40	10.10	11.40	* 1.22	* 7.11	...	7.8	..... COLUMBIA.....	30.0	1588	† 4.06	* 12.13	* 5.12	* 9.20	2.38							
										...	8.0	..... WEDGES CREEK JCT..	29.8													
					* 1.55	10.22	11.53	* 1.31	* 7.21	...	12.7	..... TAY.....	25.1	1589	† 3.57	* 12.01	* 5.00	* 9.05	2.26							
					2.20	10.30	12.00	1.37	7.29	D	15.2	..... NEILLSVILLE.....W	22.6	1590	3.52	11.54	4.55	8.57	2.20							
					* 2.35	10.45	11.11	* 1.47	* 7.41	...	20.5	..... AIX.....	17.3	1592	† 3.43	* 11.42	* 4.43	* 8.22	1.57							
					2.41	10.50	* 12.16	1.51	7.46	D	22.4	..... GRANTON..... W	15.4	1593	* 3.39	11.37	4.38	8.17	1.51							
											25.2	..... C. M. & St. P. CROSSING .	12.6													
											27.2	..... YOLO.....	10.6													
					3.05	11.21	* 12.31	2.04	8.00	D	28.4	..... CHILI.....	9.4	1595	* 3.25	11.21	4.23	8.00	1.23							
					* 3.15	11.27	† 12.35	* 2.07	* 8.04	...	29.8	..... CEDARHURST.....	8.0	1596	† 3.22	* 11.18	* 4.20	* 7.35	1.20							
											32.5	..... EBBE.....	5.3	1597												
					3.50 PM	11.59 AM	12.55 AM	2.23 PM	8.25 AM	N	37.8	..... MARSHFIELD..... W	0.0	1599	3.07 AM	11.00 AM	4.00 PM	7.15 AM	1.00 PM							
					Ex. Sun.	Ex. Sun.	Daily.	Ex. Sun.	Daily.						Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.								

Time Table No. 7.

BETWEEN NORTH WISCONSIN JCT. AND DULUTH—GOING SOUTH.

NORTHERN DISTRICT.

FREIGHT TRAINS.

PASSENGER TRAINS.

						No. 105		No. 69	No. 73	No. 75	No. 107	No. 67	Telegraph Stations.	STATIONS.	Distances from Duluth.	Station Numbers	No. 93	No. 63	No. 61	No. 91	No. 17
						Time Freight	Way Freight	Time Freight	Log Train	Way Freight.	Way Freight.	Way Freight.					Chicago Fast Mail.	Twilight Limited.	Duluth Express.	Ashland and Eau Claire Passenger.	New Richmond Passenger.
						Ex. Sunday	Ex. Sunday	Daily.	Ex. Monday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.					Daily.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.
														MINNEAPOLIS	186.4	1564		PM 10.30	PM 5.20		
								A M				P M		ST. PAUL	176.0	1560		9.59	4.45		
								6.25				3.15		EAST ST. PAUL	174.0	1559		9.50	4.37		
								A M	A M			P M	N	NORTH WIS. JCT	153.8	1547		† 9.10	PM 3.50		A. M. 7.46
								4.43	3.10			1.05	D	BURKHARDT	151.0	1600		† 9.05	3.40		7.39
								4.30	2.50			12.30	D	BOARDMAN	146.0	1602		† 8.57	3.30		7.30
								4.15	2.28			12.05	N	NEW RICHMOND W	140.5	1604		8.45	3.15		7.20 A. M.
								4.00	2.08			11.25		STANTON	135.8	1605		† 8.36	* 3.05		
								3.50	1.51			11.00	D	DEER PARK	131.8	1606		† 8.30	2.57		
								3.25	1.16			10.00	D	CLEAR LAKE	123.5	1610		* 8.18	2.40		
								3.05	12.52			9.25		RICHARDSON	117.7	1613		† 8.08	* 2.28		
								2.58	12.45			9.20	N	CLAYTON W	115.9	1614		† 8.05	2.23		
								2.45	12.30			9.05	D	TURTLE LAKE	111.6	1615			7.59	2.12	
									12.15			8.40		PERLEY	108.1	1616			* 2.03		
								2.25	12.01			8.23		COMSTOCK	104.5	1617		† 7.49	* 1.55		
								2.00	11.35			7.30	N	CUMBERLAND W	98.8	1620			7.39	1.45	
								1.42				6.55		GRANITE LAKE	98.4	1621			* 1.30		
								1.35	11.05			6.50	N	BARRONETT	91.4	1622		† 7.25	1.26		
								1.00	10.25			6.15	N	SHELL LAKE W	82.6	1623			7.08	1.09	
								12.15	9.55			5.45	N	SPOONER W	76.7	1625			6.54	12.55	
						PM	PM				A M	A M					PM			PM	
								11.05	4.55	11.30	9.35	11.30	N	SPOONER	76.7	1625		7.20	6.54	† 12.35	† 12.20
								10.45	4.20	11.10	9.15	11:00	N	SUPERIOR JCT. W	70.3	1627		7.08	6.42	12.20	12.05
						PM	PM	10.38	8.41	* 10.20				LAKESIDE	59.1	1633	†	6.52	† 6.21	* 11.55	PM
								10.28	8.31	* 10.00				MINONG	55.8	1634	†	6.46	† 6.17	* 11.47	
								10.10	8.15	* 9.35			N	WASCOTT W	50.6	1635	†	6.38	† 6.10	* 11.35	
								9.54	7.30	9.18			D	GORDON	45.4	1636	†	6.30	† 6.03	11.23	
								9.36	6.50	8.30			D	SOLON SP'GS. W	37.3	1637	†	6.17	5.51	11.05	
								9.32	6.45	8.10				SAUNTRY	35.9	1638	†	6.15	† 5.48	† 11.02	
								9.12	6.06	* 7.45				BENNETT SIDING	30.0	1639	†	6.06	† 5.38	* 10.47	
									5.33	6.30			N	HAWTHORNE W	26.6	1631	†	6.01	5.33	10.40	
														HOLMES	22.8						
								7.55	4.45	5.55				ROCKMONT	19.9	1632	†	5.51	† 5.23	10.17	
								7.30	4.20	* 5.35				SOUTH RANGE	15.2	1633	†	5.43	† 5.15	* 10.07	
								7.15	4.00	5.20			N	ITASCA W	10.3	1635		5.35	5.05	9.55	
						A M	PM	PM	PM	A M			D	ALLOUEZ	9.3	1635a	†	5.32	† 5.02	† 9.50	
													D	SUPERIOR	7.3	1636		5.27	4.55	9.45	
													D	WEST SUPERIOR	4.2	1637		5.17	4.45	9.35	
													D	DULUTH W		1639		5.00	4.30	9.15	
																	PM	PM	A M		
Sunday Only.	Daily.	Ex. Saturday and Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.					Daily.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.

NORTHERN DISTRICT.

BETWEEN NORTH WISCONSIN JCT. AND DULUTH—GOING NORTH.

Time Table No. 7.

PASSENGER TRAINS					Telegraph Stations.	STATIONS.	Distances from North Wis. Jct.	Station Numbers.	FREIGHT TRAINS										
No. 18	No. 94	No. 62	No. 92	No. 64					No. 68	No. 70	No. 108	No. 76	No. 74	No. 106					
New Richmond Passenger. Ex. Sunday.	Superior Duluth Fast Mail. Daily.	Duluth Express. Ex. Sunday.	Ashland and Eau Claire Passenger. Ex. Sunday.	Twilight Limited. Daily.					Way Freight. Ex. Sunday.	Way Freight. Ex. Sunday.	Way Freight. Ex. Sunday.	Log Train. Ex. Sunday.	Time Freight. Daily.	Time Freight. Ex. Sunday.					
		A M 8.10		P M 4.00		MINNEAPOLIS.....	32.6	1564											
		8.50		4.25		ST. PAUL.....	22.2	1560	A M				P M						
		8.58		4.31		EAST ST. PAUL.....	20.2	1559	5.00				8.45						
A M 6.27		A M 10.10		P M 5.10	N	NORTH WIS. JCT.	0.0	1547	A M 6.45			P M 6.15	P M 10.00						
6.33		10.17		5.14	D	BURKHARDT.....	2.8	1600	6.55			6.22	10.06						
6.43		10.27		5.23	D	BOARDMAN.....	7.8	1602	7.30			6.37	10.17						
6.55 A M		10.41		5.33	N	NEW RICHMOND W	13.8	1604	{ 7.45 8.30			6.50	10.29						
		* 10.51		5.42		STANTON.....	18.0	1605	* 8.50			7.05	10.41						
		11.00		5.48	D	DEER PARK.....	22.0	1606	9.15			7.15	10.52						
		11.17		6.00	D	CLEAR LAKE.....	30.3	1610	10.00			7.40	11.13						
		* 11.30		6.10		RICHARDSON.....	36.1	1613	* 10.30			8.08	11.28						
		11.35		6.13	N	CLAYTON..... W	37.9	1614	10.45			8.15	11.33						
		11.45		6.19	D	TURTLE LAKE.....	42.2	1615	{ 11.25 11.45			8.32	11.43						
		* 11.52				PERLEY.....	45.7	1616	{ 12.10 12.23			8.45	11.52						
		* 11.58		6.29		COMSTOCK.....	49.3	1617	* 12.23 12.55			9.00	12.01						
		12.10		6.40	N	CUMBERLAND..... W	55.0	1620	{ 1.45			9.20	12.15						
		* 12.20				GRANITE LAKE.....	60.4	1621	* 2.15				12.30						
		12.24		6.53	N	BARRONETT.....	62.4	1622	2.25			9.50	12.35						
		12.42		7.08	N	SHELL LAKE..... W	71.2	1623	3.35			10.25	1.00						
		† 12.55		7.20	N	SPOONER..... W	77.1	1625	4.00			11.05	1.15						
	A M		P M						P M	A M	P M			A M					
	8.30	1.15	1.25	7.20	N	SPOONER.....	77.1	1625		6.00	12.35	11.30	1.45	2.00					
† 8.40	1.30		1.40	7.40	N	SUPERIOR JCT. W	83.5	1627		6.25	12.55	11.50	2.05	2.20					
† 8.58	* 1.50		P M	† 8.00		LAKE SIDE.....	94.7	1683		A M	* 1.25	12.20	2.35	A M					
† 9.03	* 1.57			† 8.06		MINONG.....	98.0	1684			* 1.35	12.30	2.45						
† 9.10	* 2.05			† 8.15	N	WASCOTT..... W	103.2	1685			2.05	12.45	3.02						
† 9.18	2.14			† 8.22	D	GORDON.....	108.4	1686			2.35	12.58	3.20						
† 9.31	2.30			* 8.36	D	SOLON SPRINGS..... W	116.5	1687			3.05	1.20	3.45						
† 9.33	† 2.32			† 8.38		SAUNTRY.....	117.9	1688			* 3.10	1.24	3.50						
† 9.43	* 2.42			† 8.49		BENNETT SIDING.....	123.8	1690			* 3.35	1.40	4.10						
9.48	2.47			8.54	N	HAWTHORNE..... W	127.2	1691			3.50	2.10	4.20						
						HOLMES.....	131.0												
† 9.57	* 3.00			† 9.05		ROCKMONT.....	133.9	1692			4.45	2.30	4.37						
† 10.07	* 3.10			† 9.13		SOUTH RANGE.....	138.6	1693			{ 5.15 5.43	2.45	4.48						
10.15	3.22			9.21	N	ITASCA..... W	143.5	1695			6.00	3.00	5.00						
† 10.18	† 3.25			† 9.25	D	ALLOUEZ.....	144.5	1695a			P M	A M	A M						
10.22	3.30			9.30	D	SUPERIOR.....	146.5	1696											
10.30	3.40			9.40	D	WEST SUPERIOR.....	149.6	1697											
10.55	4.00			9.59	D	DULUTH..... W	153.8	1699											
A M	P M			P M															
Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.	Daily.					Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Monday.	Daily.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.		

Time Table No. 7.

BETWEEN EAU CLAIRE AND ASHLAND—GOING SOUTH.

NORTHERN DISTRICT.

FREIGHT TRAINS.						Telegraph Stations.	STATIONS.	Distances from Ashland.	Station Numbers.	PASSENGER TRAINS.									
No. 73	No. 105	No. 75	No. 69	No. 107	No. 103					No. 93	No. 63	No. 97	No. 23	No. 65	No. 61	No. 91	No. 21	No. 95	
Time Freight.	Through Freight.	Log Train	Way Freight.	Way Freight	Way Freight.					Chicago Fast Mail.	Twilight Limited.	Short Line Passenger.	Chip. Val. Accom.	Twilight Limited.	Duluth Express.	Ashland and Eau Claire Passenger.	Chip. Val. Accom.	Short Line Passenger.	
Daily.	Ex. Monday.	Ex. Sunday	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.		Daily.	Daily.	Daily.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.				
AM	5.10				PM	N	EAU CLAIRE...W	164.5	1580	PM			PM		AM				
					6.00		KOLL...W	155.8	1580	9.30			3.55		7.55				
	4.30				5.20	N	CHIPPEWA FALLS...W	154.5	1602	9.10			3.30		7.30				
	4.08				5.15		EAGLE POINT...W	146.6	1603	8.58			3.14		AM				
	3.50				4.00	D	BLOOMER...W	139.8	1605				3.00						
	3.25				3.14	D	CARTWRIGHT...W	131.3	1609	8.34			2.43						
	3.00				2.35	D	CHETEK...W	122.6	1672	8.21			2.25						
	2.30				1.50	N	CAMERON JCT...W	114.6	1674	8.10			2.09	AM					
	2.10				12.20	N	RICE LAKE...W	108.0	1677	8.00			1.55	11.00					
					11.35		CHIPPEWA VALL. JCT.	103.4	1678				1.44	10.43					
	1.45				10.15	D	HAUGEN...W	100.5	1679	7.45			1.39	10.32					
	1.25				9.55		SARONA...W	93.3	1681	7.37			1.24	10.05					
	12.55				9.45	N	SPOONER...W	83.6	1625	7.20			1.00	9.30	AM				
PM	11.30	PM	PM	AM	AM	N	SPOONER...W	83.6	1625	7.20	PM		PM	12.35	12.20				
11.10	10.45	9.15	4.20	11.00		N	SUPERIOR JCT...W	77.2	1627	7.08	6.42		6.35	12.20	12.05				
PM	10.20	PM	3.45	AM			SPRING BROOK...W	69.8	1629	PM	PM		6.20	PM	11.46				
	10.00	*	3.20				STINNETT...W	63.8	1632				6.10	*	11.34				
	9.40		2.55			D	HAYWARD...W	58.0	1634				6.00		11.23				
	9.20		2.30				PHIPPS...W	53.2	1635				5.52	*	11.13				
	8.45		1.25			D	CABLE...W	41.5	1637				5.32		10.50				
	7.50		12.05			D	DRUMMOND...W	31.6	1639				5.11	*	10.30				
		†	11.20				SWEDEN...W	26.8	1639a					*	10.20				
	7.20	*	11.00				PRATT...W	23.3	1640				4.54	*	10.12				
	7.12	†	10.45				FOREST CITY...W	19.8	1641				4.45	*	10.04				
	7.05		10.35			D	BIBON...W	18.6	1642				4.40		10.01				
	7.00		10.25			D	MASON...W	16.8	1643	No. 177	No. 175	No. 173	No. 171		9.57				
	6.40		9.46				BENOIT...W	12.0	1644	Bayfield Pass. and Frt. Daily.	Bayfield Pass. and Frt. Sunday only	Bayfield Pass. and Frt. Ex. Sunday.	Bayfield Pass. and Frt. Daily.	†	9.46				
	6.35	*	9.25				DAUBY...W	10.7	1645	PM	PM	PM	AM	†	9.43				
	6.07		9.00			D	ASHLAND JCT...W	4.3	1647	9.55	4.50	1.40	10.10	4.10	9.30				
	5.55		AM			D	ASHLAND...W		1648	9.45	4.40	1.30	10.00	4.00	9.15				
	PM									PM	PM	PM	AM	PM	AM				
Daily.	Ex. Sunday.	Ex. Sunday	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.					Daily.	Sunday only	Ex. Sunday.	Daily.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.	

BAYFIELD LINE.

NORTHERN DISTRICT.

GOING SOUTH.						Telegraph Stations.	STATIONS.	Distances from Ashland Jct.	Station Numbers.	GOING NORTH.							
Freight Trains.		Passenger Trains.								Passenger Trains.					FREIGHT TRAINS.		
No. 69	No. 187	No. 185	No. 183	No. 181	No. 182					No. 184	No. 186	No. 190	No. 188	No. 70			
Way Freight Ex. Sunday.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Pass. and Frt. Daily.	Way Freight Ex. Sunday.							
A M	P M	P M	P M	A M	A M	D	ASHLAND JCT.....W	0.0	1647	A M	P M	P M	P M	P M	P M	P M	
9.00	6.50	4.00	12.20	9.30	9.25		NASH.....W	2.3		10.10	1.40	4.10	4.50	10.00	1.50		
* 8.50	6.45	3.50	12.10	9.25	9.11	D	WASHBURN.....W	8.6	1650	10.15	1.45	4.15	4.55	10.05	* 2.00		
8.23	6.30	3.35	11.55	9.11	9.02		HOUGHTON.....W	12.2	1651	10.30	1.59	4.30	5.10	10.18	2.30		
* 7.35	* 6.22	* 3.25	* 11.45	* 9.02	8.52		PIKE'S QUARRY.....W	16.4	1652	* 10.40	* 2.08	* 4.40	* 5.20	* 10.28	3.25		
* 7.20	* 6.12	* 3.14	* 11.34	* 8.52	8.46		SALMO.....W	18.1		* 10.50	* 2.18	* 4.50	* 5.30	* 10.36	* 3.40		
* 7.10	* 6.06	* 3.07	* 11.27	* 8.46	8.40	D	BAYFIELD.....W	21.2	1653	* 10.56	* 2.24	* 4.56	* 5.36	* 10.40	* 3.50		
7.00	6.00	3.00	11.20	8.40	A M					11.05	2.30	5.05	5.45	10.45	4.00		
A M	P M	P M	A M	A M						A M	P M	P M	P M	P M	P M		
Ex. Sunday.	Daily.	Daily.	Ex. Sunday.	Daily.						Daily.	Ex. Sunday.	Ex. Sunday.	Sunday only	Daily.	Ex. Sunday.		

PASSENGER TRAINS.

FREIGHT TRAINS.

No. 94	No. 62	No. 92	No. 96	No. 22	No. 24	No. 64	No. 66	No. 98	Telegraph Stations.	STATIONS.	Distances from Eau Claire.	Station Numbers.	No. 74	No. 70	No. 108	No. 104	No. 76	No. 106
Superior-Duluth Fast Mail	Duluth Express.	Ashland and Eau Claire Passenger	Short Line Passenger	Chip. Val. Accom. Ex. Sunday.	Chip. Val. Accom. Ex. Sunday.	Twilight Limited	Twilight Limited	Short Line Passenger					Time Freight.	Way Freight.	Way Freight.	Way Freight.	Log Train.	Time Freight.
Daily.	Ex. Sunday.	Ex. Sunday.	Daily.			Daily.	Daily.	Daily.					Daily	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sun.	Ex. Saturday
A M		A M	A M					P M								A M		P M
6.00		9.20	11.30					9.30	N	EAU CLAIRE... W	0.0	1590				7.55		8.35
										KOLL	8.7							9.13
6.22		9.45	11.55					9.55	N	CHIPPEWA FALLS... W	10.0	1862				9.05		9.20
† 6.40		* 10.05	A M					P. M.		EAGLE POINT... W	17.9	1063				10.05		† 9.45
6.55		10.21							D	BLOOMER... W	24.7	1665				11.15		* 10.05
† 7.10		10.42							D	CARTWRIGHT... W	33.2	1669				12.30		* 10.31
† 7.25		11.02							D	CHETEK... W	41.9	1672				1.15		* 10.54
7.38		11.20		P M	P M				N	CAMERON JCT... W	49.9	1674				2.09		* 11.27
7.49		11.35		1.10	5.20				N	RICE LAKE... W	56.5	1677				3.05		* 11.58
		* 11.45		1.30	5.34					CHIPPEWA VAL. JCT... W	61.1					3.20		
† 8.00		11.53		P M	5.45				D	HAUGEN... W	64.0	1679				3.50		† 12.16
† 8.10		* 12.10			6.05					SARONA... W	71.2	1681				4.30		† 12.33
8.30		† 12.35			6.30				N	SPOONER... W	80.9	1625				5.20		12.55
					P M											P M		
8.30	P M	1.15	1.25			P M	7.20		N	SPOONER... W	80.9	1625	A M	A M	P M		P M	2.00
† 8.40	1.30	1.40				7.40	P M	7.45	N	SUPERIOR JCT... W	87.3	1627	2.05	6.25	12.55		11.50	2.20
AM	P M	* 1.55				P M	† 7.58			SPRING BROOK... W	94.7	1629	A M	* 6.45	P M		P M	2.45
		* 2.07					† 8.08			STINNETT... W	100.7	1632		* 7.00				3.05
		2.20					8.18		D	HAYWARD... W	106.5	1634		7.25				3.23
		* 2.30					† 8.26			PHIPPS... W	111.3	1635		* 8.45				3.37
		2.52					8.45		D	CABLE... W	123.0	1637		9.30				4.12
		3.10					* 9.04		D	DRUMMOND... W	132.9	1639		11.40				4.41
		* 3.19								SWEDEN... W	137.7	1639a		* 12.01				
		* 3.26					† 9.20			PRATT... W	141.2	1640		* 12.20				5.05
		* 3.35					† 9.27			FOREST CITY... W	144.7	1641		* 12.35				5.15
		3.38	No. 172	No. 174	No. 176	No. 178	9.30		D	BIBON... W	145.9	1642		12.45				5.20
		3.42	Bayfield Passenger and Freight.	Bayfield Passenger and Freight.	Bayfield Passenger and Freight.	Bayfield Passenger & Freight.	9.35		D	MASON... W	147.7	1643		12.50				5.25
		* 3.52					† 9.46			BENOIT... W	152.5	1644		1.10				5.40
		* 3.55	Daily.	Ex. Sunday.	Sun. Only.	Daily.	† 9.48			DAUBY... W	153.8	1645		* 1.15				5.45
		4.10	A M	P M	P M	P M	10.00		D	ASHLAND JCT... W	160.2	1647		1.45				6.10
		4.20	9.45	12.30	4.20	7.05	10.10		D	ASHLAND... W	164.5	1648		P M				6.40
		P M	A M	P M	P M	P M	P M											A M
Daily.	Ex. Sunday.	Ex. Sunday.	Daily.	Ex. Sunday.	Sun. only.	Daily.	Daily.	Daily.					Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sun.	Ex. Sunday.

TEMPORARY SPUR TRACKS ARE LOCATED AS FOLLOWS:

Tramway,	3.8 miles West of Menomonie Jct.	Switch at East end.	Huser	2.2 miles North of Wascott	Switch at South end.
Teegarden,	1.0 " " " " " " " "	" " West end.	Beebe	2.4 " " " " " " " "	" " North end.
Wilson Quarry	1.4 " East " " " " " " " "	" " East end.	Sutton	.3 " " " " " " " "	" " South end.
Columbia,	2.8 " " " " " " " "	" " East end.	Daniel	.4 " " " " " " " "	" " South end.
Pennocks,	1.0 " " " " " " " "	" " East end.	Sinclair	4.4 " South " " " " " " " "	" " South end.
Ebbe,	2.7 " " " " " " " "	" " West end.	Leonard	2.5 " " " " " " " "	" " South end.
Middle Siding,	.5 " West " " " " " " " "	" " East end.	Clark	2.8 " North " " " " " " " "	" " South end.
Brick Yard	.2 " North " " " " " " " "	" " North end.	Lake Owen	3.5 " " " " " " " "	" " South end.
Brick Yard	.2 " " " " " " " "	" " South end.	Sweden	1.8 " South " " " " " " " "	" " South end.
Ritan	1.2 " " " " " " " "	" " South end.	Schneider	2.0 " " " " " " " "	" " South end.
Larson	4.0 " " " " " " " "	" " South end.	Tank Lake	1.6 " " " " " " " "	" " South end.
Crocker	4.6 " " " " " " " "	" " South end.	Rickard	2.0 " North " " " " " " " "	" " South end.
Silver Lake	4.9 " South " " " " " " " "	" " South end.	Peterson	2.5 " " " " " " " "	" " North end.
Nelson	1.5 " " " " " " " "	" " South end.	Sioux	1.8 " " " " " " " "	" " North end.

GENERAL RULES AND REGULATIONS GOVERNING EMPLOYEES OF THE OPERATING DEPARTMENT ARE ISSUED IN BOOK FORM.

Every employee, whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

The following exceptions, additions and explanations are made to said rules:

43. A green flag by day and a light at night showing red to the rear and green to the side and front will be carried on each side of train at rear end of last car. The caboose cupola lights on freight trains will show red to the rear and green to the front.

48. Each time table, from the moment it takes effect, supercedes preceding time table and all trains shall be run as directed therein, under rules and regulations of this Company, unless otherwise directed by special order of Division Superintendent or Train Dispatcher.

49. Where but one time is shown upon time table for train at a station it is leaving time unless otherwise specified. Where double time is given, first is arriving time and second leaving time.

50. *Full faced figures* designate meeting or passing point of trains. Stations opposite which such figures are placed will be known as *meeting or passing points*, as case may be.

51. Following signs and letters will be used on time table, and have signification below given.

D Day telegraph office.

N Night and day telegraph office.

NN Night telegraph office.

* Trains stop on signal, or to leave passengers.

† Trains do not stop.

‡ Trains stop for meals.

W Opposite to name of station in time table, water tank or standpipe.

Passenger trains and such freight trains as are designated to carry passengers will stop at all stations where time is shown on time table, unless otherwise indicated.

52. Time table must be carefully studied and contents known by all employees whose duties are in any way connected with train service.

53. A copy of current time table must be in possession of all conductors, engineers and other trainmen, station agents, track and bridge foremen, watchmen, switchmen, yardmen and other similar employees.

102. Where, for want of space, or otherwise, time table does not show clearance time for freight trains, ahead of, following or against trains of the same or superior class, clearance time is provided, and rule No. 102 must be obeyed.

120. Freight trains carrying dead freight and empty cars must not exceed twenty-five (25) miles per hour, unless authorized by Division Superintendent or Train Dispatcher. Time may be quickened on stock freights, time freights and trains carrying fruit, dressed meat or other fast freight, and, when weather and track conditions will permit, such trains may move rapidly enough to make time table time, and make up time when necessary, when by so doing usual delivery can be made. It should be understood that safety, in movement of all trains, is paramount desire of this corporation, and conductors and engineers will be held responsible for good judgment as to speed they make in all cases.

SPECIAL RULES.

Care is at all times enjoined; in case of doubt, adopt the safe course.

Right to road.

1. Trains going west or north have right to road over trains of the same or inferior class going in the opposite direction. Trains going east or south will keep out of way of trains having right to road unless moved by special orders.

On the Menomonie line no train will leave Menomonie Junction or Menomonie City until all trains due of the same or superior class have arrived.

Trains leaving Stillwater for the Ellsworth line, via South Stillwater, shall be considered as going west until they reach South Stillwater Switch (the intersection of the South Stillwater line with the Stillwater line, near engine house); then as going east from South Stillwater Switch to Ellsworth.

Double track.

On the double track, trains will proceed regardless of trains moving in the opposite direction. Freight trains will keep out of the way of passenger trains going in the same direction. West-bound

trains will use north track, and east-bound trains will use south track between North Wisconsin Junction and junction with Great Northern Railway and between Altoona and Eau Claire. No train or engine will use the double track except as above specified, unless by special order or in case of accident, and in latter emergency only under protection of flags. Trains on double track moving in EITHER direction MUST NOT, UNDER ANY CIRCUMSTANCES, pass a station (without stopping) at which a passenger train from opposite direction is standing, receiving or discharging passengers. In approaching stations where a passenger train is due or past due, where the view is not clear, train must be under perfect control, so as to stop, if necessary, before arriving at the station. The speed of all trains must be so regulated that when passenger trains are on time they will meet between stations.

Conductors and brakemen must try to have passengers get on and off trains from the righthand side while on double track.

Trains or engines will reduce speed to six miles per hour when approaching the switches connecting the single track with the double track.

No train or engine must cross over to the opposite track without first sending a man with a red flag by day or a red light at night a sufficient distance in advance to stop any train.

When not in use the switch connecting the double track with single track at North Wisconsin Junction will be set for the north track.

Block signal rules Nos. 34 and 35 will not apply at Altoona, Eau Claire, North Wisconsin Junction, Hudson, Stillwater Junction, nor within the limits of East St. Paul yard.

An order to a work train working in double track territory must specify which track it is to use, whether the east-bound, west-bound or both tracks. An order to work on either one or both tracks will permit the train to move only in the direction in which trains on the track which they are occupying have a right to move. If it is desired to have a work train run east on the west-bound track, or west on the east-bound track, the order must specifically authorize the right to do so.

2. All trains will register at the following stations: Elroy, Merrillan, Altoona, Eau Claire, Knapp, Marshfield, Mondovi, Menomonie City, Stillwater, South Stillwater switch, Ellsworth, East St. Paul, New Richmond, Spooner, Cable, Ashland Junction, Ashland, Washburn, Bayfield, Chippewa Falls, Rice Lake, Superior Junction, Hawthorne, Itasca, Allouez, Superior, West Superior and Duluth.

All south and west-bound trains will register at North Wisconsin Junction.

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

When registering, under head of remarks, state whether signals have or have not been carried; if carried, from and to what stations and for what train or engine. Conductors of trains and engineers of light engines must carefully check over all train registers and be sure that all trains having right to road over them, due within the previous twelve hours, have arrived and departed.

Passenger trains scheduled to pass registering stations without stopping, will reduce speed at those points, so conductor can throw off register card to operator, who will enter same in train register.

Conductors of the following trains will throw off register cards at the places designated, and operators will register for them:

East St. Paul: All passenger trains.

North Wisconsin Junction: Nos. 1, 3, 5, 7 and 63.

New Richmond: Nos. 17 and 18.

Superior Junction: Nos. 93 and 94.

Hawthorne: Nos. 64, 93 and 94.

Allouez: Nos. 61, 62, 63, 64, 93 and 94.

Rice Lake: 93 and 94.

3. Trains from branch lines must get a clearance card from operator before going on main line.

Caution approaching yards.

Altoona.

Yard limits Hudson.

Yard limits Stillwater.

Yard limits West Superior, Superior and Itasca.

Yard limits Chippewa Falls.

Approaching Ashland passenger station.

Protection of trains at stations and in yards.

Eau Claire stop board.

South Stillwater switch.

Switch engines working on time of passenger trains.

Railroad crossings and draw bridges.

4. All delayed regular trains and all special trains and engines must approach the yards at Elroy, Merrillan, Altoona, Eau Claire, Hudson, East St. Paul and Stillwater, expecting to find main track occupied. A clear block signal allowing trains to pass through those yards is not a signal that the main track is clear.

East-bound trains arriving at Altoona and going into freight yard must clear the Altoona time of west-bound trains ten (10) minutes at the cross-over.

Hudson yard extends from the yard limit board, three-quarters of a mile east of Hudson, to Hudson City and Lakeland Junction.

Stillwater yard extends from Stillwater station to South Stillwater.

Observe these limits and those marked by yard limit boards.

The yard limits of West Superior, Superior and Itasca will include all track between yard limit board south of Itasca and Omaha connection. Transfer crews and switching crews may use main tracks between these points, keeping entirely out of the way of all regular and flagged trains. Transfer and yard crews, when using main line between Itasca and Omaha connection, must flag against other crews working in same territory.

The yard limits of Chippewa Falls extend from the south switch to the switch leading to the old Chippewa Falls station. All freight and special trains will govern themselves accordingly.

C., St. P., M. & O. trains will run cautiously from Thirteenth avenue to Ashland passenger station, expecting to find C. & N. W. trains switching west of Ninth avenue.

Yard limit boards serve only to remind and caution engineers on approaching trains to bring train under control passing into and through yard limits. They are not intended to, and do not, relieve train or engine men in charge of trains standing at rest or working within yard limits from the exercise of care and prudence in the protection of their trains. Any train detained on the main line from any cause, whether immediately at a station or within yard limits, will, if the view is obstructed by curves, structures, thick weather or other cause, adopt the same means of protection demanded by the rules and good judgment, under any condition outside of yard limits.

All Northern District south-bound trains must come to a full stop at the stop board two hundred feet from the switch connecting with the main track of the Eastern District at Eau Claire, and will not proceed until the way is known to be clear. Conductors of freight and special trains and engineers of light engines must procure release from signalman before entering upon Eastern District east-bound main track. Semaphore north of Eau Claire will be used for protection of engines when using Northern District main track for switching purposes. Eastern District east-bound freight trains, special trains and engines must come to a full stop at the stop board two hundred feet from the cross-over switch used by Northern District trains when entering upon the east-bound main track and will not proceed until the way is known to be clear.

Trains going toward Stillwater on Stillwater line must approach the switch connecting with the South Stillwater line with trains under full control, and must run not to exceed six miles per hour between this switch and the switch leading to the engine house.

5. Switch engines working in any yard or at any station will not occupy the main track on the time of delayed passenger trains, without receiving special orders to do so, or being protected by a flagman with danger signals in accordance with the General Rules.

6. Trains and engines running in Wisconsin must come to a full stop before passing over any railroad crossing or drawbridge, and within four hundred feet of the same. In Minnesota the stop must be made not less than one hundred and sixty-

Registry of trains.

Registering by card.

Main line at Junctions.

five feet, nor more than nine hundred and ninety feet, from the crossing or drawbridge. This does not apply to railroad crossings which are protected by interlocking switches and signals.

Flag crossings. All trains will flag railroad crossings between Bridge Switch and Duluth.

Trains on railroad crossings. Conductors must see that no portion of a train is allowed to stand on crossings of other railroads.

Speed-interlocked crossings. The rate of speed between the distant signal and the crossing, and while passing over the crossing, must not exceed 20 miles per hour for passenger and 10 miles per hour for freight trains.

Trains on bridges. 7. Trains or parts of trains must not be allowed to stand on truss bridges when it is possible to avoid it.

Slow bridges. 8. Following named bridges require reduction in speed:
Eau Claire river: Use 21 seconds in crossing.
Chippewa river: Use 40 seconds in crossing.
Red Cedar River: Use 19 seconds in crossing.
Black river: Use 22 seconds in crossing.
Nemadji river: Do not exceed 8 miles per hour.
Bridge No. 17, Ellsworth line, 15 miles per hour.

Time between Wilson and Knapp. 9. East-bound passenger trains will use not less than ten (10) minutes in running from Wilson to Knapp; west-bound, five (5) minutes from North Wisconsin Junction to Hudson.

Stillwater Jct. and No. Wis. Jct. East-bound freight trains between Stillwater Junction and Lakeland Junction, and west-bound freight trains between North Wisconsin Junction and Hudson must not exceed speed of 20 miles per hour at any point.

Passenger trains reduce speed. 10. Passenger trains having the right to pass stations without stopping will reduce their speed so as to pass carefully facing point switches. Engineers will be held personally responsible for proper observance of this rule.

Blanks A and B. 11. At stations where freight trains do not stop, as indicated on the time table, they will run slow enough to enable the conductors and engineers to exchange blanks A and B with the operator during business hours, and will stop, if necessary, to do this.

Passing stations. 12. No freight train will start from or pass through a station without receiving "go ahead" signal from rear end of train. Freight brakemen must be on top of train at station whistling post, running through all stations and when train is being pushed by a helping engine. Approaching stations conductor himself must give signal, or instruct rear brakeman what signal to give. This must be taken and repeated back by head brakeman, then repeated to engineer.

Look out for telegraph signals. Conductors of all classes of trains, whether on time or otherwise, will keep a sharp lookout for telegraph signals at stations where there are telegraph offices.

Time tables of foreign lines. 13. Conductors and engineers running trains between Minneapolis and St. Paul must provide themselves with the current time table of the Great Northern Railway, and be governed by that company's rules and regulations.

Light cars in rear of freight trains. C., St. P., M. & O. Ry. trains running between Omaha connection and Bridge Switch will be governed by the rules and regulations of the Duluth & Superior Short Line Railway, and employees must supply themselves with copy of that company's time table.

Bad order cars. 14. Empty flat cars or flat cars with light loads, must be placed in rear of train next to caboose, whether air brake or not.

Refrigerator cars. 15. When bad order cars are hauled behind caboose, in addition to other coupling appliances, they must be chained to rear of caboose. Bad order cars must be hauled to repairing stations, when safe to do so, unless it will cause serious delay to time freight or stock, and all broken pieces must be taken with the cars.

Keeping away from switches. 16. When refrigerator cars are not in train for regular run in accordance with refrigerator schedule, conductor will notify Train Dispatcher at once, by telegraph.

17. When trains are at stations waiting the arrival of other trains to meet or pass, trainmen will

Handling switches. keep at least 15 feet from switches until train has passed, in order to avoid any chance of accident by throwing switch in front of approaching train.

Avoiding injury to passengers. 18. Trainmen or others, when handling switches, must look at the rails and know they are in proper position.

Air brake test. 19. When passenger trains are not stopped exactly where they should be at stations to take coal, water, or do other work, engineers must not move them until passengers have been discharged and taken on, and conductor signifies by proper signal that train can be moved.

Firemen putting in coal. 20. Engineers will test air brake on all trains by making a slight application at least 2 miles from all stopping or meeting points, railroad crossings, draw bridges or interlocking system of switches. The test should also be made at summit of heavy grades.

Use of whistle. 21. Engineers will not permit firemen to put coal on the fire going through stations, or around curves, where the clear view is on the fireman's side.

Keep informed of position and capacity of side tracks. 22. Engineers must abstain from the use of the whistle as a signal for starting the train, or for applying the brakes when approaching a station, except in case of absolute necessity. Too much sounding of the whistle impairs its value as a signal of danger.

Do not leave cars on passing track. 23. Conductors and engineers of freight trains must keep themselves informed of the position and capacity of side tracks at all stations and passing places, and will not run to any station to meet passenger trains unless they can get entirely out of the way.

Show train orders to brakeman and fireman. 24. At stations where there is more than one track, under no circumstances must cars be left on track used for passing trains.

Cars containing workmen. 25. Conductors will show their train orders to rear brakemen and engineers to firemen, and know that they are understood by them.

Showering hogs. 26. When engaged in work train service, it will not be permissible to push, in either direction, any equipment containing workmen or laborers. Conductors and their crews will see that men being transported are not allowed to stand up while cars are in motion. Conductors will also make certain that work trains with which they are engaged have sufficient air-brake cars in service and in working order to properly control trains.

27. Facilities for this purpose are provided at the following points:
E. St. Paul, Minn., Roberts, Wis., Knapp, Wis.,
Menomonee Jct., Wis., Eau Claire, Wis., Altoona Wis.,
Augusta, Wis., Fairchild, Wis., Merrillan, Wis.,
Camp Douglas, Wis., Elroy, Wis.

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

SPECIAL INSTRUCTIONS.

Mr. T. B. Seeley, Chief Train Dispatcher, will have charge of the movement of Trains by telegraph and distribution of cars. Headquarters, Eastern District, at St. Paul; Northern District, at Itasca.

Clocks showing standard time are located in train dispatcher's offices, St. Paul and Itasca, and in telegraph offices at Elroy and Altoona.

No. 126 has right to road over No. 127, No. 140 over No. 141, and No. 146 over No. 147 from South Stillwater Switch to Hudson.

No. 130 has right to road over No. 131, No. 132 over No. 133, No. 138 over No. 140, and No. 141 over No. 143.

No. 157 has right to road over No. 158 from South Stillwater Switch to Stillwater.

No. 158 has right to road over No. 159.

No. 164 has right to road over No. 163.

No. 170 has right to road over No. 169.

No. 270 has right to road over No. 269.

No. 23 has right to road over No. 24.

No. 1 will run ahead of Nos. 61 and 63, without orders, in case latter trains are late.

No. 93 will run ahead of No. 2 without orders, in case latter train is late.

No. 2 and 93 will approach Eau Claire expecting to find the other loading passengers and baggage on east-bound main track.

Nos. 5, 7 and 17 will run ahead of No. 63, without orders, in case latter is late.

No. 6 will take east passing track at Camp Douglas to meet No. 5.

No. 17 may run ahead of Nos. 7 and 63 without orders, in case latter trains are late.

No. 61 will run ahead of Nos. 5, 7 and 3 without orders, in case latter trains are late.

No. 63 will run ahead of No. 3 without orders, in case latter train is late.

Nos. 63 and 64, when meeting at Shell Lake, will pass each other slowly and with caution to avoid injury to passengers crossing tracks.

No. 92 may run ahead of No. 62 without orders, in case latter is late.

No. 93 will approach "Y" switch at Superior Jct., under control, expecting to find Ashland line train turning.

No. 73 may run ahead of No. 105 and No. 83 without orders, in case latter trains are late.

No. 79 will take siding when meeting east-bound freight trains at Rudd, Black River Falls, Hersey and Hammond.

No. 79 will pass No. 41 wherever overtaken east of the time table passing point.

No. 83 will take siding when meeting east-bound freight trains at Hersey and Baldwin.

Duluth, South Shore & Atlantic trains 117, 118, 119, 120, 121, 122, 123, 124 and 125 will have freight train rights.

No. 167 will run by switch and back in at Wedges Creek Jct. when meeting No. 170 there.

North-bound freights will take siding at Gordon for south-bound freights.

Ticket agents must not sell tickets to stations where trains do not stop.

No. 1 will stop at Lake Elmo to let off passengers from points east of Hudson.

No. 2 will stop at Rusk on signal for passengers ticketed to Chicago, Marshfield or east of there, and at Necedah Junction to let off passengers ticketed from points on Northern District.

No. 3 will stop at all stations to discharge passengers ticketed from C. & N-W. points.

No. 5 will stop at Augusta, Baldwin and Roberts to discharge passengers ticketed or holding joint mileage (not passes) from C. & N. W. Railway or beyond.

No. 6 will stop on signal at North Wisconsin Junction to pick up passengers from No. 63 for Eau Claire and points east thereof where No. 6 makes regular stops.

No. 6 will stop at Baldwin, Augusta and Black River Falls to discharge passengers ticketed from points on M. & I. Division or beyond.

No. 62 will wait at North Wisconsin Junction for No. 3 when the latter has passengers ticketed to New Richmond or points north of there.

No. 63 will leave Stillwater and Lake Elmo passengers, baggage, etc., at Hudson, to be sent forward on No. 1; but if No. 63 is following No. 1 they will stop at Stillwater Junction or Lake Elmo to discharge passengers and baggage.

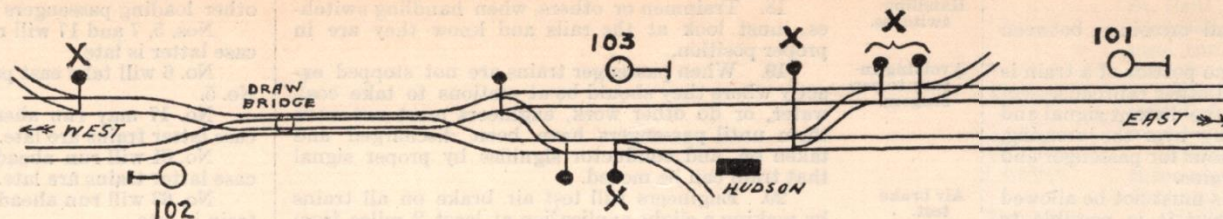
No. 63 will stop at North Wisconsin Junction to leave passengers for No. 6 for Eau Claire or for points where No. 6 stops east of Eau Claire.

Nos. 91 and 92 will stop on signal at Eagle Knob, about four miles north of Cable, and at Schneider Spur to take or leave passengers.

No. 93 will stop at Chetek and Cartwright on signal for passenger ticketed to Merrillan and points east of Merrillan where No. 2 stops, and will stop at Saronia to let off passengers ticketed from Sioux City or West of there.

The following freight trains will carry passengers when provided with permits:
Nos. 67 and 68, between Hudson and Spooner.
Nos. 69 and 70, between Spooner and Bayfield.
Nos. 108 and 104, between Eau Claire and Spooner.
No. 106, between Eau Claire and Spooner.
Nos. 107 and 108, between Spooner and Itasca.
Nos. 89 and 40, between Hustler and Fall Creek.
No. 41, between Eau Claire and Hudson.
No. 42, between Baldwin and Eau Claire.

ELECTRIC BLOCK SIGNAL SYSTEM AT HUDSON.



Signal No. 101, clear by day or green at night, permits west-bound trains to proceed to signal 103.

Signal No. 103, clear by day or green at night, permits west-bound trains to cross intervolved track.

Signal No. 102, clear by day or green at night, permits east-bound trains to cross intervolved tracks.

X shows location of indicators. These indicators disclose a small RED DISC when a train is in the block or preliminary section or when route is obstructed in any way and switch MUST NOT be opened until the indicator has gone to "CLEAR." If the indicator does not show a RED DISC after a switch is open, system is out of order. In such case, movements must be made "UNDER PROTECTION OF FLAG," and the trouble im-

mediately reported to repairman.

A RED DISC displayed in the high signal case by DAY or a RED LIGHT AT NIGHT indicates that the route is "NOT CLEAR" and is a signal to STOP. The ABSENCE of a signal light at night or an IMPROPERLY DISPLAYED signal must be considered and treated as a "STOP" SIGNAL.

Boards marked "PRELIMINARY SECTION" placed in advance of high signals show beginning of preliminary track circuits. Signals are normally at "STOP" position. When a train enters a preliminary section and route is CLEAR, signal governing that train will go to "CLEAR"; if route is not CLEAR when engine passes preliminary board, signal will remain at "STOP" position, in which case train must be

stopped before engine reaches the signal and will not proceed until signal CLEARS, or, should the system be out of order, until satisfactory notice is given that the route is CLEAR; after which, train will proceed under PROTECTION OF RED FLAG. Engineer having obtained a clear signal must pay strict attention to the same until he has passed it, as there may be conditions making it necessary to place CLEAR signals at STOP after he has entered preliminary section.

Engineers will report to the Train Dispatcher by wire from first telegraph station at which their trains stop, the number of any signal that is out of order or on which the light is not burning at night.

ELECTRIC BLOCK SIGNALS BETWEEN SUPERIOR AND WEST SUPERIOR.

Electric block signals have been placed north and south of the reverse curves at Central Park, between Superior and West Superior, which will show a white disc by day or a green light at night when the track between the two signals is clear, and will show a red disc by day or a red light at night when the track is occupied.

A train or engine approaching these signals and finding red displayed will stop before passing into the block and wait for white signal by day and green signal at night to be displayed or for the arrival of train or engine from opposite direction, taking all necessary precautions to prevent an accident, and on its arrival will arrange for one of the trains to back up to a siding where they will pass with as little delay as possible.

A train or engine approaching these signals and finding red displayed, may, after waiting a reasonable time, proceed, under protection of a competent flagman, until the track is known to be clear, and, if signals are found to be out of order, will notify the train dispatcher from the first telegraph office.

These signals have been put up merely as an extra safeguard at these curves, and do not, in any way, relieve train and engine men from full observance of all rules and instructions regarding the movements of trains and engines in that territory.

INTERVOLVED TRACK, EAU CLAIRE RIVER BRIDGE.

Trains using intervolved track across Eau Claire river bridge will be governed by the interlocking signals without regard to rules concerning classification and priority of right to road.

TRAIN ORDER SIGNAL AT NORTH WISCONSIN JUNCTION.

The train order signal at North Wisconsin Junction on Northern District track is for the exclusive use of trains BOUND NORTH.

TAKE NOTICE.

Every person who enters the service of the Chicago, St. Paul, Minneapolis & Omaha Railway Company is hereby cautioned that he is taking up an employment which is extremely hazardous, not only from its inherent dangers, but also from the acts and neglect of other employees, as well as from the use of trains, machinery and attachments which may prove defective.

No one will be received into or continued in the service of this company, in any capacity, except on the understanding and agreement, herein expressed, to which by taking or continuing employment, he assents:

FIRST—That he will vigilantly look out for his own safety, and will examine all cars or engines on which he is to ride, or to operate upon or with, and all tools and machinery or attachments to trains or machinery with or about which he is to work, so as to know for himself, as well as any officer or agent of the company can know, their safety and suitability.

SECOND—That he assumes all risks of injury to himself which are incident to the dangerous character of the work in which he is employed.

In all cases and under all circumstances he is permitted and enjoined by the railway company to take sufficient time and to use the necessary means for making the examination hereby directed.

There are necessary buildings and other structures close to the tracks, especially about the stations and yards, and all persons must at all times exercise great caution when climbing up or passing down the side ladders of freight cars, and be on constant guard when so riding on sides of cars, to avoid danger of being knocked off. Be careful that no portion of the body is thrown out from side of car so as to come in contact with structures or objects standing near the track or with other cars which may be standing or passing on parallel tracks.

Every conductor, foreman, yardmaster or other employe in authority, under whose immediate jurisdiction any person sustains bodily injury, will report all facts promptly to the agent at station soonest reached; said agent will immediately call the nearest company surgeon by wire, or messenger, and at the same time telegraph the General Claim Agent and Division Superintendent, and such messages must have preference over all other business. In event of sudden emergency, proper surgical aid should be called until the arrival of the company's regularly appointed surgeon, when the case should be placed in his charge, unless the injured person declines his services. Responsibility of the company for surgeons' bills may be assumed on authority of the General Claim Agent.

CONDUCTORS, STATION AGENTS, FOREMEN, ETC.

When injuries to persons occur, the required written reports must be made out on the blank provided, Form 763, as soon as possible after the injured person has been taken care of.

No board or nurse bills, or other expenses for care of the injured, are to be charged to the company (except bills for

necessary drugs and medicines ordered by the company's surgeons) without authority from the Division Superintendent or General Claim Agent.

Any person assuming such bills for the company to pay, without proper authority, will be held accountable for charges so incurred.

The company's regularly appointed surgeons have been selected with care, and should be called to attend persons injured, on or about the company's premises. The company, however, assumes no responsibility for surgeon's bills except upon special arrangement.

Bills for druggists' sundries must be rendered monthly.

See paragraphs 424, 425 and 426, pages 112 and 113, Book of Rules and Instructions, issued July, 1892.

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 a car. Take no chances:

Westminster St., St. Paul.
Edgerton St., St. Paul.
Payne Ave., St. Paul.
Walsh Ave., St. Paul.
Arcade St., St. Paul.
Forest St., St. Paul.
Burr St., St. Paul.
St. P. & Suburban Ry. crossing, Hazel Park.
St. Croix River draw bridge, Hudson.
Third St., Eau Claire.
Highway bridge, just north of Eau Claire.
Two highway bridges between Hersey and Wilson.
Second St., Stillwater (Oak Park).
Bridge No. 19, a River Falls.
Bridge No. 21, at River Falls.
Vine Ave., River Falls.
Cascade Ave., River Falls.
Highway bridge near Knapp, Stout & Co.'s mill Menomone Branch.
Bridge No. 5 over Red Cedar river, Menomone Branch.
Bridge 112, on Marshfield Branch.
Nemadji river bridge, one mile south of Superior.
Eastern Ry. of Minn. bridge in Rice's Point yard, Duluth.
Street Ry. bridge at end of Connor's Point switching track.
D., S. S. & A. Ry. bridge, one-half mile south of Rockmont.

Trainmen should be on the alert while switching on Peyton, Kimball & Barber's track which leads off from N. P. track opposite St. Paul and Western Coal Dock at Connor's Point, West Superior, as trolley wires of the Street Car Co. do not clear a man standing on a box car.

Derail switches are located at the following points:

EASTERN DISTRICT.

Warren.....	House track.....	Both ends.
Millston.....	Coal shed track.....	East end.
Black River Falls.....	House track.....	West end.
Fairchild.....	House track.....	East end.
Eau Claire.....	Oil house spur.....	East end.
Elk Mound.....	Loading track.....	Both ends.
Rusk.....	Loading track.....	Both ends.
Menomonie Jct.....	Loading track.....	Both ends.
Knapp.....	Coal track.....	East end.
Wilson Quarry.....	Quarry track.....	East end.
Wilson.....	New house track.....	East end.
Hersey.....	Loading track.....	Both ends.
Woodville.....	House track.....	East end.
Baldwin.....	House track.....	Both ends.
Hammond.....	House track.....	Both ends.
Roberts.....	House track.....	West end.
Lake Elmo.....	Siding.....	West end.
Hazel Park.....	Siding to North St. Paul.....	West end.
“ “ “ “ “ “	Storage track.....	West end.
Westminster St.(just West of bridge)	Minneapolis lead.....	West end.
“ “ “ “ “ “	Western Division transfer.....	West end.
Prescott Road.....	Passing track.....	West end.
Glover.....	Passing track.....	West end.
Beldenville.....	Severence loading track.....	East end.
“ “ “ “ “ “	Middle track.....	West end.
Yolo.....	Sidetrack.....	West end.

NORTHERN DISTRICT.

New Richmond	Alliance elevator track	South end
Clear Lake	House track	South end
Clayton	Coal shed track	South end
Cumberland	Storage track	South end
Granite Lake	Storage track	South end
Crocker Spur		South end
Hayward	Elevator track	North end
Cable	Storage track	South end
Sweden	Spur track	South end
Mason	Mill track	South end
Benoit	Storage track	North end
Dauby	Storage track	North end
Ashland Jct.	Storage track	North end
Nash	Storage track	North end
Washburn	Track No. 3	North end
"	Bigelow spur	South end
Sioux River	Storage track	North end
Chippewa Falls	Hill track	South end
Bloomer	House track	Each end
Cartwright	Storage track	South end
Rice Lake	Hub and spoke track	South end
"	House track	South end
Haugen		South end
Sarona	Old Bashaw track	North end
Huser Spur		South end
Minong		North end
Gordon	House track	North end
Solon Springs	Storage track	South end
Hawthorne	H. N. & S. connection	North end

Derail switches must always be locked to derail when not in use. Conductor finding derail switches unlocked or closed will report same by wire to superintendent.

LIST OF SURGEONS.

ARCHIBALD MACLAREN, M. D., Chief Surgeon	{ Office, Lowry Arcade, St. Paul, Minn. Residence, 412 Holly Ave.
Telephone, Office, Main 1644; House, Dale 246-J.	
H. P. RITCHIE, M. D., Asst. to Chief Surgeon	{ Office, Lowry Arcade, St. Paul, Minn. Telephone, Office, Main 1644. House, Dale 162.
DR. JOHN F. FULTON, Oculist and Aurist	Lowry Arcade, St. Paul, Minn.

LOCAL SURGEONS.

Minneapolis.....	F. A. Dunsmoor, M. D.	Clear Lake.....	G. W. Balkcom, M. D.
Stillwater.....	Burt. J. Merrill, M. D.	Cumberland.....	.....
Hudson.....	C. F. King, M. D.	Spooner.....	J. P. Cox, M. D.
Hammond.....	E. L. Boothby, M. D.	Hayward.....	J. B. Trowbridge, M. D.
Woodville.....	B. G. Stockman, M. D.	Ashland.....	G. W. Harrison, M. D.
Wilson.....	S. L. Pickett, M. D.	Washburn.....	T. R. Spears, M. D.
Menomoneie.....	H. M. Read, M. D.	Bayfield.....	H. Hannum, M. D.
Augusta.....	E. H. Winter, M. D.	Eau Claire.....	E. S. Hayes, M. D.
Black River Falls.....	H. B. Cole, M. D.	Eau Claire.....	D. W. Day, M. D.
Warren.....	J. C. Baker, M. D.	Chippewa Falls.....	J. D. McRae, M. D.
Elroy.....	C. S. Smith, M. D.	Rice Lake.....	O. M. Sattre, M. D.
Ellsworth.....	D. W. Woodworth, M. D.	Itasca.....	H. J. O'Brien, M. D.
Mondovi.....	Simon Miller, M. D.	West Superior.....	J. C. Adams, M. D.
Marshfield.....	H. A. Lathrop, M. D.	Duluth.....	C. F. McComb, M. D.
New Richmond.....	F. W. Epley, M. D.		

RATING OF ENGINES IN TONS.

EASTERN DISTRICT.	16 x 24	17 x 24		18 x 24	18 x 24	19 x 24	19 x 24	19 x 24	19 x 26	20 x 26
	Four D.	56 in.	52 in.	Four D.	Six D.	Six D. 60 in. W.	Six D. 52 in. W.	Six D. 279 Class.		
St. Paul to Hudson.....	680	760	875	1125	1250	1350	1450	1475
Hudson to Knapp.....	500	625	725	850	1000	1100	1125
Knapp to Altoona.....	700	815	1125	1250	1400	1500	1575
Altoona to Elroy.....	550	725	800	900	1025	1100	1150
Elroy to Altoona.....	550	725	800	900	1025	1100	1150
Altoona to Hudson.....	600	765	810	925	1025	1125	1175
Hudson to St. Paul.....	650	740	850	930	1150	1250	1400	1450
Merrillan to Marshfield.....	470	525	625	670	760	.....	.....	.....
Marshfield to Merrillan.....	500	575	700	750	850	.....	.....	.....
Fairchild to Mondovi.....	600	625	670	.....	.....	.....	.....	.....	.....	.....
Mondovi to Fairchild.....	600	625	670	.....	.....	.....	.....	.....	.....	.....
Hudson to Ellsworth.....	300	.....	.....	.....	.....	.....	.....
Ellsworth to River Falls.....	400	.....	.....	.....	.....	.....	.....
River Falls to Hudson.....	560	.....	.....	.....	.....	.....	.....

NOTE.—Above ratings include helper out of East St. Paul, out of Hudson in both directions, and from Knapp to Hersey.

NORTHERN DISTRICT.	17 x 24	18 x 24	18 x 24 10-Wheel	19 x 24 188 Class	19 x 24 279 Class	19 x 26	20 x 26
*Hudson to Deer Park.....	540	610	680	910	1,000	1,020	1,120
Deer Park to Spooner.....	510	590	640	860	935	955	1,040
Spooner to Hawthorne.....	540	620	670	890	970	990	1,080
Hawthorne to Itasca.....	805	910	1,010	1,350	1,475	1,505	1,650
Itasca to Hawthorne.....	400	450	510	685	745	760	830
Hawthorne to Superior Jct....	800	890	965	1,270	1,425	1,445	1,550
Superior Junction to Spooner..	1,000	1,100	1,200	1,500	1,635	1,670	1,850
Spooner to Barronett.....	500	560	620	850	910	925	975
*Barronett to Hudson.....	800	890	965	1,270	1,425	1,445	1,550
Eau Claire to Bloomer.....	375	425	475	650	710	725	790
Bloomer to Spooner.....	550	590	660	950	1,035	1,055	1,150
Spooner to Ashland Junction...	630	710	790	1,100	1,200	1,225	1,325
Ashland Jct. to Washburn.....	1,000	1,100	1,200	1,500	1,635	1,670	1,820
Ashland Junction to Cable...	470	540	600	775	845	865	940
Spooner to Haugen.....	550	630	700	935	1,020	1,040	1,125
Haugen to Eau Claire (double Chippewa Hill).....	800	1,000	1,075	1,350	1,470	1,500	1,635

*For rating between Hudson and St. Paul see rating of Eastern District

19x24-inch engine with 49 $\frac{1}{4}$ -inch drivers, except engine No. 247, will pull 35 tons more than the 188 class.

Above rating does not include engine nor caboose.

The train dispatcher will determine rate to be handled, according to the weather conditions. When engines are pronounced incapable of pulling their allowed rating, written explanation from engineer will be secured and transmitted by wire to Chief Dispatcher.

In making out way-bills, agents will insert the **gross weight in tons** (car and contents) of each carload shipment on the way-bill. Do not show fractions of tons; less than 1,000 pounds to be dropped; 1,000 pounds or over to be counted one ton.

When moving company material, such as bridge outfit, scrap, ties, etc., under special instructions without way-bills, conductors and agents will make careful estimate of the weight of contents.

Conductors and engineers will not refuse to take the assigned tonnage in their trains, but will use their best efforts to handle it. Should engineers think that the capacity of their engines is

will use their best effort to handle it. Should engineers think that the capacity of their engines is overestimated, their proper course is to report the matter to the Master Mechanic, for such action as he may think necessary.

Engines unable to haul the above trains on account of poor condition will be bulletined in the various yards and round-houses, stating what reduction will be made for their trains.

Yardmasters will at all times make up trains in accordance with the above instructions.

Average weights of empty cars will be estimated as follows when not marked:

Box cars, 28-foot.....11	tons	Stock, special.....18	tons	Standard engine and tank.....70	tons
Box cars, 33-foot.....12	"	Stock, double deck.....16	"	Engine tank (empty).....25	"
Box cars, 34-foot.....13	"	Stock, stable.....18	"	Mail.....24	"
Box cars, 36-foot.....15	"	Stock (dirty).....2 tons extra.		Baggage.....32	"
Flats.....11	"	Refrigerators.....20	tons	Coaches, 8-wheel.....32	"
Coal.....13	"	Caboose.....17	"	Coaches, 12-wheel.....34	"
Furniture, 38 to 40 ft. 15	"	Oil tanks.....15	"	Dining cars.....39	"
Furniture, 40 to 50 ft. 18	"	Derrick cars, complete.....25	"	Sleeping cars.....50	"
Stock, common.....13	"	Mogul engine and tank.....80	"		