

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
	315.2

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
	333.1
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.

STATIONS.	FREIGHT TRAINS.							PASSENGER TRAINS.										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	Telegraph Stations.			
	Time Freight. Daily.	Time Freight. Daily.	Log Train Ex. Sun.	Way Freight. Ex. Sun.	Way Freight. Ex. Sun.	Through Freight. Daily.		Twilight 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 9.00	PM 8.45		AM 5.45	AM 5.00	AM 3.00		4.25	8.50	5.00	10.10		11.10	8.30	6.05	8.30	N	ST. PAUL..... 2.0	0.0	1560
EAST ST. PAUL..... 1.2								† 4.31	† 8.58	5.08	† 10.16		† 11.16	† 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.. 1.8	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.. 1.8	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	7.8	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.... 3.0	9.43	9.28		6.40	5.45	3.50		1 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	PM	7.00	5.57	4.00		† 4.55	† 9.45	† 5.42	† 10.47		† 11.42	† 9.10	† 6.45	† 9.02		LAKELAND JCT..... 0.5	18.7	1550
HUDSON..... 3.0	10.00	9.45	6.00	7.35	6.30	4.15		5.00	9.50	5.45	10.50	AM 6.20	11.45	9.16	6.50	9.08	N	HUDSON.....W 3.0	19.2	1548
NORTH WIS. JCT.... 3.4	10.15	10.00	6.15	8.00	6.45	4.30		† 5.10	10.00	AM	AM	6.27	* 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..... 3.4	11.05			{ 9.33		5.55							12.25	† 9.55	7.38	9.48	N	BALDWIN..... 3.4	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..... 4.9	49.4	1540
KNAPP..... 4.8	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..... 4.7	12.40			1.30	No. 103	8.37	No. 105	No. 93	No. 91				* 1.14	† 10.43	† 8.42	* 10.46	D	RUSK..... 4.7	67.5	1534
ELK MOUND..... 6.8	12.58			2.15	Way Freight. Ex. Sun.	9.05	Through Freight. Ex. Mon.	Fast Mail. Ex. Sun.	Duluth Passenger. Ex. Sun.				* 1.27	† 10.56	8.57	11.00	N	ELK MOUND.....W 6.8	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..... 3.3	1.25			3.15	6.15	9.45	AM	PM	PM				1.47	11.15	9.20	11.25	N	EAU CLAIRE.....W 3.3	86.2	1530
ALTOONA..... 1.45	AM			3.30	6.35	10.00	6.00	9.45	4.05				1.55	11.27	9.35	11.35	N	ALTOONA.....W 1.45	89.5	1528
	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.	Ex. Mon.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Daily.	Daily.	Daily.	Daily.				

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. Daily.	Mail and Express only. Daily.	Pacific Express. Daily.	Badger State. Daily.	New Richmond Passenger. Ex. Sun.	Ellsworth Passenger. Ex. Sun.	Ellsworth Passenger. Ex. Sun.	Duluth Express. Ex. Sun.	Twilight Limited. Daily.		Log Train. Ex. Mon.	Time Freight. Daily.	Way Freight. Ex. Sun.	Time Freight. Daily.	Way Freight. Ex. Sun.	Time Freight. Daily.		
D	W.... MINNEAPOLIS..... 10.4	204.9	A M 8.00	A M 9.05	AM 11.45	PM 10.45	PM 5.20	PM 10.30	MINNEAPOLIS..... 10.4
N ST. PAUL..... 2.0	194.5	7.25	8.30	11.15	10.15	AM 8.50	PM 4.17	4.45	9.59	AM 6.25	PM 2.50	PM 1.00	PM 3.15	AM 3.00 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	6.10	2.45	12.50	3.10	2.55 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	6.02	2.40	12.45	3.05	2.48 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	.....	.....	.....	5.59	2.38	12.42	3.03	2.45	.... HAZEL PARK..... 0.9
N	.... HARVESTER WORKS.....	189.0	† 7.02	† 8.15	† 10.50	† 9.59	.....	† 8.32	† 4.05	† 4.27	† 9.43	.....	.....	.....	.....	.....	.....	.....	.... HARVESTER WORKS.....
.... MIDVALE..... 1.4	187.2	† 6.58	† 8.12	† 10.48	† 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.....	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.....
.... LAKELAND JCT..... 0.5	175.8	† 6.30	† 7.48	† 10.17	† 9.32	.....	A M 7.55	† 8.04	† 3.35	† 4.00	† 9.17	.....	.....	AM 5.10	1.40	11.53	2.05	1.50	.... LAKELAND JCT..... 0.5
N	W.... HUDSON..... 3.0	175.3	6.27	7.46	10.15	9.30	AM	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.....	172.3	† 6.20	† 7.36	* 10.05	* 9.20	AM	7.46	3.50	† 9.10	PM	3.25	4.55	1.15	11.38	1.30	1.30 NORTH WIS. JCT.....
.... 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.....	155.2	† 5.55	† 7.10	9.33	8.44	.....	.....	.....	.....	.....	.....	.....	.....	11.50	10.55	.....	12.25	.... BALDWIN.....
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.....	140.8	† 5.30	† 6.42	9.00	8.14	.....	.....	.....	.....	.....	.....	.....	10.18	10.18	.....	11.05	.... KNAPP.....	
.... 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.....	127.0	† 5.10	† 6.22	* 8.37	* 7.43	.....	.....	.....	.....	.....	.....	.....	No. 104	No. 106	.....	7.25	9.25	.... RUSK.....
N	W.... ELK MOUND..... 6.8	119.3	† 4.58	† 6.12	8.24	7.31	.....	.....	.....	.....	.....	.....	.....	Way Freight.	Time Freight.	.....	6.55	9.05	.... ELK MOUND..... 6.8
NN	.... TRUAX..... 2.7	113.0	† 4.49	† 6.03	† 8.14	* 7.20	.....	.....	.....	.....	.....	.....	.....	Ex. Sun.	Ex. Sat.	.....	* 6.35	8.45	.... TRUAX..... 2.7
.... WEST EAU CLAIRE..... 2.0	110.8	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	A M 5.45	A M 5.30	A M 9.10	.....	6.27	.... WEST EAU CLAIRE..... 2.0
N	W.... EAU CLAIRE..... 3.8	108.8	4.40	5.55	† 8.05	7.10	.....	.....	.....	.....	.....	.....	.....	7.20	7.45	.....	6.20	8.30	.... EAU CLAIRE..... 3.8
N	W.... ALTOONA.....	105.0	4.30	.....	7.35	6.55	.....	.....	.....	.....	.....	.....	.....	† 5.37	5.20	9.00	.....	7.00	.... ALTOONA.....
			Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sun.	Ex. Sat.	Daily.	Ex. Sun.	Daily.		

Time Table No. 7.

BETWEEN ALTOONA AND ELROY.

EASTERN DISTRICT.

TRAINS GOING EAST

STATIONS

		STATIONS.			
		Telegraph Stations.	Distances from St. Paul.	Distances from Elroy.	Station Numbers.
10					
atic					
ess.					
y.					
M					
55	N	89.5	ALTOONA.....W	105.0	1528
12	N	98.2	8.7 FALL CREEK.....	96.8	1526
22	...	108.6	5.4 ROSEDALE.....	90.9	1525
30	N	108.3	4.7 AUGUSTA.....W	86.2	1524
38	...	112.8	4.5 KEMPTON.....	81.7	1523
47	N	117.5	4.7 FAIRCHILD.....W	77.0	1522
58	N	124.4	6.9 HUMBIRD.....	70.1	1521
10	N	130.2	5.8 MERRILLAN.....W	64.8	1518
23	D	135.9	5.7 WRIGHT.....	58.6	1517
35	N	141.9	6.0 BLACK RIVER FALLS ..W	52.6	1515
45	N	147.0	5.1 SHEPPARD.....	47.5	1514
02	N	154.2	7.2 MILLSTON.....W	40.8	1512
10	...	158.0	3.8 RUDD.....	36.5	1511
21	N	162.4	4.4 WARREN.....	32.1	1510
40	N	169.4	7.0 VALLEY JCT.....W	25.1	1508
47	D	172.0	2.6 NECEDAH JCT.....	22.5	1507
56	NN	175.2	3.2 STOWELL.....	19.8	1506
12	N	181.1	5.9 CAMP DOUGLAS.....W	13.4	1504
20	D	184.0	2.9 HUSTLER.....	10.5	1503
30	N	188.2	4.2 TUNNEL SIDE TRACK.....	6.8	1502
45	N	193.8	5.6 ELROY YARD.....	0.7	.....
50	N	194.5	0.7 ELROY.....W	0.0	1500
ly.					
Div.					
10.					
Div.					
510.					
25	M	398.9	CHICAGO.....	.....	.....

TRAINS GOING WEST.

PASSENGER TRAINS.				FREIGHT TRAINS.			
No. 5	No. 9	No. 3	No. 1	No. 79	No. 39	No. 169	No. 83
North-West'n Limited.	Duluth Fast Mail.	Pacific Express.	Badger State.	Time Freight.	Way Freight.	Marsh-field Freight.	Time Freight.
Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sun.	Ex. Sun.	Daily.
A M	A M	A M	P M	A M	P M	P M	P M
4.30	† 5.37	7.35	6.55	7.15	2.55	5.30	6.10
4.17	† 5.24	7.20	6.39	6.47	2.20	5.00	5.45
4.09	† 5.16	† 7.10	† 6.28	6.30	* 2.00	4.42	5.30
4.03	† 5.10	7.03	6.22	6.15	1.20	4.27	5.17
3.57	† 5.03	† 6.55	† 6.12	6.00	* 12.50	4.12	5.06
3.50	† 4.57	6.48	6.04	5.45	12.25	3.57	4.53
3.40	† 4.46	6.35	* 5.49	5.25	11.20	3.35	4.33
3.32	4.37	6.24	5.39	5.10	10.45	3.15 P M	4.18
3.23	† 4.23	16.10	† 5.27	4.58	* 9.30	.....	4.00
3.14	† 4.15	5.58	5.17	4.45	8.50	.....	3.44
3.07	† 4.10	† 5.48	5.07	4.30	* 8.35	.....	3.30
2.57	† 4.02	5.33	4.56	4.02	8.10	.....	3.11
2.50	† 3.56	† 5.27	* 4.48	3.40	7.55	.....	3.01
2.43	† 3.49	* 5.19	* 4.42	3.30	7.40	.....	2.50
2.35	† 3.39	5.06	4.30	3.10	7.10	.....	2.30
2.30	† 3.35	5.01	* 4.25	3.03	7.00	.....	2.22
2.25	† 3.30	4.56	† 4.20	2.57	* 6.50	.....	2.12
2.15	3.20	4.44	4.10	2.45	6.30	.....	1.45
2.08	† 3.14	† 4.38	* 4.04	2.40	6.20	.....	1.35
2.00	† 3.09	† 4.30	† 3.55	2.30	* 6.05	.....	1.20
1.51	† 3.01	† 4.21	† 3.46	2.00 A M	5.45 A M	.....	1.00 P M
1.50 A M	3.00 A M	4.20 A M	3.45 P M	.....	.....	.....	.....
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.
6.30 P M	10.00 P M	10.15 P M	9.00 A M	.....	.....	.....	.....

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	
STILLWATER.....W 1.0	SOUTH STILLWATER SWITCH..... 2.3	1552	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 JCT.....		1551	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	
			6.45	8.00	8.23	9.10	9.45	10.50	4.15	5.15	5.55	7.12	9.10	9.45	11.40	5.58	8.27	
			A M	A M	8.18	9.05	9.40	10.45	4.10	5.50	5.50	9.05	9.40	11.35		5.50	A M	

BETWEEN STILLWATER AND STILLWATER JCT.—GOING WEST.

STATIONS.		Distances from Stillwater.	Telegraph Stations.	PASSENGER TRAINS.														FREIGHT TRAINS.	
				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 1.0	SOUTH STILLWATER SWITCH.. 2.3	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		
STILLWATER JCT.....		1.0	..	6.09	8.01	8.48	9.23	10.16	3.38	4.33	5.38	6.21	8.53	9.28	11.23	5.34	9.00		
		8.3	N	.....	8.08	8.55	9.30	10.23	3.45	.....	5.45	.....	9.00	9.35	11.30	5.40	.....	

MENOMONIE LINE.

FREIGHT		TRAINS GOING NORTH.								TRAINS GOING SOUTH.								FREIGHT				
		PASSENGER TRAINS.								PASSENGER TRAINS.								FREIGHT				
No. 222	No. 216	No. 214	No. 212	No. 210	No. 208	No. 206	No. 204	No. 202	STATIONS.	Station Numbers.	STATIONS.	Station Numbers.	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.	Connects with No. 10 Daily.	Connects with No. 5 Daily.	Connects with No. 7 Daily.	Connects with No. 3 Daily.	Connects with No. 10 Daily.	Connects with No. 6 Daily.	Connects with No. 4 Daily.	Connects with No. 1 Daily.	Connects with No. 2 Daily.	Connects with No. 8 Daily.	Ex. Sun.			
AM 7.10	PM 10.12	PM 8.10	PM 7.30	AM 10.12	AM 8.20	AM 6.15	AM 4.55	AM 12.45	N	MENOMONIE CITY.....	8.0	1586	A M 1.20	A M 5.35	A M 6.47	A M 9.07	AM 10.55	PM 8.10	PM 8.50	AM 10.55	8.15
7.30 AM	10.32 PM	8.25 PM	7.50 AM	10.32 AM	8.40 AM	6.30 AM	5.10 AM	1.03 AM	N	MENOMONIE JCT.....	W	1535	1.06 AM	5.20 AM	6.32 AM	8.47 AM	10.40 AM	7.55 PM	8.35 PM	10.40 PM	8.00 AM
Ex. Sun.	Daily.					Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sun.								

STATIONS.	Distances from South Stillwater Switch.	Station Numbers.	PASSENGER TRAINS.										FREIGHT TRAINS.			
			No. 126	No. 16	No. 140	No. 28	No. 146	Connects with No. 5. Daily.	Ellsworth Passenger. Ex. Sun.	Connects with No. 64. Daily.	Ellsworth Passenger. Ex. Sun.	Connects with No. 2. Daily.	AM	PM	AM	PM
			AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	9.00	9.05	9.16	Way Freight. Ex. Sun.
S. STILLWATER SWITCH	0.0	.....	AM 6.09	.....	PM 4.33	.....	PM 6.21									No. 158
.. SOUTH STILLWATER	1.6	1558														
.... LAKELAND JCT.	2.9	1550	6.18	.....	AM 4.42	.....	PM 6.32									
W. HUDSON	0.5	1548	6.20	AM 10.50	4.45	5.45	6.35									
.... HUDSON (CITY)	0.8	1575		10.53	.....	5.47	.....									9.40
.... PRESCOTT ROAD	2.5	1576		*10.58	.....	*5.52	.....									10.15
.... GLOVER	3.8	1577		*11.05	.....	*6.00	.....									10.27
W. RIVER FALLS	5.1	1578		11.18	.....	6.10	.....									10.43
.... SEVERANCE SIDING	7.8															
.... BELDENVILLE	1.1	24.5														
W. ELLSWORTH	4.1	1580		11.40	.....	6.32	.....									12.25
	29.7	1581		11.55	AM	6.45	PM									12.55
			Daily.	Ex. Sun.	Daily.	Ex. Sun.	Daily.									PM
																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	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.	AM	PM	AM	PM
			AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	AM	PM	8.27	8.22	8.10	Way Freight. Ex. Sun.
S. STILLWATER SWITCH	29.7	..	AM 6.45	AM 8.00	.....	.....	PM 5.15	PM 7.12										No. 157
.. SOUTH STILLWATER	1.6	28.1	.....	* 7.57	.....	.....												No. 159
.... LAKELAND JCT.	2.9	25.2	..	6.37	7.52	AM	PM	5.07	7.03									
W. HUDSON	0.5	24.7	N	6.35	AM 7.50	AM	8.00	3.33	5.05	PM 7.00	PM	.....	.....			
.... HUDSON (CITY)	0.8	23.9	..	.....	.....		7.56	3.30	.....	.....								8.05
.... PRESCOTT ROAD	2.5	21.4	..	.....	.....		* 7.49	* 3.23	.....	.....								4.10
.... GLOVER	3.8	18.1	..	.....	.....		* 7.42	* 3.16	.....	.....								4.05
W. RIVER FALLS	5.1	13.0	D	.....	.....		7.32	3.05	.....	.....								3.52
.... SEVERANCE SIDING	7.8	5.2	..	.....	.....													3.40
.... BELDENVILLE	1.1	4.1	D	.....	.....		* 7.13	2.45	.....	.....								2.20
W. ELLSWORTH	4.1	0.0	D	.....	.....		7.05	2.35	.....	.....								2.00
				Ex. Sun.	Sun Only	Ex. Sun.	Ex. Sun.	Daily.	Daily.									PM
																		Ex. Sun.

EASTERN DISTRICT.

MARSHFIELD LINE.

Time Table No. 7.

TRAIN GOING EAST.

FREIGHT.

PASSENGER.

No. 168 No. 170 No. 166 No. 164 No. 162

Ex. Sun. Ex. Sun. Daily. Ex. Sun. Daily.

PM 1.15 AM 9.50 11.20 1.05 6.55

* 1.30 10.03 11.33 1.16 7.06

* 1.40 10.10 11.40 * 1.22 * 7.11

.....

* 1.55 10.22 11.53 * 1.31 * 7.21

2.20 10.30 12.00 1.37 7.29

* 2.35 10.45 12.11 * 1.47 * 7.41

2.41 10.50 * 12.16 1.51 7.46

.....

3.05 11.21 * 12.31 2.04 8.00

* 3.15 11.27 12.35 * 2.07 * 8.04

.....

3.50 PM 11.59 AM 12.55 AM 2.23 PM 8.25 AM

Ex. Sun. Ex. Sun. Daily. Ex. Sun. Daily.

Telegraph Stations,
Distances from
Merrillan.

STATIONS.

Distances from
Marshfield.

Station Numbers.

TRAIN GOING WEST.

PASSENGER.

FREIGHT.

No. 165 No. 161 No. 163 No. 167 No. 169

Daily. Daily. Ex. Sun. Ex. Sun. Ex. Sun.

AM 4.22 PM 12.30 PM 5.30 AM 9.50 PM 3.00

32.8 1587 † 4.11 † 12.18 † 5.18 * 9.28 2.44

2.8

30.0 1588 † 4.06 * 12.13 * 5.12 * 9.20 2.38

0.2

29.8

4.7

25.1 1589 † 3.57 * 12.01 * 5.00 * 9.05 2.26

2.5

.....

5.8

22.6 1590 3.52 11.54 4.55 8.57 2.20

.....

17.8 1592 † 3.43 * 11.42 * 4.43 * 8.22 1.57

1.9

.....

2.8

15.4 1593 * 3.39 11.37 4.38 8.17 1.51

.....

2.0

12.6

.....

27.2 10.6

.....

1.2

9.4 1595 * 3.25 11.21 4.23 8.00 1.23

1.4

8.0 1596 † 3.22 * 11.18 * 4.20 * 7.35 1.20

2.7

.....

5.3 1597

.....

5.3

.....

0.0 1599 3.07 AM 11.00 AM 4.00 7.15 PM 1.00

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EASTERN DISTRICT.

MONDOVI LINE.

TRAIN GOING EAST.

PASSENGER.

No. 272 No. 270

Ex. Sun. Ex. Sun.

Telegraph Stations,
Distances from
Mondovi.

STATIONS.

Distances from
Fairchild.

Station Numbers.

TRAIN GOING WEST.

PASSENGER.

No. 269 No. 271

Ex. Sun. Ex. Sun.

Ex. Sun. Ex. Sun.

Ex. Sun. Ex. Sun.

Time Table No. 7

BETWEEN NORTH WISCONSIN JCT. AND DULUTH—GOING SOUTH.

NORTHERN DISTRICT.

FREIGHT TRAINS

				No. 105	No. 69	No. 73	No. 75	No. 107	No. 67	Telegraph Stations.	STATIONS.	Distances from Duluth.	Station Num.	No. 93	No. 63	No. 61	No. 91	No. 17			
														Chicago Fast Mail.	Twilight Limited.	Duluth Express.	Ashland and Eau Claire Passenger.	New Richmond Passenger.			
				Time Freight	Way Freight	Time Freight	Log Train	Way Freight.	Way Freight.						Daily.	Daily.	Ex. Sunday.	Ex. Sunday.			
				Ex. Sunday	Ex. Sunday	Daily.	Ex. Monday.	Ex. Sunday.	Ex Sunday.												
						A M				PM											
						6.25				3.15											
						A M	A M			PM								A. M.			
						4.55	3.25			1.30								7.46			
						4.43	3.10			1.05								7.39			
						4.30	2.50			12.30								7.30			
						4.15	2.28			12.05								7.20			
						4.00	2.08	*	*	11.25								A. M.			
						3.50	1.51			11.00											
						3.25	1.16			10.00											
						3.05	12.52			*	9.25										
						2.58	12.45				9.20										
						2.45	12.30				9.05										
										12.15	*	8.40									
											*	8.23									
						2.25	12.01				{ 8.00										
						2.00	11.35				{ 7.30										
										1.42	*	6.55									
											*	6.55									
										1.35	11.05										
											6.50	N	BARRETT	8.8	7.25	1.26					
											1.00	10.25									
												6.15	N	SHELL LAKE W	5.9	7.08	1.09				
											12.15	9.55									
												5.45	N	SPOONER	5.4	6.54	12.55				
						PM	PM			AM	AM				PM		PM				
						11.05	4.55	11.30	9.35	11.30		N	SPOONER	6.4	7.20	6.54	12.35	12.20			
						10.45	4.20	11.10	9.15	11:00		N	SUPERIOR JCT. W	11.2	7.08	6.42	12.20	12.05			
						PM	PM	10.38	8.41	*	10.20		LAKESIDE	3.8	6.52	6.21	*	11.55			
											10.28	*	10.00		5.58	6.46	6.17	*	11.47		
											10.10	8.15	*	9.35		5.2	6.38	6.10	*	11.35	
												9.54	7.30	9.18		45.4	6.30	6.03	11.23		
												9.36	6.50	8.30		37.8	6.17	5.51	11.05		
												9.32	6.45	*	8.10		35.9	6.15	5.48	11.02	
												9.12	6.06	*	7.45		30.0	6.06	5.38	10.47	
													8.54	5.33	{ 6.30		26.6	6.01	5.33	10.40	
No. 125	No. 123	No. 121	No. 119	No. 117																	
D. S. S. & A. No. 68. Sunday Only.	D. S. S. & A. No. 8. Sunday Only.	D. S. S. & A. No. 64. Ex. Saturday and Sunday.	D. S. S. & A. No. 62. Ex. Sunday.	D. S. S. & A. No. 6.																	
A M	P M	P M	A M	A M																	
8.45	7.35	2.45	10.05	8.51																	
8.35	7.27	2.35	9.55	8.45																	
A M	P M	P M	A M	A M																	
Sunday Only.	Daily.	Ex. Saturday and Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.	Daily.	Daily.	Daily.	Daily.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.			

NORTHERN DISTRICT.

BETWEEN NORTH WISCONSIN JCT. AND DULUTH—GOING NORTH.

Time Table No. 7.

PASSENGER TRAINS					FREIGHT TRAINS															
No. 18	No. 94	No. 62	No. 92	No. 64	STATIONS.			Distances from North Wis. Jct.	Station Numbers.	No. 68	No. 70	No. 108	No. 76	No. 74	No. 106					
New Richmond Passenger. Ex. Sunday.	Superior Duluth Fast Mail. Daily.	Duluth Express.	Ashland and Eau Claire Passenger. Ex. Sunday.	Twilight Limited. Daily.	Telegraph Stations.					Way Freight. Ex. Sunday.	Way Freight. Ex. Sunday.	Way Freight. Ex. Sunday.	Log Train. Ex. Sunday.	Time Freight. Daily.	Time Freight. Ex. Sunday.					
						AM 8.10	PM 4.00			MINNEAPOLIS.....	82.6 1564									
						8.50	4.25			ST. PAUL.....	22.2 1560	AM				PM				
						8.58	4.31			EAST ST. PAUL.....	20.2 1559	5.00			8.45					
AM 6.27						AM 10.10	PM 5.10	N	NORTH WIS. JCT. 2.8	0.0 1547	AM 6.45				PM 6.15	10.00				
6.33						10.17	5.14	D	BURKHARDT 5.0	2.8 1600	6.55				6.22	10.06				
6.43						10.27	5.23	D	BOARDMAN 5.5	7.8 1602	7.30				6.37	10.17				
6.55 AM						10.41	5.33	N	NEW RICHMOND W 4.7	13.3 1604	{ 7.45 8.30				6.50	10.29				
						* 10.51	5.42		STANTON 4.0	18.0 1605	* 8.50				7.05	10.41				
						11.00	5.48	D	DEER PARK 8.8	22.0 1606	9.15				7.15	10.52				
						11.17	* 6.00	D	CLEAR LAKE 5.8	30.8 1610	10.00				7.40	11.18				
						* 11.30	6.10		RICHARDSON 1.8	36.1 1613	* 10.30				8.08	11.28				
						11.35	6.13	N	CLAYTON W 4.8	37.9 1614	10.45				8.15	11.33				
						11.45	6.19	D	TURTLE LAKE 8.5	42.2 1615	{ 11.25 11.45				8.32	11.43				
						* 11.52			PERLEY 8.6	45.7 1616	12.10				8.45	11.52				
						* 11.58	6.29		COMSTOCK 5.7	49.3 1617	{ 12.23 12.55				9.00	12.01				
						12.10	6.40	N	CUMBERLAND W 5.4	55.0 1620	{ 1.45				9.20	12.15				
						* 12.20			GRANITE LAKE 2.0	60.4 1621	* 2.15					12.30				
						12.24	6.53	N	BARRONETT 8.8	62.4 1622	2.25				9.50	12.35				
						12.42	7.08	N	SHELL LAKE W 5.9	71.2 1623	3.35				10.25	1.00				
						* 12.55	7.20	N	SPOONER W 3.8	77.1 1625	4.00				11.05	1.15				
						AM	PM				PM	AM	PM			AM				
						8.30	1.15	1.25	7.20	N	SPOONER 6.4		6.00	12.35	11.30	1.45	2.00			
						8.40	1.30	1.40	7.40	N	SUPERIOR JCT. 11.2	W 88.5 1627	6.25	12.55	11.50	2.05	2.20			
						8.58	* 1.50	PM	8.00		LAKESIDE 8.8	94.7 1633	AM	* 1.25	12.20	2.35	AM			
						9.03	* 1.57		8.06		MINONG 5.2	98.0 1634		* 1.35	12.30	2.45				
						9.10	* 2.05		8.15	N	WASCOTT 5.2	108.2 1635		2.05	12.45	3.02				
						9.18	2.14		8.22	D	GORDON 8.1	108.4 1636		2.35	12.58	3.20				
						9.31	2.30		8.36	D	SOLON SPRINGS 1.4	116.5 1637		3.05	1.20	3.45				
						9.33	2.32		8.38		SAUNTRY 5.9	117.9 1638		* 3.10	1.24	3.50	No. 118	No. 120	No. 122	No. 124
						9.43	* 2.42		8.49		BENNETT SIDING 3.4	123.8 1639		* 3.35	1.40	4.10	D. S. S. & A.			
						9.48	2.47		8.54	N	HAWTHORNE 3.8	127.2 1691		3.50	2.10	4.20	No. 63.	No. 7.	No. 61.	No. 5.
										HOLMES 2.9	131.0					Ex. Sunday.	Daily	Ex. Sunday.	Ex. Sunday.	
										ROCKMONT 4.7	138.9 1692		4.45	2.30	4.87					
										SOUTH RANGE 4.9	138.6 1693		{ 5.15 5.43	2.45	4.48					
										ITASCA 1.0	143.5 1695		6.00	3.00	5.00	AM	AM	PM	PM	
										ALLOUEZ 2.0	144.5 1695a		PM	AM	AM	3.50	7.52	6.20	6.40	
										SUPERIOR 3.1	146.5 1696					4.00	7.58	6.30	6.46	
										WEST SUPERIOR 4.2	149.6 1697					AM	AM	PM	PM	
										DULUTH 5.9	153.8 1699									
						AM	PM													
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

TIME						STATIONS.					
No. 73	No. 105	No. 75	No. 69	No. 107	No. 103	Telegraph Stations.	STATIONS.				
Time Freight.	Through Freight.	Log Train	Way Freight.	Way Freight	Way Freight.		STATIONS.				
Daily.	Ex. Monday.	Ex Sunday	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Telegraph Stations.	STATIONS.				
	AM 5.10				PM 6.00	N	EAU CLAIRE...W	164.5	15		
					5.20		KOLL... 1.3	155.8			
	4.30				{ 5.15 4.00	N	CHIPPEWA FALLS...W 7.9	154.5	16		
	4.08				3.14		EAGLE POINT..... 6.8	146.6	16		
	3.50				2.35	D	BLOOMER...W 8.5	139.8	16		
	3.25				1.50	D	CARTWRIGHT... 8.7	131.3	16		
	3.00				1.15	D	CHETEK...W 8.0	122.6	16		
	2.30				12.20	N	CAMERON JCT... 6.6	114.6	16		
	2.10				{ 11.35 10.15	N	RICE LAKE...W 4.6	108.0	16		
					9.55		CHIPPEWA VALL. JCT. 2.9	103.4	16		
	1.45				9.45	D	HAUGEN...W 7.2	100.5	16		
	1.25				9.15		SARONA... 9.7	93.3	16		
	12.55				8.30	N	SPOONER...W 6.4	83.6	16		
PM 11.30	11.05	PM 9.35	PM 4.55	AM 11.30	AM	N	SPOONER... 6.4	83.6	16		
11.10	10.45	9.15	4.20	11.00		N	SUPERIOR JCT...W 7.4	77.2	16		
PM	10.20	PM	*	3.45	AM		SPRING BROOK... 6.0	69.8	16		
	10.00		*	3.20			STINNETT... 5.8	63.8	16		
	9.40			2.55		D	HAYWARD...W 4.8	58.0	16		
	9.20			2.30			PHIPPS... 11.7	53.2	16		
	8.45			1.25		D	CABLE...W 9.9	41.5	16		
	7.50		{ 12.05 11.40	11.20		D	DRUMMOND...W 4.8	31.6	16		
							SWEDEN... 8.5	26.8	16		
	7.20		*	11.00			PRATT... 3.5	23.3	16		
	7.12		†	10.45			FOREST CITY... 1.2	19.8	16		
	7.05			10.35		D	BIBON... 1.8	18.6	16		
	7.00			10.25		D	MASON...W 4.8	16.8	16		
	6.40			9.46			BENOIT... 1.8	12.0	16		
	6.35		*	9.25			DAUBY... 6.4	10.7	16		
	6.07			9.00		D	ASHLAND JCT...W 4.8	4.3	16		
	5.55			AM		D	ASHLAND... 4.8		16		
Daily.	Ex. Sunday.	Ex Sunday	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.						

PASSENGER TRAINS.

No. 93	No. 63	No. 97	No. 23	No. 65	No. 61	No. 91	No. 21	No. 95
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.	Daily.	Daily.	Ex. Sunday.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.
P M 9.30		P M 7.05				P M 3.55		A M 7.55
9.13								
9.10		6.40				3.30		7.30
8.58		P M				* 3.14		A M
8.48						3.00		
8.34						2.43		
8.21						2.25		
8.10		P M				2.09	A M	
8.00		5.15				1.55	11.00	
		5.00				* 1.44	10.43	
7.45		P M				1.39	10.32	
7.37						* 1.24	10.05	
7.20						1.00	9.30	A M
7.20	P M 6.54				P M 12.35	12.20		
7.08	6.42			P M 6.35	12.20	12.05		
P M	P M			† 6.20	P M	* 11.46		
				† 6.10		* 11.34		
				6.00		11.23		
				† 5.52		* 11.13		
				5.32		10.50		
				* 5.11		10.30		
				† 4.54		* 10.20		
				4.45		* 10.12		
				4.40		10.04		
No. 177	No. 175	No. 173	No. 171					
Bayfield Pass. and Frt.	Bayfield Pass. and Frt.	Bayfield Pass. and Frt.	Bayfield Pass. and Frt.	4.37		9.57		
Daily.	Sunday only	Ex. Sunday.	Ex. Sunday.	† 4.28		* 9.46		
P M 9.55	P M 4.50	P M 1.40	P M 10.10	† 4.25		* 9.43		
9.45	4.40	1.30	10.00	4.10		9.30		
P M	P M	P M	A M	4.00		9.15		
Daily.	Sunday only	Ex. Sunday.	Daily.	Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Daily.

BAYFIELD LINE.

NORTHERN DISTRICT.

GOING SOUTH.

Passenger Trains

Freight Trains.		Passenger	
		No. 69	No. 187
		Way Freight Ex. Sunday.	Pass. and Frt. Daily.
		AM	PM
		9.00	6.50
	*	8.50	6.45
		8.23	6.30
	*	7.35	6.22
	*	7.20	6.12
	*	7.10	6.06
		7.00	6.00
		AM	PM
		Ex. Sunday.	Daily.
			Daily.

CHI-LIN WONG

Distances from Ashland Jct. Station Numbers		GOING NORTH.					FREIGHT TRAINS.	
		Passenger Trains.						
No. 182	No. 184	No. 186	No. 190	No. 188	No. 70			
Pass. and Frt. Daily.	Pass. and Frt. Ex. Sunday.	Pass. and Frt. Ex. Sunday.	Pass. and Frt. Sunday only	Pass. and Frt. Daily.	Way Freight Ex. Sunday.			
W 0.0	1647	A M 10.10	P M 1.40	P M 4.10	P M 4.50	P M 10.00	P M 1.50	.....
...	2.8	10.15	1.45	4.15	4.55	10.05	*	2.00
W 8.6	1650	10.30	1.59	4.30	5.10	10.18	2.30	.....
...	12.2	1651	*	10.40	*	10.28	3.25	.....
...	16.4	1652	*	10.50	*	10.36	*	3.40
...	18.1	*	10.56	*	10.40	*	3.50	
W 21.2	1653	11.05 A M	2.30 P M	5.05 P M	5.45 P M	10.45 P M	4.00 P M	.....
		Daily.	Ex. Sunday.	Ex. Sunday.	Sunday only	Daily.	Ex. Sunday.	

NORTHERN DISTRICT.

BETWEEN EAU CLAIRE AND ASHLAND—GOING NORTH.

Time Table No. 7.

PASSENGER TRAINS.

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 Daily.	Duluth Express.	Ashland and Eau Claire Passenger	Short Line Passenger	Chip. Val. Accom.	Chip. Val. Accom.	Twilight Limited	Twilight Limited	Short Line Passenger		EAU CLAIRE	W	8.7	KOILL	1.8	Time Freight.	Way Freight.	Way Freight	Way Freight.	Log Train.	Time Freight.	
A M 6.00	Ex. Sunday.	Ex. Sunday.	Daily.	A M 9.20	A M 11.30			Daily.		P M 9.30	N				Daily	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sun.	PM 8.35	
6.22		9.45	11.55							9.55	N	CHIPPEWA FALLS	W	10.0	1862					9.05	9.20
6.40		* 10.05	AM							P. M.		EAGLE POINT		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		PM	PM						N	CAMERON JCT.		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						N	CHIPPEWA VAL. JCT.		61.1						3.20	
8.00		11.53		PM	5.45						D	HAUGEN	W	64.0	1679					3.50	12.16
8.10		* 12.10			6.05						D	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
	PM 1.15	1.25				PM 7.20					N	SPOONER		80.9	1625	AM 1.45	AM 6.00	PM 12.35		PM 11.30	2.00
8.40	1.30	1.40				7.40	PM 7.45				N	SUPERIOR JCT.	W	87.3	1627	2.05	6.25	12.55		11.50	2.20
AM	PM *	1.55				PM	† 7.58				N	SPRING BROOK		94.7	1629	AM *	6.45	PM		PM	2.45
	*	2.07					† 8.08				N	STINNETT		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					D	PHIPPS		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		10.50				4.41
	*	3.19									D	SWEDEN		137.7	1639a		11.40				
	*	3.26				† 9.20					D	PRATT		141.2	1640		12.01				5.05
	*	3.35				† 9.27					D	FOREST CITY		144.7	1641		12.20				5.15
		3.38	No. 172	No. 174	No. 176	No. 178	9.30				D	BIBON		145.9	1642		12.45				5.20
		3.42	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					D	BENOIT		152.5	1644		1.10				5.40
	*	3.55	Daily.	Ex. Sunday.	Sun. Only.	Daily.	† 9.48				D	DAUBY		153.8	1645		1.15				5.45
		4.10	AM 9.30	PM 12.20	PM 4.10	PM 6.50	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		PM				6.40
			PM	AM	PM	PM	PM								Daily.	Ex. Sunday.	Ex. Sunday.	Ex. Sunday.	Ex. Sun.	AM	
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	"	"	"	Tramway	"	"	West	end.	Beebe	2.4	"	"	"	Sauntry	"	"	North	end.
Wilson Quarry	1.4	"	East	"	Wilson	"	"	East	end.	Sutton	.3	"	"	"	Bennett Sdg.	"	"	South	end.
Columbia,	2.8	"	"	"	Abo	"	"	East	end.	Daniel	.4	"	"	"	Sarona	"	"	South	end.
Pennocks,	1.0	"	"	"	Neillsville	"	"	East	end.	Sinclair	4.4	"	South	"	Spring Brook	"	"	South	end.
Ebbe,	2.7	"	"	"	Cedarhurst	"	"	West	end.	Leonard	2.5	"	"	"	Cable	"	"	South	end.
Middle Siding,	.5	"	West	"	Beldenville	"	"	East	end.	Clark	2.8	"	North	"	Cable	"	"	South	end.
Brick Yard	.2	"	North	"	Barronett	"	"	North	end.	Lake Owen	3.5	"	"	"	Cable	"	"	South	end.
Brick Yard	.2	"	"	"	"	"	"	South	end.	Sweden	1.8	"	South	"	Sweden Station	"	"	South	end.
Ritan	1.2	"	"	"	"	"	"	South	end.	Schneider	2.0	"	"	"	Pratt	"	"	South	end.
Larson	4.0	"	"	"	"	"	"	South	end.	Tank Lake	1.6	"	"	"	Pratt	"	"	South	end.
Crocker	4.6	"	"	"	Spooner	"	"	South	end.	Rickerd	2.0	"	North	"	Pratt	"	"	South	end.
Silver Lake	4.9	"	South	"	Lakeside	"	"	South	end.	Peterson	2.5	"	"	"	Mason	"	"	North	end.
Nelson	1.5	"	"	"	Lakeside	"	"	South	end.	Sioux	1.8	"	"	"	Houghton	"	"	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, supersedes 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.

Flag crossings.
Trains on railroad crossings.
Speed-interlocked crossings.

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.

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

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

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.

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

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.

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.

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.

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.

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.

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.

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.

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.

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.

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.

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

Light cars in rear of freight trains.

Bad order cars.

Refrigerator cars.

Keeping away from switches.

5. Trains will flag railroad crossings between Bridge Switch and Duluth.

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

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.

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8. Following named bridges require reduction in speed:

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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.

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.

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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

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.

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

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.

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.

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.

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.

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.

24. At stations where there is more than one track, under no circumstances must cars be left on track used for passing trains.

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

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., Menomonie 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.

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

E. St. Paul, Minn., Roberts, Wis., Knapp, Wis., Menomonie Jct., Wis., Eau Claire, Wis., Altoona, Wis., Augusta, Wis., Fairchild, Wis., Merrillan, Wis., Camp Douglas, Wis., Elroy, Wis.

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

E. St. Paul, Minn., Roberts, Wis., Knapp, Wis., Menomonie Jct., Wis., Eau Claire, Wis., Altoona, Wis., Augusta, Wis., Fairchild, Wis., Merrillan, Wis., Camp Douglas, Wis., Elroy, Wis.

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.

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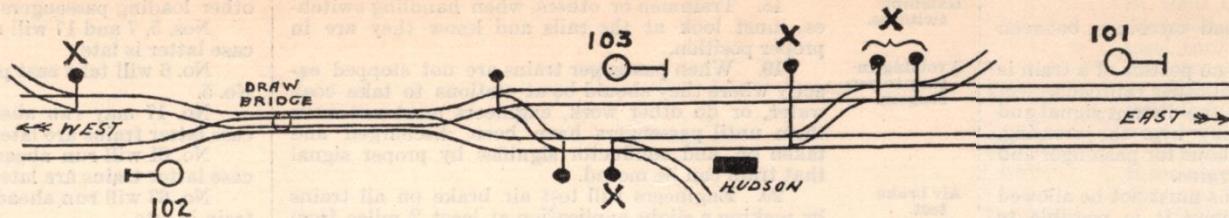
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49. Facilities for this purpose are provided at the following points:

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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 interlocked track.

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

INTERLOKED TRACK, EAU CLAIRE RIVER BRIDGE.

Trains using interlocked 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 employee 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 Menomonee Branch.

Bridge No. 5 over Red Cedar river, Menomonie 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 Jet.....	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.
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 1844; 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.....	J. P. Cox, M. D.
Hudson.....	C. F. King, M. D.	Spooner.....	J. B. Trowbridge, M. D.
Hammond.....	E. L. Boothby, M. D.	Hayward.....	G. W. Harrison, M. D.
Woodville.....	B. G. Stockman, M. D.	Ashland.....	T. R. Spears, M. D.
Wilson.....	S. L. Pickett, M. D.	Washburn.....	H. Hannum, M. D.
Menomonie.....	H. M. Read, M. D.	Bayfield.....	E. S. Hayes, M. D.
Augusta.....	E. H. Winter, M. D.	Eau Claire.....	D. W. Day, M. D.
Black River Falls.....	H. B. Cole, M. D.	Eau Claire.....	J. D. McRae, M. D.
Warren.....	J. C. Baker, M. D.	Chippewa Falls.....	O. M. Sattre, M. D.
Elroy.....	C. S. Smith, M. D.	Rice Lake.....	H. J. O'Brien, M. D.
Ellsworth.....	D. W. Woodworth, M. D.	Itasca.....	J. C. Adams, M. D.
Mondovi.....	Simon Miller, M. D.	West Superior.....	O. F. McComb, M. D.
Marshfield.....	H. A. Lathrop, M. D.	Duluth.....	
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.	Four D.	Six D.	Six D.	Six D.	Six D.	Six D.	19 x 26	20 x 26
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
Altoona to Elroy.....				550	725	800	900	1025	1150
Elroy to Altoona.....				550	725	800	900	1025	1150
Altoona to Hudson.....				600	765	810	925	1025	1175
Hudson to St. Paul.....			650	740	850	930	1150	1250	1400
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	19 x 24	19 x 24	19 x 24	19 x 26	20 x 26
	10-Wheel	188 Class	279 Class	188 Class	279 Class	188 Class	279 Class	188 Class
*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 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 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 "	Caboses.....	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 "	Stock, special.....	80 "	Mogul engine and tank	80 "