

WISCONSIN CENTRAL RAILWAY

NORTHERN DIVISION

TIME TABLE

No. 12-A

Succeeding No. 12.

TAKING EFFECT SUNDAY, JANUARY 3, 1909, at 12.01 A. M.

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

THE RIGHT TO VARY THEREFROM IS RESERVED

E. F. POTTER, General Superintendent, Chicago.

O. W. JOHNSTONE, Superintendent, Abbotsford.

A. J. VAN VALKENBURG, Superintendent of Transportation, Chicago.

THIRD DISTRICT—ABBOTSFORD AND MINNEAPOLIS—GOING WEST.

THIRD CLASS				SECOND CLASS						Time Table No. 12A January 3, 1909, Succeeding No. 12		FIRST CLASS																	
41		39		29		23		21		Distance from Chicago	Siding Capacity	STATIONS	Telegraph Stations	1		3		5		901									
WAY FREIGHT		WAY FREIGHT		THROUGH FREIGHT		TIME FREIGHT		TIME FREIGHT						EXPRESS		LIMITED		Chicago & Eau Claire LOCAL		MIXED									
Lv. Daily	Ex. Sun	Lv. Daily	Ex. Sun	Leave Daily		Lv. Daily		Lv. Daily						Leave Daily	Leave Daily	Lv. Daily	Ex. Sun	Lv. Daily	Ex. Sun										
												CHICAGO	N	10.30	PM	6.30	PM	8.35	AM										
				3.30	AM	10.10	PM	8.55	PM			KOLZE																	
				10.45	AM	8.30	PM Mt 30	4.30	PM	305.8		CW.ABBOTSFORD.OY	N	7.35	AM	3.25	AM	7.10	PM	6.45	AM Mt 22								
				11.05		8.45		4.43		311.3	46	5.5 CURTISS	D	7.45	Mt 24	* 3.34		7.21		6.55									
		1.00	{ PM Mt 40 & 2	11.30	Mt 40	9.05		5.00		317.8		CW. OWEN	Y	7.56	Mt 6	F 3.45		7.30		7.10	AM Mt 24								
		1.10		11.45		9.15		5.05		319.6	46	1.8 W. WITHEE		8.00		* 3.47		7.35	Mt 30										
		1.35		12.10	PM	9.30		5.20		325.9	46	6.3 LOMBARD		* 8.10		* 3.56		F 7.45											
		1.50		12.30		9.40		5.30		329.6	48	3.7 THORPE	D	8.17		* 4.02		7.52											
		2.30		12.35	Mt 2					336.5	57	6.9 W. STANLEY	N	8.29	Mt 40	4.12		8.04											
		2.55				1.15		10.10		341.6	67	5.1 BOYD		8.38		* 4.20	Mt 22	8.12											
		3.20				1.35		10.25		347.8	46	6.2 W. CADOTT	D	8.48		* 4.30		8.23											
		3.35				1.50		10.40		353.7	46	5.9 BATEMAN		* 8.57		* 4.38	Mt 24	F 8.33											
										357.9		4.2 HOME PARK						F 8.40											
		4.00		2.05		{ 11.03		6.45		359.1	48	1.2 SOUTH CHIPPEWA		* 9.07		* 4.47		* 8.45											
		4.15	Mt 710	2.10		{ 11.08	Mt 4	6.50		360.0		0.9 CHIPPEWA FALLS.O	N	9.10	Mt 708	4.50		8.50	PM										
		4.20		2.14		11.17		6.56		360.8		0.8 ST. CROIX JUNC		* 9.12	Mt 722	* 4.53													
6.00	AM	4.25	PM Mt 30	2.15		{ 11.20		7.00		361.4	230	0.6 CW. IRVINE	O	9.20		5.00													
6.28				2.45		{ 12.05	AM	{ 7.30		368.7	67	7.3 HOWARD		* 9.35		* 5.13													
6.38				3.10		12.30		7.57		371.4	22	2.7 ALBERTVILLE		9.40		* 5.17													
6.53				3.18		12.37		8.07		375.4	46	4.0 SUMMIT		* 9.48		* 5.24													
7.15				{ 3.40	Mt 30	12.50		8.20		380.8	67	5.4 W. COLFAX	N	9.58		5.32													
7.35				3.55	Mt 42	1.10	Mt 22	8.40		387.2	67	6.4 NORTON		* 10.10		* 5.43													
7.52				4.15		1.25		9.02		391.2	46	4.0 WHEELER	D	10.18		* 5.49													
8.20				4.33		1.42	Mt 24	9.15		397.9	67	6.7 BOYCEVILLE	D	10.30	Mt 2	* 6.00													
8.37				4.44		1.56		{ 9.51	Mt 4	402.3	46	4.4 W. DOWNING		10.38		* 6.07													
9.30				5.00		2.10		10.10		404.9	67	2.6 GLENWOOD	N	10.42		6.12													
{ 10.05				5.15		2.22		10.20		410.4	67	5.5 EMERALD	D	10.51		* 6.20													
{ 10.10	Mt 2			5.22		2.37		10.45		416.1	46	5.7 CYLON	D	11.00		* 6.28													
10.32				6.00		2.52		11.05		420.4	67	4.3 JEWETT		F 11.08		* 6.36													
10.50				6.10		3.05		11.25	Mt 22	425.7	134	5.3 CW. NEW RICHMOND	N	11.15	Mt 2 PM	6.45													
{ 11.05	1 Ps			6.40		3.35		{ 11.45	Mt 24	430.1	46	4.4 CLARENDON		* 11.23		* 6.55													
{ 11.40	Mt 42			6.55		3.51		12.03	AM	434.2	70	4.1 CARY SIDING		* 11.32		* 7.03													
11.55				7.10		4.10		12.35		438.5	31	4.2 SOMERSET	N	11.42	Mt 30	7.12													
{ 12.10	PM			7.30		4.30		12.53		442.7	67	4.3 GRAVEL PIT		* 11.52		* 7.21													
{ 12.15	Mt 30			7.45		4.47		1.05		446.3	43	3.6 KILTEY		* 11.59		* 7.30													
12.30				7.55		5.05		1.18		450.1	67	3.8 DULUTH JUNC.		* 12.07	PM	* 7.38													
12.45				8.12		5.20		1.30		455.9	46	5.8 CASTLE		* 12.18		* 7.50													
1.00				{ 8.17	Mt 4	5.45		1.47		456.5	28	0.6 NORTH ST. PAUL	D	12.20		* 7.52	Mt 42												
1.15				8.35	Mt 22	5.50		1.49		459.4	85	2.9 W. GLADSTONE	N	12.27		7.58													
{ 1.45				9.00	Mt 24	6.40		{ 2.00		462.6		3.2 TROUT BROOK JUNC.Y		12.36		8.06	Mt 2												
2.05				9.15		7.03	Mt 42	2.55		465.2		2.6 ST. PAUL	N	12.45		8.15													
2.30				9.30		7.30		3.10		475.6		10.4 CW MINNEAPOLIS O	N	1.25	PM	8.50	AM												
3.15				10.45	PM	8.15	AM	5.05	AM																				
3.40																													
4.00																													
4.50	PM																												

BUNKER HILL CUT OFF.

	3.43 PM			9.35 PM	7.05 AM	2.57 AM			W.MISSISSIPPI STREET.O	N											
	3.45 PM			9.38 PM	7.06 AM	3.45 AM			G. N. JCT.												
	Ar. Daily Ex.Sun	Ar. Daily Ex.Sun		Arrive Daily	Arrive Daily	Arrive Daily					Arrive Daily	Arrive Daily	Ar. Daily Ex.Sun	Ar. Daily Ex.Sun							
	41	39		29	23	21					1	3	5	901							

D—Day Telegraph Stations.
N—Day and Night Telegraph Stations.
*—Trains do not stop.
F—Trains stop only on signal.

C—Coal.
W—Water.
O—Turn Table.
Y—Wye.

No. 6 will take siding at Owen for No. 1.
No. 1 will wait at Chippewa Falls for No. 708.
No. 3 will wait at Abbotsford for No. 104.
See Eau Claire Branch schedule for time of trains on Eau Claire Branch between Chippewa Falls and St. Croix Junc.

No. 41 will carry passengers between Irvine and New Richmond.
No. 39 will carry passengers

SIDINGS AND SPURS

Distance from Chicago.
N. W. Lum. Co. Spur..... 326.69
Eidsvold..... 333.06
Arcola..... 441.52
Edgerton Street..... 461.11

Trains going East have right of track against all Trains of same class going West.
All Trains will approach semaphore at Trout Brook Junction under full control and prepared to stop before reaching semaphore.

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BUNKER HILL CUT-OFF.

Trains going East have right of track against all trains of same class going West.

GOING WEST

Time Table No. 12A, January 3, 1909, Succeeding No. 12				GOING EAST																									
STATIONS				Telegraph Stations	Distance from Eau Claire	FIRST CLASS										SECOND CLASS						THIRD CLASS							
						706		708		702		710		704								722				712			
						PASSENGER		PASSENGER		PASSENGER		C. M. & St. P. PASSENGER		PASSENGER								C. M. & St. P. ACCOM.				FREIGHT			
						Ar. Daily	Ex. Sun	Arrive Daily		Arrive Daily		Ar. Daily	Ex. Sun	Arrive Daily							Ar. Daily	Ex. Sun			Ar. Daily	Ex. Sun			
CH. FALLS.....WO	N	10.9	6.40 AM Mt 707		9.00 AM Mt 1		11.30 AM		4.15 PM Mt 99		10.50 PM Mt 23							9.30 AM											
o.8 ST. CROIX JUNC.....		10.1	6.35		8.54		11.24		4.07		10.46							9.24 Mt 1						8.10 PM					
o.5 CENTRAL JUNC.....	D	9.6	6.34		8.53		11.23		4.06 PM		10.45							9.19 AM Mt 701						8.09					
3.9 BADGER MILLS.....		5.7	6.25		8.45		11.15				10.37													7.59					
4.1 MAGENTA.....		1.6	6.16		8.36		11.06				10.31													7.46					
1.6 EAU CLAIRE...CWO	N	0.0	6.10 AM		8.30 AM		11.00 AM				10.25 PM													7.40 PM					
					Lv. Daily	Ex.Sun	Leave Daily			Lv. Daily	Ex.Sun	Leave Daily						Lv. Daily	Ex.Sun	Leave Daily				Lv. Daily	Ex. Sun	Leave Daily			
					706		708		702		710		704					722						712					

Employees are warned that any overhead obstruction may be dangerous to a man on a Menasha Wooden Ware Company's car.

FOURTH DISTRICT—ABBOTSFORD AND ASHLAND

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GOING NORTH										GOING SOUTH									
THIRD CLASS			SECOND CLASS	FIRST CLASS			Distance from Chicago	Siding Capacity	Time Table No. 12, January 3, 1909, Succeeding No. 12A	Telegraph Stations	Distance from Ashland	FIRST CLASS		SECOND CLASS	THIRD CLASS				
351	145	143	121	103	111	112						104	122	144	146				
WAY FREIGHT	WAY FREIGHT	WAY FREIGHT	TIME FREIGHT	LIMITED	DAY EXPRESS	DAY EXPRESS						LIMITED	TIME FREIGHT	WAY FREIGHT	WAY FREIGHT				
Lv. Daily Ex. Sun	Lv. Daily Ex. Sun	Lv. Daily Ex. Sun	Leave Daily	Leave Daily	Leave Daily	Arrive Daily						Arrive Daily	Arrive Daily	Ar. Daily Ex. Sun	Ar. Daily Ex. Sun				
		8.30 AM	4.15 PM Mt144	3.25 AM	2.10 PM	305.8	CW ABBOTSFORD	Y N	132.3	11.35 AM	12.30 AM	5.35 AM	3.45 PM Mt121						
		8.55		F 3.32	2.17	309.6	DORCHESTER	D	128.5	11.25	F 12.20	5.20	3.10						
		9.25		* 3.41	2.26 Mt144	314.7	STETSONVILLE		123.4	11.14	* 12.10	5.05	{ 2.26 Mt111						
		9.35		* 3.45	F 2.30	317.0	LITTLE BLACK		121.1	F 11.09	* 12.05	4.56	2.00						
		10.15		3.48	2.34	319.3	W MEDFORD	N	118.8	11.05	12.01 AM	4.48	1.50						
		{ 10.40		* 4.00	F 2.46	325.9	WHITTLESEY		112.2	F 10.53	Mt143	4.27	12.55						
		{ 10.53	Mt112																
		{ 11.30	Mt144																
		{ 1.00	PM																
		1.25		F 4.17	3.03	334.8	WESTBORO	D	103.3	10.36	F 11.28	3.00	10.45						
		1.50		F 4.28	3.14	341.1	W OGEMA	D	97.0	10.25	Ps144	F 11.14	{ 10.25 112Ps						
		2.20		4.40	3.27	348.1	PRENTICE JUNC.		90.0	10.10	11.00	2.05	9.35						
		2.23		4.42	3.29	348.8	PRENTICE	D	89.3	10.07	10.58	2.00	9.30						
		2.45		* 4.48	F 3.35	352.5	WORCESTER		85.6	F 10.00	* 10.49	1.45	9.10						
		{ 3.35		5.03	3.50	360.6	CW PHILLIPS	N	77.5	9.45	10.32	1.15	8.35						
		{ 3.50	111Ps																
		4.25		* 5.18	F 4.08	369.5	COOLIDGE		68.6	F 9.27	* 10.13	12.40	7.40						
		4.45		5.27	4.15	374.2	FIFIELD	D	63.9	9.19	10.04	12.23	7.20						
	1.00 PM	5.05 PM		5.35	4.23	378.7	PARK FALLS	Y D	59.4	9.11	9.53	12.05 AM	7.00 AM	12.30 PM					
	1.30			5.45	4.35	384.5	BUTTERNUT	D	53.6	9.00	9.40	11.45	12.01 PM						
	1.45					385.8	HILL SIDING		52.3	* 8.57	* 9.37	11.42	11.55						
	2.30			6.02	4.57	394.5	W GLIDDEN	D	43.6	8.43	9.20	11.10	11.30						
	3.00		{ 9.00	* 6.15	F 5.10	401.0	MORSE		37.1	8.30	F 9.05	10.45	11.00						
	3.45		{ 9.05	* 6.30	F 5.25	409.1	PENOSKEE		29.0	F 8.15	* 8.45	10.10	10.15						
11.00 AM	4.00 PM		{ 9.55	6.40	5.35	412.7	CW MELLE	Y N	25.4	{ 8.05	{ 8.35	{ 9.55	10.00						
11.15			{ 10.00	6.45	5.40	417.8	CORIA		20.3	F 7.45	* 8.15	8.40	8.15						
11.25				* 6.58	F 5.53	417.8	5.1												
12.01 PM				7.03	5.58	420.1	W HIGH BRIDGE	D	18.0	7.40	8.10	8.30	8.00						
12.15				7.15 Mt146	6.06	425.1	MARENGO	D	13.0	7.27	Ps146	8.15	{ 7.27 112Ps						
12.35				* 7.22 Mt112	F 6.10	427.7	AGNEW		10.4	F 7.22	Mt103	8.05	6.35						
12.50				7.32	6.23	432.5	WHITE RIVER		6.6	7.13	7.40	7.50	6.20						
1.00 PM				* 7.39	* 6.30	436.1	CW ORE YARD	O	2.0	* 7.05	* 7.32	7.40	6.10						
				7.45 AM	6.40 PM Mt122	438.1	ASHLAND	N	0.0	7.00 AM	7.25 PM Ps122	7.30 PM Mt111	6.00 AM						
												104Ps							
Ar. Daily Ex. Sun	Ar. Daily Ex. Sun	Ar. Daily Ex. Sun	Arrive Daily	Arrive Daily	Arrive Daily							Leave Daily	Leave Daily	Leave Daily	Lv. Daily Ex. Sun	Lv. Daily Ex. Sun			
351	145	143	121	103	111							112	104	122	144	146			

GOING NORTH										RIB LAKE BRANCH										GOING SOUTH													
										159		157		STATIONS		156		158															
										MIXED		MIXED				MIXED		MIXED															
										Lv. Daily Ex. Sun		Lv. Daily Ex. Sun				Ar. Daily Ex. Sun		Ar. Daily Ex. Sun															
										3.10 PM		10.50 AM				5.5		10.20 AM		2.45 PM													
										3.40 PM		11.25 AM		RIB LAKE		5.5		9.50 AM		2.15 PM													
										Ar. Daily Ex. Sun		Ar. Daily Ex. Sun				Lv. Daily Ex. Sun		Lv. Daily Ex. Sun															
										159		157				156		158															

N—Night and Day Telegraph Station
D—Day Telegraph Stations.
C—Coal.
W—Water.
O—Turn Table.
Y—Wye.

No. 103 will wait at Abbotsford for Nos. 3 and 4.
No. 157 will wait at Chelsea for No. 112.
No. 159 will wait at Chelsea for No. 111.
No. 112 will wait at Mellen for No. 303.
No. 104 will wait at Mellen for No. 305.
No. 111 will wait at Mellen for No. 311.
No. 111 will wait at Abbotsford for No. 2.
No. 143 will wait at Abbotsford for Nos. 6 and 1.
Nos. 143, 144, 145 and 146 will carry passengers.
No. 351 will carry passengers.

TRAINS 111 AND 112
Will stop at Cayuga and North York on signal for passengers.

TRAINS 103 AND 104
Will stop at Stetsonville for passengers coming from or going to St. Paul and Minneapolis, and for passengers from and to Fond du Lac and points south of that station, and to let off passengers from Duluth and Superior, and stop at Cayuga on signal.

TRAIN 4
Will stop at North St. Paul to pick up passengers for Neenah, Oshkosh, Fond du Lac, Milwaukee and Chicago; also for points north of Abbotsford, at which No. 103 is scheduled to stop.

*—Trains do not stop.

F—Trains stop only on signal.

Ashland Yard Limits extend from Yard Limit Board, south of the South Switch leading to Ore Yard, to Passenger Depot

SIDINGS AND SPURS

	Distance from Chicago		Distance from Chicago
LaBerge Spur.....	314.04	Boyington & Atwell's Siding.....	389.68
Norton Siding.....	323.92	South Glidden.....	392.97
Langenberg Spur.....	324.83	North Glidden.....	396.22
Mackey's Landing.....	337.66	Sells Siding.....	397.86
Larson's Spur.....	243.96	Cayuga.....	404.49
Engstrand's Spur.....	344.50	Mineral Lake Spur.....	410.30
Little Chicago Spur.....	356.26	Davis.....	418.78
Luger Junction.....	365.63	York.....	421.76
N. W. Lumber Co.'s Log Track.....	366.06	North York.....	422.46
		Minersville.....	423.54

Trains going South have right of track against all trains of same class going North

FOURTH DISTRICT
PENOKEE BRANCH

GOING WEST										GOING EAST									
SECOND CLASS					FIRST CLASS					FIRST CLASS					SECOND CLASS				
351					305 311 303					312 306 304					352				
WAY FREIGHT					PASSENGER PASSENGER PASSENGER					PASSENGER PASSENGER PASSENGER					WAY FREIGHT				
Lv. Daily Ex. Sun					Leave Daily Leave Daily Leave Daily					Arrive Daily Arrive Daily Arrive Daily					Ar. Daily Ex. Sun				
7.15 AM					7.10 PM 4.15 PM 6.30 AM					9.25 AM 7.00 PM 9.55 PM					7.00 AM				
7.25					* 7.15 * 4.20 * 6.35 Mt352					* 9.19 * 6.54 * 9.49					{ 6.35 Mt303 6.30				
7.55					7.24 4.29 6.45					9.10 6.46 9.40					5.52				
8.10					7.29 4.34 6.47					9.05 6.41 9.37					5.31				
8.15					* 7.31 * 4.36 * 6.49					* 9.02 * 6.38 * 9.33					5.19				
{ 8.40					7.42 4.48 7.02					8.50 Mt351 6.28 9.22					5.02				
{ 8.50 Mt312					7.46 4.52 7.06					8.47 6.24 9.17					4.50				
9.10					7.56 5.04 7.17					8.35 6.13 9.06					4.25				
9.35					F 8.02 F 5.11 F 7.24					F 8.28 F 6.07 F 8.59					4.10				
9.52					8.07 5.16 7.30					8.23 6.02 8.53					4.00				
10.13					* 8.10 * 5.19 * 7.33					* 8.20 * 5.59 * 8.49					3.55				
10.18					F 8.16 F 5.25 F 7.40					F 5.53 F 8.45					3.45				
10.30					8.25 PM 5.35 PM 7.50 AM					8.05 AM 5.45 PM 8.35 PM					3.15 AM				
10.45 AM																			
Ar. Daily Ex. Sun					Arrive Daily Arrive Daily Arrive Daily					Leave Daily Leave Daily Leave Daily					Lv. Daily Ex. Sun				
351					305 311 303					312 306 304					352				

N—Night and Day Telegraph Stations.
D—Day Telegraph Stations.
C—Coal.
W—Water.
O—Turn Table.
Y—Wye.

SIDINGS AND SPURS

Distance from Chicago	
Oliver Mining Co.'s Spur.....	421.55
Sutherland's Spur.....	421.77
Bailey and Smith's Spur.....	429.34

No. 306 will wait at Mellen for No. 111.
No. 312 will wait at Mellen for No. 112.
No. 304 will wait at Mellen for No. 104.

*—Trains do not stop.
F—Trains stop only on signal.

No. 306 will not leave Mellen until No. 311 arrives
No. 304 will not leave Mellen until No. 305 arrives
No. 312 will not leave Mellen until No. 303 arrives

Trains going East have right of track against all trains of same class going West

STATION	HOURS TELEGRAPHER IS ON DUTY.
Ashland,	6 AM to 11 AM, 2 PM to 6 PM, 6 PM to 12 AM, 1 AM to 4 AM.
Marengo,	7 AM to 7 PM.
High Bridge,	7 AM to 7 PM.
Mellen,	24 hours.
Upson,	7 AM to 7 PM.
Ironwood,	7 30 AM to 7 30 PM.
Bessemer,	6 30 AM to 7 30 PM.
Glidden,	7 30 AM to 7 30 PM.
Butternut,	8 AM to 8 PM.
Park Falls,	7 AM to 7 PM.
Fifield,	7 AM to 7 PM.
Phillips,	9 AM to 12 noon, 2 PM to 8 PM, 8 PM to 12 AM, 1 AM to 6 AM.
Prentice,	7 30 AM to 7 30 PM.
Ogema,	7 30 AM to 7 30 PM.
Westboro,	7 30 AM to 7 30 PM.
Rib Lake,	7 30 AM to 7 30 PM.
Chelsea,	7 30 AM to 7 30 PM.
Medford,	8 30 AM to 12 30 PM, 2 PM to 7 PM, 7 30 PM to 12 30 AM.
Dorchester,	2 30 AM to 6 30 AM.
Abbotsford,	7 30 AM to 7 30 PM.
Curtiss,	24 hours.
Owen,	7 30 AM to 7 30 PM.
Thorpe,	7 AM to 12 noon, 1 PM to 5 PM, 7 PM to 12 AM, 1 AM to 5 AM.
Stanley,	7 15 AM to 7 15 PM.
Cadott,	24 hours.
Chippewa Falls,	6 45 AM to 6 45 PM.
Eau Claire,	6 30 AM to 12 30 PM, 1 30 PM to 4 30 PM, 8 30 PM to 12 AM, 1 AM to 6 30 AM.
Irvine,	5 AM to 12 30 PM, 1 30 PM to 3 PM, 3 PM to 12 AM.
Colfax,	7 AM to 12 noon, 3 PM to 7 PM, 7 PM to 11 30 PM, 2 30 AM to 7 AM.
Wheeler,	8 AM to 12 noon, 1 PM to 6 PM, 7 30 PM to 12 30 AM, 1 30 AM to 5 30 AM.
Boyceville,	7 30 AM to 7 30 PM.
Glenwood,	7 30 AM to 7 30 PM.
Emerald,	5 AM to 11 30 AM, 12 30 PM to 3 PM, 8 PM to 5 AM.
Cylon,	7 30 AM to 7 30 PM.
New Richmond,	7 30 AM to 7 30 PM.
Somerset,	24 hours.
No. St. Paul,	7 AM to 12 noon, 1 PM to 5 PM, 8 PM to 12 AM, 1 AM to 6 AM.
Gladstone,	7 AM to 7 PM.
St. Paul,	24 hours.
Minneapolis,	6 AM to 6 PM.
Ladysmith,	24 hours.
Superior,	7 AM to 7 PM.
	6 AM to 6 PM.

NON-TELEGRAPH STATIONS.

Third District.

Withee,
Boyd,
Albertville,
Downing,
Jewett,

Fourth District.

Stetsonville,
Iron Belt,
Hurley.

WATCH INSPECTORS.

R. H. TREAT.....	Abbotsford
A. M. HAMAN & CO.....	St. Paul
W. M. STONE.....	Minneapolis
GRAND & MAKI.....	Ashland
D. McFARLAND.....	Bessemer
F. A. MORSE.....	Chippewa Falls
C. M. BEAN.....	Ironwood, Mich.

SPECIAL RULES

Clocks in Train Dispatchers' Office at Abbotsford, also at Boom Island, Irvine, Chippewa Falls, Mellen and Ashland Telegraph Offices will be regulated to standard time daily. All Trains (except regular Passenger Trains at stations where they do not stop), must approach all stations under full control, expecting to find a train occupying the main track.

1. The Speed of Trains Handling Freight on Eau Claire Branch must not exceed 20 Miles per hour.
2. The Speed of Trains on Rib Lake Branch must not exceed 10 Miles per hour.
3. The Speed of Passenger Trains on Penokee Branch must not exceed 40 Miles per hour at any point. Ore and Freight Trains 25 Miles per hour.
4. Trains must not exceed 10 Miles per hour entering or leaving passing or side tracks.
5. All Trains will reduce speed to 25 miles per hour over Railroad Crossings.
6. The Speed of Engines, Second Class and Extra Trains must not exceed 6 Miles per hour inside of yard limits.
7. Passenger Trains will reduce speed to fifteen miles per hour and Freight and Ore Trains to ten miles per hour on curves at Penokee Dam and on curves one and one-half miles north of Mellen.
8. Between Morse and Penokee and between Mellen and Coria, Schedule Passenger or Freight Trains must not exceed their Time Table time, and Special Passenger Trains must not exceed 25 Miles or Extra Freight Trains 15 Miles per hour, and all Passenger and Freight Trains running within these limits must be under control going around the sharp curves.
9. REGISTERING STATIONS: Abbotsford, Chippewa Falls, Irvine, St. Paul, Mississippi Street, Minneapolis, Central Junc., Magenta, Eau Claire, Mellen, Ore Yard, Ashland, Hoyt, Ironwood, Bessemer, Ladysmith, Owen and Superior.
10. Conductors of Trains Nos. 1, 2, 3 and 4 and West bound Freight Trains may register by slip at Mississippi Street.
11. All Trains, in both directions, will stop before crossing White River and St. Croix bridges and all west bound trains will stop before crossing Chippewa River Bridge, and trainmen will examine their trains carefully and see that no bad order cars are taken on the bridges. Three minutes will be used in crossing White River, and in crossing St. Croix bridges. Whenever trains have double headers, engines must be uncoupled and run separately over these bridges.
12. No Train or Engine except the regularly assigned Switch Engines will be allowed to run on any of the mine spurs without orders.
13. Freight and Ore Trains going West will not leave Upson until twenty minutes after the departure of the preceding train.

14. Conductors of all Freight Trains will send a brakeman to railroad crossing at New Richmond and Duluth Junction, to flag crossing, and Engineers must get signal from him before proceeding.
15. All Freight Trains will approach Gladstone and Trout Brook Junc. under full control expecting to find trains switching at East Switch. This does not relieve trains switching there from protecting themselves.
16. The yard limits at Chippewa Falls extend from East Switch, South Chippewa, to West Switch at Irvine. No trains must run between Chippewa Falls and Irvine on the time of or against a Train of superior rights without orders to do so.
17. Passenger Trains will use not less than 4, and all other Trains and Engines not less than 5 minutes between Chippewa Falls passenger station and St. Croix Junc., moving in either direction.
18. All Engines and Trains will come to a full stop before crossing Junction Switches, except St. Croix Junction going West.
19. Freight Trains having work to do on Acme Chair Co. track or Casket Factory track at North St. Paul must get running orders to those tracks.
20. In doing switching on Flour Mill track at New Richmond, the Engine must, in every case, set Cars in and not drop them in. Any switching necessary must be done on other tracks at New Richmond.
21. Trainmen and Enginemen running over the tracks of the C. M. & St. P. R'y, between Magenta and Eau Claire, the tracks of the Northern Pacific Railway between Trout Brook Junction and St. Paul, and the tracks of the Great Northern Railway between St. Paul and Minneapolis, will provide themselves with the current Time Tables of the above named roads, and will be governed by their Rules and Regulations while using said tracks.
22. All Conductors and Engineers of Passenger Trains running into St. Paul must carry Time Cards of Union Depot Co., St. Paul.
23. In moving Ore Trains the following rule relating to the handling of pressure retaining valves will be observed:
Before leaving Barrow, west bound, and Mellen, north bound, the conductor and brakeman will have a thorough understanding with the engineer, as to the number of cars on which the pressure retaining valves are to be cut in. They must in all cases remain cut in until the engineer signals for their release. Two long blasts of the whistle, as per Rule No. 41, is the signal to release pressure retaining valves.

SPECIAL NOTICE.

Every employe is hereby warned and instructed that it is his duty for the safety of himself and his fellow servants to examine the condition of all machinery, tools, cars (loaded or empty), engines or track that he is required to use in the performance of his duties, and to satisfy himself, so far as he reasonably can, that they are in good repair and can be safely used, and to guard against injury to themselves and others from structures or appliances, above, along or about the tracks.

It is the right and duty of every employe to take sufficient time to make such examination, and refuse to obey any order which would expose him or his fellow-employees to danger.

WISCONSIN LAWS GOVERNING SPEED OF TRAINS.

Incorporated cities and villages, twelve (12) miles per hour while approaching and within twenty (20) rods of any public traveled grade crossing. Thirty (30) miles per hour where gates or flagman maintained. Twenty (20) miles per hour where electric alarm bell or signal installed and maintained.

ILLINOIS, MICHIGAN AND MINNESOTA.

No state regulations, and trains will be governed by ordinances of the different cities and villages.

COMPANY'S SURGEONS.

C. H. ERDMAN.....Stanley, Wis.
E. P. ELLENSON.....Chippewa Falls, Wis.
J. V. R. LYMAN.....Eau Claire, Wis.
E. H. PARKER.....Office 214 South Barstow Street,
Residence 308 Bridge Street, Eau Claire, Wis.
CHRIST. MIDDLEFORT.....Eau Claire, Wis.
W. H. PARK.....Glenwood, Wis.
HOYT O. EPLEY.....New Richmond, Wis.
F. S. WADE.....New Richmond, Wis.
ALEXANDER DONALD.....296 Endicott Arcade, Telephone 1598.
JOHN B. DARLING.....Fourth and Wabasha Streets, St. Paul, Minn.
J. W. MACDONALD.....Room 508 Masonic Temple, Minneapolis, Minn.

R. J. HILL.....Syndicate Building, Minneapolis, Minn.
C. D. WRIGHT.....415 Guaranty Loan Building, Minneapolis, Minn.
C. J. SPRATT.....Minneapolis, Minn.
G. B. JOHNSTON.....Abbotsford, Wis.
M. P. ANDREWS.....Abbotsford, Wis.
C. E. NYSTRUM.....Medford, Wis.
W. E. ELLIS.....Prentice, Wis.
W. P. SPERRY.....In Drug Store, Phillips, Wis.
C. D. FENELON.....Phillips, Wis.
W. G. LAW.....Glidden, Wis.
C. W. LOCKHART.....Mellen, Wis.
M. S. HOSMER.....Knight Block, Ashland, Wis.

W. C. CONLEY.....Ironwood, Mich.
E. H. KELLY.....Ironwood, Mich.
GEO. E. MOORE.....Ironwood, Mich.
R. A. PARADIS.....Bessemer, Mich.
J. H. URQUHART.....Iron Belt, Wis.
W. L. STEPHENSON.....Ladysmith, Wis.
H. C. FICKES.....Owen, Wis.
J. C. ADAMS.....Superior, Wis.
H. J. CONNOR.....Superior, Wis.
F. J. PATTON.....Duluth, Minn.
C. E. LUM.....Duluth, Minn.
D. D. MURRAY.....Duluth, Minn.

L. J. SEEGER, Train Master, ABBOTSFORD.
S. G. CAMPBELL, Train Master, IRONWOOD.

G. C. STOCKLEY, Chief Train Dispatcher, ABBOTSFORD.