

## Minneapolis, St. Paul & Sault Ste. Marie RR. Co.

### STEVENS POINT DIVISION

### TIME TABLE

# No. 51

Superseding Time Table No. 50  
dated Oct. 8, 1944

Taking Effect Saturday, Dec. 1, 1945,  
at 12:01 A. M.

For the Information and Government of  
Employees only.

The Company reserves the right to vary the  
running of trains as circumstances may require.

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H. A. SPARKS, Superintendent

W. M. CHRISTEL, Supt. Transportation

E. D. JONES, General Superintendent

R. L. SIMPSON, General Manager

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LIST OF COMPANY SURGEONS

LOCATION	NAME	TITLE
Minneapolis.....	Dr. A. C. Strachauer.	Chief Surgeon
Minneapolis.....	Dr. Frank R. Hirshfeld	Assistant Chief Surgeon
Minneapolis.....	Dr. L. C. Culligan	Asst. Chief Surgeon
Minneapolis.....	Dr. Walter E. Camp.	Asst. Chief Oculist
Minneapolis.....	Dr. Walter S. Frank.	Asst. Surgeon
Minneapolis.....	Dr. R. Neary .	First Aid Attendant
Minneapolis (Shoreham)	S. Brahn.	Surgeon
St. Paul.....	Dr. E. M. Jones.	Surgeon
St. Paul.....	Dr. R. O. Leavenworth.	Oculist
Chicago.....	Dr. G. F. Thompson	Surgeon
Chicago.....	Dr. W. H. Stackable.	Examining Surgeon
Chicago.....	Dr. Louis Rampona.	Oculist
Chicago.....	Dr. R. T. Vaughan.	Surgeon
Elmwood Park, Ill.	Dr. James J. Leach	Examining Surgeon
Franklin Park.	Dr. C. E. Frybarger	Surgeon
Des Plaines.....	Dr. A. M. Purves.	Examining Surgeon
Antioch.....	Dr. W. F. Kraemer	Surgeon
Burlington.....	Dr. J. F. Bennett.	Surgeon
Burlington.....	Dr. W. J. Murawsky	Surgeon
Waukesha.....	Dr. E. B. Davies.	Surgeon
Waukesha.....	Dr. F. M. Scheele.	Surgeon
Milwaukee.....	Dr. A. T. Holbrook.	Surgeon
Milwaukee.....	Dr. R. P. Sproule.	Oculist
Milwaukee.....	Dr. M. N. Federspiel.	Oral Surgeon
Milwaukee.....	Dr. Arthur A. Schaefer	Surgeon
Slinger.....	Dr. K. Prefontaine.	Surgeon
Arlington.....	Dr. R. S. Fisler.	Surgeon
Fond du Lac.....	Dr. J. J. Wroble.	Surgeon
Fond du Lac.....	Dr. W. Waldschmidt.	Examining Surgeon
Fond du Lac.....	Dr. E. V. Smith.	Surgeon
Fond du Lac.....	Dr. S. E. Gavin.	Oculist
No. Fond du Lac.	Dr. W. H. Folsom.	Surgeon
Oshkosh.....	Dr. P. Des Bois.	Surgeon
Oshkosh.....	Dr. F. G. Connell.	Surgeon
Neenah.....	Dr. Burton Clark.	Surgeon
Neenah.....	Dr. T. D. Smith.	Surgeon
Menasha.....	Dr. Harry F. Beglinger.	Oculist
Manitowoc.....	Dr. Geo. N. Pratt, Jr.	Surgeon
Appleton.....	Dr. Francis F. Turgasen	Surgeon
Appleton.....	Dr. V. E. Marshall.	Surgeon
Waupaca.....	Dr. Carl D. Neidholz.	Surgeon
Stevens Point.....	Dr. A. M. Christopherson	Surgeon
Stevens Point.....	Dr. F. A. Marrs.	Examining Surgeon
Stevens Point.....	Dr. R. W. Rice.	Surgeon
Marshfield.....	Dr. A. G. Dunn.	Oculist
Marshfield.....	Dr. Paul F. Doege.	Surgeon
Owen.....	Dr. L. A. Cops.	Oculist
Stanley.....	Dr. B. H. Dilke.	Surgeon
Stanley.....	Dr. Rex E. Gruber.	Surgeon
Chippewa Falls.....	Dr. C. B. Hartung.	Examining Surgeon
Chippewa Falls.....	Dr. Joseph A. Kelly.	Surgeon
Eau Claire.....	Dr. C. C. Williams.	Surgeon
New Richmond.....	Dr. F. G. Anderson.	Surgeon
Prentice.....	Dr. O. H. Epley.	Surgeon
Park Falls.....	Dr. G. E. MacKinnon	Surgeon
Mellen.....	Dr. E. A. Riley.	Surgeon
Ashland.....	Dr. C. W. Lockhart.	Surgeon
Ashland.....	Dr. J. M. Dodd.	Surgeon
Ashland.....	Dr. R. O. Grigsby.	Oculist
Ironwood.....	Dr. John W. Prentice.	Examining Surgeon
Ironwood.....	Dr. A. J. O'Brien.	Surgeon
Ladysmith.....	Dr. A. O. Hendrickson.	Oculist
Hayward, Wis.	Dr. W. F. O'Connor	Surgeon
Superior.....	Dr. E. R. Krueger.	Surgeon
Superior.....	Dr. James W. McGill	Surgeon
Superior.....	Dr. T. J. Doyle.	Oculist
Duluth.....	Dr. V. E. Ekbald.	Examining Surgeon
Duluth.....	Dr. A. N. Collins.	Surgeon
Duluth.....	Dr. J. W. Ekbald.	Surgeon
Duluth.....	Dr. J. R. McNutt.	Roentgenologist
Duluth.....	Dr. J. A. Winter.	Oculist

LIST OF COMPANY WATCH INSPECTORS

LOCATION	NAME	TITLE
St. Paul.....	The Ball Railroad Time Service.	Chief Inspector
St. Paul.....	C. J. and H. W. Anderson.	Inspectors
St. Paul.....	Northern Watch Co.	Inspectors
Minneapolis.....	Oscar Gustafson Co.	Inspectors
Minneapolis.....	Kaplan Jewelry Store.	Inspectors
Chicago.....	Western Watch Co.	Inspectors
Chicago.....	Julius S. Scherer.	Inspectors
Chicago.....	M. R. Miller.	Inspectors
Chicago.....	E. F. Gutierrez.	Inspectors
Milwaukee.....	H. Hammersmith.	Inspector
Waukesha.....	Esther & Sons.	Inspector
Waukesha.....	Paul Krumenachor	Inspector
Burlington.....	Raymond B. Swenson.	Inspector
Fond du Lac.....	John P. Hess Co.	Inspectors
Oshkosh.....	J. F. Krumrich.	Inspector
Neenah.....	McCarthy Jewelry Co.	Inspector
Manitowoc.....	J. A. Rummele.	Inspector
Stevens Point.....	A. L. Otterlee.	Inspector
Stevens Point.....	Frank McTigue.	Inspector
Marshfield.....	Agent.	Inspector
Chippewa Falls.....	P. A. Brunstad.	Inspector
Ashland.....	G. H. Hegstrom.	Inspector
Park Falls.....	E. J. Born.	Inspector
Mellen.....	John Albert.	Inspector
Ashland.....	L. A. Grooms.	Inspector
Ironwood.....	Yano Brothers.	Inspectors
Ladysmith.....	H. Cedar.	Inspector
Superior.....	H. E. Juberg.	Inspector
Duluth.....	H. W. Schmidt.	Inspector
Duluth.....	Bagley & Co.	Inspectors
Duluth.....	Harlan Wells.	Inspector

PROVISIONAL STOPS FOR REVENUE PASSENGERS

Forest Park will be considered same as Chicago on all passenger stops.

TRAIN No. 1

Orchard Place on flag.  
Readfield on flag.

TRAIN NO. 2

Orchard Place on flag.

Prairie View—regular stop except Sunday; flag stop Sunday.

Silver Lake on flag on Sundays only, instead of regular stop.

Sussex on flag.

Readfield on flag.

TRAIN NO. 17

Wheeling on flag to take on passengers for Scheduled stops Spencer and beyond.

Will handle passengers when stop made at coal shed at Lake Villa.

Silver Lake on flag between May 30 and September 3rd to let off passengers from Chicago.

Mukwonago on flag to take on passengers for Superior, Duluth and beyond, also to discharge passengers from Chicago and beyond.

Slinger on flag to take on passengers for Twin Cities, Duluth or Superior or beyond and on signal to discharge passengers from Chicago or beyond.

Lublin and Conrath to let off passengers from Neenah and beyond.

Stanberry to let off passengers from Milwaukee, Chicago and beyond, and pick up passengers for Superior, Duluth and beyond.

Solon Springs to let off passengers from Chicago, Milwaukee and beyond, and pick up passengers for Duluth, Superior and beyond.

Conrath on flag to receive or discharge passengers on Mondays.

Gordon—Regular stop May 1st to Nov. 1st, flag stop Nov. 1st to May 1st.

TRAIN NO. 18

Stations east of Stevens Point to discharge passengers from Duluth, Superior and beyond and from stations on Fifth and Sixth Subdivisions.

Silver Lake on flag between May 30th and September 3rd for Chicago passengers.

Slinger on flag to take on passengers for Chicago or beyond and on signal to discharge passengers from Twin Cities or beyond.

Mukwonago on flag to take on passengers for Chicago or beyond, and to let off passengers from points west or north of Spencer.

Wheeling to discharge passengers from points Spencer and beyond.

Stanberry to let off passengers from Duluth, Superior and beyond, and pick up passengers for Milwaukee, Chicago and beyond.

Lublin, Sheldon and Conrath for passengers for Neenah and beyond.

Solon Springs to pick up passengers for Chicago, Milwaukee and beyond and let off passengers from Duluth, Superior and beyond.

Sheldon and Conrath on flag to receive or discharge passengers on Fridays.

Gordon—Regular stop May 1st to Nov. 1st, flag stop Nov. 1st to May 1st.

Hauer—Flag stop May 1st to Nov. 1st.

TRAIN NO. 6

On flag at North St. Paul to take on passengers for Milwaukee, Chicago and beyond.

TRAIN NO. 117

Little Black, Sells Siding, North York on flag.

Peeksville on flag between Dec. 1 and May 1.

TRAIN NO. 118

Little Black, Sells Siding, North York on flag.

Whittlesey stop daily except Sunday.

Peeksville on flag between Dec. 1 and May 1.

CONNECTIONS

No. 402 at Neenah with Nos. 17 and 18.

No. 2 at Marshfield with No. 638.

No. 5 at Owen with Nos. 17 and 18.

No. 17 at Spencer with No. 118.

No. 18 at Owen with No. 6.

No. 18 at Spencer with No. 118.

No. 117 at Spencer with Nos. 17 and 18.

No. 352 at Mellen with No. 117.

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257688

# FIRST SUBDIVISION—WEST

Distance from Chicago	TIME TABLE No. 51		SEE RULE 6 (A)	1st CLASS				3rd CLASS						
	Saturday, December 1, 1945			1	17	17-5		31	23	25	33	27	21	
	CHICAGO			Express	Limited			Way Freight	Freight	Freight	Milwaukee Freight	Freight	Freight	
				Daily	Daily			Dly.Ex.Sun	Daily	Daily	Dly.Ex.Sun	Daily	Daily	
0.0				BK	L 1.15 AM	L 5.50 PM	6.30							

TRAINS BETWEEN CHICAGO AND FOREST PARK WILL BE GOVERNED BY B. & O. C. T. TIME TABLES

10.9	FOREST PARK	PRV	s 1.47	s 6.16	6.53								
15.3	FRANKLIN PARK	IPV	1.53	6.23									
			1.55	6.25									
16.4	Junction 16 (W. End of Dbl. Trk.)	BCKOPRT VWXYZ	s 1.59	s 6.28	7.05		L 5.45 AM	L 9.30 AM	L 11.45 AM		L 8.20 PM	L 10.30 PM	
17.0	SCHILLER PARK		2.03	6.32			5.50	9.33	11.48		8.25	10.35	
18.7	Junction 19 (E. End of Dbl. Trk.)												
22.8	DES PLAINES	IPX	f 2.09	6.38			6.30						
29.9	Wheeling (W. End of Dbl. Trk.)	PR	s 2.18	6.47	7.22		7.10	9.55 <sup>24</sup> <sub>28</sub>	12.10 PM		8.46 <sup>2</sup>	10.57	
34.4	PRairie VIEW	P	s 2.31	6.53			7.40	10.03	12.18 <sup>32</sup>		8.57	11.07	
38.0	LEITHTON	IPVY	2.36	6.57			8.00	10.10	12.25		9.04	11.30 <sup>26</sup>	
40.0	MUNDELEIN	PW	s 2.42	7.00			8.45 <sup>28</sup>	10.15	12.30		9.09	11.45	
45.5	GRAY'S LAKE	IP	s 2.53	7.07			9.15 <sup>24</sup>	10.25	12.40		9.19 <sup>22</sup>	11.55	
51.0	LAKE VILLA	CPWX	s 3.09	7.18	7.46		9.50	10.36 <sup>32</sup>	12.51		9.40	12.06 AM	
54.0	SIDING 55	P	3.14	7.23			10.10 <sup>32</sup>	10.42	12.57		9.47	12.12	
55.3	ANTIOCH	P	s 3.20	s 7.26	7.56		10.25	10.45	1.00		9.50	12.15	
58.3	TREVOR	PW	f 3.26	7.32			10.35	10.51	1.06		9.56	12.21	
61.1	SILVER LAKE	P	f 3.30	7.36 <sup>2</sup>			10.45	10.56	1.11		10.01	12.26	
66.1	WHEATLAND	P	3.40	7.42			10.55	11.05	1.20		10.10	12.35	
72.7	BURLINGTON	BIPVWX	s 3.56	s 7.58	8.25		11.15	11.19	1.34		10.24	12.55	
73.4	SIDING 74	P	3.58	8.00 <sup>22</sup>			11.20	11.21	1.36		10.27 <sup>26</sup>	12.57	
77.7	HONEY CREEK	P	s 4.05	8.06			11.30	11.29	1.44		10.37	1.05	
80.6	MIDWAY	P	4.09	8.09			11.35	11.34	1.49		10.42	1.10	
86.2	MUKWONAGO	P	s 4.23	8.17	8.41		11.50	11.44	1.59		10.52	1.20	
90.9	VERNON	P	4.30	8.23			12.01 PM	11.52	2.07		11.00	1.28	
97.3	C. & N. W. Jct. (E. End of Dbl. Trk.)	M	4.38 <sup>18</sup>	8.31			12.11	12.04 PM	2.19		11.12	1.40	
97.7	WAUKESHA	BCKPRT VWXZ	s 4.50	s 8.50	9.00		A12.15 PM	12.05	2.20		11.13	1.41	
100.4	P.D.C. Jct. (W. End of Dbl. Trk.)	IPV	4.53 <sup>18</sup>	8.55	9.20		12.22	12.22	2.37		11.38	2.05	

CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN P. D. C. JCT. AND DUPLAINVILLE. (SEE RULES, PAGE 19)

102.6	DUPLAINVILLE	IP	5.00	8.59				12.27	2.42			11.43	2.10
106.6	SUSSEX	P	f 5.06	9.04				12.34	2.49			11.50	2.17
110.8	COLGATE	P	f 5.13	9.09 <sup>26</sup>				12.43	2.58			11.59	2.26
117.7	RUGBY JCT.	BCJPRV WX	5.22 <sup>28</sup>	9.17				12.55	3.10	L 11.55 <sup>27</sup> <sub>34</sub> PM	12.15 <sup>33</sup> <sub>34</sub> AM	2.45 <sup>134</sup>	
122.6	SLINGER	IPV	s 5.31	9.24	9.51			1.05	3.20	12.10 AM		12.30	2.55
129.5	ALLENTON	P	s 5.42	9.33				1.17	3.32	12.20		12.42	3.06
134.3	MARSH	P	5.48	9.38				1.25	3.40	12.26		12.50	3.14
138.3	TERESA	PW	f 5.54	9.43				1.33	3.48	12.32		12.58	3.22
142.8	LOMIRA	P	s 6.02	9.48				1.42	3.57	12.39		1.07	3.30
144.3	SIDING 145	P	6.05	9.51				1.46	4.01	12.43		1.13	3.36
147.1	BYRON	P	f 6.09	9.54				1.51	4.06	12.48		1.18	3.42 <sup>18</sup> 4.17 <sup>28</sup>
150.4	HAMILTON	P	6.13	9.58				2.03	4.19	1.00		1.29 <sup>134</sup>	4.32
153.3	VALLEY SIDING	P	6.17 <sup>24</sup>	10.02				2.09	4.24	1.05		1.37	4.37 *
156.1	FOND DU LAC	IMPVWX	s 6.35	s 10.16	10.45			A 2.20 PM	A 4.35 PM	A 1.10 <sup>134</sup> AM		A 2.30 AM	A 4.45 AM
158.4	SHOPS YARD	BCIKMPR TVWXZ	A 6.42 AM	A 10.23 PM				A 2.20 PM	A 4.35 PM	A 1.10 <sup>134</sup> AM			

# FIRST SUBDIVISION—EAST

Siding Capacity	TIME TABLE		Telegraph Stations	1st CLASS			3rd CLASS						Distance from Minneapolis	
	No. 51			Distance from Shops Yard		18	2	134	28	32	24	22	26	
	Saturday, December 1, 1945			Limited	Express	Milwaukee Freight	Freight	Way Freight	Freight	Freight	Freight	Freight	Milwaukee Freight	
	CHICAGO			Daily	Daily	Thur. Only	Daily	Dly. Ex. Sun.	Daily	Daily	Daily	Daily	Ex. Wed. - Sat.	459.6
TRAIN BETWEEN FOREST PARK AND CHICAGO WILL BE GOVERNED BY B. & O. C. T. TIME TABLES														
Yard	10.9 FOREST PARK 4.4	DN	147.5	s 7.06	s 9.16									448.7
	FRANKLIN PARK 1.1	DN	143.1	6.59	9.09									444.3
	JUNCTION 16 (W. End of Dbl. Trk.) 0.6		142.0	6.57	9.06									443.2
	SCHILLER PARK 1.7	DN	141.4	s 6.55	s 9.03			A 10.30 AM	A 1.40 PM	A 11.00 AM	A 11.30 PM	A 1.00 AM		442.6
	JUNCTION 19 (E. End of Dbl. Trk.)		139.7	6.50	8.59			9.45	1.30	10.00	10.35	12.05 AM		440.9
	4.1 DES PLAINES 7.1	D	135.6	6.45	f 8.54				1.10					436.8
	WHEELING (W. End of Dbl. Trk.) 4.5	DN	128.5	6.36	s 8.46 27			9.25 23	12.40	9.40 23	10.15	11.45		429.7
	77 PRAIRIE VIEW 3.6	D	124.0	6.29	8.39			9.10	12.18 25	9.34	10.00	11.35		425.2
	101 LEITHTON 2.0	DN	120.4	6.25	8.31			8.50	12.03 PM	9.29	9.40	11.30 21		421.6
	107 MUNDELEIN 5.5	D	118.4	6.22	s 8.27			8.45 31	11.40	9.25	9.30	11.25		419.6
Yard	77 GRAY'S LAKE 5.5	DN	112.9	6.16	s 8.16			8.32	11.15	9.15 31	9.19 27	11.15		414.1
	90 LAKE VILLA 3.0	DN	107.4	s 6.09	s 8.06			8.20	10.36 23	9.07	9.01	11.07		408.6
	75 SIDING 55 1.3		104.4	5.59	7.53			8.03	10.10 31	9.02	8.46	11.02		405.6
	38 ANTIOCH 3.0	D	103.1	s 5.56	s 7.50			8.01	10.00	9.00	8.43	11.00		404.3
	TREVOR 2.8	D	100.1	5.50	f 7.44			7.54	9.41	8.56	8.38	10.55		401.3
	114 SILVER LAKE 5.0	D	97.3	5.47	s 7.36 17			7.48	9.25	8.52	8.33	10.50		398.5
	77 WHEATLAND 6.6		92.2	5.42	7.27			7.37	9.10	8.44	8.25	10.41		393.5
	23 BURLINGTON 0.7	DN	85.7	s 5.33	s 7.19			7.25	8.45	8.32	8.10	10.29		386.9
	78 SIDING 74 4.3		85.0	5.29	7.13			7.20	8.30 24	8.30 32	8.00 17	10.27 27		386.2
	HONEY CREEK 2.9		80.7	5.24	7.08			7.11	8.00	8.24	7.53	10.20		381.9
Yard	100 MIDWAY 5.6		77.8	5.21	7.03			7.06	7.45	8.20	7.48	10.16		379.0
	25 MUKWONAGO 4.7	DN	72.2	5.14	s 6.56			6.55	7.35	8.13	7.39	10.07		373.4
	105 VERNON 6.4		67.5	5.08	6.48			6.46	7.20	8.06	7.32	10.00		368.7
	C. & N. W. JCT. (E. End of Dbl. Trk.)		61.1	5.00 1	6.40			6.30	7.02	7.54	7.20	9.48		362.3
	0.4 WAUKESHA 2.7	DN	60.7	s 4.59	s 6.39			6.29	L 7.00 AM	7.53	7.19	9.47		361.9
	P. D. C. JCT. (W. End of Dbl. Trk.)		58.0	4.40 1	6.24			6.00		7.41	7.00	9.28		359.2
CENTRALIZED TRAFFIC CONTROL IN EFFECT BETWEEN P. D. C. JCT. AND DUPLAINVILLE. (SEE RULES, PAGE 19)														
83	2.2 DUPLAINVILLE 4.0	DN	55.8	4.37	6.20			5.55		7.37	6.55	9.23		357.0
	SUSSEX 4.2	D	51.8	4.33	6.15			5.48		7.31	6.49	9.17		353.0
	79 COLGATE 6.9		47.6	4.28	f 6.09			5.40		7.25	6.42	9.09 17		348.8
	RUGBY JCT. 4.9	N	40.7	4.21	6.01	A 2.35 AM	21	5.22 1		7.15	6.32	8.59	A 11.55 89 PM	341.9
	96 SLINGER 6.9	DN	35.8	4.15	s 5.51			2.24	4.54	7.06	6.22	8.49	11.42	337.0
	77 ALLENTON 4.8	D	28.9	4.07	s 5.43			2.09	4.43	6.55	6.10	8.38	11.30	330.1
	77 MARSH 4.0		24.1	4.02	5.36			2.03	4.37	6.49	6.04	8.32	11.22	325.3
	77 THERESA 4.5	DN	20.1	3.58	s 5.31			1.58	4.31	6.44	5.59	8.26	11.16	321.3
	LOMIRA 1.5	D	15.6	3.53	s 5.24			1.52	4.24	6.38	5.53	8.19	11.09	316.8
	SIDING 145 2.8		14.1	3.51	5.20			1.49	4.21	6.36	5.51	8.16	11.05	315.3
77	BYRON 3.8	DN	11.3	3.47 21	5.16			1.45	4.17 21	6.32	5.47	8.12	11.01	312.5
	HAMILTON 2.9		8.0	3.34	5.07									309.2
	VALLEY SIDING 2.8		5.1	3.28	5.02			1.29 27	4.01	6.17 1	5.31	7.56	10.43	306.3
	FOND DU LAC 2.3	DN	2.3	s 3.23	s 4.57			1.20	3.55	5.55	5.25	7.50	10.36	303.5
	SHOPS YARD	DN	0.0	L 3.09 AM	L 4.42 25			L 1.10 33 AM	L 3.45 AM	L 5.45 AM	L 5.15 PM	L 7.40 PM	L 10 25 PM	301.2
				18	2			134	28	32	24	22	26	34

# SECOND SUBDIVISION—WEST

Distance from Chicago	TIME TABLE No. 51		Distance from Shops Yard	SEE RULE 6 (A)	1st CLASS			3rd CLASS				
	Saturday, December 1, 1945				1	17		27	35	21	23	25
	Express	Limited	Daily	Daily	Daily	Daily	Daily	Freight	Way Freight	Daily	Daily	Daily
158.4	SHOPS YARD	0.0	BCIKMP RTVWXZ	L 6.51 21 AM	10.32 PM			Daily	Dail. Ex. Sun.	Daily	Daily	Daily
164.0	VAN DYNE	5.6	P	6.59	10.40			35	27	1	22	5.20 PM
168.4	BLACK WOLF	10.0	P	7.04	10.45			4.20	4.58 24	7.20	3.10	5.30
172.0	SIDING 172	13.6	P	7.09	10.49			4.30	5.08	7.30	3.20	5.36
173.1	SO. OSHKOSH	14.7	BIPXWZ	7.11	10.51			4.46 24	5.25	7.42	3.32	5.43
174.3	OSHKOSH	15.9	IPX	s 7.30	11.08			4.50	5.30	7.46	3.36	5.48
178.3	WINNEBAGO	19.9	P	s 7.39	11.17							
185.3	Jct. 185 (E. End of Double Track)	26.9		7.47 35	11.25 28			5.05	6.00	8.05	3.57 2	6.02
186.4	NEENAH	28.0	BCJK PRTVWXYZ	s 7.59	s 11.39			5.20	6.16 1	8.20	4.15	6.16 26
187.8	Jct. 188 (W. End of Double Track)	29.4		8.03 35	11.43 28			5.25	6.25	8.23	4.18	6.21
194.6	MEDINA JCT.	36.2	IP	8.13	11.53			5.45	8.10 1	8.45	4.45	6.45 26
199.4	DALE	41.0	P	s 8.21	11.59			6.15	8.30	9.10	5.05	7.08
201.0	ANTON	42.6	P	8.24	12.01 AM			6.30	8.50	9.25	5.15	7.19
207.3	FREMONT	48.9	P	s 8.33	12.08			6.35	9.00	9.30	5.18	7.23
210.0	GILLS LANDING	51.6	P	8.38	12.12			6.50	9.25	9.43	5.36 26	7.37
213.4	WEYAUWEGA	55.0	P	s 8.47	12.17			7.00	9.35	9.51	5.50	7.46
220.8	WAUPACA	62.4	PW	s 9.01 36	s 12.31			7.10	9.45 21 10.06 36	10.01 36 35	5.58	7.57
227.4	SHERIDAN	69.0	P	s 9.13	12.42			7.30	11.00	10.20	6.13	8.13
232.4	NELSONS	74.0	P	9.20	12.48			7.45 36	11.25	10.35	6.28	8.30
233.6	AMHERST	75.2	P	s 9.24	12.50			8.00	12.03 22 PM	10.45	6.38	8.41
235.3	AMHERST JUNCTION	76.9	V	s 9.29	12.52			8.05	12.16	10.48	6.41	8.45
236.5	LAKE EMILY	78.1	P	9.32	12.54 18			8.08	12.21	10.51	6.44	8.49
241.6	CUSTER	83.2	P	s 9.40	1.03			8.15	12.26	10.56	6.47	9.02 28
243.8	STOCKTON	85.4	P	f 9.46	1.07			8.30	12.40	11.10	6.58	9.14
248.6	SP YARD	90.2	BCKPRTW XZ	9.53	1.13			8.40	12.48	11.17	7.03	9.19
249.2	STEVENS POINT	90.8	BKIPRVWX	As 9.55 AM	As 1.15 AM			A 8.55 AM	A 1.00 PM	A 11.30 22 AM	A 7.15 PM	A 9.30 PM
				1	17			27	35	21	23	25

# WEST—MANITOWOC LINE—EAST

Distance from Chicago	2nd CLASS		Distance from Manitowoc	Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	Distance from Neenah	SEE RULE 6 (A)	2nd CLASS	
	401	Mixed Daily							402	Mixed Daily
	L 12.30 PM	0.0 40				D	44.2	BCKRTUVWXYZ	A 6.15 AM	317.4
230.6			4.5		MANITOWOC					
226.1		f 12.45	4.5		ALVERNO		39.7		f 5.45	312.9
218.9		s 1.10	11.7 13		VALDERS	D	32.5		s 5.20	305.7
216.0		f 1.20	14.6		QUARRY		29.6		f 4.25	302.8
213.5		s 1.30	17.1		COLLINS		27.1		f 4.15	300.3
207.6		s 1.45	23.0		POTTER		21.2	W	f 4.05	294.4
203.6		s 2.00	27.0 27		HILBERT JCT.	D	17.2		s 3.50	290.4
203.2		2.05	27.4		C. M. St. P. & P. Switch		16.8		3.35	290.0

TRAINS BETWEEN C. M. ST. P. & P. SWITCH AND MENASHA JCT. WILL BE GOVERNED BY C. M. ST. P. & P. TIME TABLE

188.9		2.40	41.7		14.3 MENASHA JCT. 0.4		2.5		2.53		275.7
188.5		s 2.45	42.1	Yard	MENASHA 2.1		2.1	MUV	s 2.50		275.3
186.4		A 3.00 PM	44.2	Yard	NEENAH	DN	0.0	BCJKPRTV WXYZ	L 2.35 AM		273.2
		401							402		

## **SECOND SUBDIVISION—EAST**

Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	Distance from Stevens Point	1st CLASS				3rd CLASS					Distance from Minneapolis			
				18		2		24		36		22		26		
				Limited	Express	Daily	Daily	Daily	Freight	Way Freight	Daily	Freight	Daily	Daily		
Yard	SHOPS YARD	DN	90.8	A 2.57 AM	A 4.34 PM			A 5.15 AM	A 1.45 PM	A 2.55 <sup>23</sup> PM	A 7.15 PM	A 1.05 AM		301.2		
121	5.6 VAN DYNE		85.2	2.50	4.27			4.58 35	1.30	2.40	7.02	12.38		295.6		
77	4.4 BLACK WOLF		80.8	2.45	4.22			4.52	1.10	2.33	6.56	12.20		291.2		
113	3.6 SIDING 172		77.2	2.41	4.18			4.46 27	12.55	2.25	6.50	12.09		287.6		
Yard	1.1 SO. OSHKOSH	DN	76.1	2.38	4.15			4.43	12.45	2.20	6.43	12.05 AM		286.5		
	1.2 OSHKOSH	N	74.9	s 2.33	s 4.10									285.3		
121	4.0 WINNEBAGO	D	70.9	2.22	f 3.57 23			4.28	12.20 PM	2.13	6.28	11.49		281.3		
	7.0 Jct. 185 (E. End of Double Track)		63.9	2.13	3.48			4.16	11.55	2.00	6.16 25	11.36 17		274.8		
Yard	1.1 NEENAH	DN	62.8	s 2.10	s 3.45			4.10	11.40	1.20	6.12	10.50		273.2		
	1.4 Jct. 188 (W. End of Double Track)		61.4	2.00	3.36			4.07	11.35	1.15	6.08 25	10.45 17		271.8		
88	6.8 MEDINA JCT.	D	54.6	1.51	3.27			3.55	11.15	1.01	5.55	10.26		265.0		
	4.8 DALE	D	49.8	1.45	s 3.22			3.48	10.55	12.53	5.48	10.16		260.2		
99	1.6 ANTON		48.2	1.43	3.19			3.45	10.45	12.50	5.45	10.12		258.6		
100	6.3 FREMONT	D	41.9	1.36	s 3.11			3.37	10.30	12.40	5.36 23	9.59		252.3		
	2.7 GILLS LANDING		39.2	1.32	3.06			3.32	10.10	12.35	5.32	9.53		249.6		
102	3.4 WEYAUWEGA	D	35.8	1.27	s 3.01			3.27	10.01 <sup>21</sup> 35	12.30	5.27	9.46		246.2		
	7.4 WAUPACA	DN	28.4	s 1.18	s 2.49			3.17	(9.01 <sup>21</sup> 8.00 1	12.20	5.17	9.33		238.8		
105	6.6 SHERIDAN	D	21.8	1.06	f 2.36			3.07	7.45 27	12.10	5.07	9.22		232.2		
92	5.0 NELSONS	N	16.8	1.00	2.30			3.00	7.20	12.03 35	5.00	9.13		227.2		
	1.2 AMHERST	D	15.6	12.58	s 2.28			2.58	7.15	12.01 PM	4.58	9.09		226.0		
	1.7 AMHERST JUNCTION		13.9	12.56	s 2.24			2.55	6.55	11.57	4.55	9.05		224.3		
102	1.2 LAKE EMILY		12.7	12.54 17	2.21			2.53	6.50	11.55	4.53	9.02 25		223.1		
	5.1 CUSTER		7.6	12.48	s 2.15			2.46	6.35	11.48	4.46	8.54		218.0		
77	2.2 STOCKTON	DN	5.4	12.45	f 2.12			2.43	6.20	11.45	4.43	8.49		215.8		
Yard	4.8 SP YARD	DN	0.6	12.39	2.06			L 2.30 AM	L 6.00 AM	L 11.30 <sup>21</sup> AM	L 4.30 PM	L 8.45 PM		211.0		
35	0.6 STEVENS POINT	DN	0.0	L 12.37 AM	L 2.05 PM			18	2	24	36	22	26	28		

## **WEST-THIRD SUBDIVISION—GREENWOOD LINE—EAST**

# THIRD SUBDIVISION—WEST

Distance from Chicago	Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	SEE RULE 6 (A)	1st CLASS			3rd CLASS						
				17	5	1	39	37	21	43	27	23	25
				Limited	Limited	Express	Way Freight	Way Freight	Freight	Freight	Freight	Freight	Freight
				Daily	Daily	Daily	Tu. Thur. Sat.	Dly. Ex. Sun.	Daily	Daily	Daily	Daily	Daily
248.6	Yard	SP YARD 0.6	BCKPR TWXZ	L 1.13 AM		L 9.53 AM			L 2.40 PM	L 4.30 PM	L 5.30 PM	L 8.15 PM	L 12.10 AM
249.2	85	STEVENS POINT 4.2	BKIP RVWX	s 1.15 24 1.25		s 9.55 10.15			2.45	4.35	5.35	8.20	12.22 18
253.4	80	ROCKY RUN 6.8	P	1.32		10.21			2.54 26	4.43	5.43	8.28	12.33
260.2	90	JUNCTION CITY 4.4	JPV	s 1.45		s 10.32			3.07	5.04	5.55 28	8.41	12.49 24
264.6	77	MILLADORE 3.1	P	1.51		s 10.40			3.17	5.13	6.04	8.49	12.56
267.7	77	SHERRY 4.8	P	1.55		f 10.45			3.23	5.18	6.09	8.54	1.01
272.5	83	AUBURNDALE 4.6	P	2.01		s 10.52			3.32	5.25 28	6.16	9.01	1.08
277.1		*HEWITT 4.0	P	2.06		f 10.59			3.40	5.40	6.23	9.08	1.14
281.1	311	MARSHFIELD 3.6	BCHLJ KPRTVWXYZ	s 2.20		s 11.10		L 1.30 PM <sup>2</sup>	3.48	6.15	6.45	9.15	1.31
284.7		*MANN 5.1	BCKJP RTWX Y	s 2.31 12.55		s 11.22 44 11.35	L 9.30 AM	1.45 26 PM	4.05 28	6.35	A 7.00 PM	9.30	1.48
289.8	69E 79W	SPENCER 7.2	P	3.05		f 11.45	9.45		4.17	6.46		9.41	2.01
297.0	81	RIPLINGER 5.4	P	3.11		11.52	9.55		4.25	6.54		9.49	2.08
302.4	67	ATWOOD 6.2	BJKPR WXY	s 3.19 5 3.40 AM	L 3.45 AM <sup>17</sup>	s 12.01 39 12.08 40 12.43 44 PM <sup>2</sup>	(10.05 2 12.43 44 PM <sup>2</sup>		4.45	A 7.05 PM		10.10 6 18	2.20
308.6	120	OWEN 1.9	P			3.49	s 12.13	12.50		4.50		10.20	2.23
310.5		WITHEE 6.3	P			3.57	12.21	1.08 28		5.00		10.30	2.33
316.8	38	LOMBARD 3.7	P			f 4.01	s 12.25	1.35		5.05		10.35	2.39
320.5	85	THORPE 6.7	P			s 4.10	s 12.35	2.15		5.14		10.54 24	2.48
327.2	78	STANLEY 5.4	PW			4.20	s 12.44 26	2.30		5.24		11.09	2.55
332.6	56	BOYD 6.1	P			4.28	s 12.55	2.50		5.34		11.19	3.04
338.7	92	CADOTT 5.7	P			4.35	1.02	3.00		5.44		11.29	3.11
344.4	77	BATEMAN 6.3	IJYXVP			s 4.50	s 1.12	3.15		5.54		11.40	3.22
350.7	60	CHIPPEWA FALLS 1.5	BCKPRTVWX YZ			A 4.54 22 AM	A 1.15 PM	A 3.20 PM		A 6.00 PM		A 11.50 PM	A 3.30 AM
352.2	Yard	CF YARD											
		*Spurs headed { Hewitt East Mann West											
				17	5	1	39	37	21	43	27	23	25

# WEST—EAU CLAIRE LINE—EAST

Distance from Chicago	3rd CLASS			Distance from Chippewa Jct.	Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	Distance from Eau Claire	SEE RULE 6 (A)	3rd CLASS			Distance from Miles.
	701	703								702	712		
	Freight	Freight								Freight	Freight		
	Dly. Ex. Sun.	Dly. Ex. Sun.								Dly. Ex. Sun.	Dly. Ex. Sun.		
351.0	L 12.20 PM	L 5.00 AM		0.0		CHIPEWA JCT. 2.6		10.3	IJPVXY		A 10.25 AM	A 4.55 PM	108.6
353.6				2.6		C. M. ST. P. M. & O. 2.0		7.7	I				111.2
355.6	12.35	5.15		4.6	11	LAKE HALLIE 0.9		5.7			10.15	4.45	113.2
856.5	12.38	5.18		5.5		HUTCHENS 3.1		4.8			10.12	4.42	114.1
359.6	12.44	5.25		8.6		MAGENTA 1.4		1.7			10.07	4.37	117.2
361.0	12.49	5.30		10.0		EAU CLAIRE JCT. 0.3		0.3			10.02	4.32	118.6
361.3	A 12.55 PM	A 5.45 AM		10.3		EAU CLAIRE D		0.0	IRTVWX		L 10.00 AM	L 4.30 PM	118.9
	701	703											
	702	712											

# THIRD SUBDIVISION-EAST

Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	1st CLASS			3rd CLASS						Distance from Minneapolis						
			2	6	18	40	22	38	44	26	28							
			Express	Limited	Limited	Way Freight	Freight	Way Freight	Freight	Freight	Freight							
Distance from CF Yard			Daily	Daily	Daily	Mon.Wed.Fri	Daily	Dly.Ex.Sun	Daily	Daily	Daily							
Yard	SP YARD 0.6	DN	103.6	A 2.06 PM			A 12.39 AM		A 19.00 AM		A 1.05 PM	A 3.05 PM	A 6.25 PM	A 1.20 AM	211.0			
85	STEVENS POINT 4.2	DN	103.0	s 2.05 1.50			s 12.37 12.22		8.55		12.57	3.01	6.18	1.15	210.4			
80	ROCKY RUN 6.8		98.8	1.43			12.15		8.46		12.49	2.54	6.10	1.00	206.2			
90	JUNCTION CITY 4.4	DN	92.0	s 1.33			s 12.03 AM		8.33		12.38	2.44	5.55	2.25	199.4			
77	MILLADORE 3.1	D	87.6	s 1.28			11.58		8.27		12.30	2.38	5.39	12.41	195.0			
77	SHERRY 4.8		84.5	f 1.23			11.54		8.22		12.25	2.34	5.33	12.36	191.9			
83	AUBURNDALE 4.6	D	79.7	s 1.16			11.49		8.15		12.18	2.27	5.25	43	12.29	187.1		
	*HEWITT 4.0		75.1	f 1.09			11.43		8.07		12.11	2.21	5.17	12.22	182.5			
311	MARSHFIELD 3.6	DN	71.1	s 1.03	37		s 11.38		8.00	A 9.57 AM	12.05 PM	2.15	5.10	12.16	178.5			
	*MANN		67.5	12.54			11.24		7.35	9.52	11.48	2.07	4.40	12.11	174.9			
69E 79W	SPENCER 5.1 7.2	DN	62.4	s 12.47 12.40			s 11.17 11.05	A 2.05 PM	7.25	L 9.40 AM	11.35 11.30	1	1.59	37	L 4.30	21 PM	12.05 AM	169.8
81	RIPLINGER 5.4	D	55.2	s 12.31			10.46		1.55	7.03		11.20	1.49				11.50	162.6
67	ATWOOD 6.2		49.8	12.24			10.39		1.40	6.54		10.59	1.40				11.40	157.2
120	OWEN 1.9	DN	43.6	s 12.15 12.08	1 40	A 10.10	18 PM	L 10.30	6 PM	L 1.25 11.10	1 2	6.40	L 10.45 11.40	40 AM	1.28		11.30	151.0
	WITHEE 6.3	D	41.7	s 12.05 PM	10.07			11.05		6.22					1.18		11.20	149.1
38	LOMBARD 3.7		35.4	11.57	9.58			10.45	6.10				1.08	39			11.10	142.8
85	THORPE 6.7	D	31.7	s 11.53	s 9.53			10.40	6.05				1.03				11.05	139.1
78	STANLEY 5.4	DN	25.0	s 11.43	s 9.42			9.50	5.55				12.53				10.54	23 132.4
56	BOYD 6.1	D	19.6	s 11.33	9.32			8.55	5.45				12.44	1			10.45	127.0
92	CADOTT 5.7	D	13.5	s 11.25	9.24			8.40	5.35				12.32				10.33	120.9
77	BATEMAN 6.3		7.8	11.17	9.17			8.18	5.25				12.21				10.23	115.2
60	CHIPPEWA FALLS 1.5			1.5	s 11.10	s 9.08		8.06	5.13				12.09				10.13	108.9
Yard	CF YARD	DN	0.0	L 11.01 AM	L 8.58 PM			L 8.00 AM	L 5.05 AM	5			L 12.01 PM				L 10.05 PM	107.4
								2	6	18	40	22	38	44	26	28	24	

# WEST-NEKOOSA LINE-EAST

Distance from Chicago	3rd CLASS			TIME TABLE No. 51 Saturday, December 1, 1945	Distance from Marshfield	3rd CLASS			Distance from Minneapolis
	621	Way Freight	Dly.Ex.Sun			SEE RULE 6 (A)	622	Way Freight	
	Distance from Nekoosa	Siding Capacity	Distance from Nekoosa			Distance from Marshfield	Distance from Marshfield	Distance from Minneapolis	
313.7				NEKOOSA	D	32.6	UV		
310.9	L 2.00 PM		0.0		D	29.8	UVY	A 1.15 PM	211.1
	s 2.30		2.8	PORT EDWARDS				s 1.00	208.3
306.6	s 3.30		7.1	4.3 32-N	D	25.5	CRWZU	s 12.30 PM 8.20	204.0
305.4	A 3.35 PM		8.3	1.2 WESTRAP		24.3	J	L 8.15 AM	202.8

TRAINS AND ENGINES BETWEEN EASTMAR AND WESTRAP WILL BE GOVERNED BY C. & N. W. TIME TABLE AND OPERATING RULES

282.4	L 4.30 PM		31.3	EASTMAR 1.3		1.3	J	A 7.05 AM	179.8
281.1	A 4.40 PM		32.6	Yard	MARSHFIELD	DN	BCIJKPRTUV WXYZ	L 7.00 AM	178.5
	621							622	

## FOURTH SUBDIVISION—WEST

TRAINS BETWEEN WC JUNCTION AND SHOREHAM WILL BE GOVERNED BY M. & D. DIVISION TIME TABLE

452.4		20.3 SHOREHAM	DN	100.2	.	A 7.15 AM	A 8.30 AM					A 11.30 PM
428.4		CARNELIAN JCT. 5.3		76.2	L 6.47 AM	L 3.18 PM					L 12.46 PM	
433.7		N. P. CROSSING 6.5		81.5	6.56	3.28					12.56	
440.2	29	NORTH ST. PAUL	D	88.0	7.05	s 3.38					1.25	
443.0		2.8 GLOSTER 3.0	DN	90.8	7.10	t 3.43			L 2.50 AM	L 11.55 AM	1.35	L 2.55 PM
446.0	16	TROUT BROOK 0.2		93.8	7.14	3.48			3.04	12.04 PM	1.44	3.04
446.2		TROUT BROOK JCT. 0.5		94.0	A 7.15 <sup>716</sup> AM	A 3.50 PM			A 3.05 AM	A 12.05 PM	A 1.45 PM	A 3.05 PM

TRAINS BETWEEN TROUT BROOK I.C.T. AND ST. PAUL UNION DEPOT WILL BE GOVERNED BY N. P. RY. TIME TABLES

Trains Between Trout Brook Jct., and St. Paul Freight Yards will be Governed by N. P. Ry. and M. & D. Division Time Tables

**Trains Between Union Depot St. Paul and C. M. St. P. & P. Depot Minneapolis will be Governed by C. M. St. P. & P. Ry. Time Tables**

## **FOURTH SUBDIVISION—EAST**

Siding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	SEE RULE 6 (A)	1st CLASS		3rd CLASS							
			2	6	22	722	842	26	42	716	24	628
			Express	Limited	Freight	No. Pac. Way Frt.	Way Freight	Freight	Way Freight	No. Pac. Freight	Freight	No. Pac. Freight
			Daily	Daily	Daily	Tue.Thu.Sat.	Dly.Ex.Sun	Daily	Tue.Thu.Sat.	Dly.Ex.Sun	Daily	Daily
Yard	CF YARD	BCKPRTV WXYZ	A 10.56 AM	A 8.55 PM	A 2.25 <sup>23</sup> AM			A 11.30 AM	A 2.55 PM		A 9.20 PM	
94	6.6 HOWARD	P	10.49	8.47	2.13			11.20	2.45		9.08	
	3.3							11.15	2.40		9.03	
123	ALBERTVILLE	P	f 10.45	8.43	2.08			11.05	2.30		8.53	
	6.9 COLFAX	P	s 10.36	s 8.33	1.56							
77	6.5 NORTON	P	10.26	8.22	1.41			10.52	1.53 <sup>1</sup>		8.40	
91	3.9 WHEELER	P	s 10.21	8.18	1.36			10.47	1.48		8.35	
75	6.8 BOYCEVILLE	P	s 10.12	8.10 <sup>21</sup>	1.26			10.38	1.40		8.26	
92	3.7 DOWNING JCT.	JP	L 10.06 AM	L 8.05 PM	L 1.20 AM			L 10.32 AM	L 1.30 PM		L 8.20 <sup>21</sup> PM	69.7
92	DOWNING JCT.	JP						A 8.50 AM				
	0.8 DOWNING							8.45				70.5
	2.5 GLENWOOD CITY							L 8.30 <sup>841</sup> AM				73.0
92	DOWNING JCT.	JP	A 10.06 AM	A 8.05 PM	A 1.20 AM			A 10.32 AM	A 12.52 PM		A 8.20 <sup>21</sup> PM	69.7
	1.2 GLENWOOD-DOWNING	P	s 10.04	s 8.03	1.17			10.30	12.50		8.17	68.5
68	8.2 EMERALD STATION		s 9.53	7.53	1.05			10.18	12.35		8.05	60.3
84	5.1 CYLON	P	s 9.46	7.47 <sup>24</sup>	12.57			10.10	12.25		7.47 <sup>6</sup>	55.2
	3.9 JEWETT		f 9.40	7.42	12.52			10.05	12.15		7.30	51.3
{ 55E 88W	5.2 NEW RICHMOND	CPUVWX	s 9.34 <sup>41</sup>	s 7.35	12.42 AM			9.55 <sup>41</sup>	12.05 PM 10.25		7.20	46.1
87	7.7 SOMERSET	P	s 9.21	7.22	11.52			9.35	10.10		7.05	38.4
68	4.4 ARCOLA	P	9.14 <sup>20</sup>	7.15	11.42			9.26	10.00		6.56	34.0
	2.8 CARNELIAN JCT.	JP	L 9.10 AM	L 7.11 PM	L 11.37 PM			L 9.21 <sup>2</sup> AM	L 9.55 AM		L 6.51 PM	31.2
	CARNELIAN JCT.	JP			A 11.37 PM			A 9.21 <sup>2</sup>			A 6.51 PM	
80	3.7 WC JUNCTION	JP			L 11.30 PM			L 9.15 AM			L 6.45 PM	

**TRAINS BETWEEN SHOREHAM AND WC JUNCTION WILL BE GOVERNED BY M. & D. DIVISION TIME TABLE**

20.3 SHOREHAM		BCHJKOPRT VWXYZ			L 9.30 PM			L 7.30 AM		L 5.00 PM	
	CARNELIAN JCT. 5.3	JP	A 9.10 <sup>26</sup> AM	A 7.11 PM					A 9.55 AM		
	N. P. CROSSING 6.5	PU	9.01	7.03					9.44		
29	NORTH ST. PAUL	P	s 8.52	6.54					(9.35 9.06		
	2.8 GLOSTER 3.0	MPV	f 8.46	6.50		A 5.25 AM			9.01	A 7.45 AM	A 8.55 PM
16	TROUT BROOK 0.2		8.41	6.45		5.18		L 8.56 AM	7.33		8.43
	TROUT BROOK JCT. 2.5	PY	L 8.40 AM	L 6.44 PM		L 5.17 AM			L 7.32 <sup>5</sup> AM		L 8.42 PM

TRAINS BETWEEN TROUT BROOK JCT. AND ST. PAUL UNION DEPOT WILL BE GOVERNED BY N. P. RY. TIME TABLES

Trains Between Trout Brook Jct. and St. Paul Freight Yards will be Governed by N. P. Ry. and M. & D. Division Time Table.

Trains Between St. Paul and C. M. St. P. & P. Denot Minnesota will be Governed by C. M. St. P. & P. Ry. and M. & P. Division Time Table

# WEST—FIFTH SUBDIVISION—EAST

Distance from Chicago	3rd CLASS		1st CLASS		Distance from Owen	Sliding Capacity	TIME TABLE No. 51 Saturday, December 1, 1945	SEE RULE 6 (A)	1st CLASS		3rd CLASS		Distance from Minneapolis	
	43	143		17					18		144	44		
	Freight	Freight		Limited	Daily			Limited	Daily	Freight	Freight			
308.6	L 7.15 PM			L 3.40 AM <sup>5</sup>	0.0	Yard	OWEN 11.8 LUBLIN 7.8 GILMAN 12.1 SHELDON 6.6 CONRATH	BJKPR WXYDN	A 23 10.10 PM <sup>6</sup>		A 10.15 AM <sup>40</sup> 39 AM	44	151.0	
320.4	7.35			3.55	11.8	49		DP	9.57		9.54		162.8	
328.2	7.48			s 4.04	19.6	85		DP	s 9.44		9.39		170.6	
340.3	8.08			s 4.22	31.7	54		DP	9.28		9.15		182.7	
346.9	8.18			4.30	38.3				9.18		9.01		189.3	
353.3	A 8.30 PM	L 12.15 AM		s 4.38 (4.50)	44.7	100	6.4 LADYSMITH 5.3 JEROME 2.1 CRANE 3.3 MURRY 5.1 EXELAND	BCDNKP RUWXYZ	s (9.10 18.57		A 4.05 AM	L 8.45 AM	195.7	
358.6		12.23		4.58	50.0	77			8.50		3.48		200.5	
360.7		12.27		5.01	52.1				8.47		3.43		202.6	
364.0		12.32		5.05	55.4	54			8.43		3.36		206.4	
369.1		12.40		s 5.13	60.5			NP	s 8.37		3.25		211.5	
370.9		12.43		5.16	62.3	85			P	8.34		3.15		213.3
377.1		12.53		f 5.24	68.5	23			P	8.27		3.00		219.5
383.8		1.04		f 5.33	75.2					8.20		2.44		226.2
389.4		1.20		s 5.43	80.8	78			DPW	s 8.10		2.30		231.8
402.6		1.40 <sup>144</sup>		6.01	94.0	59			PW	7.53		1.40 <sup>143</sup>		245.0
406.9		1.49		6.07	98.8	12				7.48		1.30		249.3
412.6		2.01		6.15	104.0	90				7.41		1.15		255.0
420.9		2.16		6.26	112.3	47			NP	7.30		12.50		263.3
429.0		2.32		6.39	120.4	43				7.18		12.25 AM		271.4
440.5		2.52		6.56	131.9	71			CWY	7.02		11.50		282.9
446.1		3.03		7.05	137.5	49			P	6.54		11.25		288.6
452.6		3.19		7.16	144.0					6.44		11.00		295.0
454.7		3.30		7.20	146.1	27			IV	6.40		10.50		297.1
458.6		3.39		7.28	150.0				P	6.34		10.35		301.0
459.5		A 3.45 AM		A 7.29 AM	150.9		0.9 28th St. 2.4	JMPXY	L 6.32 PM		L 10.30 PM		301.9	

TRAINS BETWEEN 28TH ST. AND SUPERIOR AND DULUTH WILL BE GOVERNED BY DULUTH-SUPERIOR TERMINALS TIME TABLE

461.9					s 7.33 AM	153.8		SUPERIOR 7.2		s 6.25 PM				304.3
469.1					A 8.10 AM	160.5		DULUTH		L 6.00 PM				311.5

43 143

17

# WEST-SIXTH SUBDIVISION-BESSEMER LINE-EAST

Distance from Chicago	2nd CLASS				TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	Distance from Mellen	SEE RULE 6 (A)	2nd CLASS			
	351	Mixed	Distance from Bessemer	Siding Capacity					352	Mixed	Dly. Ex Sun	Dly. Ex Sun
443.5		Dly. Ex Sun		0.0 Yard	BESSEMER	D	33.3	PVXY	A10.25 <sup>351</sup>	AM		
440.9		A10.55 AM		2.6 31	SIEMENS (E. End of Dble. Trk.)		30.7	PX	L10.05	AM		

\*TRAINS AND ENGINES BETWEEN SIEMENS AND LAKE STREET WILL BE GOVERNED BY C. & N. W. TIME TABLE AND OPERATING RULES

438.0		L11.04 AM		5.5	LAKE ST. (W. End of Dble. Trk.)		27.8	P	A 9.55 AM			
437.2		s11.15		6.3	IRONWOOD	D	27.0	BCKPRV	s 9.50			
436.3		s11.20		7.2	HURLEY	D	26.1	WX	s 9.35			
435.8				7.7	JCT. 435		25.6	P				
434.6		f11.25		8.9	GERMANIA		24.4	V				
430.1		f11.40		13.4	HOYT	D	19.9	PWXY	f 9.20			
428.4		s11.50		15.1	IRON BELT		18.2	P				
423.7		s12.05 PM		19.8	UPSON		13.5		s 9.00			
420.7		f12.13		22.8	ROUSE		10.5	P				
417.0		f12.25		26.5	TYLER FORKS		6.8		s 8.42			
414.3		f12.33		29.2	BALLOU		4.1		f 8.31			
410.2		A12.45 PM		33.3	MELLEN	DN	0.0	BCJPR				
								WXYZ	L 8.00 AM			
		351										
									352			

\*C&NW Rule D-151 "Where two main tracks are in service trains must keep to the LEFT unless otherwise provided."

# SIXTH SUBDIVISION—WEST

Distance from Chicago	Siding Capacity	TIME TABLE No. 51		Distance from Spencer	SEE RULE 6 (A)	1st CLASS			3rd CLASS					
		Saturday, December 1, 1945	SPENCER			53	117		D. S. S. & A. Freight	Way Freight	Way Freight	Way Freight	Freight	
Daily	Dly. Ex. Sun.	Daily	Dly. Ex. Sun.	Daily	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Daily	
289.8			SPENCER	0.0	BCKJPRTWX			L 3.05 AM						
296.6	23		6.8	6.8				s 3.17						2.05
300.5			UNITY	3.9				s 3.25						2.20
303.0	46		COLBY	2.5				s 3.33						2.33
307.0	55		ABBOTSFORD	4.0	BJKRWXY			s 3.42						2.50
			DORCHESTER	5.1				s 3.51						6.20
312.1			STETSONVILLE	4.7				s 4.06						7.30
316.8	60		MEDFORD	6.5				f 4.19						8.16
323.3	21		WHITTLESEY	4.7				s 4.29						7.45
328.0	62		CHELSEA	4.3	CJWY			s 4.38						8.30
			WESTBORO	6.3				s 4.50						8.50
332.3	55		OGEMA	7.0				s 5.15						9.35
338.6	56		PRENTICE	4.4	UWXY			f 5.24						10.20
345.6	54		WORCESTER	8.1				s 5.42						10.30
350.0	58		PHILLIPS	5.0				5.50						11.00
358.1	30		LUGER	3.9				5.56						11.10
363.1	42		COOLIDGE	4.7				s 6.05						2.03
367.0	56		FIFIELD	4.5				s 6.11 16.17						2.15
371.7	55		PARK FALLS	5.8	BCKR UVWX			s 6.29						11.29
376.2	Yard		BUTTERNUT	1.2				6.32						11.40 PM
382.0	29		HILL SIDING	8.8				s 6.44						4.10
383.2	56		GLIDDEN	6.5				s 6.58						4.40
392.0	46		MORSE	3.4				f 7.04						4.55
398.5	35		CAYUGA	8.3				s 7.25						5.50
401.9			MELLEN	5.1	BCJPRTWXYZ			f 7.37						6.05
410.2	27		CORIA	2.2				s 7.42						6.10
415.3			HIGH BRIDGE	5.1	P			s 7.51						6.30
417.5	62		MARENGO	1.5	P			L 2.00 AM	7.54					12.15 AM
422.6	29		MARENGO JCT.	1.1				2.02	7.56					6.33
424.1			AGNEW	5.4				2.10	8.03					12.17 54
425.2	60		WHITE RIVER	2.4				2.14	8.07					6.36
430.6	26		EAST LEAD ORE YARD	0.9	X			2.16	8.09					12.27
433.0			ORE YARD	0.8	PWXY			2.18	8.11					6.47
433.9	Yard		WEST LEAD ORE YARD	0.9	X			2.30	A 8.15 AM					12.31
435.6	Yard		ASHLAND	0.3	BCJPRT UVWXZ			A 2.31 AM						6.51
435.9			N. P. JUNCTION	157				157	117					12.33
								53	117					12.35
										121	127	155	137	27

# WEST—RIB LAKE LINE—EAST

Distance from Chicago	3rd CLASS			Distance from Chelsea	Siding Capacity	TIME TABLE No. 51	Saturday, December 1, 1945	Telegraph Stations	Distance from Rib Lake	SEE RULE 6 (A)	3rd CLASS		
	157	Way Freight	Dly. Ex. Sun.								158	Way Freight	Dly. Ex. Sun.
333.5				10.25 AM	5.5	RIB LAKE	D	0.0			A 8.50 AM		213.8
328.0				A 10.45 AM	0.0	CHELSEA		5.5	CJWY		L 8.30 AM	158	208.3
				157									

## **SIXTH SUBDIVISION—EAST**

# WEST-ATHENS LINE-EAST

Distance from Chicago	2nd CLASS			TIME TABLE No. 51 Saturday, December 1, 1945	Telegraph Stations	Distance from Abbotsford	SEE RULE 6 (A)	2nd CLASS		
	131	Mixed	Tue.Thu.Sat.					Mixed	Tue.Thu.Sat.	
318.2	L 8.00 AM	0.0		ATHENS 7.0	D	15.2	T		A 6.55 AM	198.2
311.2	s 8.25	7.0		MILAN 8.2	D	8.2			s 6.25	191.2
303.0	A 9.00 AM	15.2	46	ABBOFSRD	DN	0.0	BJKRWXY		L 6.00 AM	183.0

## SPECIAL INSTRUCTIONS

Numbers shown opposite rules refer to corresponding rule in Consolidated Code of Operating Rules and General Instructions.

### 3. TIME COMPARISON

Conductors of eastward trains to which Schiller Park is the initial station may compare time with operator by telephone. The time when watches are compared must be registered on Form 1091 (Watch Register) when a train register is not conveniently available.

4. Soo Line Time-table governs between Milwaukee Street, Menasha, and east bank of the south branch of Fox River, Neenah, where track is used jointly with C.M.St.P.& P. trains and engines.

### D-5. TIME APPLIES

Wheeling	WESTWARD TRAINS at end
PDC Jct.	of double track.
Jct. 188	
Jct. 185	EASTWARD TRAINS at end
C & NW Jct.	of double track.
S-5. Rugby Jct.	Nos. 33, 34 and 134 at CMStP&P junction switch.
S P Yard	First class trains at Yard Office
C F Yard	
Ashland	First class trains at passenger station.
Park Falls	First class trains at passenger station.
Spencer	Trains 117 and 118 at passenger station.
Ladysmith	Trains 17 and 18 at passenger station.
†Owen	Arriving time of No. 2; and arriving and leaving time of Nos. 1, 5, 6 and 17 to station platform on 3rd subdivision main track. Arriving time of No. 18 to west switch of siding. Leaving time of No. 18 applies off the siding at the east switch of siding (See Note).

**NOTE**—At Owen, time-table authority for No. 18 applies to siding only. No. 18 will use siding in making station stop. See Operating Rule 95(A).

Engines and inferior trains must be clear of 3rd subdivision main track west of crossover located 745 ft. east of Owen station before No. 6 is due to leave Withee. Run-around track may be used for clearing superior trains.

### 6(A) ADDITIONAL SYMBOLS

U—railroad crossing not protected by interlocking, signals, or gates.

 Signifies the location of Train Order Delivery Devices.

### 10(d). Amended.

White.....Flag stop. See Rule 28.

### 19. Amplified.

A train equipped to display a cupola light will display such light by night showing red to the rear; except when the train is clear of the main track, the cupola light will be concealed.

### 21. WHITE CLASSIFICATION SIGNALS

Extra trains need not display classification signals between Schiller Park and Forest Park.

### 24. INDICATORS

Engines are not equipped to display indications in the manner illustrated.

### 28. Qualified.

A white signal will be used to stop a train to receive traffic only at the flag stations indicated on its schedule. When necessary to stop a train for other purposes or at other stations, a red signal will be used.

### 72. SUPERIORITY OF TRAINS

Eastward trains are superior to westward trains of the same class, EXCEPT

No. 637 is superior to No. 638 No. 701 is superior to No. 712  
No. 703 is superior to No. 702 No. 841 is superior to No. 842

All trains and engines approach Ashland passenger station at restricted speed.

### S-83. INITIAL AND TERMINAL STATION

Stevens Point passenger station is initial and terminal station for schedules of first-class trains.

D-83. When conductor of an eastward train to which Schiller Park is the initial station does not obtain information prescribed by Rule D-83 by personal check of train register he must obtain it from the operator by telephone and fill out Register Check, Form 316 Revised.

### 83(A) REGISTER STATIONS

As indicated by letter "R" in column provided—

Forest Park	Shops Yard	Passenger trains
Wheeling	Trains may register by card.	SP Yard
Gloster		CF Yard

Schiller Park Passenger trains need not register. Upon request operator will register for conductor of eastward train originating at Schiller Park. Nos. 33-34-134 only.

Rugby Jct. Nos. 1-2-17-18-31-32. (Other trains by card).

Waukesha Third-class and extra trains by card.

Neenah Passenger trains only.

Stevens Point Marshfield Nos. 37-38-621-622-637-638 only.

Spencer Owen Nos. 21-22-23-24-25-26 by card.

Withrow All trains by card. Register of westward train will cover its arrival at WC Junction.

Chelsea Passenger trains need not register.

21st St. See D-S Terminal time-table currently in effect. Register of westward trains at 21st Street will cover their arrival at 28th Street.

### 83(B) CLEARANCE FORM A

Need not be obtained at the initial stations designated below:

Trout Brook Jct.	Chippewa Jct.	Greenwood
Trout Brook	Eau Claire	Athens
WC Junction	Marshfield Jct.	Chelsea
Downing Jct.	Eastmar	N. P. Junction
Glenwood City	Westrap	28th Street

TURN AROUND STATION established by Form G, Example 3, train order, unless directed by train order to obtain clearance at this station.

### ADDITIONAL CLEARANCE PROVISIONS

Forest Park—Westward trains terminating at Junction 16 need not obtain clearance unless train order signal is displayed.

Schiller Park—An eastward train originating at Schiller Park need not obtain clearance if there are no train orders, a fact which conductor must ascertain from operator by telephone.

First class train need not obtain clearance at Shops Yard unless train order signal is displayed.

Unless otherwise provided the trains designated below must obtain clearance at

Soo Line Jct.	No. 42
Mississippi St.	Nos. 716-722 and 728
St. Paul Union Station	Nos. 2 and 6
CF Yard	Nos. 701 and 703
Marshfield	No. 637
Mellen	Extra trains enroute to or from Bessemer Line
Ironwood	No. 351
Siemens	No. 352
Saxon	Nos. 53 and 121 when Marengo Jct. is not an open train order office.
Ashland	No. 54
Superior	No. 18
21st Street	No. 144
Withrow	Trains to which WC Junction is the initial station. They must not occupy the main track of adjoining division until the clearance has been obtained.

86. INFERIOR TRAIN CLEARING SUPERIOR TRAIN IN SAME DIRECTION:

**FOREST PARK, WESTWARD**—To avoid unwarranted delay, may precede to Junction 16 under flag protection. Observe Absolute Block under adverse weather conditions, as prescribed in Block Rules.

**JUNCTION 16, EASTWARD**—Precede to Franklin Park ahead of a superior train in same direction when the automatic block signals indicate proceed, but clear sufficiently so as to avoid giving a restrictive signal indication to a following passenger train.

91(A) BLOCK RULES

(1) These rules are not to be construed as affecting the rights of any train under the time table or rules of the Consolidated Code of Operating Rules. They do not relieve trainmen from the necessity of flagging; nor do they relieve employees from the full observance of general and special rules, special orders, instructions and bulletins governing the movement and protection of trains.

(2) Absolute Block means that but one train will be permitted to occupy a block.

(3) Permissive Block means that more than one train may be permitted to occupy a block when moving in the same direction, under restrictions prescribed by these rules.

†(4) Train Order signals will be used as block signals.

When train order signal is also used as block signal, a train may pass such signal at Stop-indication to make a station stop, to take fuel or water or to enter the siding in advance of the signal, provided the track is seen or known to be clear.

(5) All trains, unless moved under the authority of a Permissive Card, shall be spaced fifteen minutes.

(6) Trains following each other out of non-telegraph or closed block stations must keep 15 minutes apart.

(7) The operator will set his signal at "stop" immediately after a train has passed the signal and hold following trains until the expiration of the time-blocking period, unless such train is sooner released by the issuance of a Permissive Card, and a Clearance on the signal, or the signal ordered to "clear" by the dispatcher on account of the train ahead having cleared the block. When a Permissive Card is issued its number must be placed on the clearance card, recorded and handled as prescribed in Operating Rule 221(C) for all train orders.

At Forest Park the operator will be governed by the instructions in the preceding paragraph, except that he may use the 19 order signal for blocking trains; but when conditions require paragraphs 10 and 17 of Block Rule 91(A) to be observed, he must use the "Stop" indication of the signal.

(8) The operator must not report a train as having arrived at his station unless the markers of such train have cleared the signal, or is on siding entirely in the clear and operator so advised by the conductor. Trains standing or switching on main track must not be considered or reported as clear unless they have actually cleared the block.

(9) Trains having cleared a block must not re-enter such block except when protected as prescribed by Rule 99.

(10) An Absolute Block will be maintained between first class trains, between first class trains and passenger extras and between passenger extras.

A light engine must not be permitted into a block that is occupied by a passenger train in the same direction except by train order authority. When a light engine is passed at a non-communicating station by a passenger train it must wait fifteen minutes, and then proceed at restricted speed to the next available point of communication.

(11) Permissive Cards may be used only by direction of the train dispatcher.

(12) When a train is to proceed under Permissive Card, the conductor and engineer must each have the card, Form 375, properly filled out and signed by the initials of the Superintendent.

(13) Permissive Cards will be designated by numbers and entered in train-order book by dispatchers in regular numerical order with train orders. The number, time made O. K. and the Superintendent's initials must be endorsed on the face of the Permissive Card, which must be signed by the operator before it becomes effective. A permissive card may be annulled by train order.

(14) When the train dispatcher authorizes a Permissive Card, the authority for the operator to issue the Card will be given in the following manner:

"Card No.....Train.....from.....  
to.....O. K. at.....M. A. B. C."

(15) When a Permissive Card is issued to a train, it must proceed at restricted speed expecting to find the block occupied by the train ahead; and when following a train carrying passengers must keep at least ten (10) minutes behind it.

(16) During stormy and foggy weather, conductors, engineers and operators must keep train dispatcher informed as to weather conditions in order that the dispatcher may direct the movement of trains in accordance with such conditions.

(17) During storms and fog, the following rules will be effective:

(a) Absolute Block will be maintained.

(b) No freight train may leave a station unless it has time to arrive and report its train clear at the first open station in advance before a following superior train is due at the first open station in the rear.

(c) Trains following each other out of closed stations must keep 30 minutes apart and following trains must proceed at restricted speed.

(18) An Absolute Block will be maintained between Byron and Fond du Lac on westward trains, except that a train without cars may follow a freight train on permissive card or train order authority. When a train order is used it must direct the following train to proceed at restricted speed within the block.

(19) In handling or directing the movement of trains at Forest Park, Franklin Park and Des Plaines (Deval) employees must be governed by the block rules above quoted, except as hereinafter modified:

(20) Operator will register on block sheet, Form 62, the arrival and departure of each train at his station and the time block is clear at the next station in advance. He must report to the next block station in the rear the time the block is cleared.

(21) Manual-block light signals located at Franklin Park displaying the standard colors for both day and night indications, and identified by boards lettered "Block Signal," govern eastward movements between Franklin Park and Forest Park, and westward movements between Franklin Park and Des Plaines (Deval).

In addition to the standard light signals, the westward block signal, which is semi-automatic, will also display a lunar white light for a purpose indicated in the following paragraph.

The "stop" indication is automatically displayed to westward trains when track is occupied between Franklin Park and Junction 16, and trains in transfer service terminating at Schiller Park, on finding the lunar white light also displayed, may proceed at once at restricted speed expecting to find the block occupied or otherwise obstructed. The lunar white light does not authorize movements beyond Junction 16.

Trains in either direction accepting the permissive (Yellow) indication, must proceed at restricted speed through the entire block expecting to find it occupied.

Trains need not obtain a clearance card on the signal except as prescribed in paragraph (22).

(22) When no lights are displayed (or a white light is displayed where a color-light should be) the signals are evidently out of order, and trains must be governed by Transportation Rule 27, and must not proceed without a clearance card on the signal.

(23) At Des Plaines (Deval) an Absolute Block, as prescribed in paragraph (10) above, has been observed when the last preceding passenger train has announced its arrival at Lawrence Ave. on gauntlet as prescribed in paragraph (24) below.

(24) An eastward train using gauntlet must give one long blast of whistle as engine passes pronouncer at Lawrence Ave., Schiller Park, providing train is complete and intact, as an indication to the operator that this train has cleared the block between Deval and Junction 19.

(25) At Franklin Park, to admit a train to a block, the operator must examine the block record, and if the block is clear, will display a GREEN light.

If block is occupied by a passenger train, he will display a RED light.

If block is occupied by a freight train or light engine, he will display a YELLOW light, except that an Absolute Block must be observed when such train or engine is on the time of a first-class train. (Rule 86 must be observed.)

When "stop" indication is automatically displayed to westward trains, he may admit a following transfer into the block by displaying a lunar white light below and in addition to the red light, except when the rules require an Absolute Block to be observed.

**NOTE**—Telephone facilities at Rhodes will be used to release block when clearing the main track between block stations. †A block indicated by clearance or train order signal as clear, does not indicate that the main track within yard limits is unoccupied. Within yard limits Rule 93 applies.

### 93. YARD LIMITS

**Schiller Park**, from 700 ft. east of the connection switch with the Indiana Harbor Ry. at Franklin Park to one mile west of Junction 19.

**Des Plaines**, from 1600 feet west of Mile Post 21 to Eastward distant signal of Interlocking Plant West of C. & N. W. Crossing Deval—West of Des Plaines.

**Lake Villa**, from 5,000 feet east of East Switch to 3,000 feet west of West Switch.

**Burlington**, from 2,200 feet east of C. M. St. P. & P. Transfer Switch to 500 feet west of West Switch of Siding 74.

\***Waukesha**, from 3360 feet east of switch to gravel pit spur to 4,000 feet west of C. M. St. P. & P. Transfer Switch at P. D. C. Jct. crossing.

**Rugby Jct.**, from 500 feet east of the east switch of the east siding to 500 feet west of west switch of the west siding.

**Fond du Lac**, from 500 feet west of C. & N. W. Crossing to west boundary line of Scott Street on the west.

**Shops Yard**, from west boundary line, Scott Street on the east to 1,500 feet west of west lead switch No. 1 track in the west yard.

**Oshkosh**, from 1,000 feet east of east switch of Siding 172 to a point 3800 feet west of Murdock St., or 2300 feet west of Mile Post 176.

**Neenah**, from 4,000 feet east of Junction 185 to 2,500 feet west of Junction 188.

The wye at Neenah and track extending Neenah eastward to C. M. St. P. & P. main track switch at Menasha Jct. are also included within Neenah Yard Limits.

\***Manitowoc**, from 500 feet west of C. & N. W. overhead bridge to Manitowoc Station.

**S P Yard** from Plover River Bridge at McDill and the stone-cut west of Wisconsin River Bridge on 3rd Subdivision to 4,000 feet east of Plover River Bridge on 2nd Subdivision.

**Marshfield**, from 5,500 feet east of east switch of east siding to 1,000 feet west of west switch of west siding, to 1,500 feet east of east switch of new yard on Nekoosa Line, to 1000 feet west of Greenwood line switch on Greenwood line.

**Spencer**, from 7,610 feet west of station on Ashland main line and from 1,000 feet east of east switch of east siding to 280 feet west of the west switch of west siding.

**Owen**, from 709 feet east of east switch Third Subdivision to 2,000 feet west of west switch Storage Track Third Subdivision to 2,000 feet west of west wye switch Fifth Subdivision.

**C F Yard** from 5,300 feet east of the Chippewa Springs switch and from 3,200 feet west of west wye switch Eau Claire line to 2,000 feet west of west switch on Fourth Subdivision.

**New Richmond**, from 2,600 feet east of east switch of east siding to 2,100 feet west of west switch of west siding.

**Trout Brook Jct.**, from Edgerton Street located 7814 feet east of junction switch, to the Junction.

**Abbotsford**, from 1,400 feet east of east switch to 1,300 feet west of the west switch.

**Prentice**, from 3,400 feet east of east switch of Transfer track to 1,500 feet west of west Stock track switch.

**Park Falls**, from 1500 feet east of east switch of yard to 3,560 feet west of Omaha Ry. crossing.

**Glidden**, from 3,074 feet east of east switch of siding to 1,800 feet west of west end of Chippewa River bridge.

**Mellen**, from 1,800 feet east of east switch of Keil's Siding to 2,800 feet west of west switch of west wye siding and 1,600 feet east of River track switch on Bessemer Line.

**Hoyt**, from 3,300 feet east of east switch to 4,316 feet west of west switch.

**Ironwood**, from 2,500 feet east of east switch Ironwood to 2,300 feet west of west switch at Hurley.

**Siemens**, from 2,550 feet east of extreme east switch to 2,550 feet west of extreme west switch.

**Bessemer**, from 4,300 feet west of the west switch.

**Ashland**, from 3,000 feet east of the east Ore Yard switch to end of line west of passenger station.

**Superior**, from 200 feet west of overhead crossing with the Northern Pacific Ry.

**Ladysmith**, from just east of Flambeau River bridge to 2,316 feet west of west yard switch.

**Eau Claire**, from 1,300 feet east of mile post 359.

### \*JOINT YARD TRACKS WITH C. & N. W. RY.

\***Waukesha**—Includes all tracks between Federal Steel Plant and Malleable Iron Co. Movements not to exceed 6 miles per hour.

\***Manitowoc**—Includes tracks serving Kurth Malting Co. Lead at west end to be kept clear, except during actual switching operations. Movements must be made at restricted speed, subject to prescribed signals and rules, or special instructions. Under adverse weather conditions flag protection must be provided.

\*\*Fixed signals show limits of joint yard tracks. Crews of either company will replace cars displaced by themselves, and conform to the wishes of shipper in placing or switching out cars. They must not interfere with other movements, and when practicable, must give way to the crew arriving first on industry tracks.

### 97. EXTRA TRAINS

Between Jct. 16 and Forest Park and between Jct. 19 and Wheeling, extra trains may be run with the current of traffic without train orders. Work extras must be authorized by train order and, unless otherwise provided, must move with the current of traffic.

### 98 RAILROAD GRADE CROSSINGS

**NOTE:** †Non-operating distant signals.

††Operating distant signals that do not indicate condition of the block in advance.

Location	Railroad	Signals
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#### First Subdivision

Franklin Park .....	CMStP&P	Interlocked
Des Plaines (Deval) .....	C&NW	Interlocked
Leithton .....	EJ&E	Interlocked
One mile east of Grays Lake.	CMStP&P	Auto interlocked
One mile east of Burlington.	CMStP&P	Interlocked
†C. & N. W. Jct. .....	C&NW	Signalled
†P. D. C. Jct. ....	CMStP&P	Auto interlocked
Duplainville .....	CMStP&P	Interlocked
Slinger .....	CMStP&P	Auto interlocked
† 1 Mi. E. of Fond du Lac Sta.	C&NW	Auto interlocked
† ½ Mi. E. of Fond du Lac Sta.	CMStP&P	Signalled
† ¼ Mi. W. of Fond du Lac Sta.	CMStP&P	Signalled
† Shops Yard P. R. Crossing..	C&NW	Signalled

#### Second Subdivision

†Oshkosh*.....	CMStP&P	Interlocked
†Oshkosh*.....	C&NW	Interlocked
Warren Street Tower.....	CMStP&P	Interlocked
† Tower CF .....	C&NW	Interlocked
Medina Jct. .....	C&NW	Autointerlocked

\*Note: Controlled from tower on bridge.

#### Manitowoc Line

Menasha .....	C&NW	Gates
Menasha .....	CMStP&P	Not interlocked
†Hilbert Jct. .....	CMStP&P	Interlocked

**Third Subdivision**

†Stevens Point	.... G. B. & W.	Auto Interlocked
Junction City	.... C. M. St. P. & P.	Auto Interlocked
†Marshfield	.... C. & N. W.	Interlocked
Chippewa Falls	.... C. St. P. M. & O.	Interlocked

**Fourth Subdivision**

New Richmond	.... C. St. P. M. & O	Not Interlocked
5.3 Mi. W. of		
Carnelian Jct.	.... N. P. Ry.	Not Interlocked Gates
Gloster	.... N. P. Ry.	Not Interlocked Gates

**Fifth Subdivision**

Ladysmith	.... Gladstone Division	Not Interlocked
†Ambridge	.... D.M. & I.R. Ry.	Interlocked
†Superior, 28th St.	.... D. S. S. & A.	Gates & Signals

**Sixth Subdivision**

Prentice	.... Gladstone Division	Not Interlocked
Park Falls	.... C. St. P. M. & O.	Not Interlocked

**Eau Claire Line**

1½ miles west of		
Chippewa Falls	.... C. St. P. M. & O.	Auto Interlocked
†Eau Claire	.... C. St. P. M. & O.	Interlocked

**Nekoosa Line**

†Marshfield	.... C. & N. W.	Interlocked
Marshfield	.... C. St. P. M. & O.	Not Interlocked
½ mile west of		
Wisconsin Rapids	.... G. B. & W.	Not Interlocked
¼ mile west of		
Wisconsin Rapids	.... C. M. St. P. & P.	Not Interlocked
¼ mile east of		
Wisconsin Rapids	.... C. M. St. P. & P.	Not Interlocked
Port Edwards	.... C. M. St. P. & P.	Not Interlocked
Nekoosa	.... C. M. St. P. & P.	Not Interlocked

**DRAW BRIDGES**

†Fox River at Oshkosh	....	Interlocked
Wolf River at Gills Landing	....	Locked
Menasha	....	Not Interlocked
Manitowoc, Two Bridges	....	Not interlocked
Conductors of trains using Port Edwards Wye will send a brakeman to the C. & N. W. Ry. crossing to flag the crossing. Engineers must get signal from flagman before proceeding.		

Conductors of all eastward trains will send a brakeman to C. M. St. P. & P. Railroad Crossing west of Wisconsin Rapids to flag crossing. Engineers must get signal from flagman before proceeding.

Conductors of eastward trains at Ladysmith and westward trains at Prentice will send a brakeman to the railroad crossing to flag the crossing and engineer must get a signal from him before proceeding.

**99. FLAG PROTECTION**

Flagman must leave the torpedoes when he returns to his train.

**103. MOVEMENT OVER HIGHWAY CROSSINGS**

All trains must come to a stop and flag the street crossings just west of station at Wisconsin Rapids and Nekoosa, before crossing same.

Train and engine movements across highway just west of the freight house at Chippewa Falls must be protected by man on the crossing.

Train and engine movements over first street crossing on the Athens Line at Abbotsford must be protected by a man on the crossing.

**104. NORMAL POSITION OF SWITCHES AT JUNCTIONS AND AT END OF DOUBLE TRACK**

Location	Switch lined for
Wheeling	.... Eastward track
P. D. C. Jct.	.... Eastward track
Junction 185	.... Westward track
Junction 188	.... Eastward track
Spencer	.... Third Subdivision
†Owen	.... Third Subdivision

†NOTE—West switch of siding located on 5th Subdivision 350 ft. west of junction switch will be lined for movement onto the siding.

\*Carnelian Jct. .... Withrow Line

(Switch at Carnelian Jct. to be lined by hand for a movement to St. Paul Line, then restored to normal position.)

**WC Junction:**

Junction switch	....	M-D Division
Eastmar	....	Soo Line trains
Westrap	....	C&NW trains
Ashland, NP Jct.	....	Soo Line connection
Lake Street	....	Eastward track
Siemens	....	Westward track

**§104. LOCATION OF HAND-THROW SWITCHES TO BE HANDLED BY OPERATORS WHEN ON DUTY.**

	OPERATORS ASSIGNED HOURS		
FROM	To		
Wheeling	7:30 am	8:30 pm	ex. Sun. & Holiday
	9:00 am	11:00 am	Sundays .....
	8:00 am	11:00 am	Holidays .....
	6:30 pm	2:30 am	Daily .....
Medina Jct.	3:00 pm	11:00 pm	Daily .....
Nelsons	6:00 pm	8:00 am	ex. Sun. & Holiday
	11:30 pm	1:30 am	Sunday & Holiday
Stockton	9:00 am	5:00 pm	ex. Sun. & Holiday
	9:00 am	11:00 am	Sundays
	9:00 am	8:00 pm	Holidays
	6:00 pm	2:00 am	ex. Sun. & Holiday
Junction City	11:30 pm	1:30 am	Sundays
	8:00 am	4:00 pm	ex. Sunday
	9:00 am	11:00 am	Sundays
	1:00 pm	8:00 pm	Sundays
	4:00 pm	12 night	Daily
	12 night	8:00 am	ex. Sunday
	12 night	2:00 am	Sundays
	6:00 am	8:00 am	Sundays
Withrow	Continuous		W C Junction Switch

†NOTE—When operator on duty he may line a switch designated above on four short blasts of whistle signal (Rule 14-j) sounded by engine of an approaching train. He must not line a siding switch for a train to head in, or WC Junction switch for an eastward train, unless he has first displayed the STOP indication of train order signal in the direction of the movement.

At Medina Jct., engineer of a westward train desiring to head in should call for the switch (Rule 14-j) as engine passes the APPROACH signal located 1214 feet east of it.

An operator who is authorized to attend switches is reminded of the requirements prescribed in Operating Rules 104 and 104(A).

**CONDUCTOR IS RESPONSIBLE FOR POSITION OF A SWITCH DESIGNATED ABOVE WHICH IS USED BY HIS TRAIN, UNLESS IT IS KNOWN THAT THE OPERATOR IS TENDING IT AFTER HAVING BEEN USED.**

Operators attending switches must locate themselves where they can be plainly seen, and in giving hand signals they must use a yellow flag by day and a yellow light by night. When more than one train is in sight and confusion may result, the only hand signal that may be given by the operator to either train is STOP.

For a train leaving the siding operator may inform the conductor that the switch will be restored to its normal position. AFTER SO ADVISING THE CONDUCTOR, THE OPERATOR WILL BE RESPONSIBLE FOR THE PROMPT RETURN OF THE SWITCH TO ITS NORMAL POSITION AFTER TRAIN HAS CLEARED.

105 Amended. That portion of Rule 105 reading "Sidings of an assigned direction must not be used in a reverse direction unless authorized by the superintendent or in an emergency under flag protection" is not in effect.

**105. SIDING CAPACITY**

As listed opposite stations in time-table, 165' clearance has been allowed at each end of siding, 92' allowed for engine, and 34' for caboose. The capacity of siding is then based on 46' average car-length.

In a train consisting of ore cars exclusively figure 25' average car length.

## 200. TRAIN ORDER SIGNAL

At Leithton, Gray's Lake, Medina Jct. and Marshfield the signal flashes the prescribed colors.

At Withrow the signal governs M-D Division trains only. See Time-table Rule 83(B).

At Theresa, the two-position color light signal located 5,000 feet east of the train order office will display Approach-indication when train order signal governing westward movements displays the indications illustrated in Rule 200 A or 200 B. It will display Proceed-indication when train order signal governing westward movements displays the indication illustrated in Rule 200 C.

**Note**—Where the color light train order signal, as illustrated in Rules 200A, 200B and 200C (Fig. 2, 5 and 8), are in use, the absence of the light must be regarded as the most restrictive indication that can be given by that signal, as prescribed by Rule 27.

## 200. LIGHTS IN TRAIN ORDER SIGNALS

Where lights are not displayed on day-office train order signals, trains must positively ascertain position of the signal and be governed by the day indication.

### 204(A) QUALIFIED

A copy of all train orders and clearance will be furnished only the rear trainman of No. 17 and No. 18, and also of special passenger trains whether operating as extra trains or as sections of first class trains.

### 211. FORM "19" ORDER

When delivery of "19" form train orders to an eastward train to which Schiller Park is the initial station will take the operator from the immediate vicinity of his office they may be delivered by the General Yardmaster (or his representative) to the conductor, and the engineer's copy must be delivered by the conductor.

### 219. ISSUING AN ORDER TO A TRAIN AFTER A CLEARANCE HAS BEEN PLACED IN A TRAIN ORDER DELIVERY DEVICE FOR THAT TRAIN:

When it is desired to issue additional orders for delivery to a train that is to pick up its clearance from a Train Order Delivery Device, the clearance and train orders that have been placed in the device for that train, must first be removed by the operator.

### 220. DELIVERING TRAIN ORDERS AND INSTRUCTIONS

This rule continues in full force and effect, but is hereby amplified by a fourth paragraph, as follows: When a conductor or engineer, or both, is relieved while train orders and instructions are still in effect, all such train orders and instructions held must be delivered to the relieving conductor or engineer, and must be compared by them before proceeding.

### 223. ABBREVIATIONS IN TRAIN ORDERS

Abbreviations for station names as shown in Time Table will be used in train orders.

## CENTRALIZED TRAFFIC CONTROL SYSTEM, HEREINAFTER REFERRED TO AS CTC.

(1) — CTC is in effect between east siding switch at Duplainville and the west end of double track at P. D. C. Jct. The limits of CTC are further identified by roadway signs located at the entrance to or passage from these limits.

(2) — Stop Signals are located at the entrance to the route which are controlled both manually and automatically, and designated by the absence of a number plate.

(3) — Stop-and-Proceed Signals located at mile post 101.3 are designated by number plates. (Signal 1013 governing westward movements; signal 1014 governing eastward movements).

(4) — Within CTC limits, signals govern the use of the blocks without requiring the use of train orders; and, unless otherwise provided, their indications supersede time-table superiority. They do not dispense with the use or observance of other signals whenever or wherever they may be required.

(5) — Train and engine men must comply with the signal indications and also with the instructions of the train dispatcher, or the operator at Duplainville acting upon the authority of the train dispatcher.

(6) — When a train is delayed at a Stop Signal and cause is unknown, or in case of any unusual delay, conductor or engineer must notify the operator at once.

(7) — When a train is stopped by a Stop-indication, if indication does not change, it must stay until authorized to proceed.

(8) — When a train or engine is authorized to pass a Stop Signal which fails to clear, a train or engine man must examine the switch points and observe them until leading truck of engine or car has passed the signal 50 feet.

(9) — Trains stopped or delayed after passing Stop-and-Proceed signal displaying a clear indication, must approach the next signal at restricted speed until indication of governing signal can be determined.

(10) — Siding at Duplainville is not protected by signals between clearance points. Trains must move at restricted speed, not exceeding speed authorized by time-table through turnouts on sidings.

(11) — When stopping at a signal, no part of the train or engine shall pass the signal, and when ready to proceed, whistle signal 14(b) must be sounded.

(12) — A train or engine or cars on sidings or other tracks must stand clear of insulated joints placed in the track at clearance point. When a train or engine enters a siding or other track, the main track switch must be kept open until the entire train has passed the insulated joints at the clearance point.

(13) — Trains or engines proceeding from sidings or other tracks, to the main track, must remain clear of insulated joints at clearance points on such tracks until the main track switch has been opened.

(14) — In foggy or stormy weather, engine men must approach all signals with great care, prepared to comply with the indication displayed.

(15) — When a work train is authorized within CTC limits, the train dispatcher will instruct conductor the time and place the work extra must clear for other trains, or the time to call on telephone for further instructions.

Each lever controlling signals and switches at each end of the working limits must be tagged with a token and no other train or engine permitted to enter the working limits until the work extra is clear.

### SIGNAL INDICATIONS—Aspect Legend:

- (R) — Red Light
- (Y) — Yellow Light
- (G) — Green Light
- (LW) — Lunar White Light

### WEST END DOUBLE TRACK, P. D. C. Jct., WESTBOUND HOME SIGNAL ASPECTS:

- (R) STOP. Hand throw spring switch.
- (R) If the light in top position does not then indicate Proceed or Approach, telephone. Comply with Rule 605a.
- (R) STOP. Telephone. Comply with Rule 605a.
- (R)
- (LW)
- (Y) APPROACH—First block in advance is clear. Approach the Stop-and-Proceed signal No. 1013 at mile post 101.3 prepared to Stop.
- (R)
- (LW)
- (G) PROCEED.
- (R)
- (LW)

DWARF SIGNAL on double track normally displays STOP, and governs westbound movements against current of traffic. When track immediately in advance of this signal is occupied, push the button on side of signal. If the indication does not then change from red to yellow, telephone. Comply with Rule 605a.

(Y) displayed by dwarf signal — PROCEED at restricted speed.

### AUTOMATIC INTERLOCKER — P. D. C. Jct., EASTBOUND HOME SIGNAL ASPECTS:

- (R) STOP. Comply with Rule 605a. Also spring switch may not be locked or may be reversed. See time-table Rule 104 SPRING SWITCH FACING POINT LOCKED.

(Y) APPROACH—Governs only to END OF BLOCK sign.

- (R)

### DUPLAINVILLE INTERLOCKER, WESTBOUND HOME SIGNAL ASPECTS

- (R) STOP.
- (R)
- (Y) APPROACH. Observe train order signal indication.
- (R)
- (G) PROCEED.
- (R)
- (R) PROCEED AT RESTRICTED SPEED, prepared to head into siding.
- (Y)

**DUPLAINVILLE INTERLOCKER, EASTBOUND HOME SIGNAL ASPECTS**

Ⓐ STOP.

Ⓑ

Ⓒ APPROACH. Observe train order signal indication. Approach the Stop-and-Proceed signal No. 1014 at mile post 101.3 prepared to Stop.

Ⓓ PROCEED.

Ⓔ

**501. AUTOMATIC COLOR-LIGHT CURVE PROTECTION SIGNALS.**

**BURLINGTON**

Permissive signal (Rule 501 AAA) located 600 feet west of Chestnut Street, governs eastward movements. See Rule 509(C).

Stop signal (Rule 501 A) located 600 feet east of Jefferson Street, governs westward movements. See Rule 509(A). If signal does not change the movement may proceed as prescribed by Rule S-509(A).

**523. LOCATION OF SPRING SWITCHES FACING POINT LOCKED. (See Speed Restrictions.)**

Junction 16 ..... Gauntlet switch.

Junction 19 ..... East switch of crossover.

\*Leithton ..... West switch of siding.

\*Note—See special instructions below governing Leithton.

Siding 55 ..... West switch of siding.

Midway ..... West switch of siding.

Midway ..... East end of siding.

Colgate ..... West switch of siding.

Slinger ..... West switch of siding.

P D C Jct. ..... West end of double track.

Marsh ..... West switch of siding.

Theresa ..... West switch of siding.

Byron ..... East switch of siding.

Valley Siding ..... East switch of siding.

Fond du Lac ..... East switch of siding.

Siding 172 ..... West switch of siding.

Winnebago ..... West switch of siding.

Junction 185 ..... East end of double track.

Junction 188 ..... West end of double track.

Medina Jct. ..... West switch of siding.

Waupaca ..... West switch of siding.

S P Yard ..... East lead switch "B" Yard.

S P Yard ..... East lead switch "A" yard.

Stevens Point ..... West switch of siding.

Owen ..... East switch of siding.

Carnelian Jct. ..... Switch to Trout Brook Jct. Line.

**523. LOCATION OF SPRING SWITCHES NOT FACING POINT LOCKED. (See speed restrictions.)**

Junction 16 ..... West switch of crossover.

Junction 19 ..... West switch of crossover.

Marshfield ..... East switch of Maple Street Cross-over

Marshfield ..... West switch of Maple Street Cross-over

Ashland ..... Switch to Bay front.

\*Leithton—Signal governing eastward movements over the spring switch located at west end of siding is also the APPROACH signal to the interlocking plant, and will indicate APPROACH when the home signal is at STOP, and PROCEED when it is at clear, providing the spring switch is lined and locked for the main track.

601A. Pending the change from lower to upper quadrant signals at Leighton, Oshkosh and Marshfield interlockings, train and engine movements will be governed by the lower quadrant semaphore signal now in place.

**605. MEDINA JCT. INTERLOCKER**

May be lined by operator for eastward tonnage trains, and also operating automatically for all trains.

APPROACH signal located at mile post 197.2 governs approach of eastward trains to home signal of interlocking. \*When it displays the APPROACH (Rule 501B) indication, a tonnage train which cannot surmount the grade east of Medina Jct., starting from the home signal, should, during assigned hours of operator (3:00 p. m. to 11:00 p. m.), stop a sufficient distance west of the "Clearance-Section" sign

located 4000 ft. west of the signal, then proceed according to rules upon the PROCEED (Rule 501C) indication being displayed.

\*NOTE—Call dispatcher on telephone if PROCEED indication is not displayed promptly.

To obtain SLOW SPEED indication of dwarf signal permitting a trailing movement from siding over C&NW crossing push the button located at the signal.

**663. LOCATION OF DUAL CONTROL SWITCHES.**

(See Speed Restrictions)

Junction 16—East end of cross-over

Junction 19—Gauntlet track

Duplainville—East switch to siding.

Slinger—East switch to siding

Fond du Lac—West switch to siding.

Shops Yard—East lead switch and west lead switch to yard

S. P. Yard ..... East switch to "A" yard

Junction City—West switch to siding

Marshfield ..... West switch to siding

Marshfield ..... East switch to siding

Superior—28th Street.

**NOTE:** To operate these switches by hand be governed by Rules 628(B), 663(B), 663(C), 663(D).

Unless properly lined for a trailing movement serious damage to equipment, and possible derailment, can result. **IT IS NOT A SPRING SWITCH.**

711. Mixed Trains and Nos. 41, 42, 137, 138, 155, 156, 157, 158, will carry passengers. Nos. 43 and 44 will carry passengers between Owen and Ladysmith.

**ADDITIONAL STATIONS**

	Spur Headed	Distance from Chicago
<b>FIRST SUBDIVISION</b>		
Orchard Place	West	20.2
Aptakasic	West	33.2
Wilmot Switch	West	56.5
Lake Beulah	West	82.7
TMRL Co. Connection, Mukwonago	West	85.5
CMStP&P Connection, Waukesha	East	100.5
Spur 112, Gravel Pit	West	112.1
<b>SECOND SUBDIVISION</b>		
Readfield Spur	West	204.0
County Insane Hospital	East	214.4
Custer Gravel Pit	East	241.0
<b>MANITOWOC LINE</b>		
High Cliff	West	196.6
St. Johns	Siding	201.0
<b>THIRD SUBDIVISION</b>		
Home Park	West	348.7
Northern States Power Co.	East	348.8
<b>NEKOOSA LINE</b>		
Spur N-283	West	283.5
<b>EAU CLAIRE LINE</b>		
Spur F-357	West	357.0
Spur F-359	East	359.0
<b>FOURTH SUBDIVISION</b>		
Gravel Pit spur	West	370.1
Spur C-442	East	441.9
<b>FIFTH SUBDIVISION</b>		
Donald	West	334.8
<b>SIXTH SUBDIVISION</b>		
Cranberry Lake	Siding	353.5
Standard Oil Spur	East	357.2
Coolidge Pit	East	367.4
Peeksville	Siding	388.3
Dells Spur	West	395.1
Cold Springs Granite Co.	East	407.7
North York	Siding	419.7
Minersville	West	420.8
<b>BESSEMER LINE</b>		
Iron Belt-Malvag-Banfield	West	427.8
Oil Spur	West	439.7

## SPEED RESTRICTIONS

NOTE—That enginemen will have knowledge of the maximum permissible PASSENGER TRAIN speed where the normal authorized speed must be restricted, a sign with black numerals, and placed on the right hand side of the track, indicates that the permissible speed beginning one-fourth mile (approximately 1300 feet) distant, corresponds in miles per hour to the figures shown.

A sign with a black letter "R", placed on the right side of the track, indicates that the normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

### Miles Per Hour

ALL SUBDIVISIONS	Passenger	Freight or Mixed
Over SPRING SWITCHES which are FACING POINT LOCKED, in moving against the points when set to diverge or trailing through, except where specifically restricted to a slower speed .....	25	25
NOTE—Normal speed over these switches for facing point non-diverging movements is permissible. (See special rule below governing speed over SPRING SWITCHES that are not equipped with FACING POINT LOCK.)		
Over SPRING SWITCHES which are not equipped with FACING POINT LOCK (See list of them on page 17) NOTE—Except where a different speed is specifically prescribed these restrictions must be observed regardless of the position of the switch.	25	25
Through crossovers and through switches, except where another speed is specifically prescribed....	15	15
Approaching "19" Indication train-order-signal, and until rear of train has passed it, to obtain clearance card .....	25	25
At stations where mail and newspapers are dispatched .....	25	
Disabled engines, and dead engines, with side-rods in position .....	25	25
Disabled engines with disconnected side-rods .....	15	15
Engines operating under steam with side-rods off and main-rods connected .....	15	15
Steam locomotives backing up hauling cars, or when running light.... (Exception, between Schiller Park and Forest Park—See First Sub-division Speed Restrictions.)	20	20
Trains handling ore cars: Loaded with ore, gravel, sand or rock .....		25
Loaded with other material, or empty .....		30
Trains handling steam derrick, pile driver, cranes, or other pivoting machinery on its own wheels, or short scale test car, not including scale test car X-870 .....		25
EXCEPTION—Trains handling steam derrick, Athens, Greenwood and Rib Lake Lines.....		15
All other Branch Lines, and between Spencer and Ashland.....		20

ALL SUBDIVISIONS—Continued	Passenger	Freight or Mixed
NOTE—Locomotive Crane X-81, maximum speed as shown above applies only when heavy end of crane is forward. Tender of crane must be ahead and trailer-flat behind crane. When lined up otherwise, handle only on special instructions.		
Where Subdivision maximum speeds are less, they will govern.		

### ADDITIONAL SPEED RESTRICTIONS, ALL SUBDIVISIONS

- (1). Diesel engines may run at maximum speed in either direction, whether light or with cars.
- (2). Other than Diesel engines running forward without cars, or hauling only the caboose, or rider-coach, must observe Speed Restrictions prescribed for freight and mixed trains.
- (3). Passenger trains handling freight equipment must not exceed maximum speed authorized for freight and mixed trains, unless otherwise provided.
- (4). Caution must be used in handling trains down grades and around curves, so that uniform rate of speed will be maintained.

FIRST SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED .....	65	55
MP 10.9—Eastward over Madison St., Forest Park .....	10	10
Westward .....	25	25
MP 10.9 to 16.4, between Forest Park and Jct. 16. (Applies only to steam locomotives when backing up)....	25	25
MP 11.9—Around curve west of Forest Park .....	45	45
MP 15.3 — C M St P & P crossing at Franklin Park .....	45	35
MP 17.3—On gauntlet track over highway crossing leading to Schiller Park freight house .....	10	10
MP 23.4—Two C&NW crossings 0.6 mi. W. of Des Plaines Station....	45	35
MP 24 — Around curve at Rand Road, just east of West Yard limit board, Des Plaines .....	45	45
MP 29.9—Wheeling, end of double track, over turnout .....	25	25
MP 38.0—EJ&E crossing at Leithton	45	35
MP 44.5—CMStP&P crossing one mi. E. of Grays Lake station.....	45	35
MP 71.7—CMStP&P crossing one Mi. E. of Burlington station.....	45	35
MP 72.13 to 72.64—Between Burlington Station and Madison St., the 5th street east from station.....	20	10
MP 86.7—Around curve 1/2 mile west of Mukwonago station .....	50	50
MP 97.3—C&NW crossing at C&NW Jct., between home signals .....	20	20
MP 100.4—CMStP&P crossing at PDC Jct., between home signals.....	20	20
MP 102.6—CMStP&P crossing at Duplainville .....	45	35
MP 117.7—Rugby Jct., through crossover to C.M.St.P.&P.....	10	10
MP 122.6—C M St P & P crossing at Slinger .....	45	35
MP 154.9—C&NW crossing, 1 Mi. E. of Fond du Lac station, between home signals .....	20	20

Miles Per Hour			Miles Per Hour		
FIRST SUBDIVISION—Continued	Passenger	Freight or Mixed	Passenger	Freight or Mixed	
MP 155.5—CMStP&P crossing, $\frac{1}{2}$ Mi. E. of Fond du Lac station, between home signals .....	20	20	THIRD SUBDIVISION		
MP 156.3—CMStP&P crossing, $\frac{1}{4}$ Mi. W. of Fond du Lac station, between home signals .....	20	20	MAXIMUM SPEED .....	65	55
MP 156.5—Classes L, N & O engines, light or with train, over bridge 156.48 on east branch Fond du Lac River, between Johnson St. and CMStP&P crossing west of Fond du Lac station .....	35	35	MP 248.61—Stevens Point over Michigan Ave. just east of coal chute, between hours of 5.00 p. m. and 9.00 a. m. .....	15	15
MP 157—Around curve east of Scott St., Fond du Lac .....	25	25	MP 249.21—Stevens Point over Water St. just west of station .....	15	15
MP 157.4—C&NW crossing (P. R. crossing), Shops Yard, between home signals .....	20	20	MP 249.35—GB&W crossing, Stevens Point, between home signals .....	20	20
MP 157.5—East end Shops Yard, remote control switch, against points when set to diverge or trailing through .....	15	15	MP 260.2—CMStP&P crossing at Junction City .....	45	35
SECOND SUBDIVISION			MP 280.6—C&NW crossing, Marshfield, between home signals .....	20	20
MAXIMUM SPEED .....	65	55	MP 280.5 to 281.2—Marshfield highway grade crossings .....	20	20
MP 172.47 to 175.1—Oshkosh, between North Main St. and 17th St. ....	25	25	MP 308.7—Owen, Junction switch .....	30	30
MP 176.65—C & NW crossing, 2.3 mi. W. of Oshkosh station .....	45	35	MP 336—Around first and second curves west of mile post 336, between Boyd and Cadott .....	55	50
MP 186.3 to 186.9—Neenah, between Lake Street and passenger station	25	25	MP 350.18—CStPM&O crossing $\frac{1}{2}$ mi. E. of Chippewa Falls station .....	45	35
MP 195.42—C&NW crossing, Medina Jct. ....	35	35	MP 350.7 to 352.2—Between C F Yard and Chippewa Falls .....	30	25
MP 210.0—Over draw bridge, Gills Landing .....	40	40	NOTE—F-22 engines is the heaviest power permitted over bridge 315-A on Old Main Track, Owen.		
MANITOWOC LINE			NEKOOSA LINE		
MAXIMUM SPEED .....	30	30	MAXIMUM SPEED .....	35	25
Over switches .....	20	20	Over switches .....	20	20
MP 186.9 to 188.5—Over street crossings between south channel of Fox River and Menasha station .....	8	8	MP 0.25—C&NW crossing at Marshfield, between home signals .....	20	20
MP 187.6 over draw bridge one mile west of Menasha, after stopping...	8	8	MP 0.48—CStPM&O crossing $\frac{1}{2}$ mi. E. of Marshfield station .....	Stop	Stop
MP 203.6—CMStP&P crossing, Hilbert Jct. between home signals .....	20	20	MP 24.91—GB&W crossing $\frac{1}{2}$ mi. W. of Wisconsin Rapids station .....	Stop	Stop
MP 218.56 and 218.7—Over first and second highway crossings west of Valders .....	10	10	MP 25.2—CMStP&P crossing $\frac{1}{4}$ mi. W. of Wisconsin Rapids station .....	Stop	Stop
MP 216.9—Bridge H-30-A, Valders, Class F-22 engines .....	20	20	MP 25.83—CMStP&P crossing $\frac{1}{4}$ mi. E. of Wisconsin Rapids station .....	Stop	Stop
MP 230 & 230.18—Over draw bridges, H43D and H43E, Manitowoc, after stopping .....	10	10	MP 29.88—CMStP&P crossing at Port Edwards .....	Stop	Stop
			MP 32.49—CMStP&P crossing at Nekoosa .....	Stop	Stop
			GREENWOOD LINE		
			MAXIMUM SPEED .....	20	20
			EAU CLAIRE LINE		
			MAXIMUM SPEED .....	40	30
			Over switches .....	20	20
			MP 353.65—CStPM&O crossing .....	10	10
			MP 361—CStPM&O crossing at Eau Claire Jct., between home signals .....	20	20
			FOURTH SUBDIVISION		
			MAXIMUM SPEED .....	65	55
			MP 371—Around second curve $2\frac{3}{4}$ mi. W. of Colfax .....	45	40
			MP 372—Around third curve $3\frac{1}{4}$ mi. W. of Colfax .....	45	40
			MP 372.58—Over Bridge 372-P, 3.5 mi. W. of Colfax station .....	35	35
			MP 387—Around first and second curves west of MP 387, one mile west of Boyceville .....	55	50
			MP 406—Around first curve west of MP 406, two miles east of Jewett ..	55	50

Miles Per Hour		Miles Per Hour	
Passenger	Freight or Mixed	Passenger	Freight or Mixed
MP 407—Around first and second curves west of MP 407, one mile east of Jewett .....	55	50	
MP 411.3—Around second curve west of MP 411, three mi. west of Jewett .....	55	50	
MP 411.6—Around third curve west of MP 411, 3½ miles west of Jewett .....	45	40	
MP 413.5—CStPM&O crossing at New Richmond .....	Stop	Stop	
MP 424.5—St. Croix Bridge.....	25	25	
MP 428.4 to 446.2—Between Carnelian Jct. and Trout Brook Jct.....	45	40	
MP 433.7 — NP crossing between Carnelian Jct. and North St. Paul..	Stop	Stop	
MP 443.0—NP crossing at Gloster...	Stop	Stop	
MP 446.2—Trout Brook Jct., over Maryland St. highway crossing.....	15	15	
<b>FIFTH SUBDIVISION</b>			
<b>MAXIMUM SPEED</b> .....	60	45	
MP 308.8 — Owen — through west switch of siding.....	25	25	
MP 353.3 — Ladysmith, approaching and crossing highway No. 8.....	12	12	
MP 353.3—Gladstone Division crossing at Ladysmith .....	Stop	Stop	
MP 353.3 to 406.9—Between Ladysmith and Harmon .....	55	45	
MP 381—Over bridge K-381-A, between Lemington and Hauer.....	30	30	
MP 420.9 to 459.5—Between Gordon and 28th St., Superior.....	45	35	
MP 454.7 — D M & I R crossing at Ambridge .....	45	35	
MP 459.5—DSS&A crossing at 28th St., between home signals.....	20	20	
NOTE—Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.			
<b>SIXTH SUBDIVISION</b>			
<b>MAXIMUM SPEED</b> .....	55	45	
Athens and Rib Lake Lines.....	20	20	
MP 289.8—Spencer, Train No. 118 over LaSalle, Main & Clark Streets .....	6		
MP 289.8 to 410.2—Between Spencer and Mellen. Trains handling lake pulpwood .....		25	
MP 300.5—Through Colby, eastward trains .....	10	10	
MP 328.0 to 398.5—Between Chelsea and Morse .....	45	35	
MP 345.6 — Gladstone Division crossing at Prentice .....	Stop	Stop	
MP 376.3—CStPM&O crossing 0.1 mi. W. of Park Falls station .....	Stop	Stop	
MP 392.0—Glidden, over highway 100 ft. east of station .....	10	10	
MP 409.8—Mellen, over Main St., east of station .....	5	5	
MP 398.5 to 406—Around curves between Morse and first curve west of MP 406 .....	25	15	
MP 406 to 410.2—Between 4.1 mi. west of Cayuga and Mellen.....	45	35	
MP 410.2 to 415.3—Around curves between Mellen and Coria.....	25	15	
<b>SIXTH SUBDIVISION—Cont'd</b>			
MP 435.6—Ashland, between 7th Ave. east and passenger station .....	15	15	
NOTE—Engines are not allowed beyond frog D&NE track except west siding at Dells Spur.			
NOTE—CLASS L-3 ENGINES ARE PROHIBITED OVER ALL BRIDGES SPANNING VAUGHN AVENUE AT ASHLAND. THEY MUST REDUCE SPEED OVER OTHER BRIDGES AS DESIGNATED BELOW:			
MP 346.13—BRIDGE A-346-A, ½ MI. W. OF PRENTICE .....	30	30	
MP 358.99—BRIDGE A-358-A, 1 MI. W. OF PHILLIPS .....	30	30	
MP 370.1—BRIDGE A-370-A 1½ Mi. E. of Fifield .....	30	30	
MP 407.28—BRIDGE A-407-A, 3 MI. E. OF MELLEN .....	30	30	
MP 421.73—BRIDGE A-421-A, ¾ MI. E. OF MARENGO .....	30	30	
<b>BESSEMER LINE</b>			
<b>MAXIMUM SPEED</b> .....	45	30	
MP 435.30—Class L engines over bridge B-435-A, ½ Mi. W. of Jct. 435 .....	30	30	
MP 438.7—Over Luxmore St. highway crossing, about ⅔ Mi. E. of Lake St. .....	12	12	
MP 441.15—Class L engines over bridge B-441-A, one-tenth Mi. E. of Siemens .....	30	30	
NOTE—MP 443.02 and 443.11, BRIDGES B-443-A and B-443-C AT BESSEMER, L-3 ENGINES ARE PROHIBITED FROM OPERATING OVER THEM. OTHER L CLASS ENGINES MUST NOT EXCEED .....	10	10	

**LOCOMOTIVE TONNAGE RATING**

CLASS	TRACTIVE POWER	O-20	N-20	L-1 L-2 L-4 L-20	F9-10-11-12 F-21-22-23	H-3-21 H-22-23	E-24-25 F-20 H-2	E-22 D-2-S	E-23 H-1 H-20
EASTWARD					39500 to 43000	33150 to 36833			
TROUT BROOK JCT.	CARNELEAN JCT.	66100	63900	53940			31000	28063	25620
WITHROW	EMERALD STA.	3325	2425	2040	1500	1325	1045		
EMERALD STA.	CF YARD	5075	3775	3360	2450	2250	1950	1750	1675
CF YARD	STANLEY	5525	4175	3700	2700	2475	2150	1925	1850
STANLEY	OWEN			2200	1785	1425	1350	1075	950
OWEN & LADYSMITH	SPENCER			2180	1725	1550	1325	1175	1075
SPENCER	SP YARD			4875	4305	3400	2900	2600	2400
SP YARD	NEENAH			5075	4515	3600	3100	2800	2600
NEENAH	SHOPS YARD			5650	4300	3750	3000	2400	2179
SHOPS YARD	BYRON			6000	4250	3000	2550	2250	2150
BYRON	ALLENTON			2875	2100	1975	1350	1100	950
ALLENTON	WAUKESHA			4300	3500	2700	2100	1900	1750
WAUKESHA	HONEY CREEK			4300	3500	2600	1800	1600	1450
HONEY CREEK	LAKE VILLA			5000	4100	2900	2350	2200	1850
LAKE VILLA	SCHILLER PARK			5900	4750	3650	3000	2600	2400
RUGBY JCT.	MILWAUKEE			5650	4500	3800	3000	2600	2400
NEENAH	MANITOWOC					2200	1700	1500	1200
SUPERIOR	HILLCREST			2650	2200	1800	1300	1100	950
HILLCREST	LADYSMITH			5300	4400	3600	2600	2400	2000
ASHLAND	MELLEN				2000	1625	1150	1075	925
MELLEN	MORSE				1850	1575	1150	1075	925
MORSE	PHILLIPS				4080	3520	2500	2300	2150
PHILLIPS	PRENTICE				2600	2520	1775	1550	1400
PRENTICE	CHELSEA				3300	2730	2100	1800	1650
CHELSEA	ABBOTSFORD				4675	3625	2800	2400	2200
ABBOTSFORD	SPENCER				5000	3950	3200	2650	2400
MELLEN	HOYT				1700	1550	1120	900	800
HOYT	BESSEMER				3800	3400	2500	2100	1800
MARSHFIELD	NEKOOSA				4000	3570	2900	2500	2300
ABBOTSFORD	ATHENS							675	600
EAU CLAIRE	MAGENTA							700	625
MAGENTA	CHIPPEWA JCT.							1700	1500
<b>WESTWARD</b>									
SCHILLER PARK	RUGBY JCT.	4300	3100	2650	2000	1650	1475	1300	1175
MILWAUKEE	RUGBY JCT.		2350	2025	1650	1200	1000	885	725
RUGBY JCT.	SHOPS YARD	3850	2700	2300	1700	1550	1325	1100	1000
SHOPS YARD	SOUTH OSHKOSH	5650	4350	3500	2750	1900	1750	1550	1450
SOUTH OSHKOSH	NEENAH	5650	4250	3450	2650	1850	1700	1500	1400
NEENAH	SP YARD	5075	3850	3275	2500	1800	1615	1466	1329
SP YARD	MARSHFIELD	4625	3300	2835	2150	1800	1650	1450	1400
MARSHFIELD	CF YARD	4925	3550	3045	2300	2100	1950	1650	1600
CF YARD	HOWARD	2725	2025	1680	1225	1125	975	875	825
HOWARD	WITHROW	5075	4025	3360	2450	2250	1950	1750	1675
MANITOWOC	VALDERS				1300	1050	1000	900	800
VALDERS	NEENAH				1950	1500	1300	1000	800
OWEN	SUPERIOR	4875	3600	3150	2425	2100	1900	1700	1625
SPENCER	MORSE			3100	2730	2150	1800	1650	1450
BESSEMER	IRONWOOD			4900	4305	3550	3220	3000	2900
IRONWOOD	HOYT			5600	4885	3850	3300	2800	2500
HOYT-MORSE	ASHLAND			6900	6500	4700	4000	3400	3000
NEKOOSA	WIS. RAPIDS		2000	1785	1500	1300	1200	1100	1000
WIS. RAPIDS	MARSHFIELD		2500	2200	1850	1650	1500	1350	1250
ATHENS	ABBOTSFORD						800	675	625
CHIPPEWA JCT.	EAU CLAIRE						900	700	650

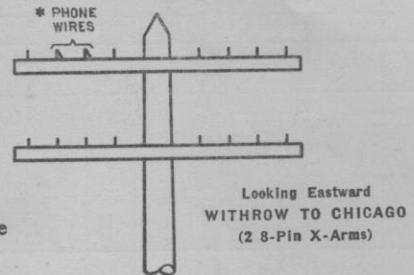
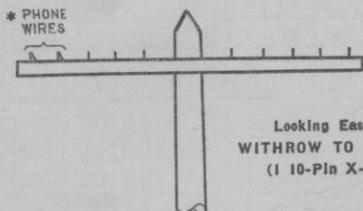
NOTE—F-9, F-10, F-21 Engines with 170-pound Steam Pressure haul 200 Tons under rating given.

In helper districts the tonnage will be the combined rating of the engines used in a train for which a helper engine is provided.

F-12 and H-3 engines equipped with stokers will handle 10% above rating shown for F-12 and H-3 engines.

Class L-3 engines will handle 10% above rating shown for L-1-2-4 and 20 engines.

SKETCHES SHOWING LOCATION OF  
TRAIN DISPATCHERS PHONE CIRCUIT WIRES ON POSTAL  
POLE LINE (WHICH MAY BE ON EITHER SIDE OF TRACK)  
WITHROW TO CHICAGO  
(Face in the direction named)



\*Note—The pins on the crossarms are wooden and of larger size than the steel pins on the Western Union Line.

TRAIN DISPATCHERS, STEVENS POINT, WIS.

E. A. Schwahn  
G. L. Burger  
H. B. Brooks

A. T. Olson  
C. H. Bowman  
A. C. Peterson

H. L. Kurtzwel  
W. F. Hoffman  
F. O. Soeteber

A. E. Shurley  
P. D. Steeves  
A. H. Scheibe  
O. D. Baker

A. H. Viet  
E. R. Detert  
E. D. Elder  
H. R. Krubsack

W. H. Mann  
Chief Train Dispatcher

J. F. Wegner  
E. A. Hamerski  
G. H. Nolan  
P. Bryant  
M. J. Williams  
H. A. Sparks

Trainmaster  
Assistant Superintendent  
Assistant Superintendent  
Terminal Superintendent, Chicago  
Superintendent, Ore Operation  
Division Superintendent

Fond du Lac, Wisconsin  
Stevens Point, Wisconsin  
Ironwood, Michigan  
Schiller Park, Ill.  
Ironwood, Michigan  
Stevens Point, Wisconsin

### SPEED TABLE

Miler per Hour	Time per Mile	
	Minutes	Seconds
15 .....	4	0
20 .....	3	0
25 .....	2	24
30 .....	2	0
35 .....	1	43
40 .....	1	30
45 .....	1	20
50 .....	1	12
55 .....	1	5
60 .....	1	0
65 .....	0	55
70 .....	0	52

ROGER REINKE  
3242 N. Shepard Ave., CITY

R. W. REINKE  
3242 N. Shepard Avenue  
MILWAUKEE 11, WISCONSIN

### SAFETY

Safety should be the first consideration of every employee.  
Every employee should report promptly any unsafe condition.