

SPEED TABLE		
Miles 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



**NOW IS THE TIME FOR
SAFETY AND COURTESY**

SOO LINE RAILROAD



STEVENS POINT DIVISION TIME TABLE

No. 57

EFFECTIVE 12:01 A. M.
Sunday, June 19th, 1955

H. A. SPARKS, Superintendent
W. M. CHRISTEL, Supt. Transportation
E. D. JONES, General Superintendent
R. L. SIMPSON, Vice Pres. & Genl. Mgr.

SOO LINE RAILROAD



STEVENS POINT DIVISION TIME TABLE

No. 57

EFFECTIVE 12:01 A. M.
Sunday, June 19th, 1955

H. A. SPARKS, Superintendent
W. M. CHRISTEL, Supt. Transportation
E. D. JONES, General Superintendent
R. L. SIMPSON, Vice Pres. & Genl. Mgr.

SOO LINE RAILROAD



STEVENS POINT DIVISION

TIME TABLE

No. 57

Effective 12:01 A. M. Sunday, June 19th, 1955

H. A. SPARKS,
Superintendent

W. M. CHRISTEL,
Supt. Transportation

E. D. JONES,
General Superintendent

R. L. SIMPSON,
Vice Pres. and Genl. Mgr.

Distance from Chicago	FIRST SUBDIVISION				WESTWARD				
	TIME TABLE No. 57 Sunday, June 19th, 1955	1st CLASS		2nd CLASS		3rd CLASS		21	
		1	17	23	25	31	27		33
		Passenger	Passenger	Freight	Freight	Way Freight	Freight		Milwaukee Freight
6 (A)	Dly. Ex. Sun.	Daily	Daily	Daily	Daily	Dly. Ex. Sun.	Daily		
0.0	CHICAGO	DNBK	L 1.00 AM	L 6.30 PM					

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

Distance from Chicago	Station	Track	1st CLASS		2nd CLASS		3rd CLASS		21
			1	17	23	25	31	27	
10.9	FOREST PARK	DNPRV	L 1.26 AM	L 6.53 PM					
15.3	FRANKLIN PARK	DNIPVM	1.34	7.00					
16.4	JUNCTION 16	X	1.38	7.02					
17.0	SCHILLER PARK	BKORT DNXYZ	s 1.40	s 7.05 ²⁷	L 2.00 AM	L 11.30 AM	L 6.20 AM	L 7.20 ¹⁷ PM	L 9.20 PM
18.7	JUNCTION 19	X	1.43	7.09	2.03	11.33	6.23	7.24	9.23
22.8	DES PLAINES	DIX	f 1.48	7.14			6.35		
29.9	WHEELING	DN	s 1.57	7.22	2.22	11.52	7.03 ¹⁸	7.40	9.42
34.4	PRAIRIE VIEW	D	f 2.03	7.27	2.28	11.58	7.10	7.45	9.50
38.0	LEIGHTON	DNIVY	2.08	7.31	2.33	12.03 PM	7.35	7.50 ²	10.05
40.0	MUNDELEIN	DYV	f 2.09	7.33	2.37	12.25	8.00	7.58	10.09
45.5	GRAY'S LAKE	DI	f 2.15	7.39 ²	2.46	12.36	8.20	8.07	10.18
51.0	LAKE VILLA	DN	s 2.23	s 7.46	2.54	12.44	8.46 ²⁴	8.20 ²²	10.31 ²⁶
55.3	ANTIOCH	DN	s 2.34	s 7.56	3.00	12.49	8.55	8.30	10.41
58.3	TREVOR	D	f 2.38	8.01	3.04	12.52	9.00	8.34	10.45
61.1	SILVER LAKE	D	f 2.41	8.04 ²²	3.08	12.55	9.05 ³²	8.38	10.49
66.1	WHEATLAND	P	2.46	8.10	3.15	1.01	9.12	8.46	10.57
72.7	BURLINGTON	KDNBIVX	s 3.05	s 8.25	3.24	1.12	9.30	8.55	11.06
73.4	SIDING 74	X	3.07	8.28	3.26	1.13	9.32	8.57	11.08
77.7	HONEY CREEK	P	f 3.11	8.32	3.32	1.19	9.40	9.03	11.14
80.6	MIDWAY	P	3.16	8.35	3.36	1.23	9.44	9.07	11.18
86.2	MUKWONAGO	DNV	s 3.25	8.41	3.45	1.31	10.00	9.16	11.26
90.9	VERNON	P	3.31	8.46	3.56	1.37	10.07	9.36 ²⁶	11.37
97.3	C.&N.W. JCT.	MXP	3.36	8.53	3.59	1.45	10.15	9.46	11.45
97.7	WAUKESHA	BKT DNVXZ	s 3.50 ²⁸	s 9.20	4.00 ²⁸	1.46	10.16	9.47	11.46
100.4	P. D. C. JCT.	IPVX	3.55	9.24 ²⁶	4.04	1.50	10.25	9.52	11.51
102.6	DUPLAINVILLE	DNI	4.00	9.28	4.09	1.55	10.30	9.57	11.56
106.6	SUSSEX	D	f 4.05	9.32	4.16	2.02	10.40	10.04	12.03 AM
110.8	COLGATE	P	f 4.11	9.37	4.23	2.09	10.50	10.09	12.10
117.7	RUGBY JCT.	RVN	4.21	9.44	4.33	2.20	11.05	10.20	L 11.55 PM
122.6	SLINGER	DNIV	s 4.29	9.51	4.43	2.30	11.15	10.40	12.10 AM
129.5	ALLENTON	D	s 4.38	9.59	4.52 ¹⁸	2.37	11.25	10.48	12.20
134.3	MARSH	P	4.47 ¹⁸	10.04	5.02	2.42	11.30	10.53	12.26
138.8	THERESA	D	f 4.55	10.08	5.07	2.47	11.40	11.03 ³⁴	12.32
142.8	LOMIRA	D	s 5.01	10.13	5.14	2.52	11.45	11.13	12.39
147.1	BYRON	DN	f 5.07	10.19	5.24	3.00	11.55	11.22	12.48
150.4	HAMILTON	P	5.11	10.22					
153.3	VALLEY SIDING	P	5.14	10.26	5.45	3.09	12.05 PM	11.31	1.00
156.1	FOND DU LAC	BIMDNVX	s 5.45	s 10.30 ³⁴	5.50	3.14	12.10	11.36	1.05
158.4	SHOPS YARD	BIKMRO DNVXZ	A 5.50 ²⁴ AM	A 10.50 PM	A 5.55 ²⁴ AM	A 3.25 PM	A 12.20 PM	A 11.45 PM	A 1.10 AM

Siding Capacity	FIRST SUBDIVISION				EASTWARD				Distance from Minneapolis		
	TIME TABLE No. 57 Sunday, June 19th, 1955	1st CLASS		2nd CLASS		3rd CLASS		CHICAGO			
		18	2	24	26	28	32			22	34
		Passenger	Passenger	Freight	Freight	Freight	Way Freight			Freight	Milwaukee Freight
Daily	Daily Ex. Sat.	Daily	Daily	Daily	Dly. Ex. Sun.	Daily	Ex. Sat.				
GK	158.4	A 8.15 AM	A 9.15 PM						459.6		

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

Distance from Chicago	Station	Track	1st CLASS		2nd CLASS		3rd CLASS		Distance from Minneapolis
			18	2	24	26	28	32	
10.9	FOREST PARK	AH	147.5	A 7.35 AM	A 8.40 PM				448.7
14.3	FRANKLIN PARK	PK	143.1	7.24	8.30				443.3
14.2	JUNCTION 16			7.22	8.28				443.2
14.1	SCHILLER PARK	NY	141.4	s 7.20	s 8.25	A 11.00 AM	A 1.00 AM	A 8.00 AM	442.6
139.7	JUNCTION 19			7.15	8.21	9.30	11.15	6.35	440.9
135.6	DES PLAINES	DE	135.6	7.11	f 8.16				436.8
128.5	WHEELING	WN	128.5	7.03 ³¹	s 8.04	9.15	11.00	6.16	429.7
124.0	PRAIRIE VIEW	HD	124.0	6.58	f 7.56	9.09	10.54	6.10	425.2
120.4	LEIGHTON	CN	120.4	6.54	7.50 ²⁷	9.05	10.50	5.44	421.6
118.4	MUNDELEIN	RO	118.4	6.52	s 7.47	9.02	10.47	5.41	419.6
112.9	GRAY'S LAKE	G	112.9	6.46	s 7.39 ¹⁷	8.54	10.39	5.18	414.1
107.4	LAKE VILLA	KY	107.4	s 6.40	s 7.31	8.46 ³¹	10.31 ²¹	5.10	408.6
103.1	ANTIOCH	XN	103.1	s 6.32	s 7.23	8.40	10.25	5.04	404.3
100.1	TREVOR	FA	100.1	6.26	f 7.17	8.36	10.21	5.00	401.3
97.3	SILVER LAKE	SR	97.3	6.23	7.13	8.32	10.17	4.56	398.5
92.2	WHEATLAND		92.2	6.18	7.08	8.25	10.10	4.49	393.5
85.7	BURLINGTON	BN	85.7	s 6.10	s 7.00	8.15	10.00	4.39	386.9
85.0	SIDING 74		85.0	6.06	6.44	8.13	9.58	4.37	386.2
80.7	HONEY CREEK		80.7	6.02	f 6.39	8.07	9.52	4.31	381.9
77.8	MIDWAY		77.8	5.59	6.36	8.03	9.48	4.26	379.0
72.2	MUKWONAGO	MK	72.2	5.53	s 6.30	7.57	9.42	4.19	373.4
67.5	VERNON		67.5	5.48	6.23	7.51	9.36 ²⁷	4.12	368.7
61.1	C.&N.W. JCT.		61.1	5.41	6.16	7.41	9.26	4.01	362.3
60.7	WAUKESHA	WX	60.7	s 5.40	s 6.15	7.40	9.25	4.00 ²³	361.9
58.0	P. D. C. JCT.		58.0	5.23	6.01	7.32	9.17 ¹⁷	3.39	359.2
55.8	DUPLAINVILLE	WC	55.8	5.20	5.58	7.29	9.14	3.36	357.0
51.8	SUSSEX	SU	51.8	5.16	f 5.53	7.24	9.09	3.30	353.0
47.6	COLGATE		47.6	5.12	f 5.48	7.19	9.04	3.25	348.8
40.7	RUGBY JCT.	RT	40.7	5.05	5.42	7.10	8.55	3.15	341.9
35.8	SLINGER	RC	35.8	5.00	s 5.34	7.01	8.46	2.51	337.0
28.9	ALLENTON	AN	28.9	4.52 ²⁸	s 5.27	6.51	8.36	2.41	330.1
24.1	MARSH		24.1	4.47 ¹	5.22	6.45	8.30	2.35	325.3
20.1	THERESA	SA	20.1	4.43	s 5.17	6.40	8.25	2.30	321.3
15.6	LOMIRA	MI	15.6	4.38	s 5.10	6.35	8.20	2.25	316.8
11.3	BYRON	BY	11.3	4.34	5.05	6.30	8.15	2.20	312.6
8.0	HAMILTON		8.0	4.28	5.02				309.2
5.1	VALLEY SIDING		5.1	4.24	4.59	6.15	8.00	2.05	306.3
2.3	FOND DU LAC	DU	2.3	s 4.20	s 4.55	6.05	7.50	1.55	303.5
0.0	SHOPS YARD	DY	0.0	L 4.05 AM	L 4.43 ²² PM	L 6.00 ²³ AM	L 7.45 PM	L 1.45 ²¹ AM	L 6.20 AM

SECOND SUBDIVISION WESTWARD											
Distance from Chicago	TIME TABLE No. 57 Sunday, June 19th, 1955	Distance from Shops Yard	6 (A)	1st CLASS		2nd CLASS		3rd CLASS			
				1	17	23	25	409	27	21	35
				Passenger	Passenger	Freight	Freight	Way Freight	Freight	Freight	Way Freight
				Dly. Ex. Sun.	Daily	Daily	Daily	Daily	Daily	Daily	Tue.Thur.Sat.
158.4	SHOPS YARD	0.0	DNBIKM RTVXZO	L 5.55 ²¹ AM	L 10.55 PM	L 8.00 AM	L 4.20 ⁴¹⁰ PM	L 12.01 AM	L 4.15 ¹⁸ AM	L 6.00 ¹ AM	
164.0	VAN DYNE	5.6	P	6.01	11.02	8.10	4.33	12.10	4.39	6.10	
172.0	OSHKOSH	13.6	VDN BIXKZ	s 6.10	s 11.10	8.20	4.48	12.25	4.50 ²⁴	6.20	
178.3	WINNEBAGO	19.9	D	f 6.29	11.30	8.31	5.00	12.45	5.05	6.35	
186.4	NEENAH	28.0	DNBJKO RTVXY	s 6.50	s 11.59	8.55	5.40 ²⁶	A 1.05 AM	5.25	7.00	L 8.00 AM
194.6	MEDINA	36.2	IP	6.59	12.12 AM	9.07	5.52		5.42	7.12	8.30
199.4	DALE	41.0	D	s 7.06	12.17	9.13	5.57		5.47	7.17	8.50
201.0	ANTON	42.6	P	7.09	12.19	9.15	5.59		5.51	7.19	9.00
207.3	FREMONT	48.9	D	s 7.17	12.25	9.23	6.08		5.57	7.28	9.13
210.0	GILLS LANDING	51.6	P	7.22	12.28						
213.4	WEYAUWEGA	55.0	D	s 7.29	12.33	9.30 ³⁶	6.19		6.06	7.39	9.30 ²³
220.8	WAUPACA	62.4	DN	s 7.41	s 12.44	9.40	6.29		6.15	7.49	11.00
227.4	SHERIDAN	69.0	P	f 7.49 ³⁶	12.55	9.48	6.39		6.26	7.59 ³⁶	11.25
232.4	NELSONS	74.0	P	7.55	1.00	9.54	6.48		6.34	8.05	12.03 ²² PM
233.6	AMHERST	75.2	D	s 7.58	1.01	9.55	6.49		6.35	8.06	12.18
235.3	AMHERST JCT.	76.9	DV	s 8.03	1.03	9.57	6.52		6.37	8.08	12.21
236.5	LAKE EMILY	78.1	P	8.06	1.05	9.59	6.55		6.39 ³⁶	8.30	12.26
241.6	CUSTER	83.2	D	s 8.15	1.10	10.05	7.02		6.45	8.37	12.40
243.8	STOCKTON	85.4	D	f 8.19	1.12	10.08	7.05		6.47	8.40	12.52
249.2	STEVENS POINT	90.8	BKRT IDNXZOV	A 8.30 AM	A 1.20 AM	A 10.15 AM	A 7.15 ²⁵ PM		A 7.00 AM	A 8.50 AM	A 1.00 PM
				1	17	23	25	409	27	21	35

SECOND SUBDIVISION EASTWARD												
Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955	Distance from Stevens Point	6 (A)	1st CLASS		2nd CLASS		3rd CLASS				
				18	2	24	26	36	22	410	28	
				Passenger	Passenger	Freight	Freight	Way Freight	Freight	Way Freight	Freight	
				Daily	Dly. Ex. Sat.	Daily	Daily	Mon. Wed. Fri.	Daily	Daily	Daily	
Yard	SHOPS YARD	DY	90.8	A 4.00 ²⁷ AM	A 4.38 PM	A 5.15 AM	A 6.30 PM		A 3.00 PM	A 4.15 ²⁵ PM	A 10.30 PM	301.2
127	VAN DYNE		85.2	3.54	4.33 ²⁵	5.03	6.17		2.50	4.00	10.20	295.6
105	OSHKOSH	SX	77.2	s 3.45	s 4.25	4.50 ²⁷	6.04		2.34	3.43	9.50	287.6
130	WINNEBAGO	HO	70.9	3.27	f 4.09	4.38	5.52		2.00	3.20	9.35	281.3
298	NEENAH	N	62.8	s 3.15	s 4.00	4.27	5.40 ²⁵	A 11.45 AM	1.20	L 3.00 PM	9.20	273.2
40	MEDINA		54.6	2.58	3.47	4.15	5.30		11.22	1.01		265.0
127	DALE	DN	49.8	2.52	s 3.42	4.09	5.24	10.55	12.53		8.54	260.2
127	ANTON		48.2	2.51	3.40	4.07	5.22	10.45	12.50		8.46	258.6
97	FREMONT	FR	41.9	2.44	s 3.31	3.59	5.14	10.30	12.40		8.36	252.3
	GILLS LANDING		39.2	2.40	3.26							249.6
129	WEYAUWEGA	WY	35.8	2.36	s 3.22	3.49	5.04	9.30 ²³	12.30		8.27	246.2
96	WAUPACA	WA	28.4	s 2.27	s 3.12	3.40	4.55	8.15	12.20		8.18	238.8
70	SHERIDAN		21.8	2.15	f 3.02	3.33	4.48	{7.59 ²¹ 7.49 ¹ }	12.10		8.07	232.2
126	NELSONS		16.8	2.10	2.57	3.27	4.42	7.28	12.03 ³⁵		8.00	227.2
	AMHERST	MR	15.6	2.08	s 2.55	3.25	4.40	7.15	12.01 PM		7.58	226.0
	AMHERST JCT.		13.9	2.06	s 2.50	3.23	4.38	6.55	11.57		7.56	224.3
98	LAKE EMILY		12.7	2.05	2.48	3.21	4.36	6.39 ²⁷	11.55		7.54	223.1
	CUSTER	CU	7.6	2.00	s 2.43	3.14	4.29	6.25	11.48		7.48	218.0
87	STOCKTON	SK	5.4	1.58	f 2.39	3.11	4.26	6.10	11.45		7.43	215.8
Yard	STEVENS POINT	AX	0.0	L 1.50 AM	L 2.30 PM	L 3.00 AM	L 4.15 PM	L 6.00 AM	L 11.30 AM		L 7.30 ²⁵ PM	210.4
				18	2	24	26	36	22	410	28	

WESTWARD - MANITOWOC LINE - EASTWARD									
2nd Class		Distance from Neenah	Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955		Telegraph Calls	6 (A)	2nd Class	
Mixed Daily	Daily			401	402			Mixed Daily	Distance from Mpls.
L 12.30 PM	44.2	40	MANITOWOC	WO	BKRT VXZD	A 3.55 AM		317.4	
f 12.45	39.7		*ALVERNO			f 3.45		312.9	
s 1.10	32.5	13	VALDERS	VA	D	s 3.30		305.7	
s 1.30	27.1		COLLINS		D	f 3.20		300.3	
s 1.45	21.2		POTTER		D	f 3.08		294.4	
s 2.00	17.2	27	HILBERT JCT.	JU	DI	s 3.00		290.4	
A 2.05 PM	16.8		C. M. St. P. & P. Switch	V		L 2.55 AM		290.0	
BETWEEN C. M. ST. P. & P. SWITCH AND MENASHA JCT. BE GOVERNED BY C. M. ST. P. & P. TIME TABLE									
L 2.40 PM	2.5		MENASHA JCT.		V	A 2.13 AM		275.7	
s 2.45	2.1	Yard	MENASHA		MUV	s 2.10		275.3	
A 3.00 PM	0.0	Yard	NEENAH	N	BJKRTV ODXYN	L 2.00 AM		273.2	

*Spur-Switch at East end

		THIRD SUBDIVISION WESTWARD												
Distance from Chicago	TIME TABLE No. 57 Sunday, June 19th, 1955	1st CLASS		2nd CLASS		3rd CLASS								
		17	5	23	25	21	39	137	37	27	43			
		Passenger	Passenger	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight	Freight	Freight			
		6 (A)												
		Daily	Daily	Daily	Daily	Dly. Ex. Mon.	Tue. Thu. Sat.	Tue. Thu. Sat.	Mon. Wed. Fri.	Dly. Ex. Sat.	Daily			
249.2	STEVENS POINT	IBKROV DTXZN	L 1.40 ¹⁸ AM		L 1.50 PM	L 9.00 PM	L 12.01 AM		L 7.00 AM	L 9.00 ²² AM	L 2.40 ²⁶ PM	L 4.30 PM		
253.4	ROCKY RUN	P	1.47 ²⁴		2.02	9.12	12.13		7.12	9.11	2.54	4.42		
260.2	JUNCTION CITY	DNVI	s 2.00		2.21 ²⁶	9.22	12.23		7.25	9.25	3.06	4.53		
264.6	MILLADORE	D	s 2.09		2.31	9.28	12.29		7.35	9.35	3.14	5.01		
267.7	*SHERRY	P	f 2.14		2.34	9.31	12.33		7.40	9.40	3.18	5.05		
272.5	AUBURNDALE	D	s 2.20		2.40	9.37	12.38		7.50	9.50	3.25	5.12		
277.1	*HEWITT	P	f 2.27		2.45	9.42	12.45		7.55	9.55	3.31	5.17		
281.1	MARSHFIELD	DBHIJN KRTVXY	s 2.50		2.53	9.50	{12.50 ¹⁸ 12.57 ²⁴		8.00 ²²	A 10.05 ²⁵ AM	3.48 ¹³⁸	5.25 ¹³⁸		
284.7	*MANN	P	2.55		2.58	9.55	1.31		8.30		3.53	5.40		
289.8	SPENCER	BKJRT XDNY	s 3.20		3.05 ¹³⁸	10.02	1.45	L 9.30 AM	A 8.40 AM		A 4.05 PM	5.50		
297.0	RIPLINGER	D	f 3.30		3.14	10.11	1.57					6.01		
302.4	ATWOOD	P	3.37		3.23	10.20	2.05					6.08		
308.6	OWEN	BJRPK DNXV	A 3.45 AM	L 4.20 AM	3.33	10.30	2.25	{10.05 ⁴⁴ 11.30				A 6.20 PM		
310.5	WITHEE	D	s 4.24		3.37	10.34	2.30							
320.5	THORP	D	s 4.38		3.51	10.55	2.45	12.20 PM						
327.2	STANLEY	DN	s 4.45		4.01	11.06	2.54	12.48 ²⁶						
332.6	BOYD	D	s 4.55		4.09	11.14	3.04	1.05						
338.7	CADOTT	D	s 5.04		4.18	11.25 ²⁴	3.14	1.25						
344.4	BATEMAN	P		5.10 ²²	4.27	11.33	3.24	1.45						
350.7	CHIPPEWA FALLS	IYXVP	s 5.30		4.37	11.42	3.34	2.00						
352.2	C. F. YARD	BKRTX DNYZJO	A 5.32 AM	A 4.45 PM	A 11.55 PM	A 3.40 AM	A 2.05 PM							
					17	5	23	25	21	39	137	37	27	43

		THIRD SUBDIVISION EASTWARD												
Siding Capacity	TIME TABLE No. 57 Sunday, June 19, 1955	1st CLASS		2nd CLASS		3rd CLASS						Distance from Minneapolis		
		6	18	26	24	22	28	44	40	138	38			
		Passenger	Passenger	Freight	Freight	Freight	Freight	Freight	Way Freight	Way Freight	Way Freight			
		6 (A)												
		Daily	Daily	Daily	Daily	Dly. Ex. Mon.	Dly. Ex. Sun.	Daily	Mon. Wed. Fri.	Tu. Thu. Sat.	Mon. Wed. Fri.	Daily		
Yard	STEVENS POINT	AX	103.6	A 1.40 ¹⁷ AM	A 2.40 ²⁷ PM	A 2.00 AM	A 8.55 ³⁷ AM	A 11.10 AM	A 12.05 PM		A 6.50 PM	A 6.50 PM	211.0	
76	ROCKY RUN		98.8	1.30	2.28	1.47 ¹⁷	8.41	10.58	11.53		6.40	6.40	206.2	
180	JUNCTION CITY	JO	92.0	s 1.18	2.21 ²³	1.28	8.30	10.50	11.45		6.30	6.05	199.4	
83	MILLADORE	MC	87.6	s 1.13	2.15	1.19	8.24	10.40	11.39		6.00	6.00	195.0	
	*SHERRY		84.5	f 1.07	2.11	1.15	8.20	10.33	11.34		5.55	5.55	191.9	
123	AUBURNDALE	AD	79.7	s 1.02	2.06	1.09	8.14	10.28	11.28		5.45	5.45	187.1	
	*HEWITT		75.1	f 12.55	2.01	1.03	8.07	10.20	11.20		5.30	5.30	182.5	
311	MARSHFIELD	SF	71.1	s 12.50 ²¹	1.56	12.57 ²¹	8.00 ¹³⁷	10.15 ³⁷	11.10		{5.25 ²⁷ 5.25 ⁴³	L 5.25 ⁴³ PM	178.5	
	*MANN		67.5	12.36	1.50	12.50	7.35	10.04	11.01		3.15		174.9	
128	SPENCER	SC	62.4	s 12.30 AM	1.43	12.42	7.25	L 9.55 AM	10.52	A 2.10 PM	L 3.05 ²³ PM		169.8	
78	RIPLINGER	RN	55.2	s 11.59	1.34	12.32	7.03		10.42	1.59			162.8	
65	ATWOOD		49.8	11.52	1.27	12.24	6.54		10.36	1.40			157.2	
112	OWEN	OW	43.6	A 11.15 PM	L 11.45 PM	1.18 ⁴⁰	6.40		L 10.25 ³⁹ AM	1.18 ²⁶ PM			151.0	
	WITHEE	W	41.7	s 11.10		1.14	6.25			11.05			149.1	
126	THORP	PO	31.7	s 10.55 ²⁵		1.00	6.00			10.40			139.1	
70	STANLEY	NS	25.0	s 10.42		12.48 ³⁹	5.45			9.50			132.4	
54	BOYD	BD	19.6	s 10.33		12.40	5.35			8.55			127.0	
125	CADOTT	CD	13.5	s 10.23		12.27	5.20			8.40			120.9	
70	BATEMAN		7.8	10.14		12.15	5.10 ⁵			8.18			115.2	
57	CHIPPEWA FALLS		1.5	s 10.05		12.04	4.54			8.06			108.9	
Yard	C. F. YARD	RV	0.0	L 9.47 PM		L 12.01 PM	L 11.00 PM	L 4.50 AM		L 8.00 AM			107.4	
					6	18	26	24	22	28	44	40	138	38

*Spur-Switch at Hewitt West end
Mann East end
Sherry West end

WESTWARD - EAU CLAIRE LINE - EASTWARD					
3rd CLASS		TIME TABLE No. 57 Sunday, June 19th, 1955	3rd CLASS		
701	703		702	712	
Freight	Freight		Freight	Freight	
		Distance from Chicago	6 (A)		
Dly. Ex. Sun.	Dly. Ex. Sun.		Dly. Ex. Sun.	Dly. Ex. Sun.	
L 11.30 AM	L 5.00 AM	352.2	C. F. YARD	RV BKRTDNOXYJZ A 10.25 AM	A 4.55 PM
		353.6	C. ST. P. M. & O.	I	
11.45	5.15	356.0	LAKE HALLIE		10.15 4.45
11.48	5.18	357.0	*PRESTO		10.12 4.42
A 12.05 PM	A 5.45 AM	361.7	EAU CLAIRE	EQ IRTVXD L 10.00 AM	L 4.30 PM
701	703				702 712

*Spur-Switch at East end

*Spur-Switch at Hewitt West end
Mann East end
Sherry West end

WESTWARD GREENWOOD LINE EASTWARD					
3rd Class		TIME TABLE No. 57 Sunday, June 19th, 1955	3rd Class		
637	638		637	638	
Mixed	Mixed		Mixed	Mixed	
		Distance from Marshallfield	6 (A)		Distance from Minneapolis
Dly. Ex. Sun.	Dly. Ex. Sun.		Dly. Ex. Sun.	Dly. Ex. Sun.	
0.5	L 10.30 AM	178.0	MARSHFIELD	SF J A 1.55 PM	178.0
13.7	11.10	191.2	*SPOKEVILLE	f 1.15	191.2
16.9	s 11.40	194.4	LOYAL	AY D s 1.05	194.4
22.6	A 12.01 PM	200.1	GREENWOOD	WR DT L 12.45 PM	200.1
					637 638

*Spur-Switch at East End

WESTWARD NEKOOSA LINE EASTWARD					
3rd Class		TIME TABLE No. 57 Sunday, June 19th, 1955	3rd Class		
621	622		621	622	
Way Freight	Way Freight		Way Freight	Way Freight	
		Distance from Minneapolis	6 (A)		Distance from Minneapolis
Dly. Ex. Sun.	Dly. Ex. Sun.		Dly. Ex. Sun.	Dly. Ex. Sun.	
211.1	L 2.00 PM		NEKOOSA	NK DUVR	A 12.15 PM
208.3	s 2.30		PORT EDWARDS	BR DUVY	s 12.01 PM
204.0	s 3.30	{42-E 132-W	WISCONSIN R'DS	CA DRZUV	s {11.30 8.40
202.8	A 3.35 PM		WESTRAP	JV	L 8.35 AM
BETWEEN EASTMAR AND WESTRAP BE GOVERNED BY C. & N. W. TIME TABLE					
179.8	L 4.30 PM		EASTMAR	JV	A 7.30 AM
178.5	A 4.40 PM	Yard	MARSHFIELD	SF BIJKRTUV HDNXY	L 7.25 AM
					621 622

FOURTH SUBDIVISION WESTWARD										
Distance from Chicago	TIME TABLE No. 57 Sunday, June 19th, 1955	Telegraph Calls	Distance from CF Yard	1st Class		2nd CLASS		3rd CLASS		
				5	25	23	21	715	41	841
				Passenger Daily	Freight Daily	Freight Daily	Freight	No. Pac. Freight	Way Freight	Way Freight
							Dly. Ex. Mon.	Dly. Ex. Sun.	Mon. Wed. Fri.	Dly. Ex. Sun.
352.2	C. F. YARD	RV	0.0	L 5.35 AM	L 1.40 AM	L 6.10 PM	L 5.00 AM		L 6.15 AM	
358.8	HOWARD		6.6	5.44	1.55	6.25	5.17		6.30	
362.1	ALBERTVILLE		9.9	f 5.48	1.59	6.30	5.23		6.40	
369.0	COLFAX	CX	16.8	s 5.58	2.10 ²²	6.40	5.35		7.12	
379.4	WHEELER	WH	27.2	s 6.12	2.25	7.00	5.51		7.32	
386.2	BOYCEVILLE	BA	34.0	s 6.20	2.34	7.09	6.01		7.46	
389.9	DOWNING JCT.		37.7	6.25	2.38	7.14	6.07		7.52	L 7.52 AM
390.7	DOWNING		38.5							7.55
393.2	GLENWOOD CITY	WD	41.0							A 8.05 ⁸⁴² AM
389.9	DOWNING JCT.		37.7	6.25	2.38	7.14	6.07		8.35	
391.1	GLENWOOD-DOWNING		38.9	s 6.29	2.40	7.16	6.09		8.40	
399.3	EMERALD	DK	47.1	s 6.40	2.53	7.29	6.22		8.55	
404.4	CYLON		52.2	s 6.47	2.59	7.36	6.29		9.03	
408.3	JEWETT		56.1	f 6.51	3.04	7.42	6.35		9.08	
413.5	NEW RICHMOND	RH	61.3	s 7.04	3.25	8.08 ⁶	6.50		9.20 ²⁶	12.10 ^{PM}
421.2	SOMERSET	ST	69.0	s 7.17	3.35	8.29 ²⁴	7.00		12.31	
425.6	ARCOLA		73.4	7.24	3.44	8.39	7.08		12.41	
428.4	CARNELIAN JCT.		76.2	7.28	3.49	8.45	7.13		12.46	
432.1	WITHROW	WI	79.9	A 4.00 AM	A 8.55 PM	A 7.20 AM				
BETWEEN WITHROW AND SHOREHAM BE GOVERNED BY M. D. DIVISION TIME TABLE										
452.4	SHOREHAM	WS	100.2		A 5.15 AM	A 10.30 PM	A 9.00 AM			
428.4	CARNELIAN JCT.		76.2	7.28					12.46	
433.7	N. P. CROSSING		81.5	7.38					12.56	
440.2	NORTH ST. PAUL	JN	88.0	s 7.52					1.25	
443.0	GLOSTER	GN	90.8	f 7.58			L 2.00 AM		1.35	
446.0	TROUT BROOK		93.8							
446.2	TROUT BROOK JCT.	MX	94.0	A 8.05 AM			A 2.10 AM	A 1.45 PM		
BETWEEN TROUT BROOK JCT. AND JESSAMINE ST. YD. BE GOVERNED BY N. P. RY. AND M. D. DIVN. TIME TABLES										
BETWEEN TROUT BROOK JCT. AND 3rd STREET BE GOVERNED BY N. P. RY. TIME TABLE										
BETWEEN 3rd STREET AND ROBERT STREET BE GOVERNED BY THE ST. PAUL UNION DEPOT COMPANY RULES										
448.7	ST. PAUL	U	96.5	s 8.15 AM						
BETWEEN ST. PAUL AND MINNEAPOLIS BE GOVERNED BY C. M. ST. P. & P. RR. TIME TABLE										
459.6	MINNEAPOLIS	C	107.4	A 8.55 AM						
				5	25	23	21	715	41	841

FOURTH SUBDIVISION EASTWARD										
Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955	6 (A)	1st Class		2nd CLASS		3rd CLASS			Distance from Minneapolis
			6	26	24	22	716	42	842	
			Passenger Daily	Freight Daily	Freight Daily	Freight	No. Pac. Freight	Way Freight	Way Freight	
						Dly. Ex. Mon.	Dly. Ex. Sun.	Tue. Thu. Sat.	Dly. Ex. Sun.	
Yard	C. F. YARD	BKRTO JDNXYZ	A 9.45 PM	A 11.15 AM	A 10.20 PM	A 2.50 AM		A 2.55 PM		107.4
86	HOWARD	P	9.35	11.02	10.06	2.40		f 2.45		100.8
	ALBERTVILLE	P	f 9.31	10.59	10.02	2.35		f 2.40		97.5
117	COLFAX	ND	s 9.22	10.48	9.51	2.10 ²⁵		s 2.30		90.6
82	WHEELER	D	s 9.03	10.35	9.36	1.44		s 1.48		80.2
67	BOYCEVILLE	D	s 8.53	10.27	9.27	1.36		s 1.40		73.4
127	DOWNING JCT.	P	8.47	10.22	9.23	1.31		1.30	A 8.30 AM	69.7
	DOWNING								8.25 ⁸⁴¹	70.5
	GLENWOOD CITY	D							L 8.15 AM	73.0
127	DOWNING JCT.	P	8.47	10.22	9.23	1.31		12.52		69.7
	GLENWOOD-DOWNING	P	s 8.45	10.19	9.21	1.29		s 12.50		68.5
120	EMERALD	D	s 8.33	10.09	9.09	1.17		s 12.35		60.3
79	CYLON	P	s 8.25	10.01	9.00	1.07		12.25		55.2
	JEWETT		f 8.20	9.55	8.54	1.01		12.15		51.3
110	NEW RICHMOND	DN UVX	s 8.08 ²³	9.43 ⁴¹	8.43	12.50		s 12.05 PM		46.1
84	SOMERSET	D	s 7.58	9.32	8.29 ²³	12.21		s 10.10		38.4
12	ARCOLA	P	7.50	9.24	8.20	12.12		f 10.00		34.0
	CARNELIAN JCT.	P	7.46	9.21	8.16	12.08		9.55		31.2
83	WITHROW	DNRJ	L 9.15 AM	L 8.10 PM	L 12.01 AM					
BETWEEN SHOREHAM AND WITHROW BE GOVERNED BY M. D. DIVISION TIME TABLE										
	SHOREHAM	BHJKORT DNYXYZ		L 7.30 AM	L 6.30 PM	L 10.30 PM				
	CARNELIAN JCT.	P	7.46					9.55		31.2
	N. P. CROSSING	PU	7.38					9.44		25.9
26	NORTH ST. PAUL	D	s 7.29					s 9.35		19.4
	GLOSTER	DNMVR	f 7.22				A 5.15 AM	s 9.00		16.6
58	TROUT BROOK	X						L 8.55 AM		13.6
	TROUT BROOK JCT.	PYX	L 7.17 PM				L 5.05 AM			13.4
BETWEEN JESSAMINE ST. YD. AND TROUT BROOK JCT. BE GOVERNED BY N. P. RY. AND M. D. DIVISION TIME TABLE										
BETWEEN 3rd STREET AND TROUT BROOK JCT. BE GOVERNED BY N. P. RY. TIME TABLE										
BETWEEN ROBERT STREET AND 3rd STREET BE GOVERNED BY THE ST. PAUL UNION DEPOT COMPANY RULES										
	ST. PAUL	DNBKR	s 7.10 PM							10.9
BETWEEN MINNEAPOLIS AND ST. PAUL BE GOVERNED BY C. M. ST. P. & P. RR. TIME TABLE										
	MINNEAPOLIS	DNBKR	L 6.25 PM							
			6	26	24	22	716	42	842	

WESTWARD			FIFTH SUBDIVISION					EASTWARD				
Distance from Chicago	3rd CLASS		1st Class	Distance from Owen	Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955	Telegraph Calls	6 (A)	1st Class	3rd CLASS		Distance from Minneapolis
	43	143	17						18	144	44	
	Freight	Freight	Passenger						Passenger	Freight	Freight	
	Daily	Daily	Daily					Daily	Daily	Daily		
308.6	L 6.30 PM		L 4.10 AM	0.0	Yard	OWEN	OW	BJKRP XYDN	A 11.20 PM		A 10.15 AM	151.0
320.4	6.50		f 4.24	11.8	49	LUBLIN	BN	DP	f 11.05		9.54	162.8
328.2	7.03		s 4.32	19.6	85	GILMAN	MA	DP	s 10.56		9.39	170.6
340.3	7.23		s 4.49	31.7	54	SHELDON	NH	DP	f 10.40		9.15	182.7
346.9	7.33		f 4.58	38.3		*CONRATH		P	f 10.29		9.01	189.3
353.3	A 7.45 PM	L 12.15 AM	s 5.20	44.7	100	LADYSMITH	FA	BDNKJP RUXYZ	s 10.20	A 4.10 AM	L 8.45 AM	195.7
358.6		12.23	5.28	50.0	77	JEROME			10.10	3.55		200.5
364.0		12.32	5.34	55.4	54	MURRY			10.04	3.45		206.4
369.1		12.40	s 5.41	60.5		EXELAND	AN	NP	s 9.58	3.35		211.5
370.9		12.43	5.44	62.3	85	WEIRGOR		P	9.54	3.25		213.3
377.1		12.53	5.51	68.5	23	LEMINGTON		P	9.47	3.10		219.5
389.4		1.20	s 6.07	80.8	78	STONE LAKE	K	DP	s 9.32	2.45		231.8
402.6		1.40	f 6.23	94.0	59	STANBERY		P	f 9.15	2.20		245.0
412.6		2.01 ¹⁴⁴	6.35	104.0	90	CHITTAMO		P	9.03	2.01 ¹⁴³		255.0
420.9		2.16	f 6.46	112.3	94	GORDON	GR	NP	f 8.53	1.35		263.3
429.0		2.32	f 6.58	120.4	43	SOLON SPRINGS		P	f 8.40	1.20		271.4
440.5		2.52	7.12	131.9	71	HILLCREST		P	8.27	12.55		282.9
446.1		3.03	7.20	137.5	49	WAY		P	8.21	12.35		288.6
454.7		3.30	7.32	146.1	27	AMBRIDGE		IVP	8.11	12.20		297.1
458.6				150.0		SO. SUPERIOR YARDS		PX	8.06			301.0
459.5	A 3.45 AM	A 7.40 AM		150.9		28th ST. JCT.	SA	IMPXY	L 8.05 PM	L 12.01 AM		301.9
BETWEEN 28th ST. JCT. AND DULUTH BE GOVERNED BY DULUTH-SUPERIOR TERMINALS TIME TABLE												
461.9			s 7.50 AM	153.3		SUPERIOR	SU	BDNKR XTZ	s 8.00 PM			304.3
469.1			A 8.15 AM	160.5		DULUTH	KD	BDNKRXT	L 7.30 PM			311.5
	43	143	17						18	144	44	

*Spur-Switch at East end

SIXTH SUBDIVISION

WESTWARD			ATHENS LINE					EASTWARD		
Distance from Chicago	3rd CLASS		Distance from Minneapolis via Spencer	TIME TABLE No. 57 Sunday, June 19th, 1955	Telegraph Calls	Distance from Abbotsford	6 (A)	3rd CLASS		
	131	132								
	Way Freight	Way Freight								
	Daily	Daily						Daily	Daily	
	L 1.00 PM		198.2	ATHENS	AT	15.2	D	A 12.01 PM		
	s 1.30		191.2	MILAN	MI	8.2	D	s 11.35		
	A 2.00 PM		183.0	ABBOTSFORD	BF	0.0	DJXY	L 11.15 AM		
	131							132		

WESTWARD			BESSEMER LINE					EASTWARD		
Distance from Mellen	3rd CLASS		Distance from Bessemer	Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955	Telegraph Calls	6 (A)	3rd CLASS		
	351	352								
	Way Frt.	Way Frt.								
	Dly. Ex. Sun.	Dly. Ex. Sun.						Dly. Ex. Sun.	Distance from Chicago	
33.3	L 10.25 ³⁵² AM		0.0	Yard	BESSEMER	BE	DVXY	A 10.10 ³⁵¹ AM	443.5	
30.7	A 10.35 AM		2.6	31	SIEMENS	SJ	XV	L 10.00 AM	440.9	
BETWEEN SIEMENS AND LAKE ST. BE GOVERNED BY C. & N. W. TIME TABLE										
27.8	L 10.44 AM		5.5		LAKE ST.		V	A 9.50 AM	438.0	
27.0	s 10.55		6.3	Yard	IRONWOOD	JR	BKRV DXZ	s 9.45	437.2	
26.1	s 11.00		7.2	Yard	HURLEY	RY	DX	s 9.35	436.3	
25.6			7.7		JCT. 435		VX		435.8	
24.4	f 11.05		8.9	27	GERMANIA			f 9.29	434.6	
19.9	f 11.20		13.4	Yard	HOYT	HY	DWXY	f 9.20	430.1	
18.2	s 11.30		15.1		IRON BELT			s 9.11	428.4	
13.5	s 11.45		19.8	28	UPSON			s 9.01	423.7	
10.5	f 11.53		22.8	49	ROUSE			f 8.52	420.7	
6.8	f 12.05 PM		26.5	49	TYLER FORKS			f 8.46	417.0	
4.5	f 12.13		29.2	49	BALLOU			f 8.41	414.3	
0.0	A 12.25 PM		33.3	58	MELLEN	MN	RJDK XYZN	L 8.30 AM	410.2	
	351							352		

SIXTH SUBDIVISION WESTWARD										
Distance from Chicago	TIME TABLE No. 57 Sunday, June 19th, 1955	Distance from Spencer	6 (A)	1st Class	3rd CLASS					
				117	121	127	155	137	27	351
				Passenger	D. S. S. & A. Freight	Way Freight	Way Freight	Way Freight	Freight	Way Freight
				Daily	Daily	Dly. Ex. Sun.	Dly. Ex. Sun.	Tue. Thu. Sat.	Dly. Ex. Sat.	Dly. Ex. Sun.
289.8	SPENCER	0.0	BKJRT XNDY	L 3.45 AM				L 8.50 AM	L 4.05 PM	
296.6	UNITY	6.8	D	s 3.56				9.05	4.15	
300.5	COLBY	10.7	D	s 4.02				9.20	4.20	
303.0	ABBOTSFORD	13.2	DJ XY	s 4.08				A 9.30 ²⁸ AM	4.25	
307.0	DORCHESTER	17.2	D	s 4.14					4.31	
312.1	STETSONVILLE	22.3	D	s 4.21					4.37	
316.8	MEDFORD	27.0	DNX	s 4.35			L 12.01 PM		4.47	
323.3	WHITTLESEY	33.5		f 4.43			12.10		5.15	
328.0	CHELSEA	38.2		s 4.51			12.16		5.21	
332.3	WESTBORO	42.5	D	s 4.59			12.23		5.27	
338.6	OGEMA	48.8	D	s 5.11			12.33		5.37	
345.6	PRENTICE	55.8	JDNUXY	s 5.32			12.44		6.03	
350.0	WORCESTER	60.2		f 5.38			12.56		6.29	
358.1	PHILLIPS	68.3	DN	s 5.52			1.30		6.42	
363.1	LUGER	73.3		s 6.00			1.42		6.52	
367.7	COOLIDGE PIT	77.2		s 6.07			1.48		7.01	
371.7	FIFIELD	81.9		s 6.13			1.58		7.07	
376.2	PARK FALLS	86.4	DNBKR UVXY	s { 6.20 6.35 ²⁸ }	L 12.15 AM	A 2.10 PM		A 7.15 PM		
382.0	BUTTERNUT	92.2	D	s 6.43			12.25			
392.0	GLIDDEN	102.2	D	s 6.57			12.40			
398.5	MORSE	108.7		s 7.05			12.52			
401.9	CAYUGA	112.1		f 7.13			12.59			
410.2	MELLEN	120.4	DNJR XYZK	s 7.32 ³⁵²			1.15			L 12.40 PM
417.5	HIGH BRIDGE	127.7		s 7.44			1.35			12.55
422.6	MARENGO	132.8	D	s 7.54			1.45			1.05
424.1	MARENGO JCT.	134.3	NV	7.56	L 12.15 AM		1.48			1.07
425.2	AGNEW	135.4		7.58	12.18		1.50			1.09
430.6	WHITE RIVER	140.8		8.05	12.27		2.01			1.18
435.6	ASHLAND	145.8	KODBJRT NUVXZ	A 8.15 AM	A 12.40 AM	A 2.10 AM				A 1.40 PM
				117	121	127	155	137	27	351

SIXTH SUBDIVISION EASTWARD											
Siding Capacity	TIME TABLE No. 57 Sunday, June 19th, 1955	Telegraph Calls	Distance from Ashland	1st Class	3rd CLASS						Distance from Minneapolis
				118	122	28	352	156	138	128	
				Passenger	DSS & A Freight	Freight	Way Freight	Way Freight	Way Freight	Freight	
				Daily	Daily	Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sun.	Tue. Thu. Sat.	Dly. Ex. Sat.	
	SPENCER	SC	145.8	A 11.55 PM		A 9.55 AM				A 2.50 PM	169.8
23	UNITY	UN	139.0	s 11.40		9.43				2.35	176.6
	COLBY	CB	135.1	s 11.31		9.35				2.25	180.5
46	ABBOTSFORD	BF	132.6	s 11.21		9.30 ¹³⁷				L 2.15 PM	183.0
55	DORCHESTER	RD	128.6	s 11.15		9.08					187.0
	STETSONVILLE	ON	123.5	s 11.06		8.58					192.1
50	MEDFORD	FD	118.8	s 10.49		8.50		A 10.00 AM			196.8
21	WHITTLESEY		112.3	f 10.38		8.29		9.40			203.3
62	CHELSEA		107.6	s 10.30		8.20		9.25			208.0
	WESTBORO	SB	103.3	s 10.20		8.12		9.17			212.3
56	OGEMA	OG	97.0	s 10.09		7.59		9.07			218.6
54	PRENTICE	SN	90.0	s 9.51		7.45		8.55			225.6
58	WORCESTER		85.6	f 9.44		7.18		8.42			230.0
30	PHILLIPS	GM	77.5	s 9.28		7.05		8.00			238.1
36	LUGER		72.5	9.20		6.58		7.42			243.1
	COOLIDGE PIT		67.9	9.13		6.52		7.34			247.7
55	FIFIELD		63.9	s 9.07		6.36		7.26			251.7
Yard	PARK FALLS	PF	59.4	s 9.00		L 6.20 ¹¹⁷ AM		L 7.20 AM		A 9.40 PM	256.2
29	BUTTERNUT	BK	53.6	s 8.49						9.30	262.0
46	GLIDDEN	GD	43.6	s 8.37						9.01	272.0
	MORSE		37.1	s 8.28						8.47	278.5
	CAYUGA		33.7	f 8.22						8.40	281.9
27	MELLEN	MN	25.4	s 8.10 ¹²⁸		A 7.32 ¹¹⁷ AM				{ 8.25 7.10 ¹¹⁸ }	290.2
62	HIGH BRIDGE		18.1	s 7.57				7.05		6.50	297.5
29	MARENGO	RG	13.0	s 7.49				6.55		6.40	302.6
	MARENGO JCT.	JC	11.5	7.47	A 4.45 AM			6.52		6.23	304.1
60	AGNEW		10.4	7.46	4.40			6.50		6.20	305.2
26	WHITE RIVER		5.0	7.40	4.29			6.40		6.10	310.6
Yard	ASHLAND	A	0.0	L 7.30 PM	L 4.15 AM			L 6.30 AM		L 6.00 PM	315.6
				118	122	28	352	156	138	128	

SPECIAL INSTRUCTIONS

3. TIME COMPARISON

Conductors of eastward trains originating at Schiller Park may compare time with operator by telephone, time watches compared must be registered on Form 1091 when train register not available.

D-5. TIME APPLIES } **WESTWARD TRAINS** at end of double track.
 Wheeling
 PDC Jct.

C & NW Jct. } **EASTWARD TRAINS** at end of double track.

Rugby Jct. Time of Trains 34 and 33 applies at Milwaukee connection switch.

S-5 Stevens Point: Time of West bound freight trains applies at the West switch of the "B" yard.

C. F. Yard..... First class trains at Yard Office

TIME OF FIRST CLASS TRAINS AT STEVENS POINT, SPENCER, PARK FALLS, ASHLAND, *OWEN AND LADY-SMITH APPLIES AT STATION PLATFORM.

*OWEN—Timetable authority for No. 18 applies to siding only.

6(A) U—railroad crossing not protected by signals, or gates. **SX**—Regular stop weekdays, on flag Sundays.

8(A) Modified.
 Electric lanterns of approved type, with red globe may be used for flagging purposes.

10(d). Amended.
 White, instead of green and white—Flag stop.

19(B) Modified.
 This does not apply at final terminal yard where main track is used to dispose of train.

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

34. Amended.
 On road diesels in freight service, head brakeman will, while train is moving over the road, ride in cab of forward unit. Fireman will not leave unless brakeman is present so that Rule No. 34 may be fully complied with.

S-72. SUPERIORITY OF TRAINS
 Eastward trains are superior to westward trains of the same class, EXCEPT

No. 137 is superior to No. 138 between Spencer and Abbotsford
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**

D-83. When conductors of eastward trains originating at Schiller Park do not obtain information prescribed by Rule D-83 by personal check they must obtain it from operator by telephone and fill out Form 316.

83(A)—Register Stations "R" in column provided—

FOREST PARK—All trains by card.

SCHILLER PARK—Upon request Operators will register for Conductors of trains originating or terminating at Schiller Park.

The operator at Franklin Park Tower will give the operator at Schiller Park the time Eastbound Passenger trains pass, who will show same on register as departing time from Schiller Park.

Condrs. of westward psgr. trains will leave msg. at Wheeling showing time passed Jct. 19 to be sent opr. Schiller Park who will show same on register as departing time from Schiller Park.

RUGBY JCT.—Nos. 33 and 34 only.

SHOPS YARD—Passenger trains by card.

NEENAH—Trains for which Neenah is initial or terminal station, only, and Gladstone Divn. trains.

STEVENS POINT—Passenger trains at Passenger station
 Freight trains at Yard Office.

MARSHFIELD—Nos. 621, 622, 638 except 637 by card.

SPENCER—Sixth subdivision trains, and Nos. 39, 40, 137 and 138; Nos. 27 and 28 by card.

OWEN—Fifth subdivision trains and Nos. 5 and 6 only.

C. F. YARD—Passenger trains by card.

WITHROW—All trains by card.

GLOSTER—Nos. 715 and 716 only and by card.

PARK FALLS—Passenger trains by card.

83B CLEARANCE FORM A Need not be obtained at initial stations listed below:

TROUT BROOK	C. M. St. P. & P. SWITCH
TROUT BROOK JCT.	MENASHA JCT.
DOWNING JCT.	GREENWOOD
GLENWOOD CITY	ATHENS
EAU CLAIRE	28TH STREET JCT.
EASTMAR	SIEMENS
WESTRAP	

TURNAROUND STATION—Established by form G train order, example 3, unless directed by train order to do so.

ADDITIONAL CLEARANCE PROVISIONS:

FOREST PARK—Westward trains terminating Schiller Park need not obtain clearance.

SCHILLER PARK—Eastward trains originating Schiller Park need not obtain clearance if no train orders, a fact which cond. must ascertain from operator by telephone.

SHOPS YARD—First class trains need not obtain clearance unless train order signal displayed.

UNLESS OTHERWISE PROVIDED TRAINS LISTED BELOW MUST OBTAIN INITIAL CLEARANCE AT:

SOO LINE JCT.—No. 42.

MISSISSIPPI STREET—No. 716.

ST. PAUL UNION DEPOT—No. 6.

FOND DU LAC—Nos. 1, 2, 17 and 18.

MELLEN—All trains to and from BESSEMER LINE.

IRONWOOD—Westward trains.

SAXON—No. 121 when MARENGO JCT. is closed.

21st STREET YD.—No. 144.

SUPERIOR—No. 18.

86. INFERIOR TRAIN CLEARING SUPERIOR TRAIN IN SAME DIRECTION:

FOREST PARK, WESTWARD—To avoid delay, may proceed to Junction 16.

JUNCTION 16, EASTWARD—Proceed to Franklin Park ahead of superior train when automatic block signals indicate proceed.

***91(A) BLOCK RULES**

(1) These rules are not to be construed as affecting the rights of any train under time table or rules of the Operating Department. They do not relieve trainmen from necessity of flagging; nor do they relieve employees from full observance of general and special rules, special orders, instructions and bulletins governing 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 a train order signal is also used as block signal, a train may pass signal at Stop-indication to make station stop, to take fuel or water or to enter siding in advance of signal, provided track is seen or known to be clear.

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

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

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

(8) Operator must not report a train as having arrived at his station unless markers of such train have cleared signal, or is on siding entirely in clear and operator so advised by conductor. Trains standing or switching on main track must not be considered or reported as clear unless they have actually cleared 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 occupied by a passenger train in 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, then proceed at restricted speed to next available point of communication.

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

(12) When a train is to proceed under Permissive Card, conductor and engineer must each have a card, Form 375.

(13) Permissive Cards will be designated by number and entered in train order book with train orders. Number, time made O.K., and Superintendent's initials must be endorsed on Permissive Card, and signed by operator before it becomes effective.

Permissive cards may be annulled by train order.

(14) Train dispatcher's authority for operator to issue card will be given in following manner:

"Card No. Train..... from..... to..... O. K.....(Time).....Supt."

(15) When a Permissive Card is issued to a train, it must proceed at restricted speed, expecting to find block occupied by 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 dispatcher may direct movement of trains accordingly.

(17) During storms and fog, following rules will govern:

(a) Absolute Block will be maintained.

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

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

◆ A block indicated by clearance or train order signal as clear, does not indicate that main track within yard limits is unoccupied.

(18) The preceding block rules will not apply between Forest Park and Junction 19.

(19) Between Forest Park and Franklin Park Tower:
 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.

Manual block signal Forest Park governs Westward movement to Franklin Park Tower. Manual block signal Franklin Park Tower governs Eastward movements to Forest Park. Signal indications: Arm horizontal, RED light, STOP; Arm diagonal, YELLOW light, proceed at restricted speed through block expecting to find it occupied; Arm vertical, GREEN light, proceed, block clear.

When block occupied by passenger train, operator will display STOP (RED) indication; when occupied by freight train or light engine, RESTRICTED SPEED (YELLOW) indication; when block is clear, PROCEED (GREEN) indication; EXCEPT, during storms and fog when Absolute Block is required operator will display RED (STOP) while block is occupied by any train.

(20) Between Franklin Park Tower and Junction 16:
 "STOP" indication is automatically displayed to westward trains at Franklin Park Tower when track is occupied between Franklin Park Tower and Junction 16. Operator at Franklin Park Tower may admit a following freight train to block by displaying lunar white light in addition to red light, except when block is occupied by a passenger train.

Eastward train movements on eastbound main track between Jct. 16 and home signal of Franklin Park Interlocker are protected by automatic block signals.

(21) 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 by one long blast of whistle.

*Rule 91 (A) does not apply in automatic block territory.

93. YARD LIMITS

Forest Park, from Madison Street to 600 ft. west of Washington Blvd., River Forest.

Schiller Park, from 500 ft. east of Des Plaines river bridge (Bridge 12-A) in River Forest to one mile west of Junction 19.

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

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 483 feet east of M. P. 96 to 4,000 feet west of C. M. St. P. & P. Transfer Switch at P. D. C. Jct. crossing.

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 3,000 feet west of west lead switch No. 1 track in west yard.

Oshkosh, from 2,882 feet east of east switch of Siding to 2300 feet west of Mile Post 176.

Neenah, from 900 feet east of M. P. 183 to 1,450 feet west of M. P. 188 and from 3,070 feet east of Stevens Point Division Switch on Gladstone Division.

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.

Stevens Point, from 1,875 feet 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 siding to 1,000 feet west of west switch of siding, to 3900 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 Sixth Subdivision and from 1,000 feet east of east switch of siding to 3,025 feet west of the west switch of wye, on Third Subdivision.

Owen, from 709 feet east of east switch Third Subdivision to 2,000 feet west of west switch Storage Track Third Subdivision to 5,000 feet west of west wye switch Fifth Subdivision.

C F Yard from 5,300 feet east of 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 storage track to 2,100 feet west of west switch of 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 on main line and 1500 feet east on Athens line.

Medford, from 2,500 feet east of Harvey track switch to 2,500 feet west of 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.

Mellen, from 1,800 feet east of east switch of Kell'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 extreme east switch to end of line west of passenger station.

Superior, from 200 feet west of overhead crossing with 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.

*Marshfield—Main track within yard limits on the Eastern Division of the C.St.P.M.&O. Ry., the Ashland Division and the Lake Shore Division (Nekoosa Line—M.St.P.&S.S.M. R.R.) of the C.&N.W. Ry., will be used jointly and in common and irrespective of class by trains and engines of the C.St.P.M.&O. Ry., of the C.&N.W. Ry., and of the M.St.P.&S.S.M. R.R. All trains and engines operating within yard limits must therefore, move prepared to stop within vision and short of other trains or obstructions.

D-97.—EXTRA TRAINS

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

98 RAILROAD GRADE CROSSINGS

NOTE: †Non-operating approach signals.

Location	Railroad	Signals
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	Autointerlocked
One mile east of Burlington...	CMStP&P	Interlocked
C. & N. W. Jct.....	C&NW	Signalled
P. D. C. Jct.....	CMStP&P	Autointerlocked
Duplainville	CMStP&P	Interlocked
Slinger	CMStP&P	Autointerlocked
1 Mi. E. of Fond du Lac Sta...	C&NW	Autointerlocked
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*	CMStP&P	Interlocked
Tower CF	C&NW	Interlocked
Medina	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.	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
Gloster	N. P. Ry.	Gates

Fifth Subdivision		
Ladysmith	Gladstone Division	Not Interlocked
Ambridge	D. M. & I. R. Ry.	Auto 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 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 brakeman to C. & N. W. Ry. crossing to flag it. Engineers must get signal from him before proceeding.

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

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

99. FLAG PROTECTION
Flagman must leave torpedoes and fuses when he returns to his train.

103. MOVEMENT OVER HIGHWAY CROSSINGS
Trains must come to a stop and flag street crossings just west of station Wisconsin Rapids and Nekoosa, before crossing same.

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

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

Trains must come to a stop and flag street crossing at Garfield Avenue Menasha before crossing same.

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

Location	Switch lined for
Wheeling	Eastward track
C. & N. W. Jct.....	Westward track
P. D. C. Jct.....	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 siding.

Carnelian Jct.....	Withrow Line
Withrow	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.

	OPERATOR ASSIGNED HOURS		
	FROM	TO	
Wheeling	7:00 am	3:00 pm Daily	} Switch at end of double track.
		except holidays	
	7:00 pm	3:00 am Daily	

Junction City Continuous.....East Siding Switch

Withrow	4:00 am	12 noon Daily	} ...Junction Switch
	7:00 pm	3:00 am Daily	

105. SIDING CAPACITY has been based on distance between insulated joints, allowing 150 ft. for 3-unit diesel and 34 ft. for caboose. Capacity is then based on 46 ft. car lengths, and have allowed 92 ft. or 2 car lengths for each highway crossing to be cut.

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

200. LIGHTS IN TRAIN ORDER SIGNALS

Lights will not be kept burning in train order signals except color light on the 5th and 6th subdivisions and on the Manitowoc, Greenwood and Nekoosa lines when operators are not on duty, and trains must be governed by day indication of signal.

Where color light train order signals are in use, absence of light must be regarded as most restrictive indication that can be given by signal, as prescribed by rule 27, except where train order signals are equipped with reflectorized "C" which is displayed when offices are closed.

Train order signal at Mellen does not govern trains to and from Bessemer Line.

204(A) MODIFIED

Copies of train orders will only be furnished rear train man of Nos. 17, 18 and spl. psgr. trains operating as extra trains or sections of first class trains.

211. When delivery of "19" train orders to eastward train to which Schiller Park is initial station will take operator from immediate vicinity of office they may be delivered by Yardmaster to conductor, engineer's copy must be delivered by conductor.

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

When necessary to issue additional orders to a train to pick up from Train Order Delivery Device, clearance and train orders in device must first be removed by operator.

261. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

Trains and engines will be governed by block signals

BETWEEN OPERATED FROM

JCT. 16 & JCT. 19 Schiller Park
(on gauntlet trk.)

WEST SDG. SWITCH DUPLAIN-VILLE & P.D.C. JCT. Duplainville,

and as to movements within these limits, block signal indications supersede superiority of trains.

500. Where AUTOMATIC BLOCK AND INTERLOCKING

600. RULES AND SIGNAL INDICATIONS require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require, the movement must be controlled so stop can be made in time to avoid accident.

600. RULES AND SIGNAL INDICATIONS require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction, or switch not properly lined and on the lookout for broken rail or anything that may require the speed of a train to be reduced; but not exceeding 15 MPH or as much slower as necessary; and where conditions require, the movement must be controlled so stop can be made in time to avoid accident.

663. LOCATION OF DUAL CONTROL SWITCHES.

- Junction 16—East end of cross-over
- Junction 19—Gauntlet track
- Slinger—East switch to siding
- Fond du Lac—West switch to siding
- Shop Yards—East lead switch and west lead switch to yard
- Neenah—East switch to siding
- Stevens Point—East switch to "A" yard
- Junction City—West switch to siding
- Marshfield—West switch to siding
- Marshfield—East switch to siding
- Superior—28th Street Jct.

711. Trains Nos. 41 and 42 will carry passengers.

ADDITIONAL STATIONS

	Distance
	Switch at from Chicago
FIRST SUBDIVISION	
River Forest	East end 11.0
Orchard Place	East end 20.2
Feehanville (Spur 25).....	West end 25.1
Spur 26	East end 26
Aptakasic	East end 33.2
Lake Beulah	East end 82.7
M. of E.T. Co. Conn. Mukwonago...East end	85.5
Spur 105 (Sussex).....	East end 105.5
Spur 112, Gravel Pit.....	East end 112.1
Spur 145	West end 145.0

SECOND SUBDIVISION

	Switch at	Distance
	from Chicago	
Readfield Spur	East end	204.0
County Insane Hospital.....	West end	214.4
Custer Gravel Pit.....	West end	241.0

MANITOWOC LINE

High Cliff	East end	196.6
------------------	----------	-------

THIRD SUBDIVISION

Berg Spur	West end	283.7
Home Park	East end	348.7
Northern States Power Co.....	West end	348.8

NEKOOSA LINE

Spur N-283	East end	283.5
------------------	----------	-------

EAU CLAIRE LINE

Spur F-357	East end	357.0
Spur F-359	West end	359.0

FOURTH SUBDIVISION

Gravel Pit Spur.....	East end	370.1
Spur 375	East end	375.5
Spur C-442	East end	441.9

FIFTH SUBDIVISION

Donald	East end	334.8
Crane	East end	360.7
Sunnyside	East end	452.7

SIXTH SUBDIVISION

Cranberry Lake	Both ends	353.5
Standard Oil Spur.....	West end	357.2
Cold Springs Granite Co.....	West end	407.7
Minersville	East end	420.8

BESSEMER LINE

Iron Belt-Malvag-Banfield.....	East end	427.8
Oil Spur	East end	439.7

SPEED RESTRICTIONS

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

ALL SUBDIVISIONS	Miles Per Hour	
	Passenger	Freight or Mixed
Over SPRING SWITCHES 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.		
Through crossovers and through switches, except where another speed is prescribed.....	15	15
Approaching "19" indication train order signal until rear of train has passed	30	30
Trains handling Ore cars.....		40
*Trains handling pivoting machinery on its own wheels, steam derricks, pile drivers, cranes, etc., see note..		
On 1st, 2nd, 3rd, 4th, & 5th subdivisions Steam Wrecker.....		40
*Other pivoting machines.....		25
On 6th subdivision Steam Wrecker.....		35
*Other pivoting machines.....		25
On Athens and Greenwood lines....		15
On Eau Claire, Glenwood City, Nekoosa and Manitowoc lines.....		20

*Loco. cranes X-81 and W-53, speed shown 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.

Engines running forward without cars, or hauling only cabooses, or rider coach, must observe Speed Restrictions prescribed for freight trains.

Passenger trains handling freight equipment must not exceed speed authorized for freight trains, unless otherwise provided.

Use caution in handling trains down grade and around curves, so uniform rate of speed will be maintained.

FIRST SUBDIVISION	Passenger	Freight or Mixed
MAXIMUM SPEED	65	55
MP 11.9—Around curve west of Forest Park	45	45
MP 13 to MP 13.5 over First Ave., North Ave., and Fifth Ave.....	30	30
Between Forest Park and Wheeling..	59	49
MP 15.3 — C M St P & P crossing at Franklin Park	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 westbound.....	25	25
MP 44.5—C M St P & P crossing one mi. E. of Grays Lake 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., betn. home signals westbound.	20	20
MP 100.4—CMStP&P crossing at PDC Jct., between home signals.....	30	30
Westward trains between East Siding Switch Valley Siding and CNW crossing MP154.9.....	35	35
MP 154.9—C&NW crossing, 1 mi. E. of Fond du Lac station, between home signals	35	35

FIRST SUBDIVISION—Continued	Miles Per Hour	
	Passenger	Freight or Mixed
MP 156.3—CMStP&P crossing, ¼ mi. W. of Fond du Lac station, between home signals	20	20
Eastward trains between Princeton Crossing and Scott Street Fond du Lac.....	15	15
MP 157—Around curve east of Scott St., Fond du Lac.....	25	25
NOTE — When moving against the current of traffic speed must not exceed 15 MPH between Jct. 16 and Des Plaines River bridge, 10 MPH between Des Plaines River bridge and Forest Park station.		
SECOND SUBDIVISION MAXIMUM SPEED	65	55
Trains handling lake pulpwood.....		35
MP 172.47 to 175.3—Oshkosh, between Custer St. and 17th St.....	25	25
MP 183.0 to 188.0—Neenah.....	25	25
MP 210.0—Over draw bridge, Gills Landing	40	40
MANITOWOC LINE MAXIMUM SPEED	30	30
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 187.6 over draw bridge one mile west of Menasha, after stopping....	8	8
MP 203.6—CMStP&P crossing, Hilbert Jct. between home signals....	20	20
MP 218.56 and 218.7—Over first and second highway crossings west of Valders	10	10
MP 216.9 Bridge H-30-A, Valders....	20	20
MP 230 & 230.18—Over draw bridges, H43D and H43E, Manitowoc, after stopping	10	10

THIRD SUBDIVISION	Miles Per Hour	
	Passenger	Freight or Mixed
MAXIMUM SPEED	65	55
Trains handling lake pulpwood.....		35
MP 248.61—Stevens Point over Michigan Ave.	15	15
MP 249.21—Stevens Point over Water St. just west of station.....	15	15
MP 280.5 to 281.2—Marshfield highway grade crossings.....	20	20
Between Spencer and C. F. Yard....	59	49
MP 308.7—Owen, junction switch....	30	30
Light engines over unprotected street crossings at Withee, Thorpe, Stanley, Boyd and Cadott.....	15	15
over crossings at these locations that are protected by signals.....	20	20
MP 336 — Around first and second curves west of mile post 336, between Boyd and Cadott.....	55	49
MP 350.18—CStPM&O crossing ½ mi. E. of Chippewa Falls station.....	45	35
MP 350.7 to 352.2—Between C F Yard and Chippewa Falls.....	30	25
NEKOOSA LINE MAXIMUM SPEED	35	25
Over switches	20	20
MP 0.25 — C&NW crossing at Marshfield, between home signals.....	20	20
MP 0.48 — CStPM&O crossing ½ mi. E. of Marshfield station.....	Stop	Stop
MP 24.91—GB&W crossing ½ mi. W. of Wisconsin Rapids station.....	Stop	Stop
MP 25.2—CMStP&P crossing ¼ mi. W. of Wisconsin Rapids station....	Stop	Stop
MP 25.83—CMStP&P crossing ¼ mi. E. of Wisconsin Rapids station....	Stop	Stop
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 Koll..	10	10
MP 361 — CStPM&O crossing at Eau Claire, between home signals....	20	20
FOURTH SUBDIVISION MAXIMUM SPEED	59	49
MP 371 — Around second curve 2¾ mi. W. of Colfax.....	45	40
MP 372—Around third curve ¾ mi. W. of Colfax.....	45	40
MP 372.5—Around fourth curve ¾ mi. W. of Colfax.....	45	40
MP 387—Around first and second curves west of MP 387, one mile west of Boyceville.....	55	49
MP 406—Around first curve west of MP 406, two miles east of Jewett..	55	49

FOURTH SUBDIVISION—Continued	Miles Per Hour	
	Passenger	Freight or Mixed
MP 407 — Around first and second curves west of MP 407, one mile east of Jewett.....	55	49
MP 411.3—Around second curve west of MP 411, three mi. west of Jewett	55	49
MP 411.6—Around third curve west of MP 411, ¾ mi. west of Jewett	45	40
MP 413.5 — C St P M & O crossing at New Richmond	Stop	Stop
MP 424.5—St. Croix Bridge.....	25	25
MP 428.4 to 446.2—Between Carnellan Jct. and Trout Brook Jct.....	45	40
MP 433.7 — NP crossing between Carnellan Jct. and North St. Paul..	Stop	Stop
MP 443.0—NP crossing at Gloster....	Stop	Stop
Glenwood City Line.....	30	30
FIFTH SUBDIVISION MAXIMUM SPEED	59	49
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 357.5—Eastbound Freight trains over Bridge K-357-B between Ladysmith and Jerome.....		30
MP 363.1—Eastbound Freight trains over Bridge K-363-A between Jerome and Murry.....		30
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.		
SIXTH SUBDIVISION MAXIMUM SPEED	59	49
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 303 over highway crossing Abbotsford	10	10
MP 328.0 to 354.4 between Chelsea and Phillips.....	45	35
MP 345.6 — Gladstone Division crossing at Prentice.....	Stop	Stop
MP 350.1 around first curve west of Worcester	35	35
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 392.0 around first curve west of Glidden	30	30
MP 398.5 to 406—Around curves between Morse and first curve west of MP 406	25	15
MP 409.8—Mellen, over Main St., east of station	5	5
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 High Bridge....	25	15
Loaded Ore Trains.....		35

SIXTH SUBDIVISION—Continued	Miles Per Hour	
	Passenger	Freight or Mixed
MP 422 around first curve east of Marengo	30	30
MP 435.6—Ashland, between 7th Ave. east and passenger station.....	15	15
Athens Line	20	20
BESSEMER LINE MAXIMUM SPEED	50	45
MP 430.1 to 443.5 Between Hoyt and Bessemer	45	30
Loaded Ore Trains;		
Between Mellen and Ballou.....		25
Between Ballou and Hoyt.....		35
Between Hoyt and Bessemer.....		25
MP 438.7—Over Luxmore St., about ¾ Mi. E. of Lake St. Ironwood.....	12	12

DIESEL LOCOMOTIVES:

Under no circumstances should Diesel locomotives pass through water which is deep enough to touch the bottom of the traction motor frames. When passing through water, always go at a very slow speed (2 or 3 miles per hour). Water deeper than three inches above top of rail is likely to cause damage to the traction motors.

SMOKING in engine rooms of diesel engines is prohibited.

CARLOADS of poles, lumber and timber in open top cars must not be handled next to diesel locomotives. Use of oscillating headlight on engines so equipped—

The oscillating headlight can be displayed with either stationary or oscillating white light at the same time that the standard headlight is in use, but cannot be displayed with either stationary or oscillating red light when the standard headlight is in use.

Oscillating white light may be used in a stationary position as a substitute headlight in case of failure of the standard headlight, but will normally be used as an oscillating light during the time full display of standard headlight is required. The oscillating red light will be used when head end protection is required, either by day or by night by engineer control, if the train becomes disabled or is stopped suddenly due to unusual occurrence with the possibility of an adjacent track being obstructed, or if it overruns the clearance point at a meeting or waiting point, or at the end of double track or at a junction, or in any other emergency situation.

Engineer of an approaching train, finding oscillating red light displayed, must stop and then be governed by conditions existing. If on an adjacent track which he finds unobstructed and safe for operation, he may proceed at restricted speed until the standing train displaying the oscillating red light has been passed. The oscillating red light shall be displayed in stationary position when a train is occupying the main track at a meeting point with an opposing train until the headlight of the opposing train has been dimmed, per Rule 17(B), after which the red headlight shall be extinguished and the standard white headlight turned on dim until opposing train is into clear on siding.

Use of the red headlight does not in any manner relieve the train or engine men of responsibility for compliance with the provisions of Rules 99 and 102.

COMPANY SURGEONS

LOCATION	NAME	TITLE
Minneapolis	Dr. Harvey Nelson	Chief Surgeon
Minneapolis	Dr. R. W. Utendorfer	Asst. Chief Surgeon
Minneapolis	Dr. Vernon L. Lindberg	Chief Oculist
Minneapolis	Dr. F. F. Wippermann	Asst. Chief Oculist
St. Paul	Dr. C. T. Eginton	Surgeon
St. Paul	Dr. Abbott Skinner	Surgeon
St. Paul	Dr. J. W. Farkas	Surgeon
St. Paul	Dr. R. O. Leavenworth	Oculist
Chicago	Dr. Louis Rampona	Oculist
Chicago	Dr. R. J. Dougherty	Exmg. Surgeon
Franklin Park	Dr. R. L. Reynolds	Surgeon
Franklin Park	Dr. S. A. Menachof	Exmg. Surgeon
Franklin Park	Dr. Morey Chapman	Examining Surgeon
Des Plaines	Dr. A. M. Purves	Surgeon
Antioch	Dr. I. L. Breakstone	Surgeon
Antioch	Dr. J. W. Kopriva	Surgeon
Burlington	Dr. J. F. Bennett	Surgeon
Burlington	Dr. L. O. Mastalir	Surgeon
Burlington	Dr. H. W. Granzneau	Surgeon
Waukesha	Dr. E. B. Davies	Surgeon
Waukesha	Dr. F. M. Scheele	Surgeon
Milwaukee	Dr. A. A. Holbrook	Examining Surgeon
Milwaukee	Dr. R. P. Sproule	Oculist
Slinger	Dr. K. P. Prefontaine	Surgeon
Allenton	Dr. R. S. Fisher	Surgeon
Fond du Lac	Dr. D. J. Twohig	Surgeon
Fond du Lac	Dr. W. J. Waldschmidt	Examining Surgeon
Fond du Lac	Dr. E. V. Smith	Surgeon
Fond du Lac	Dr. S. E. Gavin	Surgeon
Fond du Lac	Dr. K. K. Borsack	Exmg. Surgeon
Fond du Lac	Dr. F. J. Cerney	Oculist
No. Fond du Lac	Dr. P. Des Bois	Surgeon
Oshkosh	Dr. F. G. Connell	Surgeon
Oshkosh	Dr. M. H. Steen	Surgeon
Neenah	Dr. T. D. Smith	Surgeon
Neenah	Dr. Harry F. Beglinger	Oculist
Menasha	Dr. F. G. Jensen	Surgeon
Manitowoc	Dr. G. M. Simon	Surgeon
Appleton	Dr. V. F. Marshall	Surgeon
Appleton	Dr. Carl D. Neidhold	Surgeon
Waupaca	Dr. A. M. Christopherson	Surgeon
Stevens Point	Dr. H. P. Benn	Surgeon
Stevens Point	Dr. M. G. Rice	Exmg. Surgeon
Stevens Point	Dr. A. G. Dunn	Oculist
Marshfield	Dr. Paul F. Doege	Surgeon
Marshfield	Dr. G. L. McCormick	Oculist
Stanley	Dr. A. W. Overgard	Surgeon
Spencer	Dr. H. T. Callahan	Surgeon
Chippewa Falls	Dr. C. B. Hatleberg	Exmg. Surgeon
Eau Claire	Dr. W. R. Manz	Examining Surgeon
New Richmond	Dr. O. H. Epley	Surgeon
Colby	Dr. J. W. Koch	Surgeon
Park Falls	Dr. Jas. L. Murphy	Surgeon
Mellen	Dr. C. W. Lockhart	Surgeon
Ashland	Dr. R. O. Grigsby	Oculist
Ashland	Dr. John W. Prentice	Exmg. Surgeon
Ashland	Dr. B. C. Prentice	Surgeon
Hurley	Dr. D. J. Martinetti	Surgeon
Ladysmith	Dr. R. P. Bennett	Exmg. Surgeon
Hayward, Wis.	Dr. E. R. Krueger	Surgeon

COMPANY WATCH INSPECTORS

LOCATION	NAME	TITLE
St. Paul	Ball R. R. Time Service	Chief Inspector
St. Paul	Northern Watch Company	Inspectors
St. Paul	C. J. and H. W. Anderson	Inspectors
Minneapolis	Kavchar Jewelry Co.	Inspectors
Minneapolis	Oscar Gustafson Co.	Inspectors
Chicago	Ball R. R. Time Service	Inspectors
Chicago	Julius S. Scherer	Inspectors
Franklin Park	Daniel Lutz	Inspector
Milwaukee	H. Hammersmith	Inspector
Waukesha	Estberg & Sons	Inspectors
Waukesha	Paul Krumenachor	Inspector
Burlington	C. S. Dudley	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
Park Falls	G. Hegstrom	Inspector
Mellen	Agent	Inspector
Ashland	E. J. Born	Inspector
Ladysmith	L. A. Grooms	Inspector

PROVISIONAL STOPS FOR REVENUE PASSENGERS
 Forest Park will be considered same as Chicago on all passenger stops.

TRAIN	STOPS AT STATIONS	TO RECEIVE Passengers For	TO DISCHARGE Pass. From
1 and 2	Orchard Place	F any station	Any station
	Readfield	F any station	Any station
17	Wheeling	F beyond Stevens Point	
	Silver Lake		Chicago
	Mukwonago Slinger	F beyond Stevens Point	Chicago
18	East of Stevens Point		4th, 5th and 6th sub-divns.
	Slinger	F Chicago	Beyond Stevens Point
	Mukwonago	F Chicago	Beyond Stevens Point
	Silver Lake	F Chicago	

"F" on flag

CONNECTIONS

- No. 5 at Owen with Nos. 17 and 18.
- No. 17 at Spencer with No. 118.
- No. 18 at Owen with No. 6, Spencer with No. 118.
- No. 117 at Spencer with Nos. 17 and 18.

**TRAIN DISPATCHERS PHONE WIRES ON POLE LINE:
 FACING EAST:**

TROUT BROOK TO CARNELIAN JCT.
 First 2 wires from left hand end of top cross-arm.

CARNELIAN JCT. TO OWEN
 Second and third wires from right hand end of top cross-arm.

OWEN TO SPENCER
 Third and fourth wires from right hand end of top cross-arm.

SPENCER TO STEVENS POINT
 First and second wires from right hand end of top cross-arm.

STEVENS POINT TO SHOPS YARD
 Third and fourth wires from right hand end of top cross-arm.

SHOPS YARD TO FOREST PARK
 Second and third wires from right hand end of top cross-arm.

TRAIN DISPATCHERS, STEVENS POINT, WIS.

G. L. Burger	A. H. Scheibe	F. F. Bablitch	L. W. Fobart
W. F. Hoffman	A. H. Veit	M. R. Logan	D. J. Brunner
A. C. Peterson	E. R. Detert	L. L. Hoff	K. D. Glazer
F. O. Soeteber	E. D. Elder	J. W. Higgins	T. M. Hagen
A. E. Shurly	H. R. Krubsack	L. C. Anunson	

H. L. Kurtzweil
 Chief Train Dispatcher
 Stevens Point, Wisconsin

H. A. Sparks	Division Superintendent	Stevens Point, Wisconsin
F. L. Houx	Superintendent, Ore Operation	Ironwood, Michigan
R. O. Jensen	Terminal Superintendent	Schiller Park, Ill. (Chicago)
F. L. Kobliska	Assistant Superintendent	Ironwood, Michigan
W. A. Taft	Assistant Superintendent	Stevens Point, Wisconsin
J. A. Welton	Trainmaster	Fond du Lac, Wisconsin
J. H. Lawyer	Trainmaster	Stevens Point, Wisconsin
V. W. Emigh	Terminal Trainmaster	Schiller Park, Ill.
J. P. Gannon	Division Engineer	Stevens Point, Wisconsin

WISCONSIN DEPARTMENT OF TRANSPORTATION

DATE	TIME	FROM	TO	CLASSIFICATION
1943	12:30	Green Bay	Wisconsin	Passenger
1943	1:30	Green Bay	Wisconsin	Passenger
1943	2:30	Green Bay	Wisconsin	Passenger
1943	3:30	Green Bay	Wisconsin	Passenger
1943	4:30	Green Bay	Wisconsin	Passenger
1943	5:30	Green Bay	Wisconsin	Passenger
1943	6:30	Green Bay	Wisconsin	Passenger
1943	7:30	Green Bay	Wisconsin	Passenger
1943	8:30	Green Bay	Wisconsin	Passenger
1943	9:30	Green Bay	Wisconsin	Passenger
1943	10:30	Green Bay	Wisconsin	Passenger
1943	11:30	Green Bay	Wisconsin	Passenger
1943	12:30	Green Bay	Wisconsin	Passenger
1943	1:30	Green Bay	Wisconsin	Passenger
1943	2:30	Green Bay	Wisconsin	Passenger
1943	3:30	Green Bay	Wisconsin	Passenger
1943	4:30	Green Bay	Wisconsin	Passenger
1943	5:30	Green Bay	Wisconsin	Passenger
1943	6:30	Green Bay	Wisconsin	Passenger
1943	7:30	Green Bay	Wisconsin	Passenger
1943	8:30	Green Bay	Wisconsin	Passenger
1943	9:30	Green Bay	Wisconsin	Passenger
1943	10:30	Green Bay	Wisconsin	Passenger
1943	11:30	Green Bay	Wisconsin	Passenger
1943	12:30	Green Bay	Wisconsin	Passenger

