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Minneapolis, St. Paul & Sault Ste. Marie Ry. Co.

G. W. WEBSTER and JOSEPH CHAPMAN, Trustees

STEVENS POINT DIVISION

TIME TABLE

No. 43

Superseding Time Table No. 42,
dated July 31st, 1938

**Taking Effect Sunday, April 14, 1940,
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.

C. L. SIMPSON, Superintendent

J. R. BRANLEY, General Superintendent

E. A. WHITMAN, Chief Operating Officer

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FIRST SUBDIVISION—WEST

Distance from Chicago	TIME TABLE		Telegraph Stations	Distance from Shops Yard	1st CLASS					3rd CLASS				
	No. 43				1	17				31	25	33	27	21
	Sunday, April 14, 1940				Express	Limited				Way Freight	Freight	Milwaukee Freight	Freight	Freight
					Daily	Daily				Dly.Ex.Sun	Daily	Dly.Ex.Sun	Daily	Daily
0.0	CHICAGO		DN	158.4	L 1.15 AM	L 5.50 PM								
TRAINS BETWEEN CHICAGO AND FOREST PARK WILL BE GOVERNED BY B. & O. C. T. TIME TABLES														
10.9	FOREST PARK	DN	147.5	s 1.40	s 6.15									
15.3	FRANKLIN PARK	DN	143.1	f 1.46	6.21									
16.4	Junction 16 (W. End of Dbl. Trk.)		142.0	1.48	6.23									
17.0	SCHILLER PARK YCWT	DN	141.4	s 1.51	f 6.25		L 5.45 AM	L 10.30 AM			L 8.10 PM	L 9.10 PM		
18.7	Junction 19 (E. End of Dbl. Trk.)		139.7	1.55	6.29		5.50	10.33			8.15	9.15		
22.8	DES PLAINES	D	135.6	f 2.01	6.34		6.30							
24.9	FEEHANVILLE		133.5	2.04	6.38		6.50							
29.9	WHEELING (W. End of Dbl. Trk.)	DN	128.5	s 2.10	6.44		7.15	10.50 ²⁴			8.37 ²	9.43		
34.4	PRAIRIE VIEW	D	124.0	s 2.18	6.49		7.40	10.56			8.48	9.53 ²²		
38.0	LEIGHTON	XY	120.4	f 2.25	6.54		8.00	11.01			8.56	10.00		
40.0	MUNDELEIN	W	118.4	s 2.30	6.57		8.45 ²⁸	11.12			9.03	10.04		
45.5	GRAY'S LAKE	X	112.9	s 2.40	7.04		9.15	11.21 ³²			9.15 ²²	10.15		
51.0	LAKE VILLA	CW	107.4	s 2.56	7.16		9.53 ²⁴	11.30			9.40	10.40		
54.0	SIDING 55		104.4	3.02	7.21		10.10 ³²	11.34			9.49	10.48		
55.3	ANTIOCH	D	103.1	s 3.07	7.23		10.25	11.37			9.54	10.51		
58.8	TREVOR	W	100.1	f 3.13	7.28		10.35	11.41			10.01	10.58		
60.1	CAMP LAKE		98.3	f 3.16			10.40							
61.1	SILVER LAKE	D	97.3	f 3.18	7.32 ²		10.45	11.45			10.07	11.05 ²⁶		
66.1	WHEATLAND		92.3	f 3.25	7.39		10.55	11.52			10.18	11.20		
72.7	BURLINGTON	XW	85.7	s 3.40	s 7.53		11.15	12.04 PM			10.31	11.40		
75.4	SIDING 74		85.0	3.42	7.55 ²²		11.20	12.06			10.37 ²⁶	11.45		
77.7	HONEY CREEK		80.7	f 3.48	8.01		11.30	12.13			10.48	11.53		
82.7	LAKE BEULAH		75.7	f 3.55	8.07		11.45	12.20			10.55	12.01 AM		
86.2	MUKWONAGO	DN	72.2	s 4.10	8.12		11.55	12.26			11.01	12.09		
90.9	VERNON		67.5	4.18	8.18		12.05 PM	12.33			11.08	12.18		
97.3	G & N. W. Jct. E. End of Double Track		61.1	4.26 ¹⁸	8.26		12.15 ²⁵	12.43 ³¹			11.18	12.30		
97.8	WAUKESHA	CW TX	60.7	s 4.35	8.27		12.20 PM							
100.4	Pr. DuChien, Jct., W. End of Dbl. Trk.		58.0	4.48 ¹⁸	8.50						11.40	12.55		
102.6	DUPLAINVILLE	X	55.8	4.50	8.54			1.01			11.45	1.02		
106.6	SUSSEX	D	51.8	f 4.56	8.59			1.07			11.53	1.10		
110.8	COLGATE		47.6	f 5.03	9.04			1.13			12.02 AM	1.20		
117.7	RUGBY JCT. CWT	N	40.7	5.13 ²⁸	9.12 ²⁶			1.24		L 11.45 PM	12.25 ³⁴	1.40		
120.8	SIDING 121		37.6	5.17	9.16			1.30		11.50 ³⁴	12.35	1.50		
122.6	SLINGER	X	35.8	s 5.23	9.19			1.35		11.59	12.40	1.55		
129.5	ALLENTON	D	28.9	s 5.33	9.27			1.45		12.10 AM	12.52	2.09		
134.3	MARSH		24.1	5.39	9.32			1.51		12.18	1.00	2.17		
138.3	THERESA	W	20.1	s 5.46	9.37			1.57		12.30	1.08	2.25		
142.8	LOMIRA	D	15.6	s 5.54	9.42			2.04		12.45	1.20	2.37		
144.3	SIDING 145		14.1	5.57	9.44			2.08		12.50	1.27	2.45		
147.1	BYRON	N	11.3	f 6.01	9.47			2.13		1.00	1.34	2.53		
150.4	HAMILTON		8.0	6.06	9.52			2.18		1.08	1.41	2.59		
153.3	VALLEY SIDING		5.1	6.10	9.57			2.25		1.15	1.49	3.10 ¹⁸		
156.1	FOND DU LAC	XW	2.3	s 6.14	s 10.01			2.30		1.22	1.58	3.30 ²⁸		
158.4	SHOPS YARD	XCWT	0.0	A 6.33 ²⁴	A 10.17 ³⁴			A 2.35 PM	A 1.45 AM	A 2.30 ¹⁸	A 4.15 AM			

FIRST SUBDIVISION—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Shops Yard	1st CLASS				3rd CLASS						Distance from Minneapolis		
					18	2			28	24	32	22	26	34			
					Limited	Express			Freight	Freight	Way Freight	Freight	Freight	Milwaukee Freight			
					Daily	Daily			Daily	Dly. Ex. Mon.	Dly. Ex. Sun.	Daily	Daily	Dly. Ex. Sat.			
0.0	CHICAGO		DN	158.4	A 7.45 AM	A 9.55 PM										459.9	
TRAINS BETWEEN FOREST PARK AND CHICAGO WILL BE GOVERNED BY B. & O. C. T. TIME TABLES																	
	10.9	FOREST PARK....	DN	147.5	s 7.08	s 9.17										449.0	
	4.4	FRANKLIN PARK..X	DN	143.1	7.01	f 9.10										444.6	
	1.1	JUNCTION 16 (W. End of Dbl. Trk.)		142.0	6.58	9.06										443.8	
Yard	0.6	SCHILLER PARK YCWT	DN	141.4	f 6.56	s 9.04			A 10.30 AM	A 11.00 AM	A 1.40 PM	A 11.45 PM	A 1.30 AM			442.9	
	1.7	JUNCTION 19 (E. End of Dbl. Trk.)		139.7	6.52	8.53			9.45	10.45	1.30	10.45	12.50			441.2	
	4.1	DES PLAINES...X	D	135.6	6.47	f 8.48					1.15					437.1	
	2.1	FEEHANVILLE....		133.5	6.43	f 8.44					1.00					435.0	
16	5.0	WHEELING (W. End of Dbl. Trk.)	DN	128.5	6.37	s 8.37	27		9.25	10.25	12.50	10.25	12.30			430.0	
77	4.5	PRAIRIE VIEW....	D	124.0	6.32	f 8.31			9.10	10.20	12.30	9.53	12.20			425.5	
101	3.6	LEITCHTON...XY	DN	120.4	6.27	f 8.26			8.50	10.14	12.15	9.40	12.05 AM			421.9	
76	2.0	MUNDELEIN...W	D	118.4	6.24	s 8.23			8.45	10.11	12.01 PM	9.30	11.59			419.9	
77	5.5	GRAY'S LAKE...X	DN	112.9	6.17	s 8.14			8.32	10.02	11.21	9.15	11.50			414.4	
90	5.5	LAKE VILLA...CW	DN	107.4	s 6.08	s 8.03			8.20	9.53	10.45	9.01	11.37			408.9	
78	3.0	SIDING 55.....		104.4	5.58	7.51			8.03	9.47	10.10	8.46	11.17			405.9	
	1.3	ANTIOCH.....	D	103.1	s 5.56	s 7.48			8.01	9.45	10.00	8.43	11.15			404.6	
38	3.0	TREVOR...W	DN	100.1	5.50	f 7.40			7.54	9.41	9.41	8.38	11.10			401.6	
	1.8	CAMP LAKE.....		98.3		f 7.36										399.8	
114	1.0	SILVER LAKE.....	D	97.3	5.46	s 7.32	17		7.48	9.37	9.25	8.33	11.05	21		398.8	
77	5.0	WHEATLAND.....		92.2	5.38	f 7.25			7.37	9.29	9.10	8.25	10.52			398.8	
23	6.6	BURLINGTON.XW	DN	85.7	s 5.29	s 7.15			7.25	9.17	8.45	8.10	10.40			387.2	
78	0.7	SIDING 74.....		85.0	5.24	7.10			7.20	9.15	8.15	7.55	10.37	27		386.5	
77	4.3	HONEY CREEK....		80.7	5.19	s 7.05			7.11	9.09	8.00	7.38	10.29			382.2	
78	5.0	LAKE BEULAH....		75.7	5.13	s 6.59			7.02	9.03	7.45	7.30	10.21			377.2	
25	3.5	MUKWONAGO....	DN	72.2	5.08	s 6.44			6.55	8.58	7.35	7.24	10.15			373.4	
105	4.7	VERNON.....		67.5	5.01	6.37			6.46	8.51	7.20	7.17	10.08			369.0	
	6.4	G. & N.W. JCT. (E. End of Dbl. Trk.)		61.1	4.52	1	6.29		6.30	8.39	7.02	7.05	9.55			362.6	
Yard	0.4	WAUKESHA.CWTX	DN	60.7	s 4.51	s 6.28					L 7.00 AM					362.2	
	2.7	PR. DUCHEN JCT. W. Ed. of Dbl. Trk.		58.0	4.28	1	6.13		6.00	8.20		6.45	9.41			359.5	
78	2.2	DUPLAINVILLE..X	DN	55.8	4.24	6.09			5.55	8.16		6.40	9.37			357.8	
43	4.0	SUSSEX.....	D	51.8	4.19	f 6.04			5.48	8.10		6.34	9.31			353.8	
79	4.2	COLGATE.....		47.6	4.14	f 5.59			5.40	8.04		6.28	9.24			349.1	
E 79 W 76	6.9	RUGBY JCT. CWT	N	40.7	4.06	5.51			5.13	7.55		6.16	9.12	17	A 12.05	27 AM	342.2
54	3.1	SIDING 121.....		37.6	4.02	5.46			4.58	7.48		6.10	9.02	11.50	33		339.1
77	1.8	SLINGER...X	DN	35.8	3.58	s 5.42			4.53	7.44		6.05	8.56	11.42			337.8
77	6.9	ALLENTON.....	D	28.9	3.50	s 5.34			4.40	7.30		5.53	8.43	11.30			330.4
77	4.8	MARSH.....		24.1	3.45	5.27			4.32	7.24		5.46	8.37	11.22			325.6
77	4.0	THERESA...W	DN	20.1	3.40	s 5.22			4.26	7.18		5.40	8.31	11.16			321.6
38	4.5	LOMIRA.....	D	15.6	3.35	s 5.15			4.18	7.11		5.33	8.24	11.09			317.1
89	1.5	SIDING 145.....		14.1	3.33	5.12			4.15	7.09		5.29	8.21	11.05			315.6
77	2.8	BYRON.....	N	11.8	3.29	f 5.08			4.10	7.05		5.25	8.17	11.01			312.8
	3.3	HAMILTON.....		8.0	3.19	5.01			3.41	6.53		5.10	8.08	10.50			309.5
77	2.9	VALLEY SIDING...		5.1	3.15	21	4.57		3.30	6.47		5.03	8.01	10.43			306.6
41	2.8	FOND DU LAC.XW	DN	2.3	s 3.08	s 4.47			3.20	6.41		4.57	7.53	10.35			303.8
Yard	2.3	SHOPS YARD.XCWT	DN	0.0	L 2.56	28 AM	L 4.37	22 PM	L 3.05	18 AM	L 6.33	1 AM	L 4.45	2 PM	L 7.40 PM	17 PM	301.5
					18	2			28	24	32	22	26	34			

SECOND SUBDIVISION—WEST

Distance from Chicago	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Shops Yard	1st CLASS		2nd CLASS	3rd CLASS			
					1	17	503	27	35	21	25
					Express	Limited	Portage Line Mixed	Freight	Way Freight	Freight	Freight
					Daily	Daily	Tue. Thu. Sat.	Daily	Daily Ex. Sun.	Daily	Daily
158.4	SHOPS YARD....CWXT	DN	0.0	L 6.33 AM	L 10.17 PM			L 4.00 AM	L 4.30 AM	L 7.00 AM	L 2.55 PM
159.3	...N. FOND DU LAC...		0.9	s 6.35	s 10.18			4.05	4.35	7.05	2.57
164.0	VAN DYNE.....		4.7	f 6.48	10.24			4.20	4.55	7.25	3.05 ²²
168.4	BLACK WOLF.....		5.6	6.54	10.36			4.30	5.05	7.35	3.12
172.0	SIDING 172.....		3.6	7.00	10.41			4.40	5.26 ²⁴	7.42	3.17
173.1	SO. OSHKOSH.XW	DN	1.1	f 7.04	10.44			4.48	5.30	7.46	3.20
174.3	OSHKOSH.....X	N	1.2	s 7.12	s 10.58			4.57	5.40	7.51	3.24
178.3	...STATE HOSPITAL...	D	4.0	f 7.23	11.07			5.08 ²⁴	6.00	8.05	3.32
185.4	Jct. 185 (E. End of Double Track)		7.0	7.33 ³⁵	11.16 ²⁸			5.23	6.20 ¹	8.20	3.43 ²
186.4	NEENAH.CWYT	DN	1.1	s 7.43	s 11.18						
187.8	Jct. 188 (W. End of Double Track)		1.4	7.48 ³⁵	11.30 ²⁸			5.45	7.53 ¹	8.40	4.15 ²
190.9	SIDING 190.....		3.1	7.55	11.36			5.55	8.03	8.55	4.25
195.5	...MEDINA JCT.CWX	DN	4.6	f 8.04	11.45			6.15	8.30	9.10	4.35
199.4	DALE.....	D	3.9	s 8.12	11.52			6.30	8.50	9.25	4.45
201.0	ANTON.....		1.6	8.16	11.54			6.35	9.00	9.30	4.48 ²⁶
207.3	FREMONT.....	D	6.3	s 8.25	12.01 AM			6.50	9.25	9.43	5.01
210.0	...GILLS LANDING...		2.7	f 8.30				7.00	9.35	9.51	5.07
213.4	WEYAUWEGA.....	D	3.4	s 8.37	12.10			7.10	9.45 ²¹	10.01 ³⁶	5.15
220.8	WAUPACA.....W	DN	7.4	s 8.54 ³⁶	s 12.26			7.30	10.06 ³⁶	10.20	5.30
227.4	SHERIDAN.....	D	6.6	s 9.05	12.37			7.45 ³⁶	11.25	10.35	5.45
232.4	NELSONS.....W	N	5.0	9.12	12.43 ¹⁸			8.00	12.11 ²²	10.45	5.55
233.6	AMHERST.....	D	1.2	s 9.16	12.45			8.05	12.16	10.48	5.58
235.3	AMHERST JUNCTION.		1.7	s 9.20	12.47			8.08	12.21	10.51	6.01
236.5	LAKE EMILY.....		1.2	9.23	12.49			8.15	12.26	10.56	6.04
241.6	CUSTER.....		5.1	s 9.31	12.55			8.30	12.40	11.10	6.15
243.8	STOCKTON.....	DN	2.2	f 9.35	12.59			8.40	12.48	11.17	6.20
248.6	WAYNE ST. YD..YCWT	DN	4.8	9.42	1.05		L 1.05 PM	A 8.55 AM	A 1.01 PM	A 11.30 ²² AM	A 6.30 PM
249.2	..STEVENS POINT.XW	DN	0.6	As 9.44 AM	As 1.07 AM		A 1.10 PM				
				1	17		503	27	35	21	25

WEST—SECOND SUBDIVISION—MANITOWOC LINE—EAST

Distance from Chicago	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Neenah	2nd CLASS		Distance from Maniwoc	Siding Capacity	C. M. St. P. & P. Switch	Distance from Mpls.
					401	402				
					Mixed	Mixed				
					Daily	Daily				
230.6				44.2	A 6.15 AM		0.0	40	MANITOWOC.CWT	817.7
226.1				39.7	f 5.25		4.5		ALVERNO.....	813.2
218.9				32.5	s 5.00		11.7	36	VALDERS.....	806.0
216.0				29.6	f 4.05		14.6		LIME QUARRY....	803.1
213.5				27.1	f 3.55		17.1		COLLINS.....	800.6
207.6				21.2	f 3.45		23.0		POTTER.....W	294.7
203.6				17.2	s 3.30		27.0	27	...HILBERT JCT...X	290.7
203.2				16.8	3.15		27.4		C. M. St. P. & P. Switch	290.3

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

188.9				2.5	2.33		41.7		MENASHA JCT....	276.0
188.5				2.1	s 2.30		42.1	Yard	MENASHA.....X	275.6
186.4				0.0	L 2.15 AM		44.2	Yard	NEENAH..CWYT	273.5
					401					
					402					

SECOND SUBDIVISION—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Stevens Point	1st CLASS		2nd CLASS	3rd CLASS					Distance from Minneapolis
					18	2	504	24	36	22	26	28	
					Limited	Express	Portage Line Mixed	Freight	Way Freight	Freight	Freight	Freight	
					Daily	Daily	Mon. Wed. Fri.	Daily	Daily Ex. Sun.	Daily	Daily	Daily Ex. Sun.	
Yard	SHOPS YARD CWXT	DN	90.8	A 2.56 AM	A 4.37 PM			A 5.55 AM	A 2.00 PM	A 3.20 PM	A 6.55 PM	A 1.05 AM	301.5
	0.9 ... N. FOND DU LAC ...		89.9	{ 2.52 2.46	s { 4.35 4.29			5.52	1.45	3.15	6.37	12.49	300.6
121	4.7 ... VAN DYNE ...		85.2	2.41	f 4.23			5.38	1.30	3.05 25	6.30	12.38	295.9
77	4.4 ... BLACK WOLF ...		80.8	2.36	4.18			5.32	1.10	2.41	6.24	12.20	291.5
115	3.6 ... SIDING 172 ...		77.2	2.31	4.13			5.26 35	12.55	2.34	6.17	12.09	287.9
Yard	1.1 ... SO. OSHKOSH XW	DN	76.1	2.28	f 4.10			5.23	12.45	2.30	6.14	12.04 AM	286.8
	1.2 ... OSHKOSH ... X	N	74.9	s 2.23	s 4.05				12.30			11.58	285.6
121	4.0 ... STATE HOSPITAL ...	D	70.9	2.11	f 3.53			5.08 27	12.20 PM	2.14	6.00	11.43	281.6
	7.0 Jct. 185 (E. End of Double Track)		63.8	2.01	3.43 25			4.56	11.55	2.01	5.45	11.25 17	274.5
Yard	1.1 ... NEENAH CWYT	DN	62.8	s 1.59	s 3.40				11.45				273.5
	1.4 Jct. 188 (W. End of Double Track)		61.4	1.47	3.30 25			4.47	11.35	1.40	5.18	10.35 17	272.1
77	3.1 ... SIDING 190 ...		58.3	1.43	3.26			4.42	11.30	1.31	5.13	10.30	269.0
E 77 W 101	4.6 MEDINA JUNCT. CWX	DN	53.7	1.35	f 3.20			4.35	11.15	1.22	5.01	10.15	264.4
	3.9 ... DALE ...	D	49.8	1.29	s 3.15			4.28	10.55	1.07	4.52	10.00	260.5
	1.6 ... ANTON ...		48.2	1.27	3.12			4.25	10.45	1.04	4.48 25	9.58	258.9
99	6.3 ... FREMONT ...	D	41.9	1.20	s 3.04			4.17	10.30	12.52	4.37	9.48	252.6
100	2.7 ... GILLS LANDING ...		39.2		f 2.59			4.12	10.10	12.46	4.32	9.41	249.9
	3.4 ... WEYAUWEGA ...	D	35.8	1.11	s 2.54			4.07	10.01 21 35	12.41	4.27	9.35	246.5
102	7.4 ... WAUPACA ... W	DN	28.4	s 1.01	s 2.43			3.57	9.00 8.00 1	12.30	4.17	9.23	239.1
105	6.6 ... SHERIDAN ...	D	21.8	12.50	f 2.33			3.47	7.45 27	12.20	4.07	9.13	232.5
77	5.0 ... NELSONS ... W	N	16.8	12.43 17	2.27			3.40	7.20	12.11 35	4.00	9.05	227.5
92	1.2 ... AMHERST ...	D	15.6	12.39	s 2.25			3.38	7.15	12.07	3.57	9.03	226.8
	1.7 ... AMHERST JUNCTION ...		13.9	12.37	s 2.22			3.35	6.55	12.04	3.54	9.00	224.6
102	1.2 ... LAKE EMILY ...		12.7	12.35	2.19			3.33	6.50	12.01 PM	3.52	8.58	223.4
	5.1 ... CUSTER ...		7.6	12.29	s 2.12			3.26	6.35	11.53	3.45	8.50	218.8
77	2.2 ... STOCKTON ...	DN	5.4	12.26	f 2.08			3.23	6.20	11.48	3.42	8.45	216.1
Yard	4.8 WAYNE ST. YD. YCWT	DN	0.6	12.19	2.01		A 11.47 AM	L 3.10 AM	L 6.00 AM	L 11.30 21 AM	L 3.30 PM	L 8.30 PM	211.8
Yard	0.6 ... STEVENS POINT XW	DN	0.0	L 12.17 AM	L 1.59 PM		L 11.45 AM						210.7

WEST—PORTAGE LINE—EAST

Distance from Chicago	2nd CLASS		Distance from Stevens Pt.	Siding Capacity	TIME TABLE No. 43 April 14, 1940		Telegraph Stations	2nd CLASS		Distance from Portage	Distance from Mpls.
	519	503						504	520		
	Mixed	Mixed						Mixed	Mixed		
	Tue. Thur. Sat.	Tue. Thur. Sat.						Mon. Wed. Fri.	Tue. Thur. Sat.		
819.1			71.1		... PORTAGE ... WY	D	0.0	A 4.45 PM			281.8
806.7			58.7		12.4 ... ENDEAVOR ...		12.4	s 4.05			269.4
803.1			55.1		3.6 PACKWAUKEE JCT CWY		16.0	L 3.45 PM			265.8
803.1		L 8.35 AM	55.1		PACKWAUKEE JCT. YCW		16.0		A 9.35 AM		265.8
803.8		s 8.40	55.8		0.7 ... PACKWAUKEE ...		16.7		s 9.30		266.5
810.6		A 9.00 AM 520	62.6		6.8 ... MONTELLO ...	D	23.5		L 9.10 AM 519		273.3
803.1		L 9.40 AM	55.1		9.4 PACKWAUKEE JCT CWY		16.0	A 3.45 PM			265.8
293.7		s 10.10	45.7		10.8 ... WESTFIELD ...	D	25.4	s 3.10			256.4
282.9		s 10.50	34.9		7.3 ... COLOMA ...	D	36.2	s 2.20			245.6
275.6		s 11.20	27.6		5.9 ... HANCOCK ... W	D	43.5	s 1.40			238.3
269.7		s 11.50	21.7		6.6 ... PLAINFIELD ...	D	49.4	s 1.00			232.4
263.1		s 12.10 PM	15.1		5.0 ... BANCROFT ... X	D	56.0	s 12.25			225.8
258.1		f 12.30	10.1		5.4 ... CODDINGTON ...		61.0	f 12.11 PM			220.8
252.7		f 12.50	4.7		2.8 ... PLOVER ... X		66.4	s 11.57			215.4
249.9		f 12.58	1.9		1.3 ... McDILL ... YCWT		69.2	s 11.51			212.6
248.6		A 1.05 PM	0.6	Yard	... WAYNE ST. YARD ...	DN	70.5	L 11.47 AM			211.3

THIRD SUBDIVISION—WEST

Distance from Chicago	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Wayne St. Yard	1st CLASS			3rd CLASS					
					17	5	1	39	21	27	43	25	37
					Limited	Limited	Express	Way Freight	Freight	Freight	Freight	Freight	Way Freight
					Daily	Daily	Daily	Tu. Thur. Sat.	Daily	Daily	Daily	Daily	Tu. Thur. Sat.
248.5	Yard	WAYNE ST. YD. CWYT	DN	0.0	L 1.05 AM		L 9.42 AM	L 7.00 AM	L 2.45 ⁴⁰ PM	L 5.30 PM	L 6.30 ²⁸ PM	L 7.20 PM	
249.1		STEVENS POINT XW	DN	0.6	s 1.07		s 9.44	7.05	2.48	5.35	6.35	7.25	
253.8	80	ROCKY RUN		4.8	1.19		9.55	7.13	2.56	5.43	6.43	7.33	
260.1	77	JUNCTION CITY XY	DN	11.6	s 1.38		s 10.13	7.40	3.05 ⁴⁴	5.55 ²⁸	6.54	7.45	
264.5	77	MILLADORE	D	16.0	1.45		s 10.21	7.55	3.16	6.04	7.03	7.53	
267.6	77	SHERRY		19.1	1.49 ²⁴		f 10.26	8.08	3.23	6.09	7.08	7.57	
272.4	83	AUBURNDALE	D	23.9	1.55		s 10.34	8.16 ²²	3.32	6.16	7.15	8.04	
277.0	77	HEWITT		28.5	2.00		f 10.41	8.25	3.40	6.23	7.21	8.10	
281.0	78W 115E	MARSHFIELD XWT	DN	32.5	s 2.12		s 10.55	8.45	3.48	6.45	7.40	8.18	L 12.10 ⁴⁰ PM
284.6	77	MANN		36.1	2.18		11.01	8.55	3.54	6.50	7.45	8.23	12.18
289.7	69E 79W	SPENCER CWT	DN	41.2	s 2.24 2.46		s 11.07 11.19 ³⁸	9.25	4.10 ²⁸	A 7.00 PM	7.55	8.33	A 12.30 ² PM
296.9	66	RIPLINGER	D	48.4	2.56		f 11.31 ⁴⁰	9.45	4.25		8.05	8.44	
302.3	67	ATWOOD		53.8	3.02		f 11.39	9.55	4.33		8.12	8.54	
308.5	66E 72W	OWEN WY	DN	60.0	A 3.10 AM	L 3.35 AM	s 12.04 ³⁹ PM 12.43 ²⁶ PM 12.44 ⁴⁴	10.10 ¹ 12.43 ²⁶ PM 12.44 ⁴⁴	5.00		A 8.20 PM	9.10 ⁶ 9.35 ¹⁸	
310.4		WITHEE	D	61.9		3.39	s 12.08	12.50	5.05			9.40	
316.7	38	LOMBARD		68.2		3.47	f 12.18	1.03	5.15			9.50	
320.4	85	THORPE	D	71.9		f 3.53	s 12.24 ²⁰	1.30	5.20			9.55	
327.1	78	STANLEY W	DN	78.6		s 4.01	s 12.32	2.10	5.30			10.03	
332.5	56	BOYD	D	84.0		4.11	s 12.47	2.25	5.39			10.12	
338.6	92	CADOTT	D	90.1		4.19	s 12.57	2.40	5.50			10.21	
344.3	77	BATEMAN		95.8		4.27	f 1.05	2.51	6.00			10.28	
350.6	60	CHIPPEWA FALLS X	D	102.1		s 4.42	s 1.23	3.03	6.10			10.37	
350.9		CHIPPEWA JCT. Y		102.4		4.43	1.24	3.04	6.11 ⁷¹²			10.38	
352.1	Yard	IRVINE CWT	DN	103.6		A 4.46 ²² AM	A 1.27 PM	A 3.10 PM	A 6.15 PM		A 10.40 ²⁴ PM		
					17	5	1	39	21	27	43	25	37

WEST—EAU CLAIRE LINE—EAST

Distance from Chicago	2nd CLASS		Distance from Chippewa Falls	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	2nd CLASS		Distance from Eau Claire	Distance from Mpls. via Glenwood City Line
	701	703					702	712		
	Mixed	Mixed					Mixed	Mixed		
	Dly. Ex. Sun	Dly. Ex. Sun					Dly. Ex. Sun	Dly. Ex. Sun		
350.6	L 11.45 AM	L 6.00 AM	0.0		...CHIPPEWA FALLS...	D	A 11.00 ² AM	A 6.30 PM	10.6	109.2
350.9	11.46	6.02	0.3		...CHIPPEWA JCT. Y		10.55 ²⁶ AM	6.25 ²¹	10.3	108.9
355.5	12.09 PM	6.15	4.9	11	...LAKE HALLIE...		10.45	6.15	5.7	112.5
359.5	12.18	6.25	8.9		...MAGENTA...		10.37	6.07	1.7	117.5
360.9	12.23	6.30	10.3		...EAU CLAIRE JCT...		10.32	6.02	0.3	116.9
361.2	A 12.25 PM	A 6.45 AM	10.6		...EAU CLAIRE WT		L 10.30 AM	L 6.00 PM	0.0	119.2
	701	703					702	712		

THIRD SUBDIVISION—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Irvine	1st CLASS			3rd CLASS						Distance from Mpls. Via Glen- wood City Line	
					2	6	18	22	40	26	38	44	28		24
					Express	Limited	Limited	Freight	Way Freight	Freight	Way Freight	Freight	Freight		Freight
					Daily	Daily	Daily	Dly. Ex. Mon.	Mon. Wed. Fr.	Daily	Mon. Wed. Fri	Daily	Daily		Daily
Yard	WAYNE ST. YD. CWYT	DN	103.6	A 2.01 PM		A 12.19 AM	A 9.00 AM	A 2.30 ²¹ PM	A 2.45 ²¹ PM		A 3.30 PM	A 6.30 ⁴³ PM	A 2.25 AM	211.3	
	0.6 STEVENS POINT.XW	DN	103.0	s 1.59		s 12.17 AM	8.52	2.25	2.37		3.23	6.25	2.20	210.7	
80	4.2 ROCKY RUN....		98.8	1.45		12.05 AM	8.42	2.09	2.30		3.15	6.05	2.11	206.5	
77	6.8 JUNCTION CITY.XY	DN	92.0	s 1.28 ⁴⁰		s 11.45	8.34	1.28 ²	2.20		3.05 ²¹	5.55 ²⁷	2.00	199.7	
77	4.4 MILLADORE.....	D	87.6	f 1.23		11.40	8.26	1.05	2.11		2.37	5.40	1.54	195.8	
77	3.1 SHERRY.....		84.5	f 1.18		11.36	8.22	12.50	2.07		2.30	5.34	1.49 ¹⁷	192.2	
83	4.8 AUBURNDALE....	D	79.7	s 1.13		11.30	8.16 ³⁹	12.40	2.00		2.22	5.26	1.42	187.4	
77	4.6 HEWITT.....		75.1	f 1.06		11.24	8.10	12.24	1.53		2.11	5.18	1.35	182.8	
{115 E 78 W	4.0 MARSHFIELD.XWT	DN	71.1	s 1.00		s 11.18	8.05	12.10 ³⁷ PM	1.47 ⁴⁴	A 11.24 AM	{ 2.05 ²⁶ 1.32 ²⁶	5.10	1.28	178.8	
77	3.6 MANN.....		67.5	12.48		11.05	7.40	11.51	1.35	11.17	1.24	4.40	1.14	175.2	
{69 E 79 W	5.1 SPENCER...CWT	DN	62.4	s 12.42 ³⁷ 12.35		s 10.57 10.36	7.33	11.43	1.27	L 11.07 ¹ AM	1.15	L 4.30 ²¹ PM	1.06	170.1	
66	7.2 RIPLINGER.....	D	55.2	s 12.26		10.27	7.10	11.31 ¹	1.15		12.45		12.54	162.9	
67	5.4 ATWOOD.....		49.8	f 12.19		10.20	7.02	10.57	1.07		12.37		12.46	157.5	
{68 E 72 W	6.2 OWEN.....WY	DN	43.6	s 12.10 ⁴⁴ 12.04 ³⁹	A 9.35 ¹⁸ 25 PM	L 10.10 ²⁵ 6 PM	6.50	10.45	{ 12.54 ³⁹ 12.43		L 12.26 ¹ 2 PM		12.29	151.3	
	1.9 WITHEE.....	D	41.7	s 12.01 PM	9.32		6.23	10.05	12.40				12.19	149.4	
38	6.3 LOMBARD.....		35.4	f 11.52	9.24		6.08	9.45	12.30				12.08	143.1	
85	3.7 THORPE.....	D	31.7	s 11.48	s 9.17		6.02	9.40	12.24 ¹				12.01 AM	139.4	
78	6.7 STANLEY....W	DN	25.0	s 11.39	s 9.02		5.50	8.55	12.06 PM				11.49	132.7	
56	5.4 BOYD.....	D	19.6	s 11.31	8.51		5.40	7.55	11.57				11.40	127.3	
92	6.1 CADOTT.....	D	13.5	s 11.22	8.44		5.25	7.40	11.45				11.28	121.2	
77	5.7 BATEMAN.....		7.8	f 11.15	8.37		5.15	7.18	11.34				11.18	115.5	
60	6.3 CHIPPEWA FALLS.X	D	1.5	s 11.07 ⁷⁰²	s 8.27		5.05	7.06	11.22 ⁷⁰²				11.05	109.2	
	0.3 CHIPPEWA JCT...Y		1.2	11.01	8.19		5.02	7.05	11.20				11.04	108.9	
Yard	1.2 IRVINE... CWT	DN	0.0	L 10.58 ²⁶ AM	L 8.17 PM		L 4.55 ⁵ AM	L 7.00 AM	L 11.16 ² AM				L 11.00 ²⁵ PM	107.7	

WEST-NEKOOSA LINE-EAST

Distance from Chicago	2nd CLASS			Distance from Nekoosa	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Marshfield	2nd CLASS			Distance from Minneapolis via Glenwood City L.
	621								622			
	Mixed								Mixed			
	Dly.	Ex.	Sun						Dly.	Ex.	Sun	
313.9	L	2.00	PM	0.0		 NEKOOSA	D	32.6	A	1.15	PM	211.5
311.1	s	2.30		2.8		 ^{2.8} PORT EDWARDS. Y	D	29.8	s	1.00		208.7
306.8	s	3.30		7.1	{ ^{42-S} ^{32-N}	 ^{4.3} WISCONSIN R'DS XCW	D	25.5	s	12.30 8.20	PM	204.4
305.3	A	3.35	PM	8.3		 ^{1.2} WESTRAP		24.3	L	8.15	AM	202.9

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

282.3				L 4.30 PM	31.3		23.0 EASTMAR.....		1.3	A 7.05 AM					180.3
281.0				A 4.40 PM	32.6	Yard	1.3 MARSHFIELD.....	DN		L 7.00 AM					178.8
				621						622					

FOURTH SUBDIVISION—WEST

Distance from Chicago Via Roddiss Line	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Irvine Via Roddiss Line	1st CLASS				3rd CLASS			
					5	1			41	21	25	
					Limited	Express			Way Freight	Freight	Freight	
					Daily	Daily			Mon.Wed.Fri	Daily	Daily	
352.1	Yard	 IRVINE...CWT	DN	0.0	L 4.51 AM	L 1.32 ⁴² PM			L 6.15 AM	L 7.30 PM	L 11.35 PM	
358.7	62	 HOWARD.....		6.6	5.02	1.43			6.30	8.05 ⁶	11.53	
362.0		 ALBERTVILLE.....		9.9	5.06	1.48			6.40	8.14	11.58	
368.9	55	 COLFAX.....W	D	16.8	s 5.17	s 1.59			7.15	8.28	12.08 AM	
375.4	77	 NORTON.....		23.3	5.27	2.09			7.28	8.43	12.20	
379.3	77	 WHEELER.....	D	27.2	5.32	s 2.15			7.35	8.50	12.25	
386.1	75	 BOYCEVILLE.....	D	34.0	5.40	s 2.23			7.49	9.02	12.34	
389.8	67	... DOWNING JCT...W	N	37.7	A 5.45 AM	A 2.27 PM			A 7.55 AM	9.13 ²⁴	12.40	
399.2	68	 RODDIS.....		47.1	VIA GLENWOOD CITY LINE	VIA GLENWOOD CITY LINE			VIA GLENWOOD CITY LINE	9.35	1.00 ²²	
404.3	69	 CYLON.....Y	DN	52.2	L 6.10 AM	L 2.51 PM			L 9.38 ²⁶ AM	9.47	1.08	
408.2	24	 JEWETT.....		56.1	6.15	f 2.56			9.51	9.54	1.16	
413.4	(112W 55E)	NEW RICHMOND XCW	DN	61.3	s 6.26	s 3.07			12.01 PM	10.20	1.26	
421.1	68	 SOMERSET.....	D	69.0	6.40	s 3.18			12.31	10.35	1.42	
425.5	68	 ARCOLA.....		73.4	6.48	3.26			12.41	10.45	1.47	
428.3		... CARNELIAN JCT...		76.2	A 6.52 AM	A 3.30 PM			A 12.46 PM	10.50	1.55	
432.0	60	 WITHROW.....	DN	79.9						A 11.10 PM	A 2.00 AM	

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

452.3		... SHOREHAM. CWYT	DN	100.2						A 12.30 AM	A 3.20 AM	
					5	1			41	21	25	

GLENWOOD CITY LINE—WEST

Dist. from Chicago	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Dist. from Irvine	1st CLASS				3rd CLASS			
					5	1			41			
					Limited	Express			Way Frght.			
					Daily	Daily			Mon.Wed.Fri			
389.8	67	... DOWNING JCT...W	N	37.7	L 5.45 AM	L 2.27 PM			L 7.55 AM			
390.6		... DOWNING.....		38.5	5.46	s 2.29			8.05			
393.1	29	... GLENWOOD CITY...	D	41.0	s 5.51	s 2.34			8.50			
398.5		... EMERALD.....	D	46.4	6.01	s 2.42			9.20			
404.6	69	... CYLON.....Y	DN	52.5	A 6.10 AM	A 2.51 PM			A 9.38 ²⁶ AM			
					5	1			41			

TROUT BROOK JCT. LINE—WEST

Distance from Chicago Via Glen- wood City Line	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Irvine Via Roddiss Line	1st CLASS				3rd CLASS			
					5	1			627	715	41	721
					Limited	Express			No. Pac. Freight	No. Pac. Freight	Way Freight	N. P. Way Freight
					Daily	Daily			Daily	Dly.Ex.Sun	Mon.Wed.Fri	Dly.Ex.Sun
428.6		... CARNELIAN JCT. ...		76.2	L 6.52 AM	L 3.30 PM					L 12.46 PM	
433.9	22	... N. P. CROSSING...X		81.5	7.02	3.39					12.56	
440.4	29	... NORTH ST. PAUL...	D	88.0	7.13 ⁴²	s 3.50					1.25	
443.2	28	... GLOSTER...X	DN	90.8	7.19 ⁷²²	f 3.55			L 4.05 AM	L 11.55 AM	1.35	L 2.55 PM
446.4		TROUT BROOK JCT..Y		94.0	A 7.25 ⁷¹⁶ AM	A 4.00 PM			A 4.25 AM	A 12.10 PM	A 1.45 PM	A 3.10 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 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

448.9		... ST. PAUL.....	DN	96.5	s 7.35	A 4.10 PM					A 2.10 PM	
459.8		... MINNEAPOLIS ...	DN	107.4	A 7.50							
					A 8.20 AM							
					5	1			627	715	41	721

FOURTH SUBDIVISION—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Shoreham via Roddis Line	1st CLASS				3rd CLASS				Distance from Mpls. via Glen- wood City Line				
					2		6		42		26			24		22	
					Express		Limited		Way Freight		Freight			Freight		Freight	
					Daily		Daily		Tue. Thu. Sat.		Daily			Daily		Dly. Ex. Sun.	
Yard	 IRVINE...CWT	DN	100.2	A 10.53 ²⁶ AM	A 8.14 PM			A 1.42 ¹ PM	A 10.33 ² AM	A 10.15 PM	A 2.35 AM		107.7				
62	 HOWARD.....		93.6	10.45	8.05 ²¹			1.19	10.21	10.06	2.24		101.1				
	 ALBERTVILLE.....		90.3	10.41	8.01			1.12	10.16	10.00	2.17		97.8				
55	 COLFAX.....W	D	83.4	s 10.33	s 7.51			1.00	10.06	9.48	2.06		90.9				
77	 NORTON.....		76.9	10.22	7.42			12.12	9.56	9.37	1.55		84.4				
77	 WHEELER.....	D	73.0	s 10.18	7.37			12.05 PM	9.50	9.30	1.42		80.5				
75	 BOYCEVILLE.....	D	66.3	s 10.09	7.29			11.50	9.41	9.20	1.28		73.8				
67	 DOWNING JCT..W	N	62.5	L 10.03 AM	L 7.24 PM			L 11.35 AM	9.36	9.13 ²¹	1.20		70.0				
68	 RODDIS.....		53.1	Via Glenwood City Line	Via Glenwood City Line			Via Glenwood City Line	9.20	8.59	1.00 ²⁵						
69	 CYLON.....Y	DN	48.0	As 9.38 ¹¹ AM	A 7.00 PM			A 10.40 AM	9.10 ⁴¹	8.49	12.39		55.2				
24	 JEWETT.....		44.1	f 9.33	6.54			10.25	9.04	8.42	12.32		51.3				
112W 55 E	NEW RICHMOND.CWX	DN	38.9	s 9.25 ⁴²	s 6.47			10.15 ²⁶ 8.27 ²	8.55 ⁴²	8.30	12.17 AM		46.1				
68	 SOMERSET.....	D	31.2	s 9.11	6.32			8.15	8.35	8.05	11.52		38.4				
68	 ARCOLA.....		26.8	9.04	6.25			8.00	8.26	7.56	11.42		34.0				
	 CARNELIAN JCT...		24.0	L 9.00 AM	L 6.21 PM			L 7.55 AM	8.21	7.51	11.37		31.2				
60	 WITHROW.....	DN	20.3						L 8.15 AM	L 7.45 PM	L 11.30 PM						

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

20.3	SHOREHAM.CWYT	DN	0.0							L 6.50 AM	L 6.00 PM	L 9.30 PM	
				2	6			42	26	24	22		

GLENWOOD CITY LINE—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Dist. from Cylon	1st CLASS			3rd CLASS						Dist. from Mpls.
					2		6	42						
					Express	Limited	WayFreight	Tue. Thu. Sat.						
					Daily	Daily								
67	DOWNING JCT. W	N	14.8	A 10.03 AM	A 7.24 PM			A 11.35 AM					70.0	
	DOWNING.....		14.0	s 10.02	7.23			11.30					69.2	
29	...GLENWOOD CITY...	D	11.5	s 9.57	s 7.19			11.20					66.7	
	EMERALD.....	D	6.1	s 9.47	7.09			10.55					61.8	
69	CYLON.....Y	DN	0.0	L 9.38 ⁴¹ AM	L 7.00 PM			L 10.40 AM					55.2	
				2	6			42						

TROUT BROOK JCT. LINE—EAST

Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Minneapolis	1st CLASS			3rd CLASS					Distance from neapolis
					2	6		42	722	716	628		
												Express	
					Daily	Daily		Tue. Thu. Sat.	Dly. Ex. Sun	Dly. Ex. Sun	Daily		
	..CARNELIAN JCT....		31.2	A 9.00 AM	A 6.21 PM		A 7.55 AM					31.2	
22	...N. P. CROSSING..X		25.9	8.51	6.13		7.45					25.9	
29	...NORTH ST. PAUL...	D	19.4	s 8.42	6.04		7.13 5					19.4	
23	GLOSTER.....X	DN	16.6	f 8.37	5.59		7.00 ⁷²²	A 6.50 ⁴²	A 7.45 AM	A 8.55 PM		16.6	
	TROUT BROOK JCT..Y		13.4	L 8.30 AM	L 5.55 PM		L 6.50 AM	L 6.40 AM	L 7.30 ⁵ AM	L 8.40 PM		13.4	

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

10.9	ST. PAUL	DN	10.9	L 8.20 AM	s 5.45				L 6.30 AM				10.9
	MINNEAPOLIS	DN	0.0		L 5.05 PM								0.0
				2	6			42	722	716	628		

WEST—FIFTH SUBDIVISION—EAST

Distance from Chicago	3rd CLASS			1st CLASS		Distance from Owen	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Duluth	1st CLASS		3rd CLASS		Distance from Minneapolis to Glenwood City
	Freight	143	43	Limited	17						Freight	Freight			
		Daily	Daily		Daily								Daily		
308.5		L 9.55 ¹⁸ PM		L 3.30 AM	0.0	Yard	OWEN.... YW	DN	160.5	A ²⁵⁻⁶ s 9.55 ^{PM} ₄₃			A 11.15 ¹ AM	151.0	
320.3		10.14		3.45	11.8	49	LUBLIN.....	D	148.7	9.38			10.50	168.1	
326.3					17.8		POLLEY.....		142.7				10.25	169.1	
328.1		10.26		s 3.54	19.6	56	GILMAN.... W	D	140.9	s 9.25			10.20	170.9	
334.3		10.37		4.04	25.8	16	DONALD.....		134.7	9.12			9.42	177.1	
340.2		10.46		s 4.12	31.7	54	SHELDON.....	D	128.8	9.03			9.30	183.0	
346.8		10.56		4.20	38.3	77	CONRATH.....		122.2	8.54			9.05	189.6	
353.2	L 12.15 AM	A 11.10 PM		s 4.38	44.7	77	..LADYSMITH.. XCWY	DN	115.8	s 8.37		A 4.05 AM	L 8.45 AM	196.0	
358.5	12.23			4.48	50.0	77	JEROME.....		110.5	8.30		3.48		200.8	
360.6	12.27			4.52	52.1		CRANE.....		108.4	8.27		3.43		202.9	
363.9	12.32			4.57	55.4	54	MURRY.....		105.1	8.23		3.36		206.7	
369.0	12.40			s 5.05	60.5		EXELAND.....	N	100.0	s 8.15		3.25		211.8	
370.8	12.43			5.08	62.3	55	WEIRGOR.....		98.2	8.12		3.15		213.6	
377.0	12.53			f 5.17	68.5	23	LEMINGTON....		92.0	8.03		3.00		219.8	
383.7	1.04			f 5.26	75.2		HAUER.....		85.3	7.54		2.44		226.5	
389.8	1.20			s 5.36	80.8	78	STONE LAKE... W	D	79.7	s 7.46		2.30		232.1	
396.6	1.32			5.46	88.1	16	BROWNLEE.....		72.4	7.33		1.50		239.4	
402.5	1.40 ¹⁴⁴			5.55	94.0	59	STANBERY... W		66.5	7.26		1.40 ¹⁴³		245.3	
406.8	1.49			6.02	98.3	55	HARMON.....		62.2	7.20		1.30		249.6	
412.5	2.01			6.11	104.0	59	CHITTAMO.....		56.5	7.12		1.15		255.3	
420.8	2.16			s 6.22	112.3	47	GORDON.....	N	48.2	s 7.00		12.50		263.6	
428.9	2.32			6.36	120.4	43	...SOLON SPRINGS...		40.1	6.48		12.25 AM		271.7	
440.4	2.52			6.55	131.9	71	HILLCREST YCW		28.6	6.31		11.50		283.2	
446.0	3.03			7.04	137.5	49	WAY.....		23.0	6.22		11.25		288.9	
452.5	3.19			7.16	144.0	64	SUNNYSIDE.....		16.5	6.11		11.00		295.3	
454.6	3.30			7.20	146.1	27	AMBRIDGE.... X		14.4	6.08		10.50		297.4	
458.5	3.39			7.28	150.0		SO. SUPERIOR YARDS		10.5	6.02		10.35		301.3	
459.4	A 3.45 AM			A 7.31 AM	150.9		28th St... XCWT	DN	9.6	L 6.00 PM		L 10.30 PM		302.2	

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

461.8					^S 7 40 AM	153.3		SUPERIOR..... 7.2	DN	7.2	^S 5.50 PM					304.6
469.0					A 8.10 AM	160.5		DULUTH...CWT	D	0.0	L 5.25 PM					311.8
		143	43		17						18		144	44		

WEST—THIRD SUBDIVISION—GREENWOOD LINE—EAST

Distance from Chicago	2nd CLASS			Distance from Marshfield	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Greenwood	2nd CLASS			Distance from Minneapolis via Glenwood City L.
	637								638			
	Mixed								Mixed			
	Dly.Ex.Sun								Dly.Ex.Sun			
281.0			L 8.00 AM	0.0	Yard	.. MARSHFIELD ...CWT	DN	22.6	A 11.30 AM			178.8
281.5			8.03	0.5		.. MARSHFIELD JCT...		22.1	11.25			178.8
286.4			f 8.20	5.4		 MOHLE.....		17.2	f 11.10			183.2
291.3			f 8.35	10.3		 VEEFKIND.....		12.3	f 10.55			188.1
294.7			f 8.45	13.7		 SPOKEVILLE		8.9	f 10.41			191.5
297.9			s 9.01	16.9		 LOYAL.....W	D	5.7	s 10.38			194.7
308.6			A 9.35 AM 638	22.6		 GREENWOOD ...T	D	0.0	L 10.00 AM 637			200.4
			637						638			

WEST—SIXTH SUBDIVISION—BESSEMER LINE—EAST

Distance from Chicago	2nd CLASS			Distance from Bessemer	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940	Telegraph Stations	Distance from Mellen	2nd CLASS			Distance from Spencer
	351								352			
	Mixed								Mixed			
	Dly.Ex Sun								Dly.Ex Sun			
443.3	110.45 AM			0.0	Yard	 BESSEMER..... Y 2.6	D	33.3	A10.25 AM			323.8
440.7	At10.55AM			2.6	31	SIEMENS (E. End of Dble. Trk.)	DN	30.7	L10.05AM			321.2

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

437.8			L 11.04 AM	5.5		LAKE ST. (W. End of Dble. Trk.)	DN	27.8	A 9.55 AM			318.8
437.0			s 11.15	6.3	Yard	 IRONWOOD...CW	D	27.0	s 9.50			317.5
436.1			s 11.20	7.2	Yard	 HURLEY.....		26.1	s 9.35			316.6
435.6				7.7		 JCT. 435.....		25.6				316.1
434.4			f 11.25	8.9	27	 GERMANIA.....		24.4	f 9.20			314.9
429.9			f 11.40	13.4	Yard	 HOYT..... YW	D	19.9	f 9.10			310.4
428.2			s 11.50	15.1		 IRON BELT.....		18.2	s 9.00			308.7
423.5			s 12.05 PM	19.8	28	 UPSON.....		13.5	s 8.42			304.0
420.5			f 12.13	22.8	49	 ROUSE.....		10.5	f 8.31			301.0
418.2			f 12.21	25.1		 MOORE.....		8.2	f 8.25			298.7
416.8			f 12.25	26.5	49	 TYLER FORKS....		6.8	f 8.20			297.3
414.1			f 12.33	29.2	49	 BALLOU.....		4.1	f 8.12			294.6
410.0			A 12.45 PM	33.3	58	 MELLEN....CWY	DN	0.0	L 8.00 AM			290.5
			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. 43 Sunday, April 14, 1940			Telegraph Stations	Distance from Spencer	1st CLASS					3rd CLASS											
		53	117	51							121	127	27	155	137								
																D.S.S.&A. Passenger	Limited	Northern Pacific Passenger	D.S.S.&A. Freight	Way Freight	Freight	Way Freight	Way Freight
289.7		 SPENCER...CWT	DN	0.0		L 3.00 AM										L 7.10 PM			L 1.15 PM				
296.5	23	UNITY.....	D	6.8		s 3.11										7.25			1.40				
300.4	40	COLBY.....	D	10.7		s 3.19										7.33			1.55				
302.9	46	..ABBOTSFORD...WY	D	13.2		s 3.27										7.50	L 6.00 AM	A 2.02 PM					
306.9	55	DORCHESTER....	D	17.2		s 3.35										7.59	6.20						
312.0		STETSONVILLE....	D	22.3		s 3.44										8.09	6.40						
316.7	60	MEDFORD.....	DN	27.0		s 3.58										8.30	8.00						
323.2	55	WHITTLESEY....		33.5		4.11										8.44	8.15						
327.9	62	CHELSEA..YCW		38.2		s 4.21										9.04 ¹¹⁸	8.25						
332.2	55	WESTBORO.....	D	42.5		s 4.31										9.35	11.00						
338.5	56	OGEMA.....	D	48.8		s 4.40										9.48	11.20						
345.5	54	PRENTICE..YWX	DN	55.8		s 5.00										10.20	12.05 ²⁸						
349.9	58	WORCESTER....		60.2		5.09										10.30	12.40						
358.0	56	PHILLIPS....W	DN	68.3		s 5.27										11.00	1.45						
363.0	42	LUGER.....		73.3		5.35 ¹⁵⁶										11.10	1.55						
366.9	56	COOLIDGE.....		77.2		5.42										11.19	2.03						
371.6	55	FIFIELD.....	D	81.9		s 5.52										11.29	2.15						
376.1	44	..PARK FALLS..CXWY	DN	86.4		s 6.03						L 4.00 ¹²⁸	AM		A 11.40 PM	A 2.25 PM							
381.9	29	BUTTERNUT....	D	92.2		s 6.15						4.30											
383.1	56	HILL SIDING....		93.4		6.18						4.35											
391.9	46	GLIDDEN....W	D	102.2		s 6.33						4.55											
398.4	35	MORSE.....	D	108.7		s 6.45						5.10											
401.8		CAYUGA.....		112.1		6.53																	
410.1	27	MELLEN..CWY	DN	120.4		s 7.15						6.00											
415.2		CORIA.....		125.5		7.27						6.15											
417.4	62	HIGH BRIDGE....		127.7		s 7.32						6.20											
422.5	29	MARENGO.....	D	132.8		s 7.41						6.30											
424.0		MARENGO JCT....	N	134.3	L 1.57 AM	7.44					L 12.15 AM	6.33											
425.1	60	AGNEW.....		135.4	1.59	7.46					12.22	6.36											
430.5	26	WHITE RIVER....		140.8	2.08	7.55					12.35	6.47											
432.9		EAST LEAD ORE YARD		143.2	2.12	7.59					12.43	6.51											
433.8	Yard	ORE YARD...YW		144.1	2.14	8.01					12.45	6.53											
434.6		WEST LEAD ORE YARD		144.9	2.16	8.03					12.47	6.55											
435.5	Yard	ASHLAND..CWT	DN	145.8	A 2.20 AM	A 8.05 AM	L 9.00 AM				A 12.55 ¹²⁸	A 7.05 AM											
435.8		... N. P. JUNCTION ...		146.1			A 9.01 AM																
					53	117	51				121	127	27	155	137								

WEST—RIB LAKE LINE—EAST

Distance from Chicago	2nd CLASS				Distance from Chelsea	Siding Capacity	TIME TABLE		Telegraph Stations	Distance from Rib Lake	2nd CLASS				Distance from Mpls. Via Spencer					
				157								158								
				Mixed														Mixed		
333.4				L 10.25 AM	5.5		RIB LAKE.....		D	0.0	A 9.25 AM				213.8					
327.9				A 10.45 AM	0.0	62	CHELSEA..YCW			5.5	L 9.05 AM				208.3					
				157							158									

SIXTH SUBDIVISION—EAST

TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Ashland	1st CLASS					3rd CLASS					Distance from Minneapolis Via Glenwood City L
				52	118	54			156	28	122	128	138	
				Northern Pacific Passenger	Limited	DSS & A Passenger			Way Freight	Freight	DSS & A Freight	Freight	Way Freight	
				Daily	Daily	Dy.Ex.Sun			Tu. Thu. Sat.	Daily	Daily	Dly.Ex.Sun	Mon.Wed.Fri	
0	 SPENCER ..CWT	DN	145.8		A10.27 PM					A 4.05 ²¹ PM			A10.50 AM	170.1
23	UNITY.....	D	139.0		s10.13					3.50			10.35	176.9
40	COLBY.....	D	135.1		s10.04					3.40			10.20	180.8
46	ABBOTSFORD..WY	D	132.6		s 9.56				A 1.40 PM	3.30			L10.00 AM	183.3
55	DORCHESTER....	D	128.6		s 9.50				1.30	2.35				187.3
	STETSONVILLE....	D	123.5		s 9.40				1.15	2.25				192.4
60	MEDFORD.....	DN	118.8		s 9.30				1.00 PM	2.15				197.1
55	WHITTLESEY.....		112.3		9.14				11.15	1.35				203.6
62	CHELSEA..YCW		107.6		s 9.04 ²⁷				11.00	1.25				203.3
55	WESTBORO.....	D	103.3		s 8.55				8.25					212.6
56	OGEMA.....	D	97.0		s 8.43				8.15	12.45				212.6
54	PRENTICE.YWX	DN	90.0		s 8.27				7.45	12.30				218.9
58	WORCESTER.....		85.6		8.20				7.15	12.05 ⁵⁵ PM				225.9
56	PHILLIPS....W	DN	77.5		s 8.00				6.40	11.40				230.3
42	LUGER.....		72.5		7.51				6.15	11.15				233.4
56	COOLIDGE.....		68.6		7.46				5.35 ¹¹⁷	11.05				
55	FIFIELD.....	D	63.9		s 7.38				5.22	10.55				
44	PARK FALLS..CXWY	DN	59.4		s 7.29				5.12	10.45				247.3
29	BUTTERNUT.....	D	53.6		s 7.14				L 5.00 AM	L10.30 AM		A 3.55 ¹²⁷ AM		252.0
56	HILL SIDING.....		52.4		7.09							3.36		256.5
46	GLIDDEN....W	D	43.6		s 6.55							3.33		262.3
35	MORSE.....	D	37.1		s 6.42							3.15		263.5
	CAYUGA.....		33.7		6.34							3.00		272.3
27	MELLEN..CWY	DN	25.4		s 6.14									278.8
	CORIA.....		20.3		5.59							2.15		282.2
62	HIGH BRIDGE....		18.1		s 5.54							1.45		290.5
29	MARENGO.....	D	13.0		s 5.46							1.39		295.6
	MARENGO JCT. ...	N	11.5		5.44	A12.15 AM					A 4.45 AM	1.26		297.8
60	AGNEW.....		10.4		5.42	12.12					4.40	1.23		302.9
26	WHITE RIVER....		5.0		5.35	12.02 AM					4.29	1.20		304.4
	EAST LEAD ORE YARD		2.6		5.32	11.57					4.25	1.10		305.5
Yard	ORE YARD....YW		1.7		5.30	11.55					4.23	1.06		310.9
	WEST LEAD ORE YARD		0.9		5.28	11.53					4.21	1.04		314.2
Yard	ASHLAND..CWT	DN	0.0	A 5.05 ¹¹⁸ PM	L 5.25 ⁵ PM	L11.50 PM					L 4.15 AM	L12.55 ¹²¹ AM		315.9
	N. P. JUNCTION....		0.3	L 5.04 PM										
				52	118	54			156	28	122	128	138	

WEST—ATHENS LINE—EAST

Distance from Chicago	2nd CLASS		Distance from Athens	Siding Capacity	TIME TABLE No. 43 Sunday, April 14, 1940		Telegraph Stations	Distance from Abbotsford	2nd CLASS		Distance from Minneapolis via Spencer
		131							132		
		Mixed							Mixed		
		Mon.Wed.Fri.							Mon.Wed.Fri.		
318.1		L 8.00 AM	0.0		ATHENS.....T	D	15.2	A 6.55 AM			193.5
313.7		f 8.15	4.4		CORINTH.....		10.8	f 6.40			194.1
311.1		s 8.25	7.0		MILAN.....		8.2	s 6.25			191.5
302.9		A 9.00 AM	15.2	46	ABBOTSFORD...WYT	D	0.0	L 6.00 AM			183.3
		131							132		

SPECIAL INSTRUCTIONS

Numbers shown opposite rules refer to corresponding rule in Transportation Rules.

3. STANDARD CLOCKS

Chicago.....	{ Grand Cent. Station Lincoln St. Rd. House
Schiller Park.....	Yd. Office and Roundhouse
Waukesha.....	Station and Roundhouse
Shops Yard.....	Yard Office and Roundhouse
Neenah.....	Station & Roundhouse
Manitowoc.....	Station
Wayne St. Yard.....	Yd. Office and Roundhouse
Stevens Point.....	Dispatchers' Office
Marshfield.....	Station
Spencer.....	Station
Chippewa Falls.....	Station
Irvine.....	Yd. Office & Roundhouse
St. Paul.....	Union Station, 7th St. Yd. Office
Shoreham.....	Dispatchers' Office
	Yd. Office and Roundhouse
Minneapolis.....	C.M.St.P.&P. Station Telegraph Office
Abbotsford.....	Station
Park Falls.....	Yd. Office and Roundhouse
Ironwood.....	Station, C. N. W. Roundhouse
Ashland.....	Station & Roundhouse
Ladysmith.....	Station
Superior.....	Station
21st St.....	Yd. Office & Roundhouse
Duluth.....	Station & Roundhouse

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. (See time-table Rule 100.)

4. TIME-TABLE

Trains must operate via Roddis Line, unless directed by schedule or train order to operate via Glenwood City Line.

Soo Line Operating Rules and Time-table govern 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.

5. TIME APPLIES

Rugby Jct.	{ Nos. 33 and 34 at CMStP&P junction switch.
Wayne St. Yard	{ 1st-class trains at Yard Office
Irvine	{ 1st-class trains at passenger station
Ashland.....	1st-class trains at passenger station
Owen	Arriving time of No. 18 applies to east switch of west siding, and arriving time of No. 6 to station platform. (See NOTE below.)

NOTE . . . East switch of west siding, Owen, is located on 5th subdivision, 181 feet west of the junction switch.

An inferior westward train using west siding at Owen, must clear the arriving time of No. 18 not less than 5 minutes, and must be clear of 3rd subdivision before No. 6 is due to leave Withee.

21. CLASSIFICATION SIGNALS

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

72. SUPERIORITY OF TRAINS

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

- No. 519 is superior to No. 520
- No. 637 is superior to No. 638
- No. 703 is superior to No. 702
- No. 701 is superior to No. 712

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

83. INITIAL AND TERMINAL STATION

Westward trains authorized to register by card at Shops Yard must obtain information prescribed by Rule 83 by train order.

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

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.

Extras enroute to or from the Bessemer Line must, unless otherwise provided, obtain clearance card at Mellen.

83a. REGISTERING STATIONS

*Forest Park	*Gloster	Ironwood
*Wheeling	Abbotsford	Bessemer
**Shops Yard	**Irvine	Ladysmith
**Wayne St. Yd.	*Withrow	Eau Claire
Hilbert Jct.	**Park Falls	Nekoosa
Manitowoc	Mellen	Greenwood
Portage	Ashland	Athens
		Rib Lake

NOTE— *All trains by card

**Passenger trains by card

Schiller Park, passenger trains by card at Lawrence Ave. Upon request by conductor of eastward train originating at Schiller Park operator will register his train in the train register. (See time-table Rule 100.)

Rugby Jct. Nos. 33 and 34.

Waukesha. Nos. 1-2-31-32. (Other trains may register by card.)

Neenah. (Third-class trains may register by card.)

Stevens Point. Passenger trains only.

Marshfield. Branch Line trains only.

Wis. Rapids. All Soo Line and C&NW trains. (Register is located in C&NW passenger station.)

Spencer } (Nos. 21-22, 25-26, 24 may register by card.)

Owen }

Chippewa Falls. Branch Line trains only.

Chelsea. (First-class trains need not register.)

21st Street, Superior—See current time-table for D-S Term.

Register of westward trains at 21st Street will cover their arrival at 28th Street.

83b. INITIAL CLEARANCE CARD—See Note to Rule 83b on Page 15.

Need not be obtained at:

Packwaukee Jct.	Eastmar	Rib Lake
Montello	Westrap	N. P. Junction
Chippewa Jct.	Eau Claire	Greenwood
Trout Brook Jct.	Athens	Chelsea

A westward train to which Schiller Park is the terminal station need not obtain initial clearance card at Forest Park.

An eastward train to which Schiller Park is the initial station need not obtain initial clearance card except when there are orders, a fact which must be determined by conductor by telephone.

First-class trains need not obtain initial clearance card at Shops Yard.

Eastward extras need not obtain clearance card at Wheeling. (See time-table Rule D-151.)

No. 42 must obtain initial clearance card at Soo Line Jct., and N. P. Nos. 722, 716 and 628 at Mississippi Street.

Eastward first-class trains must obtain initial Clearance Card at St. Paul Union Depot. At Superior outbound trains must obtain initial Clearance Card at passenger station instead of 28th Street.

Trains to which Marengo Jct. is the initial station must obtain initial clearance card at Saxon, except during assigned hours, as designated by bulletin, of the operator at Marengo Jct.

No. 351 must obtain clearance card at Ironwood, and No. 352 at Selmens, unless otherwise provided.

A train must not occupy the main track of the division for which Withrow is its initial station until Transportation Rule 83b has been complied with.

Authority for a Stevens Point Division crew to use main track of the Gladstone Division at Ladysmith and Prentice must be secured from the train dispatcher at Gladstone by clearance card, Form A. On receipt of same, if there be no train order restrictions affecting the movement, crew must then be governed by Transportation Rule 93.

A train using Form G, Example 2, train order, may leave

turning point without initial clearance card when such point is not an open train order office.

Note to Rule 83b. The above does not in any manner qualify Transportation Rule 221c which prescribes for train order signals, "While 'Stop' or 'Caution' is indicated trains must not proceed without clearance card A."

83c BULLETIN BOARDS

*Chicago Term.

Burlington
Waukesha
Rugby Jct.
Shops Yard
South Oshkosh
Neenah
Manitowoc
Wayne St. Yd.
Stevens Point
Marshfield
Spencer
Owen

Irvine
Shoreham
Minneapolis
St. Paul
Ladysmith
Superior
Duluth
Abbotsford
Park Falls
Mellen
Ironwood
Ashland

*Grand Cent. Station, 12th St. Term., Lincoln St. Coach Yd., Schiller Park Yard Office, Roundhouse, Irving Park Coach. NOTE—Bulletin boards (or books) are located in roundhouses, passenger stations, yard offices and dispatchers' office; at Minneapolis in C. M. St. P. & P. telegraph office; at St. Paul in Union Station and roundhouse; at Ironwood and Marshfield in C. & N. W. roundhouses.

86. INFERIOR TRAIN CLEARING PASSENGER 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 delayed passenger train when the automatic block signals indicate proceed, but clear sufficiently so as to avoid giving a restrictive signal indication to the following passenger train.

91. 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 Operating Department. 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.

(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 Card 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 221f 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 "caution" indication of the signal for blocking trains; but when conditions require paragraphs 10 and 17 of Block Rule 91 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 has 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 and having been so

reported 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.

(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 enginemen must each have the card, Form 375, properly filled out and signed by the initials of the chief train dispatcher.

(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 chief train dispatcher's initials must be endorsed on the face of the Permissive Card, which must be signed by the operator before it becomes effective.

(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, enginemen 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 they have time to arrive and report their train clear at the first open station in advance before a following passenger 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 on train order permission light engines may follow freight trains.

(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) below.

(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 Trans-

portation 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.

(26) When necessary to operate any portion of a double track as a single track or make a movement against the current of traffic, it must be done by authority of chief train dispatcher, or by protecting the train so operated as prescribed by Rules 99 and D-152.

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 500 feet east of Siding 96 to 4,000 feet west of C. M. St. P. & P. Transfer Switch at Prairie du Chien 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 1,200 feet west of the North Fond du Lac Station on the west.

South Oshkosh and Oshkosh, from 1,000 feet east 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.

Medina Jct., from 2,500 feet east of east switch-east siding to 500 feet west of west switch-west siding.

Waupaca, from 4,000 feet west of west switch to 1,000 feet east of east switch.

Wayne St. Yard and Stevens Point, from Plover River Bridge at McDill and the stone-cut west of Wisconsin River Bridge on 3rd Subdivision to 4,000 ft. east of Plover River Bridge on 2nd Subdivision.

Marshfield, from 2,000 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 6,000 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 2,000 feet east of east switch East Siding Third Subdivision to 2,000 feet west of west switch West Siding Third Subdivision to 2,000 feet west of west switch Fifth Subdivision.

Chippewa Falls, from 2,000 feet east of the Chippewa Springs Switch to 2,000 feet west of west switch at Irvine. Yard limit on Eau Claire line is 3,200 feet west of west wye switch.

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 1,500 feet east of east switch of yard to 700 feet west of west switch of siding.

Glidden, 70 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 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 2,200 feet west of west switch.

Hurley & 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 passenger depot.

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

Ladysmith, from just east of Flambeau River bridge to 1,500 feet west of switch leading to Bissell Lumber Company's track.

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.

D-93. DOUBLE TRACK IN YARD LIMITS.

When running against the current of traffic, or on a portion of double track used as single track, all trains and engines must move within yard limits at restricted speed.

98. RAILROAD GRADE CROSSINGS

Location	Railroad	Signals
First Subdivision		
Franklin Park	CMStP&P	Interlocked
Des Plaines	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
†Prairie du Chien Jct.	CMStP&P	Auto interlocked
Duplainville	CMStP&P	Interlocked
†Slinger	CMStP&P	Auto interlocked

Fond du Lac:

†South Fond du Lac.....	C&NW	Auto interlocked
†Midland, ½ mile east.....	CMStP&P	Signalled
†Taylor Street	CMStP&P	Signalled
†P. R. Crossing.....	C&NW	Signalled

Location	Railroad	Signals
Second Subdivision		
†Oshkosh	CMStP&P	Interlocked
††Warren Street Tower.....	CMStP&P	Interlocked
††Tower CF	C&NW	Interlocked
Medina Jct.	C&NW	Auto Interlocked
Manitowoc Line		
Neenah	C&NW	Gates
Menasha	CMStP&P	Not interlocked
†Hilbert Jct.	CMStP&P	Interlocked

Portage Line		
Plover west crossing.....	GB&W	Not interlocked
Plover east crossing.....	GB&W	Gates
Bancroft	C&NW	Not 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
N. P. Crossing.....	N. P. Ry.	Not Interlocked
Gloster	N. P. Ry.	Gates

Fifth Subdivision		
Ladysmith	Gladstone Division	Not Interlocked
††Ambridge	D. M. & N. Ry.	Interlocked
†Superior, 28th St....	D. S. S. & A.	Auto Interlocked

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

Eau Claire Line		
1½ miles west of		
Chippewa Jct.....	C. St. P. M. & O.	Not 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.....	Interlocked
Menasha	Not interlocked
Manitowoc	Not interlocked
Portage	Not interlocked
Trains and engines must come to a full stop before crossing draw bridges at Portage and Manitowoc.	

†Non-operating distant signals. See Speed Restrictions.
††Operating distant signals that do not indicate condition of the block in advance.

Conductors of trains using Port Edwards Wye will send a brakeman to the C. & N. W. Ry. crossing to flag the crossing. Enginemen 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. Enginemen 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 enginemen must get a signal from him before proceeding.

99. PROTECTION

In using the main tracks of the Green Bay & Western Ry. at Amherst Jct. while switching or unloading freight, M. St. P. & S. Ste. M. Ry. trains are required to keep clear of all G. B. & W. trains. It is therefore necessary to protect as per rule 99, unless given rights by train order. There is no train dispatcher on duty between 7:30 p. m. and 7:00 a. m.

100. INFORMATION CONCERNING TRAINS

When communication pertaining to clearance cards, time comparison and register of trains is transmitted by telephone at Schiller Park, the information thus exchanged must be repeated for accuracy, operator recording the name of the conductor, and the time.

102. PROTECTION

When, for any reason, an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to keep train from moving, and torpedoes must be placed on the rail at a safe distance in advance of rear portion of the train to warn engine men returning, and at night a red light must be placed on the front end of the rear portion of the train. When conditions require it, a flagman must protect the returning engine.

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.

Nos. 1, 41 and 42 will come to a full stop before passing over Main Street Crossing, just west of depot at North St. Paul and conductor will send brakeman ahead to flag this crossing.

104. SWITCHES.

Location of remote control switches.

Junction 16—at east end of cross-over.

Junction 19—Gauntlet switch.

Both controlled by operator at Schiller Park.

Shops Yard—East switch to No. 1 track, controlled from yard office.

Employees must be governed by the instructions posted in its vicinity when necessary to operate a remote control switch by hand.

LOCATION OF SPRING SWITCHES

Junction 16—Gauntlet and west cross-over switch.

Junction 19—Both cross-over switches.

Leithton—West switch to west siding. *See rule below.

Prairie du Chien Junction.

Junction 188.

Junction 185.

Trains or engines trailing through and stopping on switches must not take slack or make back up movement until switch points have been held to proper position, by throwing switch by hand. Sand must not be used over points of spring switches. Do not attempt flying switches or drop of cars.

*Spring switch at Leithton with facing point lock, switch lamp displays lunar-white when lined for main track, and red when lined for siding. When it is lined and locked for main track eastward movements will receive the APPROACH (yellow) indication. STOP indication will be displayed when points are unlocked, not fitting closely to stock rail, or if set to diverge. In that case ascertain whether movement can be safely made.

For a westward trailing movement through switch from siding the dwarf signal will display SLOW SPEED indication. Should it display the STOP indication, the switch must be thrown by hand and the occurrence reported to dispatcher from next available point of communication.

Normal position of switches:

††Wheeling—Double track switch, lined for eastward track. When operators on duty they will handle switch. Prairie du Chien Jct., lined for eastward track. See Rule below.

Junction 185, lined for westward track.

Junction 188, lined for eastward track.

Northern Pacific Jct., Ashland, lined for Soo Line connection.

Lake Street, lined for eastward track

Siemens, lined for westward track

Spencer, lined for third subdivision

Owen, lined for third subdivision

††Downing Jc } lined for Glenwood City Line. When oper-
††Cylon } ators on duty they will handle switch. See Rule below.

*Carnelian Jct., lined for Withrow Line

*Note. Switches will be lined for Nos. 1, 2, 5, 6, 41 and 42; and on Wednesday and Thursday nights for the eastward meat extras.

††Withrow—West cross-over switch lined for M. & D. Division

East cross-over switch lined for cross-over

††Note. At Withrow, when operators on duty they will line west cross-over switch for Stevens Point Division trains upon engine whistle signal 14 (j). Conductors are responsible for the position of this switch, unless it is known that the operator is tending it after having been used. See Rule below.

††OPERATORS AUTHORIZED TO HANDLE SWITCHES AT WITHROW, CYLON, DOWNING JCT. AND WHEELING, AS PRESCRIBED IN TIME-TABLE RULE 104, MUST BE AVAILABLE IMMEDIATELY TO DO SO. THEY WILL MAINTAIN A POSITION WHERE THEY MAY BE SEEN BY THE CONDUCTOR AND WILL ADVISE HIM OF THEIR INTENTION TO HANDLE SWITCHES FOR HIS TRAIN. AFTER SO ADVISING THE CONDUCTOR, THE OPERATOR WILL BE RESPONSIBLE FOR THE RETURN OF SWITCHES TO NORMAL POSITION AFTER TRAIN HAS PASSED.

Eastmar, lined for Soo Line trains

Westrap, lined for C. & N. W. trains

Derrails must be set in derailing position except while being used; where equipped with locks they must be locked.

105. SIDING

Freight trains using west siding at Marshfield must leave that part east of Greenwood Line switch clear when Greenwood Line trains are due.

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.

Figures showing siding capacity should be doubled to give capacity for a train handling ore cars exclusively.

D151. DOUBLE TRACK

Extra trains and work extras, on receipt of Clearance Card "A" obtained at initial station on the double track and at turn-around point, do not require running orders for movements with the current of traffic between Forest Park and Junction 16 and Junction 19 and Wheeling.

If the turn-around point is an intermediate cross-over where clearance card cannot be obtained the movement, unless otherwise provided, must be fully protected in both directions as prescribed by Rules 99 and D-152.

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 engine-man's copy must be delivered by the conductor.

221B. TRAIN ORDER SIGNAL

At Lake Street governs all except westward Soo Line trains and engines.

At Siemens governs all trains and engines in both directions.

At Withrow governs M. & D. Division trains only. (See time-table Rule 83b).

Lights on train order signals will not be displayed when train order offices are closed.

501. RULES GOVERNING THE MOVEMENT OF TRAINS AND ENGINES WITHIN HOME SIGNAL LIMITS AND BY AUTOMATIC BLOCK SIGNALS BETWEEN JUNCTIONS 16 AND 19.

(1) The signals govern the use of the route over the gauntlet, and as to movements within Home Signal limits their indications supersede the superiority of trains, but do not dispense with the use or the observance of other signals whenever and wherever they may be required.

(2) The signals display two indications, namely:

RED....Stop. (See Rules 501A and 509)

YELLOW....Approach. (See Rule 501B)

(3) For westward movements at Junction 16, the westward home signal will display:

YELLOW over RED—Indication, switch set for main route on cross-over to gauntlet. (Rule 501B)

RED over YELLOW—Indication, switch set for yard lead. (Rule 501G)

A westward movement to the yard on eastward track will be governed by the dwarf signal. If it displays a yellow light after the gauntlet switch has been lined for the yard, the movement may be continued.

(4) Engines and inferior trains must not foul track circuits until ready to proceed, and must clear promptly when passenger trains are due.

(5) Except as affected by above Rules 1 to 4, inclusive, all Block Signal Rules, Interlocking Rules, Transportation Rules and Special Instructions remain in force.

AUTOMATIC COLOR LIGHT BLOCK SIGNALS, BURLINGTON

Signals govern movements between block signals only.

Eastward movement STOP indication is STOP & STAY (Rule 501-A). Westward movement STOP indication is STOP & PROCEED AT RESTRICTED SPEED (Rule 501-AA). Either signal will display approach indication YELLOW when route is clear.

These signals do not supersede any time table, train order, or other rule requirement.

501B-501H-509A-509B, signal located at High St., Oshkosh, governs Eastward train and engine movements to the Eastward home signal of Warren St., interlocking plant.

917. Mixed Trains and Nos. 41, 42, 155 and 156 will carry passengers. Nos. 43 and 44 will carry passengers between Owen and Ladysmith.

SPEED RESTRICTIONS

	Miles Per Hour—		
	Passenger	Freight or Mixed	
Over draw bridges.....	18	18	18
Except over bridge 209A, Gills			
Landing	20	20	
Over railroad crossings.....	45	35	35
EXCEPT at automatic interlockings, and signal-controlled railroad crossings, and all crossings with non-operating distant signals, as listed under time-table			
Rule 98 with the † reference mark	20	20	20
Over turnout at Wheeling.....	30	30	30
C. & N. W. Jct., Junction 185.....	30	20	20
Over spring switches at Junctions 16, 19, Prairie du Chien, 185 and 188	25	20	20
Through cross-overs and through switches at all other points.....	15	15	15
Approaching and until rear end has passed train order signal where clearance must be obtained on			

	Miles Per Hour		
	Passenger	Freight	Mixed
the "19" indication displayed by a train order signal.....	25	25	25
At stations where mail and newspapers are dispatched	25		
*Engines backing up hauling cars, or when running light. Diesel engines may run at maximum speed in either direction whether light or with cars.....	20	20	20
*Trains handling steam derrick, pile driver, cranes, or other pivoting machinery on its own wheels, or short scale test car: (This does not apply to scale test car X-870.)			
First, second, third and fourth subdivisions		25	25
Other subdivisions and branches...		20	20
*NOTE—Locomotive Crane X81, maximum speed as shown above, applies only when heavy end of crane forward. Tender of crane must be ahead and trailer-flat behind crane — When lined up otherwise, handle only on special instructions.			
*(Speed to be further reduced where instructions or local conditions require.)			
Disabled engines with disconnected side rods	15	15	15
Disabled or dead engines with side rods in position.....	25	25	25
Engines operating under steam with side rods off and main rods connected	15	15	15
Trains Handling Ore Cars, Except Between Rouse and Coria:			
Loaded with ore, gravel, sand or rock		25	25
Loaded with other material, or empty		30	30
Between Rouse and Coria:			
Loaded with any commodity, or empty		20	20
First Subdivision			
Maximum Speed	60	50	
Around curve at M. P. 157 east of Scott St. Fond du Lac.....	25	25	
Around all curves Byron to Valley Siding westward	45	35	
Around first curve west of Mukwonago	45	45	
Between Burlington station and slow-board at Madison street, the fifth street east of station.....	20	10	
Over street crossing east and west of station at Lake Villa.....	25	25	
Leighton, westward trailing movement through switch from siding	25	25	
Around curve at Rand road just east of west yard limit board Des Plaines	30	30	
On gauntlet at Schiller Park over Street Crossing leading to freight house	10	10	
Around curve between 1½ and 2 miles west of Forest Park.....	35	35	
Over Madison Street Forest Park Eastward	10	10	
Class L-1, L-2, L-20, N-20 and O-20 engines light or with train:			

	Miles Per Hour		
	Passenger	Freight	or Mixed
Over Bridge 156C on east branch Fond du Lac river between Johnson Street and C. M. St. P. & P. crossing west of Fond du Lac Station	35	35	35
Second Subdivision			
Maximum Speed	60	50	
Between Lake Street and Neenah passenger station, eastward.....	25	25	25
Around curve just west of passenger station Neenah, both main tracks	25	25	25
Oshkosh between North Main Street and 17th Street.....	15	15	
Oshkosh over Murdock Street.....	25	25	
Third Subdivision			
Maximum Speed	60	50	
Between Withee and Lombard....	55	40	
Between Stanley and Cadott.....	55	40	
Between M.P. 346 and 349, between Bateman and Chippewa Falls....	55	45	
Eau Claire Line	40	30	30
Eau Claire Line over switches....	20	20	20
Greenwood Line	20	20	20
Nekoosa Line	30	25	25
Nekoosa Line over switches.....	20	20	20
STEVENS POINT: Michigan Ave. crossing just east of the coal chute between the hours of 4:00 P. M. and 7:00 A. M.....	15	15	15
Marshfield Highway Grade Crossings:			
Not protected by flagman or signals	15	15	15
Protected by flagman or Griswold signals	20	20	20
Owen Junction Switch.....	30	25	25
F22 engines are the heaviest power permitted over bridge M315A on siding at Owen.			
Fourth Subdivision			
Maximum Speed			
Between Irvine and Cylon via Roddis Line	60	50	
Other localities (See exceptions below)	55	50	
EXCEPTIONS, between			
Withrow and Carnelean Jct.....	45	40	
Trout Brook Jct. and Carnelean Jct.	45	30	
Trout Brook Jct. Switch & East Wye Switch	20	20	
Cylon & Downing Jct. on Glenwood City Line.....	45	35	
Over:—			
Maryland St. Crossing at Trout Brook Jct.	15	15	
Trout Brook Jct. Switch.....	15	15	
Carnelean Jct. Switch by trains using Trout Brook Jct. Line..	15	15	
Cylon Jct. Switch.....	30	25	
Downing Jct. Switch.....	30	25	
St. Croix Bridge.....	20	20	
Third Curve West of M. P. 411 ¾ Miles West of Jewett.....	40	25	
First Curve West of M. P. 372 ¾ Miles West of Colfax.....	40	25	
Second Curve West of M. P. 371 ¾ Miles West of Colfax.....	40	25	
Fifth Subdivision			
Maximum Speed	55	45	
Between MP 389 and two miles East of Way.....	45	35	

	Miles Per Hour		
	Passenger	Freight	Mixed
Between 2 miles east of Harmon and Rock Cut east of Chittamo..	45	30	
Between 2 miles east of Way and 28th Street	40	25	
Between 1,000 feet west of M. P. 444 and east switch at Way.....	35	25	
Approaching and crossing highway No. 8 at Ladysmith.....	12	12	
Engines must not be run beyond stop board located 2,755 feet from switch of track leading to Treating Plant at Ambridge.			

Sixth Subdivision			
Maximum Speed	45	30	30
Bessemer Line	45	30	30
Bessemer Line over switches.....	20	20	20
Athens Line	20	20	20
Rib Lake Line.....	20	20	20
Eastbound, passing through Colby	10	10	
Between Morse and Spencer.....	40		
On curves between Mellen and Coria, and from first curve west of mile post 406 to Morse, all trains must be under control, not exceeding			
	25	15	
Over Main Street crossing east of depot at Mellen	5	5	
Over Luxmore St. crossing about one and one-half miles east of the station at Ironwood	12	12	12
Over highway crossing 100 feet east of station at Glidden.....	10	10	
Between Seventh Avenue East and Passenger Station at Ashland...	15	15	
Trains handling cars loaded with rock from Black Granite Co. at Mellen for Ashland		25	25
Class L engines over			
Bridges A-391-A }	10	10	10
B-443-A }			
B-443-C }			
B-435-A	15	15	15
B-441-A	20	20	20

Train No. 118 will not exceed 6 miles per hour over LaSalle, Main and Clark Streets, Spencer.

Manitowoc Line			
Maximum Speed	30	30	30
Over switches	20	20	20
Over first and second highway crossings west of Valders.....	10	10	10
Over street crossings between south channel of Fox River and Menasha station	8	8	8
Trains handling steam wreckers...		15	15
F22 Class Engines over bridge H-30			
A Valders	20	20	20

Portage and Montello Lines			
Maximum Speed	35	25	25
Over switches	20	20	20
Trains handling steam wreckers...		15	15
Over GB&W Gate protected crossing	15	15	15

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

TRAIN No. 1
Orchard Place on flag.
St. Huberts on flag.
Readfield on flag.
Norton on flag on Tuesday, Thursday and Saturday.

TRAIN No. 2
Orchard Place on flag.
Silver Lake on flag on Sundays only, instead of regular stop.
Norton on flag on Monday, Wednesday and Friday.

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.
Antioch on flag to take on passengers for points beyond Spencer and Owen, and discharge passengers from Chicago and beyond.
Silver Lake on flag between July 31 and September 6 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, Donald and Conrath to let off passengers from Neenah and beyond.
Stanbery 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 July 31 and September 6 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 Duluth, Superior and beyond.
Wheeling to discharge passengers from points Spencer and beyond.
Stanbery to let off passengers from Duluth, Superior and beyond and pick up passengers for Milwaukee, Chicago and beyond.
Donald, 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.

TRAINS NOS. 117 AND 118.
Little Black, Whittlesey, Worcester, Sells Siding, Cayuga, North York, and between Dec. 1st and May 1st, Peeksville on flag.

TRAINS NOS. 5 AND 6

No. 6 on flag at North St. Paul to take on passengers for Milwaukee, Chicago and beyond.

Nos. 5 and 6 at Boyceville and Cylon to take on or let off passengers to or from St. Paul or beyond and to or from Chippewa Falls or beyond.

Nos. 5 and 6 between December 1st and April 1st, on flag at Somerset.

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.

No. 703 at Chippewa Falls with No. 5.

TABLE SHOWING THE RATE OF SPEED PER HOUR A
TRAIN IS MOVING, WHERE THE TIME OF
ONE MILE IS GIVEN

Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.	Time of one mile.	Speed per hour.
M.S.	Miles	M.S.	Miles	M.S.	Miles	M.S.	Miles
1.—	60	1.20	45	2.—	30	4.—	15
1. 1	59	1.21	44	2. 4	29	4.17	14
1. 2	58	1.23	43	2. 8	28	4.37	13
1. 3	57	1.25	42	2.13	27	5.—	12
1. 4	56	1.27	41	2.18	26	5.27	11
1. 5	55	1.30	40	2.24	25	6.—	10
1. 6	54	1.32	39	2.30	24	6.40	9
1. 7	53	1.34	38	2.36	23	7.30	8
1. 9	52	1.37	37	2.43	22	8.34	7
1.10	51	1.40	36	2.51	21	10.—	6
1.12	50	1.43	35	3.—	20	12.—	5
1.13	49	1.46	34	3. 9	19	15.—	4
1.15	48	1.49	33	3.20	18	20.—	3
1.16	47	1.52	32	3.31	17	30.—	2
1.18	46	1.56	31	3.45	16	60.—	1

SPURS

First Subdivision

Distance
from
Chicago

Orchard Place.....	20.2
Feehanville	25.0
Aptakisic	33.2
Wilmot Switch	56.5
T M E R L Co. connection Mukwonago	85.5
C. M. St. P. & P. connection Waukesha.....	100.5
C. M. St. P. & P. connection Sussex.....	107.1

Second Subdivision

Readfield Spur	204.0
County Insane Hospital.....	214.4
Custer Gravel Pit	241.0

Manitowoc Line

High Cliff	196.6
St. Johns	201.0

THIRD SUBDIVISION

Distance from Chicago.

Home Park	348.7
Northern States Power Co.....	348.8

FOURTH SUBDIVISION

Gravel Pit Spur	370.1
Spur C 442	441.9

FIFTH SUBDIVISION

Northern Pulpwood and Timber Co.'s Spur.....	423.9
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SIXTH SUBDIVISION

Romeo	292.8
Mackey's Landing	334.9
Cranberry Lake	353.5
Standard Oil Spur	357.2
Peeksville	388.3
Sells Siding and Dells Spur.....	395.1
Cold Springs Granite Co.	407.7
Black Granite Connection	410.8
North York	419.7
Minersville	420.8
Iron Belt Malveg-Bonfield.....	437.8
Oil Spur	439.7

NEKOOSA LINE.

Spur N283	283.5
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CHIEF WATCH INSPECTOR

The Ball Railway Time Service,
283 Endicott Bldg.....St. Paul, Minn.

WATCH INSPECTORS.

Pugh Bros., 608 So. Dearborn St., Chicago.
M. R. Miller, Room 405, C. & N. W. Passenger Station, Chicago.
E. F. Guttierrez, 7139 West Grand Ave., Chicago, Ill.
H. Hammersmith, 281 Alhambra Building, Milwaukee
Estberg & Sons, Waukesha.
Raymond B. Swenson, Burlington, Wis.
John P. Hess Co., Fond du Lac.
J. F. Krumrich, Oshkosh.
J. A. Rummele, Manitowoc.
Wm. O. Nelson, Neenah.
A. L. Otterlee, 442 Main St., Stevens Point.
Frank McTigue, 813 Strongs Ave., Stevens Point.
H. B. Christensen, Inc., 144 East 5th St., St. Paul, Minn.
Northern Watch Co., 109 Endicott Bldg., St. Paul, Minn.
Oscar Gustafson Co., 404 Nicollet Ave.....Minneapolis, Minn.
Kaplan Jewelry Store, 2417 Central Ave....Minneapolis, Minn.
P. A. Brunstad.....Chippewa Falls, Wis.
Agent Marshfield, Wis. || Agent | Abbotsford, Wis. |
G. Hegstrom	Park Falls, Wis.
Agent	Mellen, Wis.
John Albert.....	Ironwood, Mich.
E. J. Born.....	Ashland, Wis.
Yano Bros.	Superior, Wis.
H. Cedar, Androy Hotel.....	Superior, Wis.
H. E. Juberg.....	Duluth, Minn.
L. Pederson	Duluth, Minn.
O. M. Hopper.....	Duluth, Minn.
Harlan Wells	Duluth, Minn.
A. D. Calkins	Ladysmith, Wis.

LOCOMOTIVE TONNAGE RATING

CLASS	Class O-20	Class N-20	Class L-2S	Class L-1-2 L-20	Class F9-10-11-12 F-21-22-23	Class H-22-23	Class E-24-25 F-20 H-2	Class E-22 D-2-S	Class E-23 H-1 H-20
ENGINE NUMBERS	5900 5001 5002 5003	4000 to 4020	1002 1014 1004 1015 1007 1017 1011 1021 1012 1022 1013 1023	1001 1009 1003 1010 1005 1016 1006 1018 1008 1019 1020 3001 to 3011	445 to 474 475 to 499 2429 to 2449 2425 to 2428	727 to 732 734-735- 737 2714 to 2723	2460 to 2624 2645 to 2654 2400 to 2424 723 to 726	2619 to 2624 2629 to 2639 110-114 116-125 135-152 158-159	2626-2627 701 to 722 2700 to 2703
EASTWARD	66100	63900	53940	53940	39500 to 43000	33150 to 36833	31000	28063	25620
FROM	TO								
TROUT BROOK JCT.....	CARNELEAN JCT.....	2950	2425	2040	1950	1500	1325	1045	
WITHROW.....	RODDIS.....	4500	3775	3360	3200	2450	2250	1950	1675
RODDIS.....	IRVINE.....	4900	4175	3700	3525	2700	2475	2150	1850
IRVINE.....	STANLEY.....	2750	2200	1785	1700	1425	1350	1075	860
STANLEY.....	OWEN.....	3250	2600	2180	2075	1725	1650	1325	1075
OWEN & LADYSMITH.....	SPENCER.....	5750	4875	4305	4100	3400	2900	2600	2250
SPENCER.....	WAYNE ST. YD.....	5900	5075	4515	4300	3600	3100	2800	2450
WAYNE ST. YD.....	MEDINA JCT.....	5000	4300	3750	3600	3000	2400	2179	1975
MEDINA JCT.....	NEENAH.....	3250	2700	2200	2100	1650	1300	1150	850
NEENAH.....	SHOPS YARD.....	5000	4600	3850	3700	3000	2550	2250	2150
SHOPS YARD.....	BYRON.....	2500	2100	1975	1850	1350	1100	950	775
BYRON.....	ALLENTON.....	4200	3400	3150	3000	2350	2150	1950	1700
ALLENTON.....	WAUKESHA.....	3800	3150	2700	2600	2100	1900	1750	1500
WAUKESHA.....	HONEY CREEK.....	3800	3150	2600	2500	1800	1600	1450	1300
HONEY CREEK.....	LAKE VILLA.....	4200	3400	2900	2750	2350	2200	1850	1500
LAKE VILLA.....	SCHILLER PARK.....	5000	4200	3650	3500	3000	2600	2400	2000
RUGBY JCT.....	MILWAUKEE.....	5000	4500	3800	3600	3000	2600	2400	2000
NEENAH.....	MANITOWOC.....					2200	1700	1500	1200
STEVENS POINT.....	ENDEAVOR.....			3150	3000	2450	1950	1755	1575
ENDEAVOR.....	PORTAGE.....			2600	2500	2070	1570	1375	1235
SUPERIOR.....	HILLCREST.....	2350	1900	1680	1600	1300	1100	950	850
HILLCREST.....	LADYSMITH.....	4200	3800	3360	3200	2600	2400	2000	1700
ASHLAND.....	MELLEN.....		2000	1625	1550	1150	1075	925	750
MELLEN.....	MORSE.....		1850	1575	1500	1150	1075	925	725
MORSE.....	PHILLIPS.....		4080	3570	3400	2500	2300	2150	1800
PHILLIPS.....	PRENTICE.....		2600	2520	2400	1775	1550	1400	1250
PRENTICE.....	CHELSEA.....		3300	2730	2600	2100	1800	1650	1450
CHELSEA.....	ABBOTSFORD.....		4675	3625	3450	2800	2400	2200	2000
ABBOTSFORD.....	SPENCER.....		5000	3950	3750	3200	2650	2400	2200
MELLEN.....	BESSEMER.....		1625	1430	1360	1000	900	800	725
MARSHFIELD.....	NEKOOSA.....		4000	3570	3400	2900	2500	2300	2100
ABBOTSFORD.....	ATHENS.....							675	600
EAU CLAIRE.....	MAGENTA.....							700	625
MAGENTA.....	CHIPPEWA FALLS.....							1700	1500
WESTWARD									
SCHILLER PARK.....	RUGBY JCT.....	3800	3100	2650	2500	2000	1650	1475	1300
MILWAUKEE.....	RUGBY JCT.....		2350	2025	1950	1650	1200	1000	885
RUGBY JCT.....	SHOPS YARD.....	3350	2700	2300	2200	1700	1550	1325	1100
SHOPS YARD.....	SOUTH OSHKOSH.....	5000	4350	3500	3350	2750	1900	1750	1550
SOUTH OSHKOSH.....	NEENAH.....	5000	4250	3450	3250	2650	1850	1700	1500
NEENAH.....	MEDINA JCT.....	2850	2400	2100	2000	1550	1200	1050	885
MEDINA JCT.....	WAYNE ST. YD.....	4500	3850	3275	3100	2500	1800	1615	1466
WAYNE ST. YD.....	MARSHFIELD.....	4100	3300	2835	2700	2150	1800	1650	1450
MARSHFIELD.....	IRVINE.....	4350	3550	3045	2900	2300	2100	1950	1650
IRVINE.....	HOWARD.....	2450	2025	1680	1600	1225	1125	975	875
HOWARD.....	WITHROW.....	4500	4025	3360	3200	2450	2250	1950	1750
MANITOWOC.....	NEENAH.....					2100	1600	1400	1100
PORTAGE.....	HANCOCK.....			2100	2000	1640	1140	944	882
HANCOCK.....	WAYNE ST. YD.....			3500	3350	2725	2225	2025	1823
OWEN.....	SUPERIOR.....	4400	3600	3150	3000	2425	2100	1900	1700
SPENCER.....	MORSE.....		3100	2730	2600	2150	1800	1650	1450
BESSEMER.....	IRONWOOD.....		4900	4305	4100	3550	3220	3000	2900
IRONWOOD.....	HOYT.....		5600	4885	4650	4550	4250	3450	3350
HOYT-MORSE.....	ASHLAND.....		6900	6040	5900	3600	3150	2850	2675
NEKOOSA.....	WIS. RAPIDS.....		2000	1785	1700	1500	1300	1200	1100
WIS. RAPIDS.....	MARSHFIELD.....		2500	2200	2100	1850	1650	1500	1350
ATHENS.....	ABBOTSFORD.....							800	675
CHIPPEWA FALLS.....	EAU CLAIRE.....							900	700

NOTE—F-9, F-10, F-21 Engines with 170-pound Steam Pressure haul 200 Tons under rating given.
In helper districts ratings are the combined rating of the regular engine and the helper engine.

COMPANY SURGEONS.

Arthur C. Strachauer, Chief Surgeon, Office 350-351 Medical Arts Bldg., Minneapolis—Main 8927. Res., Kenwood 3341.
 U. Schuyler Anderson, Asst. Chief Surgeon, Office 350-351 Medical Arts Bldg., Minneapolis—Main 8927.
 M. B. Hanson, Roentgenologist, Office 1953 Medical Arts Bldg., Minneapolis.
 Arthur E. Smith, Chief Oculist, 310 Medical Arts Bldg., Minneapolis, Minn.
 Kenneth A. Phelps, Asst. Chief Oculist, 1137 Medical Arts Bldg., Minneapolis, Minn.
 J. S. Abbott, 846 Lowry Building.....St. Paul, Minn.
 R. O. Leavenworth, Oculist, 836 Lowry Bldg.....St. Paul, Minn.
 G. F. Thompson, 4458 West Madison Street, Chicago.
 W. H. Stackable, Examining Surgeon, 4458 Madison Street, Chicago, Ill.
 S. Walker, Jr., Oculist, 25 E. Washington St., Chicago, Ill.
 R. T. Vaughan, Cook County Hospital, Chicago.
 C. E. Frybarger, Franklin Park, Examining Surgeon.
 A. M. Purves, Des Plaines.
 J. L. Taylor, Libertyville, Ill.
 J. F. Bennett, Burlington, Wis.
W. J. Murawsky, Burlington, Wis.
 R. E. Davies, Waukesha.
F. M. Scheele, Waukesha.
 A. J. Hodgson, Waukesha.
 A. T. Holbrook, 425 E. Wisconsin Ave., Milwaukee.
 Stanley Seegar, 1310 Wells Bldg., Milwaukee, Wis.
 Sproule, R. P., Oculist, 922 Bankers Bldg., Milwaukee, Wis.
 M. N. Federspiel, Oral Surgeon, 1402 N. Astor St., Milwaukee.
R. S. Fisher, Allenton, Wis.
 D. J. Twohig, Fond du Lac.
W. J. Waldschmidt, Examining Surgeon, Fond du Lac.
 E. V. Smith, Fond du Lac.
 S. E. Gavin, Fond du Lac.
 F. S. Wiley, Fond du Lac.
 D. V. Meiklejohn, Oculist, Fond du Lac.
 Adolph M. Hutter, North Fond du Lac.
 F. G. Connell, Oshkosh.
Burton Clark, Jr., Oshkosh.
 T. D. Smith, Neenah.

Harold F. Beglinger, Oculist, Neenah.
F. G. Jensen, Menasha.
 Francis E. Turgasen, Manitowoc.
 V. E. Marshall, Appleton, Wis.
 W. S. Marshall, Appleton, Wis.
 A. M. Christopherson, Waupaca.
 C. von Neupert, Examining Surgeon, Stevens Point.
 F. A. Marrs, Examining Surgeon, Stevens Point, Wis.
A. G. Dunn, Oculist, Stevens Point.
 O. H. Epley.....New Richmond, Wis.
 A. E. McMahonGlenwood City, Wis.
C. B. Hatleberg.....Chippewa Falls, Wis.
 S. E. Williams.....Chippewa Falls, Wis.
 F. G. Anderson.....Eau Claire, Wis.
 Rex E. Graber.....Stanley, Wis.
 B. H. Dike.....Owen, Wis.
 H. T. Callahan.....Spencer, Wis.
Paul F. DoegeMarshfield, Wis.
 Harry A. VedderMarshfield, Wis.
 L. A. Copps, Oculist.....Marshfield, Wis.
 E. Hougen.....Wisconsin Rapids, Wis.
 G. E. MacKinnon.....Prentice, Wis.
W. F. O'Connor.....Ladysmith, Wis.
 E. A. Riley.....Park Falls, Wis.
 C. W. Lockhart.....Mellen, Wis.
 J. M. Dodd.....Ashland, Wis.
 M. S. Hosmer.....Ashland, Wis.
John W. Prentice.....Ashland, Wis.
R. O. Grigsby, Oculist.....Ashland, Wis.
 A. J. O'Brien.....Ironwood, Mich.
 T. R. Rees, Oculist.....Ironwood, Mich.
 E. A. Myers, Oculist.....Superior, Wis.
 T. J. O'Leary, 1507 Tower Ave.....Superior, Wis.
 F. C. Sarazin.....Superior, Wis.
W. H. Schnell, Examining Surgeon.....Superior, Wis.
 A. N. Collins.....Duluth, Minn.
 J. W. Ekblad.....Duluth, Minn.
 J. R. McNutt, Roentgenologist.....Duluth, Minn.
 J. A. Winter, Oculist.....Duluth, Minn.

TRAIN DISPATCHERS, STEVENS POINT, WIS.

G. L. Burger
 E. A. Schwahn
 C. H. Bowman

A. C. Peterson
 W. F. Hoffman
 H. L. Kurtzwell

C. E. Crockett
 A. F. Bryan
 H. B. Brooks

A. T. Olson
 F. O. Soeteber
 A. E. Shurley

W. H. Mann
 Chief Train Dispatcher

V. Elliott, Trainmaster, Stevens Point, Wis.
 R. O. Jensen, Assistant Superintendent, Schiller Park, Ill.
 H. A. Sparks, Assistant Superintendent, Fond du Lac, Wis.
 W. H. Clausen, Assistant Superintendent, Ironwood, Mich.
 P. Gaudette, Supt. Ore Operation, Ironwood, Mich.
 C. L. Simpson, Division Superintendent, Stevens Point, Wis.

SAFETY

Safety should be the first consideration of every employee.

Every employee should report promptly any unsafe condition.