

SOO LINE RAILROAD COMPANY



**EASTERN
DIVISION**

TIME TABLE

No. 1

**EFFECTIVE 12:01 A. M.
CENTRAL STANDARD TIME,**

Sunday, April 30, 1961

For the government and information of employees only.

D. L. HART, Superintendent

W. O. SOLBERG, Supt. Transportation

J. F. WEGNER, General Superintendent

**T. R. KLINGEL, Vice President
Operations and Maintenance**

McGILL COMPANY.

SOO LINE RAILROAD COMPANY



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Vice President
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FIRST SUBDIVISION										WESTWARD		
Distance from Chicago	TIME TABLE		6 (A)	1st Class	2nd CLASS			3rd CLASS				
	No. 1			3	33	29	25	31	23	27		
	Sunday, Apr. 30th, 1961			Passenger	Milwaukee Freight	Freight	Freight	Way Freight	Freight	Freight		
	CHICAGO			Dly. Ex. Sat.	Daily	Daily	Daily	Dly. Ex. Sun.	Dly. Ex. Mon.	Daily		
0.0			DNBK	L 5.00 PM								
BETWEEN CHICAGO AND FOREST PARK BE GOVERNED BY B. & O. C. T. TIME TABLES												
10.9	Double Track	FOREST PARK	DRVX	L 5.30 PM								
15.3		FRANKLIN PARK	NDIVMX	5.36								
16.4		JUNCTION 16	X	5.38								
17.0		SCHILLER PARK	BKORT DNXYZ	s 5.45		L 12.01 PM	L 6.45 PM	L 5.20 AM	L 8.00 AM	L 9.05 PM		
18.7	Double Track	JUNCTION 19	X	5.47		12.04	6.48	5.23	8.03	9.12		
22.8		DES PLAINES	DI	5.52				5.35				
29.9		WHEELING	DN	6.02		12.22	7.07	6.10	8.22	9.30		
34.4		PRAIRIE VIEW	D	6.07		12.28	7.13	6.25 4	8.28	9.37		
38.0	AUTOMATIC BLOCK	LEIGHTON	DNIV	6.11		12.33	7.18	6.40	8.52	9.42		
40.0		MUNDELEIN	DYV	6.13		12.36	7.22	6.49	9.12 24	9.46		
45.5		GRAY'S LAKE	DI	6.19		12.45	7.30	7.10	9.30	9.54		
51.0		LAKE VILLA	D	6.25		12.53	7.37	7.25	9.40	10.02 26		
55.3		ANTIOCH	DN	s 6.33		12.58	7.43	7.31	9.55 32	10.08		
58.3		TREVOR	D	6.37		1.01	7.47	7.43	9.59	10.12		
61.1		SILVER LAKE	D	6.40		1.04	7.50 30	7.48	10.03	10.16		
66.1		WHEATLAND	P	6.45		1.10	7.57	7.53	10.09	10.23		
72.7		BURLINGTON	KDNBIVX	s 7.02		1.21	8.07	8.25 24	10.20	10.33		
77.7		HONEY CREEK	P	7.09		1.28	8.14	8.50	10.27	10.40		
80.6		MIDWAY	P	7.12 30		1.32	8.18	9.10 32	10.31	10.44		
86.2		MUKWONAGO	DV	7.18		1.40	8.25	9.20	10.38	10.52		
90.9		VERNON	P	7.23		1.46	8.31	9.27	10.45	10.58		
97.3		Double Track	C.&N.W. JCT.	IXPV	7.31		1.54	8.39	9.36	10.54	11.06	
97.7			WAUKESHA	BKTO DNVXZ	s 8.05		1.55	8.40	9.37	10.59	11.07	
100.4			P. D. C. JCT.	IPVX	8.08		1.59	8.44	9.50	11.03	11.12	
102.6	DUPLAINVILLE		DNI	8.13		2.04	8.48 26	10.05	11.07	11.16		
106.6	AUTOMATIC BLOCK	SUSSEX	D	8.17		2.11	8.59	10.15	11.13	11.22		
110.8		COLGATE	P	8.22		2.18	9.05	10.25	11.19	11.28		
117.7		RUGBY JCT.	JVP	8.29 26	L 11.00 AM	2.28	9.15	10.40	11.29	11.38		
122.6		SLINGER	DIV	8.35	11.10	2.37	9.23	10.50	11.36	11.45		
129.5		ALLENTON	D	8.42	11.18	2.44	9.32	11.00	11.45	11.53		
134.3		MARSH	P	8.47	11.24	2.49	9.38	11.05	11.51	11.59		
138.3		THERESA	D	8.51	11.30	2.54	9.44	11.10	11.57	12.05 AM		
142.8		LOMIRA	D	8.56	11.36	2.59	9.50	11.15	12.04 PM	12.11		
147.1		BYRON	P	9.01	11.44	3.07	9.56	11.23	12.11	12.18		
150.4		HAMILTON	P	9.05								
153.3		VALLEY SIDING	P	9.08	11.50	3.16	10.05	11.32	12.19	12.26		
156.1		FOND DU LAC	IMV	s 9.20	11.55	3.21	10.10	11.37	12.24	12.40		
158.4		SHOPS YARD	BIKMRO DNTVXZ	A 9.25 PM	A 12.05 PM	A 3.30 PM	A 10.20 PM	A 11.55 AM	A 12.30 PM	A 12.45 AM		
				3	33	29	25	31	23	27		

FIRST SUBDIVISION										EASTWARD			
Siding Capacity	TIME TABLE No. 1 Sunday, Apr. 30th, 1961 CHICAGO		Telegraph Calls	Distance from Shops Yard	1st Class		2nd CLASS			3rd CLASS			Distance from Minneapolis
					4	34	24	26	28	32	30		
					Passenger	Milwaukee Freight	Freight	Freight	Freight	Way Freight	Freight		
					Daily Ex. Sun.	Daily	Daily	Daily	Dly. Ex. Mon.	Dly. Ex. Sat.	Daily		
		GK	158.4	A 7.35 AM								459.6	
BETWEEN FOREST PARK AND CHICAGO BE GOVERNED BY B. & O. C. T. TIME TABLES.													
Yard	Double Track	10.9 FOREST PARK	AH	147.5	A 7.05 AM							448.7	
		4.4 FRANKLIN PARK	PK	143.1	6.53							443.3	
		1.1 JUNCTION 16		142.0	6.51							443.2	
		0.6 SCHILLER PARK	NY	141.4	s 6.50		A 11.00 AM	A 12.30 AM	A 6.00 AM	A 11.15 AM	A 10.00 PM	442.6	
		1.7 JUNCTION 19		139.7	6.43		9.40	10.50	5.15	11.00	8.55	440.9	
		4.1 DES PLAINES	DP	135.6	6.38					10.55		436.8	
		7.1 WHEELING	WN	128.5	6.30		9.26	10.31	5.01	10.40	8.37	439.7	
64		4.5 PRAIRIE VIEW	HD	124.0	6.25 31		9.20	10.25	4.55	10.30	8.30	425.2	
90		3.6 LEIGHTON	CN	120.4	6.21		9.15	10.20	4.50	10.25	8.25	421.6	
89		2.0 MUNDELEIN	RO	118.4	6.19		9.12 23	10.17	4.34	10.20	8.21	419.6	
		5.5 GRAY'S LAKE	GY	112.9	6.13		9.04	10.09	4.26	10.10	8.13	414.1	
101		5.5 LAKE VILLA	KY	107.4	6.07		8.56	10.02 27	4.19	10.00	8.05	408.6	
13		4.3 ANTIOCH	XN	103.1	s 6.02		8.50	9.56	4.13	9.55 23	7.59	404.3	
31		3.0 TREVOR	VC	100.1	5.57		8.46	9.52	4.09	9.50	7.54	401.3	
100		2.8 SILVER LAKE	SR	97.3	5.54		8.42	9.48	4.05	9.45	7.50 25	398.5	
69		5.0 WHEATLAND		92.2	5.49		8.35	9.40	3.58	9.35	7.35	393.5	
98		6.6 BURLINGTON	BN	85.7	s 5.32		8.25 31	9.28	3.48	9.20	7.25	386.9	
		5.0 HONEY CREEK		80.7	5.27		8.17	9.22	3.42	9.15	7.17	381.9	
90		2.9 MIDWAY		77.8	5.24		8.13	9.18	3.38	9.10 31	7.12 3	379.0	
18		5.6 MUKWONAGO	MK	72.2	5.18		8.06	9.11	3.32	9.00	7.07	373.4	
98		4.7 VERNON		67.5	5.13		8.00	9.05	3.26	8.50	7.01	368.7	
		6.4 C.&N.W. JCT.		61.1	5.06		7.51	8.56	3.01	8.40	6.51	362.3	
Yard		0.4 WAUKESHA	WX	60.7	s 5.05		7.50	8.55	3.00	8.35	6.50	361.9	
		2.7 P. D. C. JCT.		58.0	4.51		7.42	8.51	2.46	8.25	6.32	359.2	
97		2.2 DUPLAINVILLE	WC	55.8	4.48		7.38	8.48 25	2.42	8.20	6.29	357.0	
		4.0 SUSSEX	UX	51.8	4.44		7.32	8.42	2.36	8.15	6.24	353.0	
		4.2 COLGATE		47.6	4.39		7.26	8.37	2.30	7.55	6.19	348.8	
98		6.9 RUGBY JCT.		40.7	4.32	A 6.20 AM	7.17	8.29 3	2.21	7.45	6.10	341.9	
83		4.9 SLINGER	RC	35.8	4.27	6.14	7.10	8.21	2.14	7.38	6.01	337.0	
		6.9 ALLEN TON	AN	28.9	4.20	6.05	7.01	8.10	2.06	7.28	5.51	330.1	
98		4.8 MARSH		24.1	4.15	5.59	6.55	8.03	2.00	7.21	5.45	325.3	
		4.0 THERESA	HA	20.1	4.10	5.53	6.50	7.56	1.55	7.15	5.40	321.3	
		4.5 LOMIRA	MI	15.6	4.05	5.47	6.45	7.49	1.50	7.00	5.35	316.8	
98		4.3 BYRON		11.8	4.00	5.41	6.40	7.42	1.45	6.50	5.30	312.5	
		3.3 HAMILTON		8.0	3.56							309.2	
		2.9 VALLEY SIDING		5.1	3.53	5.30	6.25	7.28	1.30	6.35	5.15	306.3	
		2.8 FOND DU LAC		2.3	s 3.50	5.25	6.20	7.22	1.25	6.30	5.10	303.5	
Yard		2.3 SHOPS YARD	DY	0.0	L 3.35 AM	L 5.15 AM	L 6.10 AM 32	L 7.10 PM	L 1.15 AM	L 6.20 AM 24	L 5.00 PM	301.2	
					4	34	24	26	28	32	30		

SECOND SUBDIVISION										WESTWARD		
Distance from Chicago	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	Distance from Shops Yard	6 (A)	1st Class	2nd CLASS		3rd CLASS					
				3	29	25	45	27	23			
				Passenger	Freight	Freight	Way Freight	Way Freight	Freight			
				Dly. Ex. Sat.	Daily	Daily	Daily	Dly. Ex. Sun.	Daily			
158.4	SHOPS YARD	0.0	DNBKM RTVXZO	L 9.30 PM	L 4.30 PM	L 11.15 PM	L 12.10 AM	L 4.45 AM	L 5.00 PM			
164.0	VAN DYNE	5.6	P	9.37	4.40 ⁴⁸	11.25	12.20	5.05 ²⁴	5.15			
172.0	OSHKOSH	8.0	VDN BIXKZ	s 9.45 ²⁸	4.55	11.35	12.30	5.25	5.32			
178.3	WINNEBAGO	6.8	P	10.15	5.13	11.50	12.50	5.40	5.52 ²⁶			
186.4	NEENAH	8.1	DNBJKO RTVXY	s 10.50	5.40 ²⁸	12.05 AM	A 1.05 AM	6.15	6.05			
194.6	MEDINA	8.2	IP	11.00	5.52	12.22		6.30	6.30			
199.4	DALE	4.8	D	11.05	5.57	12.27		6.38	6.37			
201.0	ANTON	1.6	P	11.07	5.59	12.30		6.41	6.40			
207.8	FREMONT	6.8	D	11.14	6.08	12.39		7.01	6.49			
210.0	GILLS LANDING	2.7	P	11.18								
213.4	WEYAUWEGA	3.4	D	11.21	6.19	12.48		7.25	6.58			
220.8	WAUPACA	7.4	DN	s 11.40	6.29	12.57		9.00	7.08			
227.4	SHERIDAN	6.6	P	11.47	6.39	1.05		9.10	7.17			
232.4	NELSONS	5.0	P	11.52	6.47	1.11		9.18	7.24			
233.6	AMHERST	1.2	D	11.54	6.49	1.13		9.30	7.26			
235.8	AMHERST JCT.	1.7	DV	11.56	6.52	1.15		9.32	7.28			
236.5	LAKE EMILY	1.2	P	11.58	6.55	1.17 ⁴		9.50	7.30			
241.6	CUSTER	5.1	N	12.04 AM	7.02	1.25		10.00	7.40			
243.8	STOCKTON	2.2	P	12.07	7.05	1.30		10.05	7.45 ²⁸			
249.2	STEVENS POINT	5.4	BKRT DNXXOV	A 12.20 AM	A 7.15 ²⁸ PM	A 1.40 AM		A 10.15 AM	A 7.55 PM			
				3	29	25	45	27	23			

WESTWARD - SECOND SUBDIVISION - EASTWARD									
3rd Class				MANITOWOC LINE				3rd Class	
47				TIME TABLE				46	
Way Freight	Distance from Neenah	Siding Capacity	6 (A)	No. 1	Telegraph Calls	6 (A)	Way Freight	Distance from Menasha	Way Freight
Daily				Sunday, Apr. 30th, 1961					
L 12.30 PM	44.2	32		MANITOWOC	WO	BKRT VXZD	A 3.25 AM	317.4	
12.45	39.7			*ALVERNO			3.15	312.9	
1.10	32.5	9		VALDERS	VA	D	3.00	305.7	
1.30	27.1			COLLINS			2.50	300.8	
1.45	21.2			POTTER			2.38	294.4	
2.00	17.2	22		HILBERT JCT.	JU	DI	2.30	290.4	
A 2.05 PM	16.8			St. Paul Switch		V	L 2.25 AM	290.0	
BETWEEN ST. PAUL SWITCH AND MENASHA JCT. BE GOVERNED BY C. M. ST. P. & P. TIME TABLE									
L 2.40 PM	2.5			MENASHA JCT.		VX	A 1.43 AM	275.7	
2.45	2.1	Yard		MENASHA		MUVX	1.40	275.3	
A 3.00 PM	0.0	Yard		NEENAH	N	BJKRTV ODXYN	L 1.30 AM	273.2	

*Spur-Switch at Alverno East end

SECOND SUBDIVISION												EASTWARD		
Siding Capacity	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	Telegraph Calls	Distance from Stevens Point	1st Class		2nd CLASS		3rd CLASS			Distance from Minneapolis			
				4		24	26	30	48	28				
				Passenger		Freight	Freight	Freight	Way Freight	Freight				
				Dly. Ex. Sun.	Daily	Daily	Dly. Ex. Mon.	Daily	Daily					
Yard	SHOPS YARD	AUTOMATIC BLOCK	DY	90.8	A 3.30 AM	A 5.15 AM	A 6.30 PM	A 2.30 PM	A 5.00 ²³ PM	A 10.25 PM	301.2			
115	VAN DYNE 5.6			85.2	3.24	5.05 ²⁷	6.17	2.20	4.40 ²⁹	10.05	295.6			
94	OSHKOSH 8.0		SX	77.2	s 3.15	4.55	6.04	2.10	4.20	9.45 ³	287.6			
120	WINNEBAGO 6.3			70.9	2.50	4.43	5.52 ²³	1.45	4.05	9.30	281.3			
286	NEENAH 8.1		N	62.8	s 2.40	4.33	5.40 ²⁹	1.30	L 3.50 PM	9.15	273.2			
39	MEDINA 8.2			54.6	2.15	4.21	5.30	12.32		8.54	265.0			
	DALE 4.8		DN	49.8	2.10	4.15	5.24	12.26		8.48	260.2			
118	ANTON 1.6			48.2	2.08	4.12	5.22	12.24		8.46	258.6			
89	FREMONT 6.3		FG	41.9	2.01	4.03	5.14	12.16		8.36	252.3			
	GILLS LANDING 2.7			39.2	1.58						249.6			
118	WEYAUWEGA 3.4		WY	35.8	1.54	3.55	5.04	12.06 PM		8.27	246.3			
85	WAUPACA 7.4		WA	28.4	s 1.45	3.46	4.55	11.57		8.18	238.8			
62	SHERIDAN 6.6			21.8	1.28	3.38	4.48	11.50		8.07	232.2			
117	NELSONS 5.0			16.8	1.23	3.32	4.42	11.44		8.00	227.2			
	AMHERST 1.2		MR	15.6	1.21	3.30	4.40	11.42		7.58	226.0			
	AMHERST JCT. 1.7			13.9	1.19	3.28	4.38	11.40		7.56	224.3			
91	LAKE EMILY 2			12.7	1.17 ²⁵	3.26	4.36	11.21		7.54	223.1			
	CUSTER 5.1		CU	7.6	1.11	3.20	4.29	11.14		7.48	218.0			
82	STOCKTON 2.2		5.4	1.08	3.17	4.26	11.11		7.45 ²³	215.8				
Yard	STEVENS POINT 5.4	AX	0.0	L 1.00 AM	L 3.00 AM	L 4.15 PM	L 11.00 AM		L 7.30 ²⁹ PM	210.4				
				4	24	26	30	48	28					

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

***Spur-Switch at Spokeville East End**

7

FOURTH SUBDIVISION					WESTWARD			
Distance from Chicago	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	Telegraph Calls	Distance from CP Yard	1st Class	2nd CLASS		3rd Class	
				5	29	25	23	
				Passenger	Freight	Freight	Way Freight	
				Dly. Ex. Sun.	Daily	Daily	Dly. Ex. Sun.	
352.2	C. F. YARD	RV	0.0	L 4.00 AM	L 12.40 ³⁰ AM	L 6.30 AM	L 7.30 AM	
358.8	HOWARD		6.6	4.08	12.49	6.43	7.40	
362.1	ALBERTVILLE		9.9	4.12	12.54	6.48	7.45	
369.0	COLFAX	CX	16.8	4.19	1.05	6.58	8.00	
379.4	WHEELER		27.2	4.32	1.20	7.12	8.15	
386.2	BOYCEVILLE	BA	34.0	4.40	1.28	7.21	8.25	
389.9	DOWNING JCT.		37.7	4.44	1.33	7.26	8.30	
390.7	DOWNING		38.5	Between Downing Jct. and Glenwood City Trains and engines Will Operate in Accordance with Provisions of Rule 93.				
393.2	GLENWOOD CITY		41.0	4.44	1.33	7.26	8.30	
399.3	DOWNING JCT.		37.7	4.54	1.44	7.39	9.00	
404.4	EMERALD	DK	47.1	5.00	1.51	7.46	9.15	
404.4	CYLON		52.2	5.13	2.04	8.05	9.30 ²⁶ PM	
413.5	NEW RICHMOND	RH	61.3	5.21	2.14	8.17	3.15	
421.2	SOMERSET		69.0	5.28	2.22	8.27	3.20	
425.6	ARCOLA		73.4	5.31	2.28	8.32	3.25	
428.4	CARNELIAN JCT.		76.2					
432.1	WITHROW	WI	79.9	A 2.35 AM	A 8.42 AM			
BETWEEN WITHROW AND SHOREHAM BE GOVERNED BY CENTRAL DIVISION TIME TABLE								
452.4	SHOREHAM	WS	100.2	A 5.00 AM	A 10.00 AM			
428.4	CARNELIAN JCT.		76.2	5.31			3.25	
433.7	N. P. CROSSING		81.5	5.40			3.35	
440.2	NORTH ST. PAUL	JN	88.0	5.50			4.15	
443.0	GLOSTER	GN	90.8	5.54			4.20	
446.0	TROUT BROOK		93.8	5.59			A 4.25 PM	
446.2	TROUT BROOK JCT.		94.0	A 6.00 AM				
BETWEEN TROUT BROOK JCT. AND 3rd STREET BE GOVERNED BY N. P. RY. TIME TABLE								
Between 3rd Street and Robert Street be Governed by the St. Paul Union Depot Company Rules								
448.7	ST. PAUL	U	96.5	A 6.20 AM				
				5	29	25	23	

FOURTH SUBDIVISION EASTWARD

Siding Capacity	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	6 (A)	1st Class	2nd CLASS		3rd Class	Distance from Minneapolis
			6	26	24	30	
			Passenger	Freight	Freight	Freight	
			Daily Ex. Sat.	Daily	Daily	Dly. Ex. Sun.	
Yard	C. F. YARD	BKRTD DNXYZ	A 9.35 PM	A 11.15 AM	A 10.20 PM	A 12.40 AM	29 107.4
82	HOWARD	P	9.26	11.02	10.10	12.27	100.8
	ALBERTVILLE	P	9.22	10.58	10.04	12.22	97.5
105	COLFAX	D	9.15	10.48	9.52	12.13 AM	90.6
73	WHEELER	P	9.02	10.35	9.36	11.59	80.2
	BOYCEVILLE	D	8.55	10.27	9.27	11.50	73.4
116	DOWNING JCT.	P	8.51	10.22	9.23	11.45	69.7
	DOWNING	X	Between Downing Jct. and Glenwood City trains and engines will operate in accordance with provisions of Rule 93.				70.5
	GLENWOOD CITY	DX					73.0
116	DOWNING JCT.	P	8.51	10.22	9.23	11.45	69.7
117	EMERALD	N	8.41	10.09	9.09	11.32	60.3
72	CYLON	P	8.35	10.01	9.00	11.23	55.2
98	NEW RICHMOND	DN UVX	8.20	9.43 23	8.43	11.05	46.1
74	SOMERSET	P	8.12	9.32	8.29	10.33	38.4
10	ARCOLA	P	8.05	9.24	8.20	10.25	34.0
	CARNELIAN JCT.	JP	8.02	9.21	8.17	10.21	31.2
77	WITHROW	DNRJ		L 9.15 AM		L 10.15 PM	

BETWEEN SHOREHAM AND WITHROW BE GOVERNED BY CENTRAL DIVISION TIME TABLE

	20.3 SHOREHAM	BHJKORT DNXYZ		L 7.30 AM	L 6.30 PM	L 8.30 PM	
	CARNELIAN JCT.	JP	8.02		8.17		81.2
	5.3 N. P. CROSSING	PU	7.54		8.09		25.9
20	2.8 NORTH ST. PAUL	D	7.45		8.00		19.4
	3.0 GLOSTER	DNMVR	7.41		7.56 PM		16.6
56	0.2 TROUT BROOK	X	7.36 24		L 7.51 PM		18.6
	2.5 TROUT BROOK JCT.	JPYX	L 7.35 PM				13.4

BETWEEN 3rd STREET AND TROUT BROOK JCT. BE GOVERNED BY N. P. RY. TIME TABLE

Between Robert Street and 3rd Street be Governed by the St. Paul Union Depot Company Rules

	ST. PAUL	DNBKR	L 7.25 PM				10.9
			6	26	24	30	

WESTWARD — FIFTH SUBDIVISION — EASTWARD												
Distance from Chicago	3rd CLASS		1st Class	Distance from Owen	Siding Capacity	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	Telegraph Calls	6 (A)	1st Class	3rd CLASS		Distance from Minneapolis
	43	143	3						4	144	44	
	Way Freight	Way Freight	Passenger						Passenger	Freight	Freight	
	Dly. Ex. Sun.	Dly. Ex. Mon.	Dly. Ex. Sun.						Dly. Ex. Sat.	Dly. Ex. Mon.	Dly. Ex. Mon.	
308.6	L 2.30 PM		L 2.45 AM	0.0	Yard	OWEN	OW	BJKRP XYDN	A 10.50 PM		A 9.10 AM	151.0
320.4	2.50		f 3.00	11.8	41	LUBLIN	UB	D	f 10.30		8.52	162.8
328.2	3.03		f 3.08	19.6	73	GILMAN	GB	D	f 10.21		8.40	170.6
340.8	3.23		f 3.25	31.7	42	SHELDON	NH	D	f 10.08		8.20	182.7
346.9	3.33		f 3.34	38.8		*CONRATH		P	f 9.58		8.10	189.3
353.8	A 3.45 PM	L 12.20 AM	s 3.55 ¹⁴⁴	44.7	83	LADYSMITH	FA	BDNKJ RUXYZ	s 9.50	A 3.55 ³ AM	L 8.00 AM	195.7
364.0		12.34	4.07	55.4	45	MURRY		P	9.28	3.35		206.4
369.1		12.41	s 4.15	60.5		EXELAND	EX	N	s 9.22	3.25		211.5
370.9		12.44	4.17	62.3	75	WEIRGOR		P	9.18	3.20		213.3
377.1		12.53	4.24	68.5	17	LEMINGTON		P	9.11	3.10		219.5
389.4		1.20	s 4.45	80.8	66	STONE LAKE	SK	N	s 8.55	2.45		231.8
402.6		1.40	f 5.00	94.0	52	STANBERY		P	f 8.35	2.20		245.0
412.6		2.01 ¹⁴⁴	5.12	104.0	75	CHITTAMO		P	8.24	2.01 ¹⁴³		255.0
420.9		2.16	f 5.23	112.3	81	GORDON	GR	N	f 8.15	1.35		263.3
429.0		2.32	f 5.34	120.4	36	SOLON SPRINGS		P	f 8.04	1.20		271.4
440.5		2.52	5.47	131.9	62	HILLCREST		P	7.51	12.55		282.9
446.1		3.03	5.54	137.5		*WAY		P	7.45	12.35		288.6
454.7		3.30	6.03	146.1	21	AMBRIDGE		MVP	7.36	12.20		297.1
458.6				150.0		SO. SUPERIOR YARDS		PX				301.0
459.5	A 3.45 AM	A 6.10 AM	A 6.10 AM	150.9		28th ST. JCT.		JIMPXY	L 7.30 PM	L 12.01 AM		301.9
BETWEEN 28th ST. JCT. AND DULUTH BE GOVERNED BY DULUTH-SUPERIOR TERMINALS TIME TABLE												
461.9			s 6.28	153.3		SUPERIOR	SU	BDKR XTZ	s 7.25			304.3
469.1			A 6.50 AM	160.5		DULUTH	KD	BDNKRXT	L 6.50 PM			311.5
	43	143	3						4	144	44	

*Spur-Switch at East end

WESTWARD				SIXTH SUBDIVISION				EASTWARD					
Distance from Chicago	3rd CLASS			Distance from Ashland	Siding Capacity	TIME TABLE No. 1 Sunday, Apr. 30th, 1961	Telegraph Calls	6 (A)	3rd CLASS			Distance from Minneapolis	
	51	27	127						28	52	128		
	Way Freight	Way Freight	Way Freight						Way Freight	Way Freight	Freight		
	Dly. Ex. Sun.	Dly. Ex. Sat.	Dly. Ex. Sun.						Dly. Ex. Sun.	Dly. Ex. Sun.	Dly. Ex. Sat.		
289.8		L 6.50 AM		145.8		SPENCER 6.8	SC	JR XDY	A 9.25 AM			169.8	
296.6		7.01		139.0		UNITY 3.9			9.10			176.6	
300.5		7.06		135.1	31	COLBY 2.5	OY	D	9.05			180.5	
303.0		7.15		132.6	42	ABBOTSFORD 4.0	BF	DJ XY	9.00			183.0	
307.0		7.25		128.6		DORCHESTER 5.1	RD	D	8.20			187.0	
312.1		7.35		123.5		STETSONVILLE 4.7	ON	D	8.10			192.1	
316.8		8.00 28		118.8	45	MEDFORD 6.5	MQ	DX	8.00 27			196.8	
323.8		8.10		112.3		WHITTLESEY 4.7			7.27			203.8	
328.0		8.20		107.6	54	CHELSEA 4.3			7.18			208.0	
332.3		8.30		103.3		WESTBORO 6.3	SB	D	7.10			212.8	
338.6		8.40		97.0	49	OGEMA 7.0	OG	D	7.00			218.6	
345.6		9.15		90.0	46	PRENTICE 4.4	QC	JDUXY	6.45			225.6	
350.0		9.25		85.6	50	WORCESTER 8.1			6.15			230.0	
358.1		10.45		77.5	30	PHILLIPS 5.0	GM	D	5.30			238.1	
363.1		10.55		72.5	32	LUGER 4.6			5.23			243.1	
367.7		11.05		67.9		COOLIDGE PIT 4.0			5.16			247.7	
371.7		11.15		63.9	44	FIFIELD 4.5			5.10			251.7	
376.2		A 11.30 AM	L 12.15 AM	59.4	Yard	PARK FALLS 5.8	PF	DNBKR UVXY	L 5.00 AM			A 10.00 PM	256.2
382.0			12.25	53.6		BUTTERNUT 10.0	BU	D				9.50	262.0
392.0			12.40	43.6	31	GLIDDEN 6.5	GI	D				9.34	272.0
398.5			12.52	37.1		MORSE 3.4						9.22	278.5
401.9			12.59	33.7		CAYUGA 8.3						9.15	281.9
410.2	L 12.40 PM		1.15	25.4	22	MELLEN 7.3	QM	DJ YKX	A 7.15 AM			9.00	290.2
417.5	12.55		1.35	18.1	52	HIGH BRIDGE 6.1						7.00	297.5
422.6	1.05		1.45	13.0		MARENGO 1.1	MB	D				6.50	302.6
424.1	1.07		1.48	11.5		MARENGO JCT. 1.1		JY				6.47	304.1
428.3	1.09		1.50	10.4	52	AGNEW 6.4						6.45	305.2
430.6	1.18		2.01	5.0	24	WHITE RIVER 5.0						6.38	310.6
435.6	A 1.40 PM		A 2.10 AM	0.0	Yard	ASHLAND	JA	KODBJRT NUVXZ	L 6.30 AM			L 7.30 PM	315.6
	51	27	127						28	52	128		

WESTWARD			SIXTH SUBDIVISION				EASTWARD		
3rd Class		Distance from Minneapolis via Spencer	ATHENS LINE TIME TABLE No. 1 Sunday, Apr. 30th, 1961		Telegraph Calls	Distance from Abbotsford	6 (A)	3rd Class	
63								64	
Way Freight								Way Freight	
Tue. Fri.								Tue. Fri.	
L 9.40 ⁶⁴ AM	198.2							ATHENS		AT	15.2	D	A 9.25^{63} AM
10.00	191.2	MILAN		QN	8.2	D	9.05		
A 10.20 AM	183.0	ABBOTSFORD		BF	0.0	DJXY	L 8.45 AM		
63								64	

WESTWARD - SIXTH SUBDIVISION - EASTWARD										
Distance from Mellen	3rd Class		Distance from Bessemer	Siding Capacity	BESSEMER LINE TIME TABLE No. 1 Sunday, Apr. 30th, 1961		Telegraph Calls	6 (A)	3rd Class	
	51				52					
	Way Frt. Dly. Ex. Sm.				Way Frt. Dly. Ex. Sm.					
33.3	L 10.25 ⁵² AM	0.0	Yard	Track	BESSEMER 2.6	BE	DVXY	A 10.10 ⁵¹ AM	443.5	
30.7	A 10.35 AM	2.6	81		SIEMENS	SJ	XV	L 10.00 AM	440.9	
BETWEEN SIEMENS AND LAKE ST. BE GOVERNED BY C. & N. W. TIME TABLE										
27.8	L 10.44 AM	5.5		Double (	2.9 LAKE ST. 0.8		VX	A 9.50 AM	438.0
27.0	10.55	6.3	Yard		IRONWOOD	JR	BKRV DXZN	9.45	437.2	
26.1	11.00	7.2	Yard		0.9 HURLEY	RY	DX	9.35	436.3	
25.6		7.7			0.5 JCT. 435		VX		435.8	
24.4	11.05	8.9	19		1.2 GERMANIA			9.29	434.6	
19.9	11.20	13.4	Yard		4.5 HOYT 1.7	HY	DXV	9.20	430.1	
18.2	11.30	15.1			1.7 IRON BELT 4.7			9.11	428.4	
18.5	11.45	19.8	21		4.7 UPSON 3.0			9.01	423.7	
10.5	11.53	22.8	42		3.0 ROUSE			8.52	420.7	
6.8	12.05 PM	26.5	42		3.7 TYLER FORKS 2.7			8.46	417.0	
4.5	12.13	29.2	42		2.7 BALLOU 4.1			8.41	414.8	
0.0	A 12.25 PM	33.3	46		MELLEN	MN	JDK YX	L 8.30 AM	410.2	
	51							52		

WESTWARD — SEVENTH SUBDIVISION — EASTWARD											
Milepost Location	3rd CLASS		2nd Class	Distance from Gladstone	Siding Capacity	TIME TABLE No. 1 Sunday, April 30, 1961	Telegraph Calls	6 (A)	2nd Class	3rd CLASS	
	57	83	15						16	82	58
	Mixed	Freight	Freight						Freight	Freight	Mixed
	Tu. Thu. Sat.	Tu. Thu. Sat.	Daily						Daily	Tu. Thu. Sat.	Mon. Wed. Fri.
498.3	L 4.50 AM		L 4.00 AM	150.6	Yard	SOO YARD	AU	BDKNOR TVXY	A 5.30 AM		A 2.30 PM
483.2	f 5.05 16		4.25	140.5	26	10.1 DARTER	DF	D	5.05 57		f 1.40
475.6	f 5.35		4.35	132.9	31	7.6 KINROSS			4.50		f 1.25
470.5	f 6.00		4.45 16	127.8	69	5.1 RUDYARD	R	D	4.45 15		f 1.10
466.7	6.10		4.53	124.0	17	3.8 DRYBURG			4.35		12.50
459.1	6.30		5.05	116.4	31	7.6 DICK			4.15		12.35
449.7	s 7.00		5.45	107.0	29	9.4 TROUT LAKE	RA	DPUXY	3.55		s 12.15 PM
441.5	7.20		5.55	98.8	33	8.2 CAFFEY			3.20		11.31
439.0	f 7.25		6.00	96.3	19	2.5 REXTON			3.15		f 11.25
435.7	f 7.30		6.05	93.0	9	3.3 GARNET			3.09		f 11.20
431.5	7.40		6.13	88.8	79	4.2 GILCHRIST			3.00		f 11.10
422.0	f 7.55		6.28	79.3	9	9.5 ENGADINE	ND	D	2.45		f 10.50
419.4	8.00		6.33	76.7	59	2.6 SWIFT			2.40		10.40
415.9	f 8.05		6.38	73.2		3.5 GOULD CITY			2.35		f 10.30
406.2	f 8.30		6.55	63.5		9.7 INLAND		V	2.20		10.05
404.1	8.35		7.00	61.4	64	2.1 BLANEY			2.15		10.00
398.5	f 8.45		7.15	55.8	38	5.6 GULLIVER	WD	D	2.05		f 9.45
387.4				44.7	51	11.1 CHERRY VALLEY		X			
386.7	s 10.40		7.35	44.0	E46 W52	0.7 MANISTIQUE	US	DUVXY	1.45		s 9.20
375.0	f 11.01		7.55 58	32.3	15	11.7 COOKS	KS	D	1.19		f 7.55 15
366.8	11.15		8.07	24.1	68	8.2 ISABELLA			1.07		7.45
362.2	f 11.25		8.15	19.5	27	4.6 NAHMA			1.00		f 7.35
364.3	f 11.40		8.25	11.6	24	7.9 ENSIGN			12.48		f 7.20
348.8	f 11.55	L 9.30 AM	8.33	6.1	23	5.5 RAPID RIVER	VR	DJ	12.40	A 4.45 AM	f 7.10
342.7	A 12.15 PM	A 9.45 AM	A 8.45 AM	0.0	Yard	6.1 GLADSTONE	GD	BDKNOR TWXZ	L 12.30 AM	L 4.30 AM	L 7.00 AM
	57	83	15						16	82	58

WESTWARD—SEVENTH SUBDIVISION—EASTWARD								
Milepost Location	Distance from Eben Jct.	3rd Class	Siding Capacity	RAPID RIVER LINE TIME TABLE		Telegraph Calls	3rd Class	
		83		No. 1			82	
		Freight		Sunday,			Freight	
		Tu. Th. Sat.		April 30, 1961			Tu. Th. Sat.	
379.6	0.0	L 7.30 AM	18	EBEN JCT.			VY	A 6.30 AM
372.8	6.8	f 8.00	5	6.8 TRAUNIK				f 6.05
368.0	11.6	s 8.20	20	4.8 TRENARY				s 5.50
348.8	30.8	A 9.20 AM	23	19.2 RAPID RIVER		VR	DJ	L 4.50 AM

WESTWARD — EIGHTH SUBDIVISION — EASTWARD									
Milepost Location	3rd Class	2nd Class	Siding Capacity	TIME TABLE No. 1 Sunday, April 30, 1961	Telegraph Cells	6 (A)	2nd Class	3rd Class	
	59	15					16	60	
	Mixed	Freight					Freight	Mixed	
	Mon. Wed. Fri.	Daily					Daily	Tu. Thu. Sat.	
342.7	L 7.00 AM	L 5.00 PM	Yard	GLADSTONE	GD	BDKNO RTWXZ	A 8.00 PM	A 1.00 PM	
339.4			18	LARCH		V			
337.9	f 7.15	5.25	59	NORTH ESCANABA		VX	7.30	f 12.45	
327.8				TESCH		I			
325.1	f 7.35	5.55	44	EUSTIS			6.55	f 12.20 PM	
310.7	s 8.00	6.35	18 45	HERMANVILLE	HM	D UV	6.35	s 11.50	
306.8	8.10	6.45	93	MALACCA			6.25	11.20	
303.0	f 8.20			*FAITHORN				f 11.10	
298.5	8.35	7.00	41	KREMLIN			6.10	11.00	
289.5	s 9.30	7.30	E42 W81	PEMBINE	PB	DNUVX	5.50	s 10.30	
279.6	f 10.00		8	DUNBAR				f 9.42	
278.8	10.05	8.00	81	CORBETT			5.30	9.40	
270.3	f 10.40	8.30		GOODMAN	GQ	D	5.15	f 9.20	
265.6	f 11.00	8.45	44	ARMSTRONG CRK.	AC	D	5.05	f 9.05	
258.8	f 11.30	9.05	52	CAVOUR			4.50	f 8.40	
253.7				C. N. W. CROSSING		M			
253.0	11.45			LAONA JCT.	AJ	DV		8.25	
244.0	f 12.30 PM	10.20	Yard	ARGONNE	RT	BDKN JXY	4.30	f 8.05	
236.6	12.50	10.45	34	ATKINS			3.40	7.40	
231.2	f 1.05			GAGEN		U		f 7.30	
227.2	f 1.20	11.05	70	STARKS	SV	D	3.20	f 7.20	
222.4	f 1.42	11.15	14	ROOSEVELT			3.10	f 7.10	
216.8	A 2.00 PM	A 11.30 PM	Yard	RHINELANDER	DR	BDKMN ORTVWYZ	L 3.00 PM	L 7.00 AM	
	59	15					16	60	

*Spur-switch at West end.

WESTWARD — NINTH SUBDIVISION — EASTWARD													
Milepost Location	3rd Class	2nd Class	Sliding Capacity	TIME TABLE NO. 1 Sunday, April 30, 1961			Telegraph Calls	6 (A)	2nd Class	3rd Class			
	85	67		66	84								
	Freight	Mixed		Mixed	Freight								
	Daily Ex. Sm.	Daily		Daily	Daily Ex. Sm.								
244.0		L 5.30 AM	Yard	ARGONNE	RT	BDKJ NRXY	A 2.00 PM						
249.0		* 5.45	18	CRANDON	NC	D	f 1.15						
259.9		f 6.10	41	WOODLAWN			12.50						
269.8		f 6.30	26	LILY	LY	D	f 12.30						
282.8		f 7.00	30	WHITE LAKE	W	DZ	f 12.01 PM						
296.8		f 7.30	26	NEOPIT	NE	DZ	f 11.30						
301.4		7.40	39	SCOTT			11.15						
306.6		f 7.50	15	GRESHAM	GS	D	f 11.00						
312.6		8.00	88	THORNTON			10.45						
317.6	L 1.00 PM	* 8.45	E40 W37	SHAWANO	X	DI RTVXZ	* 10.30	A 10.40 AM					
324.7	1.20	9.00	15	LUNDS			9.40	10.25					
331.8	f 1.35	f 9.25 66	61	NAVARINO			f 9.25 67	10.10					
334.8	f 1.45	f 9.35		NICHOLS	CJ	D	f 9.00	10.00					
341.1	* 2.25	f 9.50 84	39	BLACK CREEK	BC	DMVX	* 8.45	9.50 67					
346.2	f 2.40	f 10.05	46	CENTER VALLEY	CV	D	f 8.15	f 9.20					
355.8	f 3.15	f 10.20	34	APPLETON	Q	DVX	f 7.50 84	* (9.00) (5.20) 66					
362.2	A 3.30 PM	A 10.45 AM	Yard	NEENAH	N	BDJKNO RTVXY	L 7.30 AM	L 5.00 AM					
	85	67					66	84					

WESTWARD — TENTH SUBDIVISION — EASTWARD									
Milepost Location	Distance from Ewen	2nd Class	Siding Capacity	TIME TABLE No. 1 Sunday, April 30, 1961		Telegraph Calls	6 (A)	2nd Class	Distance from Duluth
		21						22	
		Freight						Freight	
		Daily						Daily	
255.3	0.0	L 12.15 AM	Yard	EWEN	UN	BCKNOP RWXY		A 4.40 AM	163.7
269.5	14.2	12.50	40	BERGLAND	LD	DJPXY		4.15	149.5
272.4	17.1	1.00	35	LAKE GOGE BIC		P		4.05	146.6
282.0	26.7	1.20	21	TULA				3.45	137.0
287.6	32.3	1.33	31	THOMASTON		P		3.33	131.4
299.2	43.9	2.00		NORTH IRONWOOD*		PX		3.03	119.5
300.4	45.1	2.05	40	MONTREAL		X		3.00	118.6
312.1	56.8	2.35	22 33	SAXON	XO	DPV		2.35	106.9
321.9	66.6	2.55	41	SEDGWICK		P		2.00	97.1
333.2	77.9	A 3.30 AM		MARENGO JCT.		YPXJ		L 1.35 AM	85.8
Between Marengo Jct. and Ashland be governed by Sixth Subdivision Schedule									
	88.5	L 4.15 AM		ASHLAND	JA	BDJKNO RTUVXZ		L 1.10 AM	75.2
Between Ashland and Newton Ave. Tower be governed by N. P. Ry. Time Table									
407.7	152.4	6.25 AM		NEWTON AVE. TOWER		IX		10.09 PM	11.8
Between Newton Ave. Tower and Superior East End be governed by C. & N. W. Ry. Time Table									
408.2	152.9	6.30 AM	S	SUPERIOR-EAST END		X		10.07 PM	10.5
	154.1	A 7.00 AM		28th ST. JCT.		IMPXY		L 10.00 PM	9.6
	154.7		Yard	21st STREET YARD	SA	BCKNRT VXY			7.2
		21						22	

*Spur—Switch at East End.

TENTH SUBDIVISION WESTWARD EASTWARD			
Milepost Location	Distance from Duluth	WHITE PINE SPUR TIME TABLE No. 1 Sunday, April 30, 1961	
		6 (A)	
0.0	149.5	BERGLAND	DJPXY
14.0	163.5	WHITE PINE	XY

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD														
Milepost Location	3rd CLASS		2nd Class	1st Class	Siding Capacity	TIME TABLE No. 1 Sunday, April 30, 1961	Telegraph Calls	6 (A)	1st Class	2nd Class	3rd CLASS		Distance from Ewen	
	35	37	21	9					10	22	38	36		
	Freight	Way Freight	Freight	Passenger					Passenger	Freight	Way Freight	Freight		
	Sun. Only	Daily Ex. Sat. & Sun.	Daily	Daily					Daily	Daily	Daily Ex. Sun. & Mon.	Fri. Only		
154.5	L 5.00 PM	L 5.00 AM	L 4.30 PM		Yard	EAST YARD 0.8	Automatic Block Signals	K	BDIKMN PRVXZ		A 10.50 AM	A 2.20 PM	A 9.45 PM	100.8
155.3						MARQUETTE 0.5			OTWX					100.0
155.8					Yard	MARQUETTE SCALES 6.2			PRXZ					99.5
162.0	5.35	5.35	5.05		74	MORGAN 2.4			PX		10.25	1.55	9.20	93.3
164.4	5.43	5.43	5.13		Yard	HOGAN ORE YARD 1.7			XP		10.14	1.44	9.09	90.9
166.1	6.00	6.00	5.20		24	NEGAUNEE 1.1		NG	DPVX		10.09	1.39	9.04	89.2
167.2	6.03	6.03	5.23			IRON ST. JCT. 0.6			IJ VX		10.04	1.34	8.57	88.1
167.8						SOUTH MAIN JCT. 0.08			IJPX					87.5
167.9						C. & N. W. RY. JCT. 1.7			IJ VX					87.4
169.6	6.15	7.15	5.35		19	ISHPEMING 0.6		OB	BDNPVX		9.54	1.24	8.47	85.7
170.2	6.18	7.18	5.38		20	BARNUM SIDING 1.2			VX		9.52	1.22	8.45	85.1
171.4						WINTHROP JCT. 4.8			JVX					83.9
176.2	6.35	7.35	5.55		20	SIDING 176 2.7					9.39	1.09	8.29	79.1
178.9	6.40	7.40	6.00		23	BLUEBERRY MINE JCT. 6.8			JPY		9.35	1.05	8.25	76.4
185.7	7.05	8.05	6.15	L 5.50 AM	21	CHAMPION 7.5		CP	BNPRVX	A 7.35 PM	9.25	12.55	8.15	69.6
193.2	7.20 10	8.20	6.28	s 6.00	40	MICHIGAMME 4.8			P	s 7.20 35	9.11	12.41	7.51	62.1
198.0	7.32	8.29	6.37	6.07	13	THREE LAKES 2.9			P	7.12	9.03	12.33	7.43	57.3
200.9	A 7.38 PM	8.58 22	6.55	s A 6.11 AM		NESTORIA 10.1		RN	BJNPR XYZ	L 7.08 PM	8.58 37	12.28	L 7.38 PM	54.4
211.0		9.18	7.15		34	VERMILAC 4.0			P		8.33	12.03 PM		44.3
215.0		9.28	7.25		33	COVINGTON 8.8			P		8.25	11.55		40.3
223.8		9.50	7.45		19	SIDNAW 9.6		HI	DMPVX		8.05	11.35		31.5
233.4		10.10	8.05			KENTON 5.7					7.45	11.15		21.9
239.1		11.05 38	8.20		37	TROUT CREEK 10.9		CR	DPX		7.35	11.05 37		16.2
250.0		11.30	8.45		6	BRUCE'S CROSSING 5.3			P		7.10	10.40		5.3
255.3		A 11.45 AM	A 8.55 PM		Yard	EWEN		UN	BDKNOP RWXY		7.00 AM	L 10.30 AM		0.0
	35	37	21	9						10	22	38	36	

ELEVENTH SUBDIVISION				
WESTWARD			EASTWARD	
Milepost Location	Distance from Ewen	PALMER BRANCH TIME TABLE No. 1 Sunday, April 30, 1961		6 (A)
0.00	90.90	HOGAN ORE YARD		XP
0.88	91.78	HOGAN YARD JCT.		JP
1.15	92.05	L. S. & I. JCT.		JP
1.20	92.10	J. & L. WEST WYE		PY
1.62	92.52	J. & L. EAST WYE		PY
1.66	92.56	PALMER BRANCH JCT.		JP

WESTWARD — ELEVENTH SUBDIVISION — EASTWARD									
Milepost Location	3rd Class	1st Class	Siding Capacity	CALUMET LINE TIME TABLE No. 1 Sunday, April 30, 1961	Telegraph Calls	6 (A)	1st Class	3rd Class	Distance from Duluth
	35	9					10	36	
	Freight	Passenger					Passenger	Freight	
	Daily Ex. Fri. & Sat.	Daily					Daily	Daily Ex. Sat. & Sun.	
0.0	L 8.45 PM	L 6.14 AM		NESTORIA 7.3	RN	BJNPR XYZ	A 7.06 PM	A 6.30 PM	218.1
7.3	9.05	6.26	21	SUMMIT 1.6		P	6.52	6.15	225.4
8.9	9.15	f 6.29	8	HERMAN 8.1			f 6.49	6.05	227.0
17.0	9.45	s 6.51	26	L'ANSE 4.9	Z	BDPX	s 6.29	5.20	235.1
21.9	10.00	s 6.59	24	BARAGA 6.3	AG	DP	s 6.19	4.45	240.0
28.2	10.15	f 7.17	28	KEWEENAW BAY 12.3			6.08	4.25	246.3
40.5	10.40	s 7.34	35	CHASSELL 7.5		P	s 5.52	4.00	258.6
48.0	A 10.55 PM	7.44		EAST HOUGHTON 0.6	HN	BDKP RWX	5.39	L 3.45 PM	266.1
48.6		s 8.00		HOUGHTON 0.3	DO	DIPVX	s 5.37		266.7
				WEST END BRIDGE 0.1		IJXY			267.0
				SHORE LINE JCT. 0.7		IJXY			267.1
		f 8.07		HANCOCK 12.5		X	f 5.20		267.8
		A 8.35 AM		CALUMET		KRY	L 4.55 PM		280.3
	35	9					10	36	

ELEVENTH SUBDIVISION WESTWARD EASTWARD					
Distance from West End Bridge	Siding Capacity	LAKE LINDEN LINE TIME TABLE No. 1 Sunday, April 30, 1961	6 (A)	Distance from Duluth	
9.4		LAKE LINDEN 4.7	X	276.4	
4.7		DUPONT JCT. 1.3	JUV	271.7	
3.4		DOLLAR BAY 3.3	UV	270.4	
0.1		BRIDGE JCT. 0.1	IJXY	267.1	
0.0		WEST END BRIDGE	IJXY	267.0	

WESTWARD — TWELFTH SUBDIVISION — EASTWARD											
Milepost Location	Distance from East Yard	2nd Class		Siding Capacity	TIME TABLE		Telegraph Calls	6 (A)	2nd Class		Distance from Duluth
		21			No. 1 Sunday, April 30, 1961				22		
		Freight							Freight		
		Daily							Daily		
0.0	150.7	L	3.00 AM	Yard	ST. IGNACE 0.9	BK	BDKNOP RTX	A	8.20 PM	415.2	
0.9	149.8		3.05	Yard	WEST YARD 10.0		XZ		8.15	414.3	
10.9	139.8		3.30		MORAN 16.6		P		7.55	404.3	
27.5	123.2		4.00	27	TROUT LAKE 15.3	RA	DPUXY		7.20	387.7	
42.8	107.9		4.30	34	SOO JCT. 11.9		JPXY		6.45	372.4	
58.5	96.0		5.00	54	NEWBERRY 8.7	BY	DPX		6.15	360.5	
67.2	87.3		5.15	52	McMILLAN 12.3		P		6.00	351.8	
79.5	75.0		5.45	37	SENEY 15.5	SM	DPX		5.40	339.5	
95.0	59.5		6.20	53	CREIGHTON 9.6		P		5.10	324.0	
104.6	49.9		6.50	85	SHINGLETON 7.9		PVX		4.50	314.4	
112.5	42.0		7.10	52	WETMORE 4.2		P		4.25	306.5	
116.7	37.8		7.20		MUNISING JCT. 2.5		JPV		4.17	302.3	
119.2	35.3		7.25	39	RIDGE 5.8		P		4.12	299.8	
125.0	29.5		7.35	55	AU TRAIN 10.7		P		3.54	294.0	
135.7	18.8		8.00	33	DEERTON 9.4		P		3.37	283.3	
145.1	9.4		8.20	34	SIDING 145 9.4		P		3.18	273.9	
154.5	0.0	A	8.45 AM	Yard	EAST YARD	K	BDIKMN PRVXZ	L	3.00 PM	264.5	
			21						22		

TWELFTH SUBDIVISION									
WESTWARD					EASTWARD				
Milepost Location	Distance from Soo Jct.	Siding Capacity	RACO LINE TIME TABLE No. 1 Sunday, April 30, 1961		Telegraph Calls	6 (A)	Distance from Duluth		
0.8	45.8	Yard	SOO YARD		AU	BDKNRTO VWXYP	418.2		
19.9	26.7		RACO*			P	399.1		
25.0	21.6	27	REXFORD			P	394.0		
31.8	14.8	20	STRONGS				387.2		
35.2	11.4		ECKERMAN			P	383.8		
40.9	5.7		HULBERT			P	378.1		
42.8	0.0		SOO JCT.			JPXY	372.4		

*Spur Switch at West End.

SPECIAL INSTRUCTIONS

2. AMENDED

Employees in train, engine and yard service, train dispatchers and other employees as may be designated must, while on duty, have a railroad grade watch of 21 or more jewels equipped with lever set.

An alternate railroad grade watch is the B. W. Raymond, 23 jewel, size 13/0 wrist watch which may be used as a standard watch.

The requirement that the certificate in prescribed form must be renewed and filed with the watch inspector during the month of August each year will not apply.

3(c). AMENDED

When the B. W. Raymond, 23 jewel, size 13/0 wrist watch is used the requirement that employees governed by time service rules must not wear wrist-watches while on duty will not apply.

3. TIME COMPARISON

Conductors of eastward trains originating at Schiller Park may compare time with operator by telephone, time watches compared must be registered on Form 1091.

5. TIME APPLIES

Stevens Point—First class trains at station platform. Westward freight trains at west switch of "A" yard located near yard office.

Neenah—First class trains at station platform.

L'Anse—No. 10 at station platform.

Champion—No. 9 and No. 10 at Milw. R.R. junction switch.

Owen—No. 4 has no time table authority on main track between siding switches.

18. Yard Engines must display headlight during daylight hours.

19. AMENDED

Proper display of markers is required on all transfer trains within yard limits.

19(C). MODIFIED.

This does not apply at final terminal yard where main track is used to dispose of train.

21. MODIFIED

Work equipment not provided with white lights will display two white flags by day and by night as classification signals.

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

S-72. SUPERIORITY OF TRAINS

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

No. 61 is superior to No. 62

No. 71 is superior to No. 72

No. 73 is superior to No. 74

No. 9 is superior to No. 10 on eleventh subdivision.

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

83(A). REGISTER STATIONS

Forest Park—First class trains by register ticket.

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

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

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

Shops Yard—Passenger trains by register ticket.

Neenah—Trains for which Neenah is initial or terminal station, only.

Stevens Point—Passenger trains at Passenger station Freight trains at Yard Office. In addition passenger trains at yard office by register ticket.

Marshfield—Greenwood Line and Nekoosa Line trains only. No. 61 by register ticket.

Spencer—Sixth subdivision trains only, No. 27 and No. 28 by register ticket.

Owen—Third subdivision: No. 5 and No. 6 only. Fifth subdivision: all trains. No. 43 and No. 44 by register ticket.

C. F. Yard—Passenger trains by register ticket.

Withrow—All trains by register ticket.

Gloster—N. P. trains only and by register ticket.

ArgonneNinth subdivision trains only.

Shawano No. 84 and No. 85 only by register ticket.

East YardAll trains except ore extras.

Marquette Scales ...Ore extras only.

ChampionNo. 9 and No. 10 only.

East HoughtonAll except first class.

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

Rugby Jct.

Trout Brook

Nekoosa

Marengo Jct.

Trout Brook Jct.

Athens

Eben Jct.

Greenwood

28th Street Jct.

Westward Extra trains originating at Byron.

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

ADDITIONAL CLEARANCE PROVISIONS:

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

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

No. 10 will not require initial clearance at Calumet.

UNLESS OTHERWISE PROVIDED TRAINS LISTED BELOW MUST OBTAIN CLEARANCE AT:

St. Paul Union Depot—No. 6.

Park Falls—All trains.

Mellen—All trains to and from BESSEMER LINE.

Ironwood—All Westward trains.

21st Street Yd.—No. 144 and No. 22.

Stinson Yd.—No. 144.

Duluth—No. 4.

Appleton—No. 84.

Rapid River—Westward trains from Rapid River Line.

86. INFERIOR TRAIN CLEARING SUPERIOR TRAIN IN SAME DIRECTION:

Forest Park, Westward—To avoid delay, may proceed to Junction 16.

Junction 16, Eastward—Proceed to Forest Park ahead of superior train when automatic block signals indicate proceed.

91. **BLOCK RULES** (do not apply in Automatic Block System Territory)

(1) Except as affected by Rules (2) thru (14), all other Operating Rules and Special Instructions remain in effect. They do not relieve trainmen and enginemen from compliance with Rule 99.

(2) Train order signals will be used as block signals. A train may pass a train order signal indicating STOP to make a station stop, to take fuel or water, or to enter the siding beyond the signal, provided track is seen or known to be clear. A block indicated by clearance or train order signal as clear, does not indicate that main track yard limits is unoccupied.

(3) Absolute Block means that but one train will be permitted to occupy a block in the same direction.

(4) Operator must not report a train as having arrived at his station unless the entire train has passed train order signal or train is in clear on siding and operator is so advised by the conductor.

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

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

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

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

(8) During stormy and foggy weather, following rules will govern:

(a) Absolute Block will be maintained between all trains.

(b) A freight train must not leave a station ahead of a passenger train, unless it has time to arrive and report train clear at first open station before following passenger train is due to leave first open station in the rear.

(c) Trains following each other out of closed stations must keep thirty minutes apart, and following trains must proceed at restricted speed to the next open station.

(9) At Des Plaines (Deval) an Absolute Block, as prescribed in paragraph (3) of this rule, has been observed when the last preceding passenger train has announced its arrival at Lawrence Ave. by one long blast of whistle.

The preceding block rules (2), (6), (7), (8) and (9) will not apply between C.G.W. Junction and Jct. 16.

(10) Between C.G.W. Junction and Franklin Park Tower:

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

(11) When trackage between C.G.W. Junction and Franklin Park Tower is occupied by a passenger train, the operator will display a "STOP" indication on the signal governing the interlocking limits until he is notified by the Operator in advance the passenger train has cleared.

During stormy and foggy weather an absolute block will be maintained between all trains.

(12) Between Franklin Park Tower and Junction 16: STOP indication must be displayed to Westward trains at Franklin Park Tower when track is occupied between

Franklin Park Tower and Junction 16. Operator at Franklin Park Tower may admit a following train to block by displaying lunar light in addition to red light, except when block is occupied by a passenger train, or during foggy or stormy weather.

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

(13) When operating on double track between Junction 16 and Forest Park, a train or engine must not foul the other main track or operate against the current of traffic until permission has been obtained from Towerman at C.G.W. Junction and Franklin Park Tower. When main track is cleared, this fact must be reported to both Towermen.

A train which has cleared both main tracks must secure permission from both Towermen before again entering the main track.

(14) A train following a train carrying passengers must not proceed eastward from Calumet, Negaunee, or Morgan, or westward from Herman, until the schedule running time for first class trains to the next station has elapsed.

93. **PROTECTION**

At Shops Yard, Stevens Point C.F. Yard, Ladysmith and between east yard limit board East Houghton and West End Bridge there is no superiority of trains within yard limits. First class trains within these limits must proceed at restricted speed, and within these limits main track may be used not protecting against first class trains.

93. **YARD LIMITS**

Forest Park—Schiller Park, continuous from Madison Street to one mile west of Jct. 19.

Burlington, from 3250 feet east of C. M. St. P. & P. Transfer Switch to 500 feet west of West Switch of Siding.

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

Shops Yard, from west boundary line, Scott Street on the east to 3,000 feet west of west lead switch No. 1 track in west yard.

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

Neenah, from 900 feet east of M.P. 183 to 1,450 feet west of M.P. 188 and from 4,670 feet east of connection switch on ninth subdivision.

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

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

Stevens Point, from 1,875 feet west of Wisconsin River Bridge on 3rd Subdivision to 6,700 feet east of Plover River Bridge on 2nd Subdivision.

*Marshfield, from 5,500 feet east of east switch of siding to 1,000 feet west of west switch of siding, to 3900 feet east of east switch of new yard on Nekoosa Line, to 1000 feet west of Greenwood line switch on Greenwood line.

Spencer, from 7,610 feet west of station on Sixth Subdivision and from 1,000 feet east of east switch of siding to 3,025 feet west of the west switch of wye, on Third Subdivision.

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

C F Yard from 500 feet east of Chippewa Springs switch and from 3,200 feet west of west wye switch Eau Claire line to 2,000 feet west of west switch on Fourth Subdivision.

Downing Jct.-Glenwood City continuous yard.

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

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

Westrap-Nekoosa continuous yard.

Abbotsford, from 1,400 feet east of east switch to 1,300 feet west of the west switch on main line and 1500 feet east on Athens line.

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

Prentice, from 2,000 feet west of west switch of west siding to 2,600 feet east of east switch of east siding on Central Division and from 3,400 feet east of east switch of transfer track to 1,500 feet west of west stock track switch on Eastern Division.

Park Falls, from 1500 feet east of east switch of yard to 3,560 feet west of C&NW Ry. crossing.

Mellen, from 1,800 feet east of east switch of Penokee Veneer Track to 9262 feet west of Bessemer Line Jct. switch and 1600 feet east of River track switch on Bessemer Line.

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

Hurley-Bessemer—Continuous yard from 2300 feet west of west switch at Hurley to end of track Bessemer.

Ashland, from 3,000 feet east of extreme east switch to end of line west of station.

Duluth-Superior—Continuous yard limits as designated in Duluth-Superior Terminals timetable extending to Superior East End on Tenth Subdivision and to 200 feet west of overhead crossing with Northern Pacific Ry. on Fifth Subdivision.

Ladysmith, from 6,000 feet west of railroad crossing to 3,600 feet east of extreme east yard switch on Central Division and from just east of Flambeau River Bridge to 2,316 feet west of west yard switch on Eastern Division.

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

Soo Yard, from Union Depot to 1,650 feet west of west wye switch on seventh subdivision and to 1,487 feet west of main track switch for Tannery Yard on twelfth subdivision.

Trout Lake, from 2,400 feet west of west switch of siding to 3,400 feet east of east wye switch on seventh subdivision and from 3,630 feet east of extreme east switch to 1,500 feet west of extreme west switch on twelfth subdivision.

Manistique, from 6,500 feet west of west switch of west siding to 3,250 feet east of east switch of Cherry Valley Siding.

Gladstone, from 6,500 feet west of extreme west switch to 1,000 feet east of east switch Kipling.

North Escanaba, from 5,000 feet east of extreme east switch to 5,000 feet west of west switch of siding.

Pembine, from 2,000 feet west of west switch of west siding to 5,700 feet east of east switch of east siding.

Argonne, from 750 feet west of west junction switch to 4,500 feet east of east yard switch on eighth subdivision and to 2,000 feet west of wye switch on ninth subdivision.

Rhineland, from 1,595 feet west of M.P. 215 to 2,735 feet east of extreme east switch.

Shawano, from 1,500 feet west of extreme west switch to west end of Bridge 316-A 1,031 feet west of M.P. 316.

Black Creek, from 6,400 feet east of R.R. crossing to 5,000 feet west of west switch of siding.

Appleton, from 800 feet west of west switch of siding to 2,150 feet east of east switch of siding including tracks leading to station.

Marengo Jct. on tenth subdivision from 2753 feet east of Marengo Jct. Transfer Switch to 129 feet east of Junction Switch.

North Ironwood and Montreal, From 3000 feet east of house track switch at North Ironwood to 1800 feet west of Montreal West Siding Switch.

Bergland from 2230 feet east of east wye switch to 3745 feet west of West Siding Switch, and to 1500 feet west of junction switch on White Pine Spur.

White Pine, from 1000 feet east of wye switch to end of track.

Ewen, from 6171 feet east of East House Track Switch to 1980 feet west of West Siding Switch.

Trout Creek, from 3576 feet east of East House track to 1508 feet west of West Siding Switch.

Sidnaw, from 1390 feet east of North Transfer Switch to 1475 feet west of Wood Development Switch.

Nestoria, from 1365 feet east of extreme east switch to 2359 feet west of main track wye switch on Eleventh subdivision to 1655 feet west of wye switch on Calumet line.

Champion, from 1470 feet east of extreme east switch to 1738 feet west of Champion Mine Branch Switch.

Between Hogan Ore Yard and Winthrop Jct., Continuous yard, from 3756 feet east of main track switch, Hogan Ore Yard to 3414 feet west of Winthrop Jct. switch.

Morgan, from 1320 feet west of west switch of siding to 200 feet east of east switch of siding.

Marquette Scales, Marquette and East Yard, from 2152 feet east of Switch, Prison Spur to 3022 feet west of extreme west switch, upper yard.

Shingleton, from 3850 feet east of extreme east switch to 4460 feet west of west siding switch.

Seney and Spur 81, from 2010 feet east of east siding switch Seney to 1509 feet west of Spur 81 switch.

Newberry, from 3612 feet east of extreme east switch, Newberry to 311 feet west of extreme west switch, Dollarville.

Soo Jct., from 3022 feet west of extreme west switch to 2535 feet east of wye switch, and 4422 feet east of wye switch on Raco Line.

St. Ignace, from 2356 feet west of extreme west switch to Ferry Dock.

L'Anse, from 2046 feet east of Celotex Switch to 1443 feet west of west siding switch.

Between East Houghton, Ripley and Hancock continuous yard, from 2650 feet east of extreme east switch at East Houghton to 500 feet west of Thornton's switch at Hancock and 1500 feet east of U.P. Oil switch at Ripley.

Lake Linden, from 200 feet west of west switch Tamarrack Reclamation Plant to depot, Lake Linden.

***JOINT YARD TRACKS WITH C&NW 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 Wisconsin Malt-ing Co. Lead at west end to be kept clear, except during actual switching operations. Movements must be made at restricted speed, subject to prescribed signals and rules, or special instructions. Under adverse weather conditions flag protection must be provided.

*Marshfield—Main track within yard limits on the Twin Cities Division and Wisconsin Rapids District and Marshfield District of the Lake Shore Division (Nekoosa Line—Soo Line R.R.) of the C&NW Ry., will be used jointly and in common and irrespective of class by trains and engines of the C&NW Ry., and of the Soo Line R.R. All trains and engines operating within yard limits must therefore, move prepared to stop within vision and short of other trains or obstructions.

Yard tracks from 1583 feet east of Nesbitt's Spur to the New Richmond Mine.

Yard tracks between the Volunteer Mine and New Richmond mine.

C&NW Ry. main track between Iron St. Jct. and Greenhouse crossover located 450 feet east of Pioneer Ave. crossing at Negaunee, governed by C&NW Ry. time table and operating rules.

D-97. EXTRA TRAINS

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

98. RAILROAD GRADE CROSSINGS

Note: †Non-operating approach signals.

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

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

Second Subdivision		
Oshkosh*	CMStP&P	Interlocked
Oshkosh*	C&NW	Interlocked
Warren Street*	CMStP&P	Interlocked
Tower CF	C&NW	Auto. Interlocked
Medina	C&NW	Auto. Interlocked

*Note: Controlled from tower on bridge.

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

Third Subdivision		
Stevens Point	GB&W	Auto. Interlocked
Junction City	CMStP&P	Interlocked
Marshfield	C&NW	Interlocked
Chippewa Falls	C&NW	Interlocked

Fourth Subdivision		
New Richmond	C&NW	Not Interlocked
N. P. Crossing	NP Ry.	Not Interlocked
Gloster	NP Ry.	Gates

Fifth Subdivision		
Ladysmith	Central Div.	Not Interlocked
Ambridge	DM&IR Ry.	Auto. Interlocked
†Superior, 28th St.....	10th Subdivn.	Gates & Signals

Sixth Subdivision		
Prentice	Central Div.	Not Interlocked
Park Falls	C&NW	Not Interlocked

Eau Claire Line		
1½ miles west of †Chippewa Falls	C&NW	Auto. Interlocked
†Eau Claire	C&NW	Interlocked

Nekoosa Line

†Marshfield	C&NW	Interlocked
Marshfield	C&NW	Not Interlocked
½ mile west of Wisconsin Rapids	GB&W	Not Interlocked
¼ mile west of Wisconsin Rapids ...	CMStP&P	Not Interlocked
¼ mile east of Wisconsin Rapids ...	CMStP&P	Not Interlocked
Port Edwards	CMStP&P	Not Interlocked
Nekoosa	CMStP&P	Not Interlocked

Seventh Subdivision

Trout Lake	12th Subdiv.	Not interlocked
Manistique	M&LS	Not interlocked

Eighth Subdivision

†Tesch	C&NW	Interlocked
Hermansville	C&NW	Not interlocked
Pembine	CMStP&P	Not interlocked
†¼ mile east of Laona Jct.	C&NW	Interlocked
Gagen	C&NW	Not interlocked
†Rhineland	C&NW	Auto. interlocked

Ninth Subdivision

†Shawano	C&NW	Interlocked
†Black Creek	GB&W	Auto. Interlocked

Tenth Subdivision

†M.P. 313.9	C&NW	Auto. Interlocked
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Eleventh Subdivision

†Sidnaw	CMStP&P	Interlocked
†M.P. 182.9	LS&I	Auto. Interlocked
M.P. 170.7	C&NW	Not Interlocked
M.P. 170.0	C&NW	Not Interlocked
†M.P. 167.86	LS&I	Auto. Interlocked
†M.P. 162.8	LS&I	Auto. Interlocked
East Yard	LS&I	Auto. Interlocked
†M.P. M11.72	Calumet & Hecla	Interlocked
Dollar Bay	CR R.R.	Not Interlocked
Dupont Jct.	CR R.R.	Not Interlocked

Twelfth Subdivision

†M.P. 108.4	LS&I	Interlocked
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98. The following rules will govern Houghton-Hancock Lift Bridge.

Whistle signals:

Houghton to Hancock.....One long
Hancock to Houghton.....One long
Houghton to Lake Linden Line.....One long and one short
Lake Linden Line to Houghton.....One long and one short
Calumet Line to
Lake Linden Line.....Two short and one long
Lake Linden Line to
Calumet Line.....Two short and one long
Acknowledge all signals as soon as clear by two short blasts of whistle.

Cars must not be left standing on derails.

Signals are of the dwarf, single aspect color light type and will indicate as follows:

Stop.....Single red aspect as per Rule 240-A Fig. 6.
Proceed...Single yellow aspect as per Rule 240-E Fig. 6.

Location of Signals:

For movement Houghton to Lift Span signal is located at clearance point of Copper Range R.R. and Soo Line R.R. approaches to Lift Span.

Lift Span to either Calumet or Lake Linden Lines signal is located at diverging switch to Calumet or Lake Linden Lines immediately west of Lift Span.

Calumet Line to Houghton signal is located at derail on east end of Calumet Line approach.

Calumet Line to Lake Linden Line signal is located at clearance point between Calumet Line and Lake Linden Line bridge approach.

Lake Linden Line to either Houghton or Calumet Line signal is located at clearance point between Copper Range R.R. and Soo Line R.R. main lines from Lake Linden.

Speed Limit for Houghton-Hancock Lift Bridge and its approaches is ten miles per hour.

Maximum vertical clearance is 18 feet 6 inches.

DRAW BRIDGES

Fox River Oshkosh.....Interlocked
Wolf River at Gills Landing.....Locked
MenashaNot Interlocked
Manitowoc, Two Bridges.....Not Interlocked

98-A. AMENDED

At Ladysmith, Trout Lake and Prentice, trains and engines need not stop at railroad crossing stop sign if a member of that crew is standing at the crossing where he can observe there are no conflicting movements in either direction, and gives a proceed signal to his own train or engine.

99. FLAG PROTECTION

Flagman must leave torpedoes and fusees when he returns to his train.

103. MOVEMENT OVER HIGHWAY CROSSINGS

Trains or engines, with or without cars, moving on or from sidings, or other auxiliary tracks over a public crossing protected by automatic devices, will not obstruct crossing until protective devices are operating a sufficient time to protect the crossing or the movement is protected by a member of the crew. When a train, engine or cars stops within the limits of the crossing circuits, and the signals stop operating, movement over the crossing must be at slow speed and crossing must not be fouled until signals have operated a sufficient time to protect the crossing or the crossing is protected by a member of the crew.

Before movement is made over crossing, trains and engines must stop and a member of the crew must protect street crossings just West of station at Wisconsin Rapids and Nekoosa, and street crossing at Garfield Ave., Menasha.

Before movement is made over crossing, a member of the crew must protect highway just West of freight house at Chippewa Falls, and first street crossing on Athens Line at Abbotsford.

In case westward train or engine is waiting at west end double track at Marquette for eastward train or engine, trainman on westward movement will operate push button on west side of relay shelter at Spring St. to make the flasher light signals at Third St. highway crossing operative for westward movement over the street. The push button will release the signals after eastward train has passed.

104. Trains and engines will not foul C&NW main track at Superior East End and trainmen will not operate hand throw switch from Soo Line to C&NW main track until proceed signal is received as per Rule 240(J).

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

WheelingEastward track
C&NW Jct.....Westward track
P. D. C. Jct.....Eastward track
SpencerThird Subdivision
*OwenThird Subdivision
Carnelian Jct.Withrow Line
WithrowCentral Division
EastmarSoo Line trains
WestrapC&NW trains
MellenAshland-Park Falls Line
Ashland, NP Jct.....Soo Line connection
Lake StreetEastward track
SlemensWestward track
Rapid RiverGladstone—Soo Yard
Argonne west wyeEighth Subdivision

Argonne west wye

on 9th subdivision...East leg of wye
Marengo Jct.Sixth Subdivision
BerglandEwen—Marengo Jct.
NestoriaEwen—East Yard
Soo Jct.East Yard—St. Ignace

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

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

OPERATORS ASSIGNED
HOURS

Wheeling	FROM 7:00 am	TO 3:00 pm Daily	} Switch at end of double track.
	except holidays		
	4:00 pm.	11:59 pm Daily	} Junction Switch
Junction City	Continuous.....	East Siding Switch	
Withrow	4:00 am	12 noon Daily	
	7:00 pm	3:00 am Daily	

- 104(A). When entering track on which hand operated derail is located at entering end, derail must be removed from track before switch is lined for movement.

Engines will not move onto or over the live rail of track scales.

104(B). SPRING SWITCH LOCATIONS

*Facing point locked.
†Not facing point locked.
*Schiller ParkEast end Jct. 16
*Schiller ParkWest end Jct. 16
*Schiller ParkEast end Jct. 19
†Schiller ParkWest end Jct. 19
*LeithtonWest end siding
*Lake VillaWest end siding
*Silver LakeWest end siding
*BurlingtonWest end siding
*MidwayEast end siding
*MidwayWest end siding
*VernonWest end siding
*C. & N. W. Jct.....East end double track
*P. D. C. Jct.....West end double track
*DuplainvilleWest end siding
*SlingerWest end siding
*MarshWest end siding
*ByronEast end siding
*Van DyneWest end siding
*OshkoshWest end siding
*WinnebagoWest end siding
*NeenahWest end siding
*WeyauwegaWest end siding
*WaupacaWest end siding
*NelsonsEast end siding
*StocktonEast end siding
*Stevens PointEast end "B" yard
*Stevens PointWest end South 1 track
*MilladoreWest end siding
*AuburndaleWest end siding
*OwenEast end siding
*SpencerEast end siding
*ThorpWest end siding
*CadottWest end siding
*Downing Jct.West end siding
*EmeraldWest end siding
†Carnelian Jct.Jct. switch
†AshlandOre line lead
†AshlandMain track Bay front junction switch
*AshlandC&NW transfer track
*MalaccaWest end siding
*CorbettWest end siding
†RhinelanderEast switch of yard
†East YardWest switch of yard
†East YardEast end double track
†MarquetteWest end double track near Third St.
†Marquette ScalesWest end outgoing ore yard lead
†NegauneeC&NW Ry. Jct.
†NegauneeIron St. Jct.

105. **SIDING CAPACITIES** are based on distance between insulated joints, allowing 150 feet for 3-unit diesel and 34 feet for caboose, and based on 50 foot car lengths, and allowance of 92 feet for each highway crossing to be cut. In a train consisting of ore cars exclusively figure 25 foot average car length.

D-151. **MODIFIED**—On double track between Third Street, Marquette, and East Yard trains and engines must keep to the left.

200. Lights in train order signals, except color light type, will not be displayed when operators are not on duty on the 5th, 6th and 9th subdivisions and on the Manitowoc, Greenwood, Rapid River, and Nekoosa lines. Trains will be governed by the day indication.

REFLECTORIZED "C":

Where color light train order signals are in use, absence of light must be regarded as the most restrictive indication that can be given by signal, except where train order signals are equipped with reflectORIZED "C," which must be displayed only when offices are closed. Under such conditions, requirement that train obtain clearance on train order signal will not apply.

204(A). MODIFIED

Copies of train orders will only be furnished rear train man of Nos. 3 and 4 and spl. psgr. trains operating as extra trains or sections of first class trains.

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

211. AMENDED

Train orders must be listed on Clearance Card "A" in the following sequence.

Previous date orders numerically.

Current date orders numerically.

Slow orders numerically.

219. AMENDED

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

240(B). The number plate on the block signal governing eastward movements at the east end of the "B" yard at Stevens Point applies to both the top and lower signals.

240(D). Dwarf signal 2475 governing westward movements over spring switch at east end of "B" yard Stevens Point consists of two units. Top unit displays automatic block signal indication. Bottom unit displays red or lunar white indicating condition of spring switch. This signal also equipped with permissive marker. If top unit displays red and bottom unit displays lunar white rule 240D governs. If both units display red rule 104B governs.

240(W). MODIFIED

Slow orders at the beginning of a subdivision will be designated by both the Speed Sign and the Restricting Sign on one post.

251. Consolidated Code Rules 251, 251(A), 253 and 254 are in effect on double track between C&NW Jct. and the beginning of CTC at PDC Jct. The use of these rules does not modify Rules 93 or 99.

261. OPPOSING AND FOLLOWING MOVEMENT OF TRAINS BY BLOCK SIGNALS

Trains and engines will be governed by block signals
BETWEEN **OPERATED FROM**
JCT 16 & JCT. 19 **Schiller Park**
(on gauntlet trk.)

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

265. CENTRALIZED TRAFFIC CONTROL

C.T.C. is in service between the following points. The limits are designated by roadway signs.

The use of these rules does not modify Rule 99(A).

Between:

Controlled by:

Shops Yard and P.D.C. Jct. Dispatcher....Stevens Point
Hogan Yard Jct. and

Palmer Branch Jct. Operator.....Marquette

269(A). Amended (Between Hogan Yard Jct. and Palmer Branch Jct.)

Within C.T.C. territory, between Hogan Yard Jct. and Palmer Branch Jct. in addition to the observance of Consolidated Code Operating Rules, the following will govern:

When stopped by a Stop indication of the C.T.C. system, and communications have failed, if no conflicting movement is evident, the selector lever of the dual control switch must be taken out of the "Power" position, and placed in the "Hand" position. Train or engine must then wait five (5) minutes.

If no conflicting movement is then evident, hand operate the dual control switch as required by Rule 275 and proceed under flag protection to the next clear or approach signal. Wait ten (10) minutes after flagman has started, and comply with Rule 275 at each dual control switch.

If the track ahead is seen to be clear through to the next clear or approach signal, train may proceed at restricted speed from the Stop signal without sending a flagman ahead.

When a flagman has been sent ahead, he must be on the look-out for train, obstruction, switch not properly lined, broken rail, or anything that may affect the movement of the train.

Flagman may be picked up if a point is reached from which track ahead can be seen to be clear through to the next clear or approach signal. After flagman has been picked up, train must proceed at restricted speed to the next signal.

275. LOCATION OF DUAL CONTROL SWITCHES

Junction 16East end of cross-over
Junction 19Switch to main track
DuplainvilleEast switch of siding
SlingerEast switch of siding
MarshEast switch of siding
ByronWest switch of siding
Shops YardWest lead switch of yard
NeenahEast switch of siding
Stevens PointEast switch of "A-1" track
Stevens PointEast switch of "A-2" track.
Junction CityWest switch of siding
MarshfieldWest switch of siding
MarshfieldEast switch of siding
Superior28th Street Jct.
ArgonneJunction Switch
Palmer Branch Jct.....Junction Switch
J & L East Wye.....Junction Switch
J & L West Wye.....Junction Switch
LS & I Jct.....Junction Switch
Hogan Yard Jct.....Junction Switch
Houghton Hancock Lift

BridgeJunction Switch—Just east of the bridge

West End Bridge.....Junction Switch

West End Bridge.....Derail switch 250 feet west of West End Bridge

Bridge Jct.....Two Junction Switches

509 In Automatic Block Signal Territory, when an interlocking signal also governs the block beyond the interlocking limits, proceed signal given with a yellow flag or a yellow light, or permission from the operator to pass the interlocking signal at stop, is authority to proceed through the block at restricted speed.

Operator must not give proceed signal or permission to pass the interlocking signal at stop without first obtaining authority from the dispatcher, authorizing the train to proceed.

605. AMENDED

Between Iron St. Jct. and C&NW Ry. Jct. main track is used jointly with the C&NW Railway. Train and engine movements within these limits are governed by color light interlocking signals whose indications supersede the superiority of trains. In addition to the observance of Consolidated Code Operating Rules, the following will govern:

Eastward trains and engines stopped by a Stop signal at the automatic interlocking located between Iron St. Jct. and C&NW Ry. Jct. must comply with Rules 672 and 104B and may then proceed at restricted speed through to Iron St. Jct.

Westward trains and engines stopped by a Stop signal governing movement over the spring switch at Iron St. Jct., when no conflicting movement is evident must move one car length beyond the governing home signal and wait five (5) minutes. After occupying circuit for five (5) minutes, and when no conflicting movement is evident, Rule 104-B must be complied with, and train or engine may proceed at restricted speed to the next signal at LS&I crossing. If that signal indicates Stop, Rules 672 and 104B must be complied with before proceeding.

Electric locks on hand throw switches within these limits are released by occupancy of the short track circuit immediately ahead of the switch points.

672. At GB&W Crossing, Stevens Point, there is no lock or release on Soo Line. If signals do not give authority for movement through plant, Rules 509 and 104(B) apply. Trains should proceed one car length beyond governing home signal and occupy home circuit three minutes. At the expiration of that time if there is no conflicting movement on GB&W, train may proceed through interlocking.

710. Trains authorized to carry passengers:
Nos. 57, 58, 59 and 60.
Nos. 66 and 67 except Sunday.

- 713(C). On the tenth, eleventh and twelfth subdivisions freight trains will not, unless otherwise provided, run more than fifty miles without stopping for train inspection.

805. AMENDED

Pivoted, rotating or swinging machinery—derricks, cranes, pile drivers, etc., moving in trains on own wheels will be handled only on instructions of Chief Train Dispatchers. Copy of message authorizing movement must be fastened to each waybill, copy given to engineer and conductor handling in road trains, and copy given to train dispatcher over whose territory machine moves. Conductors of trains handling machines must not permit trains to proceed without such authority. Machine must be handled in rear of train not more than five cars from caboose when practicable. (See speed restrictions.)

820. AMENDED

Instructions governing handling of air brakes on freight trains:

After air test has been made or after stopping with an automatic application of the train brakes, do not attempt to start freight train until ample time has been allowed for brakes to release. The time required to insure the release of the brakes on all cars based on the various lengths of the train shall not be less than:

50 cars or less	2 minutes
51 to 75 cars	3 minutes
76 to 100 cars	4 minutes
101 to 125 cars	5 minutes

When a train has been stopped by the use of train brakes and the engine has for any reason been detached from the train, do not attempt to start freight train

until ample time has been allowed for brakes to release. The time required to insure the release of the brakes on all cars based on the various lengths of train shall not be less than:

25 cars or less	2 minutes
26 to 50 cars	3 minutes
51 to 75 cars	4 minutes
76 to 100 cars	6 minutes
101 to 125 cars	8 minutes

Enginemen shall check this time by watch and not attempt to estimate the time.

820. RETAINERS

Trains handling ore out of Champion Mine must use retainers between mine and main track.

Ore trains entering receiving yard at Marquette Scales will be governed as follows:

1. After stopping for switch to receiving ore yard, engineer will release train brakes and hold train with engine brake.
2. Rear brakeman will then let down retainers starting from rear of train.
3. On 40 cars or more, 20 retainers; 30 to 40 cars, 15 retainers; less than 30 cars not over 50% retainers let down.
4. Rear brakeman to signal engineer when retainers have been turned down so train can be started.
5. No retainers will be turned down on head end of train. Retainers will be used on all trains operating on the White Pine Spur between M.P. B-12.8 and White Pine westward as follows:

Under 1000 tons.....	5 retainers.
1000 tons and over.....	8 retainers.
Retainers all to be placed on head end of train.	

852. AMENDED

On road diesels in freight service, at least two men will ride in cab of forward unit while train is moving over the road.

ADDITIONAL STATIONS

	Distance Switch at from Chicago
FIRST SUBDIVISION:	
Orchard Place	East end 20.2
Spur 25	West end 25.1
Spur 26	East end 26
Hogan and Farwell Spur.....	East end 28.5
Aptakisic	East end 33.2
Bong	West end 68.3
Lake Beulah	East end 82.7
M. of E. T. Co. Conn. Mukwonago....	East end 85.5
Siding 105	Both ends .....105.5
Spur 112, Gravel Pit.....	East end .....112.1
Spur 126	East end .....126.2

SECOND SUBDIVISION:

Readfield Spur	East end .....204.0
County Hospital	West end .....214.4
Berwind Spur	East end .....219.2

THIRD SUBDIVISION:

Berg Spur	West end .....283.7
Home Park	East end .....348.7
Northern States Power Co.....	West end348.8

NEKOOSA LINE:

Spur N-283	East end283.5
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EAU CLAIRE LINE:

Spur F-359	West end359.0
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FOURTH SUBDIVISION:

Gravel Pit Spur.....	East end370.1
Spur 375	East end375.5

	Distance		Milepost
	Switch at from Chicago	Switch at	Location
FIFTH SUBDIVISION:			
Donald	East end 334.8	Spur 88	West end 87.9
Crane	East end 360.7	Spur 81	West end 81.7
Mosinee Spur	East end 418.3	Spur 80	West end 80.3
Sunnyside	East end 452.7	Dollarville (2 spurs)	East end 60.3
			West end 60.3
SIXTH SUBDIVISION:			
Cranberry Lake	Both ends 353.5	Ozark	West end 66.6
Standard Oil Spur.....	West end 357.2	RACO LINE:	
Minersville	East end 420.8	Spur 42	West end 41.8
BESSEMER LINE:			
Spur 428	East end 427.8	Brimley	Both ends 12.2
Winters Oil Spur.....	East end 439.7		
	Milepost		
SEVENTH SUBDIVISION:			
Fletcher's Spur	West end 479.2		
Kinross Air Base Spur	East end 476.2		
Fibre	East end 464.0		
Connors Spur	West end 423.4		
Pike Lake	West end 411.2		
Spur 409	West end 409.3		
Kipling	Both ends 344.8		
RAPID RIVER LINE:			
Spur R-370	West end 370.1		
Spur R-355	West end 354.6		
Refinery	Both ends 350.2		
EIGHTH SUBDIVISION:			
Spur 315	West end 314.6		
Spur 259	West end 259.1		
Spur 250	West end 250.1		
Spur 231	East end 231.7		
Spur 219 (Pyrofax Gas)	West end 219.2		
NINTH SUBDIVISION:			
Freeman's	Both ends 265.8		
Hollister	Both ends 275.1		
Mackville	Both ends 350.4		
Sturm's Spur	West end 358.2		
TENTH SUBDIVISION:			
Spur 287	East end 286.3		
Spur 280	East end 279.8		
Spur 275	West end 275.5		
ELEVENTH SUBDIVISION:			
Spur 237	West end 237.4		
Watton	Both ends 218.5		
Spur 216	East end 216.4		
Spur 208	East end 208.5		
Spur 205	East end 205.2		
Ohio Mine Spur	Wye 195.8		
Imperial Mine Jct.	East end 194.2		
Dishneau	East end 188.6		
Greenwood Mine Jct.	East end 175.0		
Robbins Spur	East end 171.6		
CALUMET LINE:			
Spur D-5	East end 5.7		
Bovine Siding	Both ends 14.5		
Spur D-14	East end 14.6		
Spur D-15	East end 15.5		
Arnheim	East end 32.4		
Spur D-38	East end 39.3		
Spur D-39	East end 39.5		
Pilgrim	West end 45.7		
Siding M-7	West end 55.6		
LAKE LINDEN LINE:			
Ripley	Various 1.0		
Spur H-3	East end 3.4		
Copper Range Jct. ....	..... 4.9		
Mason (2 tracks)	East end 6.3		
	Both ends 6.3		
Mills (2 spurs)	East end 7.5		
	West end 7.5		
Ahmeek Mill	East end 8.3		
TWELFTH SUBDIVISION:			
Spur 139	West end 139.4		
Spur 97	West end 97.3		
Spur 91	West end 91.1		

PROVISIONAL STOPS
TRAIN NO. 4—On Mondays between May 29th and September 30th, to let off revenue passengers from Stevens Point and west, at following stations:

Slinger
Mukwonago
Silver Lake
Lake Villa
Wheeling
Des Plaines

TRAIN NO. 3—On Thursdays and Fridays between May 25th and September 30th to let off revenue passengers from Chicago, and to pick up revenue passengers for Stevens Point and beyond:

Slinger
Mukwonago
Silver Lake
Lake Villa
Wheeling
Des Plaines

SPEED RESTRICTIONS

ALL SUBDIVISIONS	Miles Per Hour	
	Passenger	Freight or Mixed
Over SPRING SWITCHES FACING POINT LOCKED, in moving against the points when set to diverge or trailing through, except where specifically restricted to a slower speed.	25	25
NOTE — Normal speed over these switches for facing point non-diverging movements is permissible.		
Through crossovers and through switches, except where another speed is prescribed.....	15	15
Approaching "19" indication train order signal until rear of train has passed	30	30
TRAINS HANDLING ORE CARS:		
On 1st through 8th subdivisions except Rapid River Line.....		40
On 9th subdivision		30
On Rapid River Line.....		20
On 10th, 11th and 12th subdivisions when loaded with ore, sand, gravel, rock or coal.....		25
Trains handling 2100 or 2360 series engines in train.....		40
*Trains handling pivoting machinery on its own wheels, steam derricks, pile drivers, cranes, etc., see note..		
**Diesel Wrecker W-3.....		Freight Train Speed
On 1st, 2nd, 3rd, 4th and 5th Subdivisions		
Steam Wrecker		40
*Other pivoting machines.....		25

ALL SUBDIVISIONS—Cont.	Miles Per Hour	
	Passenger	Freight or Mixed
On 6th Subdivision Steam Wrecker		35
*Other pivoting machines.....		25
On Athens and Greenwood Lines *All pivoting machines.....		15
On Eau Claire, Glenwood City, Nekoosa and Manitowoc Lines *All pivoting machines.....		20
On 7th and 8th subdivisions except Rapid River Line: Steam wreckers		35
*Other pivoting machines.....		25
On Rapid River Line: Steam wreckers		20
*Other pivoting machines		20
On 9th subdivision: Steam wreckers		30
*Other pivoting machines		25
On 10th, 11th and 12th subdivisions: Steam wreckers		20
*Other pivoting machines		20

*Loco. cranes X-81 and W-53, speed shown applies only when heavy end of crane is forward. Tender of crane must be ahead and trailer-flat behind crane. When lined up otherwise, handle only on special instructions.

**W-3 must not be run over Vaughn Ave. bridge at Ashland, nor bridges B-443A or B-443C at Bessemer nor over the Manitowoc, Greenwood, Nekoosa or Athens lines.

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

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

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

FIRST SUBDIVISION	Miles Per Hour	
	Passenger	Freight or Mixed
MAXIMUM SPEED	65	59
MOVEMENTS AGAINST NORMAL CURRENT OF TRAFFIC		
Between Des Plaines River Bridge and Forest Park	10	10
Between Jct. 16 and Des Plaines River Bridge	15	15
Between Wheeling and Jct. 19....	20	20
Westward trains from 100 feet east of east switch of Forest Park cross- over on BOCT tracks to Madison St. crossing	20	20
MP 11.0—Eastward Trains: Between Washington Blvd. and Madison St.	20	20
MP 11.9—Around curve west of Forest Park	45	45
MP 13 to MP 13.5 over First Ave., North Ave., and Fifth Ave.	30	30
Between Forest Park and Wheeling..	59	49
MP 15.2—A speed of 8 MPH must not be exceeded over Commerce Street, Franklin Park, moving from the Soo Line to the IHB Railway, and the crossing whistle (14-L) must be sounded before the locomotive reaches the crossing		

FIRST SUBDIVISION—Cont.	Miles Per Hour	
	Passenger	Freight or Mixed
MP 15.3—Eastward Trains: CMStP&P crossing at Franklin Park	45	35
MP 24—Around curve at Rand Road, 1.2 miles west of Des Plaines sta- tion	45	45
MP 29.9—Wheeling, end of double track, over turnout westbound....	25	25
MP 72.13 to 72.64—Between Burling- ton Station and Madison St., the 5th street east from station	20	10
MP 86.7—Around curve ½ mile west of Mukwonago station	50	50
MP 100.4—CMStP&P crossing at PDC Jct., between home signals.....	30	30
MP 122.7—Around curve just west of Milw. R.R. crossing at Slinger....	40	40
MP 154.9—C&NW crossing, 1 mi. E. of Fond du Lac station, between home signals	35	35
Eastward trains between Princeton Crossing and Scott Street Fond du Lac.....	15	15
MP 157—Around curve east of Scott St., Fond du Lac.....	25	25
On Bong Spur		20
Except on first curve east of River Road and curve one fourth mile east of Wheatland Road.....		10
SECOND SUBDIVISION		
MAXIMUM SPEED	65	59
Trains handling lake pulpwood.....		35
MP 172.47 to 175.3—Oshkosh, between Custer St. and 17th St.....	25	25
Between sliding switches—Neenah...	25	25
MP 210.0—Over draw bridge, Gills Landing	40	40
MANITOWOC LINE		
MAXIMUM SPEED	30	30
Over switches	20	20
MP 186.9 to 188.5—Over street cross- ings between south channel of Fox River and Menasha station.....	8	8
MP 187.6 over draw bridge one mile west of Menasha, after stopping....	8	8
MP 203.6—CMStP&P crossing, Hil- bert Jct. between home signals....	20	20
MP 218.56 and 218.7—Over first and second highway crossings west of Valders	10	10
MP 216.9 Bridge H-30-A, Valders....	20	20
MP 230 & 230.18—Over draw bridges, H43D and H43E, Manitowoc, after stopping	10	10
THIRD SUBDIVISION		
MAXIMUM SPEED	65	59
Trains handling lake pulpwood.....		35
MP 248.61—Stevens Point over Michi- gan Ave.	15	15
MP 249.21—Stevens Point over Water St. just west of station.....	15	15

THIRD SUBDIVISION Continued	Miles Per Hour	
	Passenger	Freight or Mixed
MP 280.5 to 281.2—Marshfield high- way grade crossings.....	20	20
Between Signal 2869 and Signal 2885 between Mann and Spencer—West- ward Trains	55	55
Between Spencer and C. F. Yard.....	59	49
MP 308.7—Owen, junction switch....	30	30
MP 336 — Around first and second curves west of mile post 336, be- tween Boyd and Cadott.....	55	49
MP 350.18 — C&NW crossing ½ mi. E. of Chippewa Falls station.....	45	35
MP 350.5 to 351.5—Between C F Yard and C & N W crossing east of Chip- pewa Falls passenger station.....	25	25
NEKOOSA LINE		
MAXIMUM SPEED	25	25
Over switches	20	20
From Nekoosa Line connection switch Marshfield to Fourth St. Marshfield	10	10
GREENWOOD LINE		
MAXIMUM SPEED	25	25
Over Switches	20	20
EAU CLAIRE LINE		
MAXIMUM SPEED	30	30
Over switches	20	20
MP 353.65—C&NW crossing.....	10	10
MP 361—C&NW crossing at Eau Claire, between home signals....	20	20
FOURTH SUBDIVISION		
MAXIMUM SPEED	59	49
MP 371.9—Around curve 2.9 miles west of Colfax.....	40	40
MP 372.5—Around curve 3.5 miles west of Colfax.....	40	40
MP 406.7—Around curve 2.3 miles west of Cylon.....	55	49
MP 407.1—Around curve 2.7 miles west of Cylon.....	55	49
MP 411.7 and 411.9—Around curves 7.3 and 7.5 miles west of Cylon...	49	49
MP 424.5—St. Croix Bridge.....	25	25
MP 432.1—Withrow over Jct. switch.	25	25
MP 428.4 to 448.2—Between Carnellan Jct. and Trout Brook Jct.....	45	40
GLENWOOD CITY LINE		
MAXIMUM SPEED	30	30
Over Switches	20	20
FIFTH SUBDIVISION		
MAXIMUM SPEED	59	49
MP 808.8 — Owen — through west switch of siding.....	25	25
MP 353.3 — Ladysmith, approaching and crossing highway No. 8.....	12	12

FIFTH SUBDIVISION Continued	Miles Per Hour	
	Passenger	Freight or Mixed
MP 357.5—Eastbound Freight trains over Bridge K-357-B between Lady- smith and Murry		30
MP 363.1—Eastbound Freight trains over Bridge K-363-A between Ladysmith and Murry		30
MP 459.5—Tenth Subdivision crossing at 28th St., between home signals..	20	20
NOTE—Engines must not go beyond Stop-board located 2,755 ft. from switch of track leading to treating plant at Ambridge.		
SIXTH SUBDIVISION		
MAXIMUM SPEED	49	49
MP 289.8 to 410.2— Between Spencer and Mellen. Trains handling lake pulpwood		25
MP 300.5 — Through Colby, eastward trains	10	10
MP 303 over highway crossing Abbots- ford	10	10
MP 328.0 to 345.6 between Chelsea and Prentice	35	35
MP 350.1 around first curve west of Worcester	35	35
MP 391.8—Glidden, over highway 100 ft. east of station.....	10	10
MP 392.0 around first curve west of Glidden	30	30
MP 398.5 to 406—Around curves be- tween Morse and first curve west of MP 406	25	25
MP 406 to 410.2 — Between 4.1 mi. west of Cayuga and Mellen.....	35	35
MP 409.8—Mellen, over Main St., east of station	5	5
MP 410.2 to 415.3—Around curves be- tween Mellen and High Bridge....	25	25
Loaded Ore Trains.....		35
MP 422 around first curve east of Marengo	30	30
MP 435.6—Ashland, between 7th Ave. east and passenger station.....	15	15
ATHENS LINE		
MAXIMUM SPEED	25	25
Over Switches	20	20
BESSEMER LINE		
MAXIMUM SPEED	45	45
MP 430.1 to 443.5 Between Hoyt and Bessemer	45	30
Loaded Ore Trains; Between Hoyt and Ballou.....		35
Between Ballou and Mellen.....		25
MP 438.7—Over Luxmore St., about ¾ Mi. E. of Lake St. Ironwood.....	12	12

SEVENTH SUBDIVISION		
MAXIMUM SPEED:	55	45
Soo Yard: Over 16th and 20th Streets, First and Second Highway Crossing west of Tannery	15	15
MP 343—First and second curves east of MP 343 east of Gladstone	40	40
MP 342.8—On main track turnout 600 feet east of Gladstone passenger station	10	10
RAPID RIVER LINE	20	20
EIGHTH SUBDIVISION		
MAXIMUM SPEED:	55	45
MP 342.4—On main track turnout 1700 feet west of Gladstone passenger station	10	10
MP 335 to 303.2 — Between 3 miles west of North Escanaba and Faithorn	35	35
MP 327.8 — C&NW crossing Tesch. between home signals	20	20
MP 294—On curve at MP 294	40	40
MP 293 and 292 — On five degree curves west of these mile posts located between Kremlin and Pembine	40	40
MP 286, 285 and 284—On five degree curves west of these mile posts located between Pembine and Dunbar	40	40
MP 253.7—C&NW XG $\frac{3}{4}$ mile east of Laona Jct. between home signals ..	25	25
NINTH SUBDIVISION		
	Miles Per Hour	
	Passenger	Freight and Mixed
MAXIMUM SPEED:	40	35
MP 271—On first and second curves west of MP 271, 2 miles west of Lilly	30	30
MP 277—On curve at mile post 277, 2 miles west of Hollister.....	30	30
MP 298.5 to MP 306 between Neoplt and Gresham	30	30
Shawano—Over Green Bay and 5th Street crossings, 1st and 2nd Streets east of depot.....	5	5
MP 318.1 — C&NW crossing Shawano between home signals.....	20	20
MP 341—GB&W crossing Black Creek between home signals.....	20	20
MP 355 $\frac{1}{4}$ — Over Wisconsin Avenue at Appleton	15	15

10th, 11th and 12th SUBDIVISIONS	Miles Per Hour	
	Passenger	Freight and Mixed
All wye tracks	5	5
Trains handling logs and chemical wood or peeled pulpwood on flat cars or racked flat cars		25
Trains handling unpeeled pulpwood on racked flat cars		30
All trains over railroad crossings Exception: Humbolt LS&I R.R. crossing at M.P. 182.9	20 50	20 40
Trains handling bridge and building, welders and extra gang outfit cars..		25
Trains passing occupied M of W out- fit cars on adjacent tracks Speed to be further reduced where instructions or local con- ditions require.	15	15
Trains handling short scale test car..		20
Trains handling scale test car X870— 10 M.P.H. less than maximum au- thorized speed. Exception — Where maximum au- thorized speed is 25 M.P.H. or less, car may be operated at max- imum authorized speed.		
TENTH SUBDIVISION		
MAXIMUM SPEED:		35
Marengo Jct. to Ewen.....		35
Between 28th St. Jct. and Superior East End		25
Bad River Bridge MP 325.51.....		15
Vaughn Creek Bridge MP 323.92.....		
High Cut at Abitose.....	Restricted Speed	
Between MP 291 and 292.....		
Connorville Spur		5
White Pine Spur.....		20
Highway M28—White Pine Spur.....	Stop Cross under Flag Protection	
ELEVENTH SUBDIVISION		
MAXIMUM SPEED:	50	45
Between Ewen and Nestoria.....		40
Agate Falls Bridge MP 243.03.....		15
Ohio Mine Spur.....		10
Champion Mine Spur.....		10
US 41—Champion Mine Spur.....	Stop Cross under Flag Protection	
Blueberry Mine Branch.....		15
US 41—Blueberry Mine Branch.....	Stop Cross under Flag Protection	
Winthrop Jct. Curve		15
Ishpeming—between Third Street and Division Street		15
MP 167—2 poles west between Ish- peming and Negaunee.....	5	5
Palmer Branch—From Palmer Branch Jct. to Volunteer Mine		15
Negaunee—Gold Street	Stop Cross under Flag Protection	

ELEVENTH SUBDIVISION Continued	Miles Per Hour	
	Passenger	Freight and Mixed
All train and engine movements with- in the limits of C.T.C.....	20	20
Through Marquette and Negaunee City Limits		15
Marquette:		
Dead River Branch Main Track...		15
Dead River Branch Spur Tracks...		5
Ore Dock and Approach.....		10
Green's Track		5
Reed's Yard		5
Roundhouse lead		5

CALUMET LINE		
MAXIMUM SPEED:	50	40
EXCEPT:		
Between Baraga and M.P. D38.....	59	45
Curves East and West of Iron Bridge between M.P. D25.9 and M.P. D26.3	40	40
Between Hancock and Calumet.....	35	30
Through City Limits of Houghton and Hancock	15	15
Houghton-Hancock Lift Bridge.....	10	10
On Curve just East of M.P. M3 on Hancock Hill	15	15
All Eastbound trains over Highway Crossing at M.P. M7 between Calu- met and Hancock.....	15	15
Lake Linden Line.....	20	20
Tamarack Mill—Lake Linden Line Switch movements on these tracks D3 class engines NOT permitted..		5
L'Anse—Celotex yard tracks.....		10
US 41—Train and engine movements to and from Celotex yard and Down- town tracks	Stop Cross under Flag Protection	
US 41—Emblad's Spur, Bovine.....	Stop Cross under Flag Protection	

TWELFTH SUBDIVISION		
MAXIMUM SPEED:		45
M.P. 131 to 134.....		40
Wetmore to M.P. 110.....		35
M.P. 110 to Trout Lake.....		40
Trout Lake to St. Ignace.....		35
Newberry—Hospital Branch		15
D2 and D3 locomotives over Fox Riv- er Bridge M.P. 79.82 just west of Seney		20
Truckey Street St. Ignace: All East bound trains and Locomotives.....		Stop
Through City Limits of St. Ignace..		15

RACO LINE	Miles Per Hour	
	Passenger	Freight and Mixed
MAXIMUM SPEED:		20
Soo Yard— Over 16th and 20th Streets.....		15

Diesel Locomotives with weight in excess of 261,500# must not be operated over International Bridge between Soo Yard, Michigan and Sault Ste. Marie, Ontario, and Power Canal Bridge, Soo Yard, Michigan.

MAXIMUM TRAIN SPEEDS DESCENDING GRADES 2% OR GREATER

Freight trains having an average tonnage per car of 50 tons or less per effective brake:

Location	Pct. Grade	M.P.H.
MP 160.5—Marquette West Yd. Limit Board	2. to 2.67	20
Herman —L'Anse East Yd. Limit Board	2.2 to 3.45	20
Atlas —Hancock—Yd. Limit Board	3. to 3.91	10

Freight trains having an average tonnage per car of 51 tons or greater per effective brake:

Location	Pct. Grade	M.P.H.
MP 160.5—Marquette West Yd. Limit Board	2. to 2.67	15
Herman —L'Anse East Yd. Limit Board	2.2 to 3.45	15
Atlas —Hancock—Yd. Limit Board	3. to 3.91	5

Passenger Train Speeds:

Location	Pct. Grade	M.P.H.
MP 160.5—Marquette West Yd. Limit Board	2. to 2.67	30
Herman —L'Anse	2.2 to 3.45	30
Atlas —Hancock	3. to 3.91	25

Diesel locomotives running light will not exceed speed of 15 M.P.H. descending the above designated grades.

Retainers to be set in high pressure position on loads.

Retainers to be set in low pressure position on empties.

90 lb. brake pipe pressure to be carried.

FIRST THRU SIXTH SUBDIVISIONS

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

EASTWARD

DISTRICT	1750 HP	1500 HP	1000 HP	2381 SD-9
T. B. Jct.—Carnelian Jct.....	1500	1350	900	.....
Withrow—C. F. Yard.....	2300	2000	1300	.....
C. F. Yard—Boyd.....	1925	1700	1100	.....
Boyd—Owen.....	2100	1800	1200	.....
Owen—Ladysmith—Spencer.....	3950	3400	2250	.....
Spencer—Stevens Point.....	4000	3500	2300	.....
Stevens Point—Weyauwega.....	3250	2800	1900	.....
Weyauwega—Neenah.....	2800	2400	1600	.....
Neenah—Shop Yards.....	3850	3300	2200	.....
Shops Yard—Byron.....	1675	1450	950	2250
Byron—Honey Creek.....	2550	2200	1400	3000
Honey Creek—Lake Villa.....	3300	2500	1650	3750
Lake Villa—Schiller Park.....	3500	3000	2000	4000
Rugby—Milwaukee.....	4200	3600	2400	5000
Neenah—Manitowoc.....	2850	2450	1600	3300
Superior—Hillcrest.....	1900	1625	1050	.....
Hillcrest—Ladysmith.....	3850	3300	2200	.....
Ashland—Morse.....	1675	1450	950	.....
Morse—Prentice.....	2500	2150	1400	.....
Prentice—Chelsea.....	2675	2300	1500	.....
Chelsea—Spencer.....	3250	2800	1850	.....
Mellen—Hoyt.....	1750	1500	1000	.....
Hoyt—Bessemer.....	3950	3400	2250	.....
Marshfield—Nekoosa.....	4500	3900	2500	.....
Abbotsford—Athens.....	1550	1350	900	.....
Eau Claire—C. F. Yard.....	3075	2650	1750	.....

WESTWARD

Schiller Park—Rugby Jct.....	2350	2100	1400	.....
Milwaukee—Rugby Jct.....	2000	1650	1100	2750
Rugby—Shops Yard.....	2100	1800	1200	2850
Shops Yard—Neenah.....	2800	2400	1600	3500
Neenah—Anton.....	2450	2100	1400	.....
Anton—Stevens Point.....	3200	2750	1800	.....
Stevens Point—Marshfield.....	2200	1900	1250	.....
Marshfield—C. F. Yard.....	2350	2000	1300	.....
C. F. Yard—Howard.....	1600	1400	900	.....
Howard—Withrow.....	2350	2000	1300	.....
Manitowoc—Alverno.....	2200	1850	1200	2400
Alverno—Neenah.....	2550	2200	1450	3000
Owen—Superior.....	2900	2500	1600	.....
Spencer—Morse.....	2350	2000	1300	.....
Hoyt—Morse—Ashland.....	4400	3750	2500	.....
Bessemer—Hoyt.....	2650	2300	1500	.....
Nekoosa—Wisconsin Rapids.....	2000	1750	1150	.....
Wisconsin Rapids—Marshfield.....	2500	2150	1400	.....
Athens—Abbotsford.....	1850	1650	1100	.....
C. F. Yard—Eau Claire.....	1875	1600	1050	.....

These ratings are for single units. When two or more are coupled in multiple unit service, the rating of unit having the lowest horsepower will be multiplied by the number of units. Rating of Eng. 2380 is figured as 95 percent of 1500 HP units.

SEVENTH, EIGHTH AND NINTH SUBDIVISIONS

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

WESTWARD		Horsepower	1750	1600	1500	1000
From	To					
Argonne.....	White Lake.....	4100	3850	3500	2350	
White Lake.....	Shawano.....	5350	4875	4550	3050	
Shawano.....	Center Valley.....	3700	3375	3200	2150	
Center Valley.....	Neenah.....	6800	6200	5700	3825	
Soo Yard.....	Pike Lake.....	3200	2925	2750	1850	
Pike Lake.....	Manistique.....	4750	4325	4000	2675	
Manistique.....	Ensign.....	3100	2825	2650	1775	
Ensign.....	Gladstone.....	4500	4100	3800	2550	
Gladstone.....	No. Escanaba.....	3000	2750	2550	1725	
No. Escanaba.....	Eustis.....	2450	2250	2100	1425	
Eustis.....	Kremlin.....	3000	2750	2550	1725	
Kremlin.....	Goodman.....	2300	2100	1950	1325	
Goodman.....	Argonne.....	2500	2275	2125	1425	
Argonne.....	Rhineland.....	3250	2975	2800	1900	
Eben Jct.....	Traunik.....	1860	1700	1580	1075	
Traunik.....	Trenary.....	3850	3525	3250	2200	
Trenary.....	Rapid River.....	7600	6925	6550	4400	
EASTWARD						
Rhineland.....	Starks.....	3150	2875	2650	1800	
Starks.....	Hermansville.....	3400	3100	2900	1950	
Hermansville.....	Gladstone.....	4350	3975	3700	2500	
Gladstone.....	Manistique.....	2850	2600	2425	1625	
Manistique.....	Rexton.....	3400	3100	2900	1950	
Rexton.....	Soo Yard.....	4350	3975	3700	2500	
Neenah.....	Shawano.....	3000	2750	2550	1725	
Shawano.....	Argonne.....	2450	2250	2100	1425	
Rapid River.....	Trenary.....	1900	1750	1625	1100	
Trenary.....	Eben Jct.....	2150	1975	1825	1225	

NOTE: These ratings are for single units. When two or more are coupled in multiple unit service, the rating of unit having the lowest horsepower will be multiplied by the number of units.

TRAIN DISPATCHERS' PHONE WIRE ON POLE LINE:

FACING EAST

Trout Brook to Carnelian Jct.—First two wires from left end of top cross arm.

Carnelian Jct. to Owen—Second and third wires from right end of top cross arm.

Owen to Spencer—Third and fourth wires from right end of top cross arm.

Spencer to Stevens Point—First and second wires from right end of top cross arm.

Stevens Point to Shops Yard—Third and fourth wires from right end of top cross arm.

Shops Yard to Forest Park—Second and third wires from right end of top cross arm.

Owen to Ladysmith—On six pin cross arm phone wires are second and third from right end of top cross arm. On four pin cross arm phone wires are second from right end of top cross arm and the line attached to bracket below the cross arm.

Ladysmith to Superior—Fourth and fifth wires from right end of top cross arm.

Marengo Jct. to Saxon—On brackets.

Saxon to Nestoria—First and second wires from left end of cross arm.

East Houghton to Baraga—First and second wires from left end of cross arm.

Baraga to Nestoria—Third and Fourth wires from left end of cross arm.

Nestoria to Champion—Fourth and fifth wires from left end of cross arm.

Champion to Ishpeming—First and second wires from left end of cross arm.

Ishpeming to Marquette—First and second wires from right end of cross arm.

Marquette to Soo Jct.—First and second wires from left end of cross arm.

Soo Jct. to St. Ignace—First and second wires from right end of cross arm.

TENTH, ELEVENTH AND TWELFTH SUBDIVISIONS

LOCOMOTIVE RATING IN TONS OF 2,000 POUNDS BETWEEN ENGINE AND CABOOSE

		Class D-1 100 to 107 Inclusive	Class D-2 200 to 211 Inclusive	Class D-3 300 to 303 Inclusive
WESTWARD		1000	1500-1600	2000
From	To			
St. Ignace	Trout Lake	1280	2560	2700
Trout Lake	Soo Junction	1860	3700	3700
Soo Junction	Wetmore	2325	4500	4500
Wetmore	Au Train	1565	3100	3100
Au Train	Marquette	1280	2560	2700
Marquette	Morgan	510	1000	1150
Morgan	Negaunee	1035	2050	2200
Negaunee	Ishpeming	925	1800	1900
Ishpeming	Bergland	1280	2560	2700
Bergland	Marengo Jct.	1975	4000	4200
Bergland	White Pine	1500	3000	3000
Soo Yard	Brimley	1860	3720	
Brimley	Rexford	1390	2700	
Rexford	Soo Junction	2900	5500	
Nestoria	Summit	1390	2780	2780
Summit	Baraga	1860	3720	3720
Baraga	Keweenaw Bay	1050	2000	2000
Keweenaw Bay	Hancock	1860	3700	3700
Hancock	Atlas	370	700	740
Atlas	Calumet	1035	2000	2000
Lake Linden	Dollar Bay	1250	2500	2500
Dollar Bay	Houghton	1750	3500	3500
EASTWARD				
Marengo Jct.	Thomaston	1280	2560	2560
Thomaston	Ewen	1860	3720	3720
White Pine	Bergland	800	1575	1600
Ewen	Trout Creek	1280	2560	2560
Trout Creek	Sidnaw	1360	2720	2720
Sidnaw	Covington	1280	2560	2560
Covington	Nestoria	1325	2650	2650
Nestoria	Champion	2195	4400	4400
Champion	Ishpeming	2325	4650	4650
Ishpeming	Negaunee	1860	3720	3720
Negaunee	Marquette	2560	5120	5120
Marquette	Siding 145	2560	5120	5120
Siding 145	Ridge	1280	2500	2700
Ridge	Shingleton	1460	2900	3000
Shingleton	Soo Junction	2910	5800	5800
Soo Junction	Trout Lake	1860	3720	3800
Trout Lake	St. Ignace	2560	5100	5100
Soo Junction	Rexford	1950	3900	
Rexford	Soo Yard	3725	7000	
Calumet	Houghton	1860	3720	3720
Houghton	Keweenaw Bay	1650	3300	3300
Keweenaw Bay	Red Rock	1860	3720	3720
Red Rock	L'Anse	1280	2560	2560
L'Anse	Summit	410	800	885
Summit	Nestoria	1860	3720	3720
Houghton	Lake Linden	1750	3500	3500

During winter months tonnage rating modified as follows—In temperature 25 to 15 degrees above zero reduce 5%; 15 above zero reduce 10%, 0 to 15 below zero reduce 15% and from 15 degrees below zero or lower reduce 20%.

NOTE: These ratings are for single units. When two or more are coupled in multiple unit service, the rating of unit having the lowest horsepower will be multiplied by the number of units.

COMPANY SURGEONS

LOCATION	NAME	TITLE
Minneapolis	Dr. Harvey Nelson	Chief Surgeon
Minneapolis	Dr. R. W. Utendorfer	Asst. Chief Surgeon
Minneapolis	Dr. F. F. Wippermann	Chief Oculist
Minneapolis	Dr. R. R. Cooper	Asst. Chief Oculist
St. Paul	Dr. C. T. Eginton	Surgeon
St. Paul	Dr. Abbott Skinner	Surgeon
St. Paul	Dr. J. W. Farkas	Surgeon
St. Paul	Dr. T. W. O'Kane	Oculist
Chicago	Dr. R. J. Dougherty	Examining Surgeon
Chicago	Dr. Abraham Schultz	Oculist
Franklin Park	Dr. R. L. Reynolds	Surgeon
Franklin Park	Dr. S. A. Menachof	Examining Surgeon
Franklin Park	Dr. Morey Chapman	Examining Surgeon
Franklin Park	Dr. F. P. Friedman	Examining Surgeon
Schiller Park	Dr. Chas. R. Kelly	Examining Surgeon
Des Plaines	Dr. A. M. Purves	Surgeon
Antioch	Dr. J. W. Kopriva	Surgeon
Burlington	Dr. L. O. Mastalir	Surgeon
Burlington	Dr. H. W. Granzneau	Surgeon
Waukesha	Dr. E. B. Davies	Surgeon
Milwaukee	Dr. A. A. Holbrook	Examining Surgeon
Milwaukee	Dr. N. F. Gordon	Examining Surgeon
Milwaukee	Dr. R. P. Sproule	Oculist
Slinger	Dr. K. P. Prefontaine	Surgeon
Allenton	Dr. R. S. Fisher	Surgeon
Fond du Lac	Dr. D. J. Twohig	Surgeon
Fond du Lac	Dr. W. J. Waldschmidt	Examining Surgeon
Fond du Lac	Dr. E. V. Smith	Surgeon
Fond du Lac	Dr. K. K. Borsack	Examining Surgeon
Fond du Lac	Dr. F. J. Cerney	Oculist
Oshkosh	Dr. Ray F. Wagner	Surgeon
Oshkosh	Dr. M. H. Steen	Surgeon
Neenah	Dr. Harry F. Beglinger	Oculist
Neenah	Dr. F. H. Smith	Surgeon
Menasha	Dr. F. G. Jensen	Surgeon
Manitowoc	Dr. G. M. Simon	Surgeon
Appleton	Dr. V. F. Marshall	Surgeon
Appleton	Dr. Carl D. Neidhold	Surgeon
Appleton	Dr. Harold T. Gross	Surgeon
Waupaca	Dr. John H. Steiner	Surgeon
Stevens Point	Dr. H. P. Benn	Surgeon
Stevens Point	Dr. M. G. Rice	Examining Surgeon
Stevens Point	Dr. A. G. Dunn	Oculist
Stevens Point	Dr. F. W. Reichardt	Surgeon
Stevens Point	Dr. R. H. Bickford	Examining Surgeon
Marshfield	Dr. Paul F. Doege	Surgeon

COMPANY SURGEONS

LOCATION	NAME	TITLE
Marshfield	Dr. G. L. McCormick	Oculist
Stanley	Dr. A. W. Overgard	Surgeon
Spencer	Dr. H. T. Callahan	Surgeon
Owen	Dr. A. M. Braswell	Surgeon
Chippewa Falls	Dr. C. B. Hatleberg	Examining Surgeon
Eau Claire	Dr. W. R. Manz	Examining Surgeon
New Richmond	Dr. O. H. Epley	Surgeon
North St. Paul	Dr. Chas. J. Beck	Surgeon
Colby	Dr. J. W. Koch	Surgeon
Park Falls	Dr. Jas. L. Murphy	Surgeon
Mellen	Dr. C. W. Lockhart	Surgeon
Ashland	Dr. R. O. Grigsby	Oculist
Ashland	Dr. John W. Prentice	Examining Surgeon
Ashland	Dr. B. C. Prentice	Surgeon
Hurley	Dr. D. J. Martinetti	Surgeon
Ladysmith	Dr. R. P. Bennett	Examining Surgeon
Hayward, Wis.	Dr. E. R. Krueger	Surgeon
Rhineland	Dr. W. S. Bump	Local Surgeon
Niagara	Dr. R. J. Maginn	Local Surgeon
Gladstone	Dr. O. S. Hult	Examining Surgeon
Escanaba	Dr. D. H. Boyce	Local Oculist
Manistique	Dr. J. H. Fyvie	Local Surgeon
S. Ste. Marie	Dr. E. S. Rhind	Examining Surgeon
S. Ste. Marie	Dr. T. J. Trepasso	Oculist
St. Ignace	Dr. H. E. Hamel	Local Surgeon
Newberry	Dr. R. E. Gibson	Local Surgeon
Newberry	Dr. M. A. Surrall	Local Surgeon
Marquette	Dr. J. C. Harkin	Local Surgeon
Marquette	Dr. A. L. Swinton	Local Surgeon
Marquette	Dr. M. C. Bennett	Examining Surgeon
Marquette	Dr. L. A. Lindquist	Examining Surgeon
Marquette	Dr. D. P. Hornbogen	Oculist
Negaunee	Dr. G. O. Knutson	Local Surgeon
Negaunee	Dr. Wm. A. Mudge	Local Surgeon
Ishpeming	Dr. W. A. Corcoran	Local Surgeon
L'Anse	Dr. H. J. Winkler	Local Surgeon
Houghton	Dr. A. B. Aldrich	Local Surgeon
Calumet	Dr. T. P. Wickliffe	Local Surgeon
Ewen	Dr. Harold B. Hogue	Local Surgeon
Ironwood	Dr. H. A. Pinkerton	Local Surgeon
Superior	Dr. T. J. Doyle	Oculist
Superior	Dr. V. E. Ekblad	Examining Surgeon
Duluth	Dr. J. A. Winter	Oculist
Crandon	Dr. B. S. Rathert	Local Surgeon
Shawano	Dr. R. C. Cantwell	Local Surgeon
Shawano	Dr. D. A. Jefferies	Local Surgeon

A. H. Velt
Chief Train Dispatcher
Stevens Point, Wisconsin

D. L. Hart
J. A. Welton
T. A. Nolan
C. A. Jacobs
R. H. Dablow
W. M. Olds
W. E. Knutson
J. A. DeKay
C. Francisco
C. W. Siebold
T. C. Jago
J. P. Gannon

Division Superintendent
Assistant Superintendent
Assistant Superintendent
Terminal Supervisor
Trainmaster
Trainmaster
Trainmaster
Trainmaster
Assistant Trainmaster
Terminal Trainmaster
Terminal Trainmaster and Agent
Division Engineer

Stevens Point, Wisconsin
Stevens Point, Wisconsin
Ironwood, Michigan
Schiller Park, Illinois
Fond du Lac, Wisconsin
Marquette, Michigan
Marquette, Michigan
Stevens Point, Wisconsin
Marquette, Michigan
Schiller Park, Illinois
Sault Ste. Marie, Michigan
Stevens Point, Wisconsin

LOCATION OF TRAIN DISPATCHERS' TELEPHONES

In addition to all stations showing symbols "D" or "N" in Column 6A where train dispatcher's telephone is located in the depot, telephones are located on poles as follows except as otherwise indicated:

FIRST SUBDIVISION	SECOND SUBDIVISION	THIRD SUBDIVISION	FOURTH SUBDIVISION
Des Plaines (baggage room) Leithton (west end) Mundelein (west end) MP 44 MILW crossing Lake Villa (both ends) Silver Lake (both ends) MP 66.2 Wheatland MP 68.3 Bong Jct. switch MP 69.3 Fox River bridge Burlington (both ends) MP 76.1 MP 77.7 Honey Creek depot Midway (both ends) Lake Beulah Building MP 85.5 MET connection switch Vernon (both ends) MP 97.3 C&NW Jct. MP 99.2 Waukesha Quarry track (center and west end) MP 100.6 PDC Jct. Duplainville (west end and east end) MP 105.5 Siding 105 Colgate (both ends) MP 112.7 Colgate gravel pit Rugby Jct. (east end and depot) Slinger (both ends and CMSt.P & P crossing) MP 125.4 Cedar Lake cut Marsh (both ends) MP 136.2 Byron (both ends) MP 150.1 Hamilton (booth) MP 154 International Paper Co. spur MP 154.8 C&NW crossing Fond du Lac Military road CM St.P&P crossing Fond du Lac Western Ave. Fond du Lac Division St. CMSt. P&P crossing Fond du Lac Sadoff spur Shops Yard east end	Van Dyne (both ends) Oshkosh (both ends of siding, west yard in booth at MP 172, 4th St. crossing, at Crossover west of Main St. and 75 ft. west of Drawbridge) Winnebago (both ends) MP 183.3 Dixie spur Neenah (both ends and 9th sub- division connection switch.) MP 191.5 MP 195.2 Medina Anton (both ends) MP 204.2 Readfield Fremont (both ends) MP 210.0 Gills Landing Weyauwega (both ends) Waupaca (both ends) Sheridan (both ends) Nelsons (both ends) Lake Emily (both ends) MP 240.3 Custer Pit Stockton (both ends) Stevens Point—East yard switch	MP 249.2 Vettors, Stevens Point Rocky Run (both ends) Junction City (west end) Milladore (west end) MP 267.3 Sherry Auburndale (west end) MP 276.2 Hewitt Marshfield (both ends and at Greenwood Line switch) Spencer (east end) MP 292.2 MP 297.0 Riplinger (west end) MP 302.4 Atwood (west switch) MP 310.3 Withee (depot) MP 312.3 Black River Bridge MP 316.7 Lombard MP 335.5 MP 344.4 Bateman (booth) MP 350.6 Chippewa Falls (booth)	MP 358.2 Howard (booth) MP 362.1 Albertville depot MP 372.5 MP 375 Spur 375 MP 379.5 Wheeler depot MP 389.8 Downing Jct. (booth) MP 394.9 MP 404.2 Cylon MP 421.2 Somerset depot MP 424.9 east end St. Croix bridge MP 425.2 Arcola MP 428.2 Carnelian Jct. MP 433.8 NP crossing MP 446.2 Trout Brook Jct.
			FIFTH SUBDIVISION MP 315.6 Clark MP 331.8 MP 346.7 Conrath (depot) MP 360.5 Crane MP 363.8 Murry MP 370.8 Weirgor MP 377.1 Lemington MP 389.4 Stone Lake (waiting room) MP 402.6 Stanbery (section house) MP 412.5 Chittamo MP 420.9 Gordon (waiting room) MP 428.6 Solon Springs MP 440.0 Hillcrest east switch MP 446.2 Way (section house) MP 454.5 Ambridge (section house) MP 458.3 Swamp track switch

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



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