

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## SUPERIOR DIVISION

# TIME TABLE No. 37

TAKING EFFECT AT 11:01 O'CLOCK A. M.

CENTRAL STANDARD TIME

# SUNDAY, AUGUST 7, 1938

Superseding Time Table No. 36

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYES ONLY

TABLE OF TRAIN SPEEDS

Seconds Per Mile	Miles Per Hour	Seconds Per Mile	Miles Per Hour
36	100	59	61
37.9	95	60	60
40	90	61	59
42.4	85	62	58.1
45	80	63	57.1
46	78.3	64	56.3
47	76.6	65	55.4
48	75	66	54.5
49	73.5	67	53.7
50	72	68	52.9
51	70.6	69	52.2
52	69.2	70	51.4
53	67.9	75	48
54	66.7	80	45
55	65.5	85	42.4
56	64.3	90	40
57	63.2	100	36
58	62.1	120	30

F. T. BUECHLER,  
Superintendent.

J. L. BROWN,  
General Superintendent of Transportation.

N. A. RYAN,  
Assistant General Manager.

O. N. HARSTAD,  
General Manager.

Table with columns for Third Class, Second Class, First Class, and STATIONS. Includes times for various stations like Milwaukee, Muskego Yard, North Milwaukee, Brown Deer, Thiensville, Cedarburg, Grafton, Saukville, Fredonia, Random Lake, Adell, Waldo, Plymouth, Elkhart Lake, Kiel, New Holstein, Hayton, Chilton, Hilbert, Hilbert Junction, Forest Junction, Askeaton, Greenleaf, Parkinon, De Pere, and Green Bay.

Passenger trains must not exceed maximum speed of 60 miles per hour; freight trains 45 miles per hour.

MILWAUKEE DIVISION THIRD DISTRICT TIME TABLE WILL GOVERN BETWEEN MILWAUKEE AND NORTH MILWAUKEE

First Class trains will register by card at North Milwaukee. Westward First Class Trains will procure an order as per Special Rule 902, before leaving Milwaukee. Automatic Block Signals are located as follows: Signal No. 58-5—3795 ft. East of Spur 58, governs Westward Trains. Signal No. 59-8—3498 ft. West of Spur 58, governs Eastward Trains. Trains finding the governing signals displaying STOP indication will come to a stop and then proceed with caution until the next signal governing opposing trains is passed. City ordinance at Green Bay prohibits whistling within city limits except in emergency.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Manual Block System is in use between North Milwaukee and Green Bay. Train Order Signals will also be used as Block Signals; see Rules 221-B and 311. Block Signal Rule 319-A applies at North Milwaukee, Hilbert and Green Bay. Trains other than First Class trains accepting and moving under clear signal or Clearance Card must approach North Milwaukee, Hilbert and Green Bay under control and proceed only as the way is seen or known to be clear. The semaphore at Hilbert governing westward trains has two arms, the upper arm or light governs North Milwaukee-Green Bay Subdivision trains and the lower arm or light governs Hilbert-Appleton Subdivision trains. Except when the train order signal at North Milwaukee indicates Stop, an approaching eastward Superior Division train which receives a proceed signal from a man on the ground at the crossover switches located one block east of North Milwaukee Passenger station may proceed at restricted speed to the crossover without making a stop at the Junction stop board. Trains having cars to set out at North Milwaukee will get in touch with operator upon arrival and he will advise them what track to use.

No. 2 stops at New Holstein, Kiel, and Random Lake to let off passengers from Green Bay and beyond and pick up passengers for Milwaukee and beyond.

- No. 90, 91, 92 and 93 carry passengers between Green Bay and North Avenue. Eastward Passenger Trains will wire train dispatcher from Plymouth a list of passengers for Connecting Divisions at Milwaukee. No. 9 stops at Elkhart Lake, Kiel and New Holstein to let off passengers from Milwaukee and beyond. Plymouth is register stations for No's. 10, 90, 91, 92 and 93 only. No's. 19 and 10 stop at No. Avenue to pick up and let off passengers. No. 2 stops at No. Avenue to let off Passengers from Plymouth and beyond. No. 21 stops at Kiel and Chilton to let off passengers from Milwaukee and beyond. No. 14 stops at Chilton and New Holstein to pick up passengers for Milwaukee and beyond.

Main time table grid with columns for Second Class (69, 469), First Class (9, 21), Stations, Time Table No. 37, and Second Class (14, 2, 64, 474, 74). Includes symbols and office closed days.

Passenger trains must not exceed maximum speed of 60 miles per hour between Green Bay shops and Iron Mountain, 50 miles per hour between Iron Mountain and Channing. Freight trains 45 miles per hour between Green Bay shops and Coleman, 40 miles per hour between Coleman and Channing.

SPECIAL RULES

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Manual Block System is in use between Green Bay and Channing. Train order signals will also be used as block signals. See rules 221-B and 311. Block Signal Rule 319-A applies at Green Bay, Crivitz, Pembine, Iron Mountain, and Channing.

Crivitz is a Register Station for Nos. 469 and 474 only.

SUNDAY AND HOLIDAY HOURS

Table listing Sunday and Holiday hours for various stations including Wausaukee, Pembine, Iron Mountain, Sagola, Channing, Iron River, Amasa, Mass., Ontonagon, Republic, and Champion.

Stations for which no Sunday or Holiday hours are shown are closed.

THIRD CLASS		SECOND CLASS	FIRST CLASS	FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 37 In Effect 11:01 A. M. August 7, 1938			Distance from Ontonagon	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS	FIRST CLASS	SECOND CLASS	THIRD CLASS
869		721	709	21	Sidings	Other Tracks	Distance from Channing	STATIONS	Distance from Ontonagon	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	14	714	702	874	
Time Freight	Mixed	Passenger	Passenger	Passenger									Passenger	Passenger	Passenger	Passenger	Passenger
Daily Except Saturday	Daily	Daily	Daily	Daily													
L 9.50 <sup>874</sup> PM	L 9.30 <sup>874</sup> PM	L 4.50AM	L 8.15 <sup>874</sup> PM	64	10	4.1	..... CHANNING .....	92.5	CH			BCEJKPRS WY	As 2.10 <sup>869</sup> PM	As 1.56 <sup>869</sup> PM	As 8.45 <sup>869</sup> PM	As 10.30 <sup>869</sup> PM	
10.05	f 9.40	f 5.00	8.23				..... KIERNAN .....	88.4	KN	No Office		P	2.03	f 1.48	8.37	10.05	
10.20	As 9.50 <sup>874</sup> PM	As 5.10AM	8.29				..... KELSO JUNCTION .....	84.7	KO	No Office		JPR	1.57	L 1.42 <sup>721</sup> PM	As 8.29 <sup>721</sup> PM	9.50	
10.45			8.42				..... BALSAM .....	76.9	BA	No Office			1.44			9.10	
11.25			s 8.52 <sup>874</sup>				..... AMASA .....	72.3	AM	4.00 PM to 7.00AM		PW	s 1.35			8.52	
12.05AM			f 9.16				..... PARK SIDING .....	59.3	RK	No Office		P	f 1.10			7.50	
12.30			9.26				..... TUNIS .....	53.3	S	No Office		P	12.59			7.15	
1.30			s 9.40				..... SIDNAW (D., S. & A. CROSSING) .....	45.6	HI	6.00 PM to 9.00 AM		CGKWY P	s 12.46			6.40	
2.15			10.06				..... FROST .....	34.4	FS	No Office		P	12.25			5.40	
2.45			10.18				..... BRITTON .....	27.3	BN	No Office		W					
2.55			f 10.21				..... FORT .....	26.5	RI	No Office		P	12.13			5.15	
3.05			10.25				..... ROUSSEAU .....	24.5	RU	No Office			f 12.09			5.05	
4.00			10.25				..... WASAS .....	22.2	WS	No Office			12.05 <sup>PM</sup>			4.52	
4.20			s 10.31				..... MCKEEVER .....	19.4	MC	No Office		KPY				4.45	
4.40			s 10.31				..... MASS .....	18.9	GD	5.00 PM to 8.00 AM		P	s 11.57			4.20	
5.00			s 10.49				..... BRADY .....	14.3	DY	No Office						3.40	
5.20			11.04				..... ROCKLAND .....	11.6	KD	No Office		P	f 11.39			3.30	
A 5.45AM			As 11.15PM				..... WOOD SIDING .....	5.1	WG	No Office			11.24			3.10	
7.55	.20	.20	3.0				..... ONTONAGON .....	0.0	GN	4.00 PM to 7.00 AM		BCJRWYZ	L 11.10AM			L 2.45PM	
11.7	23.4	23.4	30.8				Schedule Time						3.00	.14	.16	7.45	
													30.8	33.4	29.2	11.9	
													Average Speed per Hour				

Passenger trains must not exceed maximum speed of 45 miles per hour between Channing and Kelso Jct.; 40 miles per hour between Kelso Jct. and Mass and 30 miles per hour between Mass and Ontonagon. Other trains must not exceed maximum speed of 35 miles per hour between Channing and Mass; and 20 miles per hour between Mass and Ontonagon.

**SPECIAL RULES**  
**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

Manual Block System is in use between Channing and Champion. Train order signals will also be used as block signals; see Rules 221-B and 311. Block Signal Rule 319-A applies at Channing and Champion. Trains other than First Class trains accepting and moving under a clear signal or Clearance Card, must approach Channing and Champion under control and proceed only as the way is seen or known to be clear.

The semaphore at Channing governing westward trains has two arms, the upper arm or light governs Channing-Champion Subdivision trains, the lower arm or light governs Channing-Ontonagon Subdivision trains.

Engines must not back through East Wye at Ontonagon.

Normal position of main line switch at Kelso Junction will be for Channing and Ontonagon Subdivision movements.

All trains on the Sub-Division between Kelso Jct. and Iron River will approach Crystal Falls Jct. under full control prepared to stop short of obstruction and will move only as the way is seen and known to be clear.

C. M. St. P. & P. trains running between Crystal Falls Junction and Crystal Falls operate over joint track, C. & N. W. Railway and C. M. St. P. & P. Railroad, from the Bristol Mine Connection with the C. M. St. P. & P. Railroad main track into the C. M. St. P. & P. passenger station at Crystal Falls, via the Shafer Branch.

C. M. St. P. & P. trains will operate over this joint track from the main line of C. M. St. P. & P. at the Bristol Mine connection to Superior Avenue, (Shafer Branch), Crystal Falls which is 800 feet east (Time Table direction) of the switch connection leading from the joint track to C. M. St. P. & P. passenger station.

All trains and engines on both C. & N. W. Railway and C. M. St. P. & P. Railroad will operate on Joint track described above with extreme caution prepared to stop within range of vision.

The normal position of the switch on the main line leading to the Shafer Branch will be set for the Shafer Branch instead of Crystal Falls Yard.

All C. & N. W. trains and engines, before operating on this joint track, will secure a register from the C. & N. W. Agent or Operator or by telephone from the Agent or Operator at the C. M. St. P. & P. station of C. M. St. P. & P. first-class trains, clearing these trains. Trains returning from the Amasa Branch, before using this joint track must know that these trains have arrived and departed.

The C. & N. W. R. R. will operate switching movements into the Bristol Mine Track through the new connection at Crystal Falls Jct. This operation requires that they move over our main line for a distance of about 200 feet.

All tracks west of the east wye switch at Iron River will be considered as Yard Tracks and Rule 904 will govern.

All trains hauling ore cars loaded with ore must not exceed 20 miles per hour.

Trains having their initial station at Kelso Junction will not obtain clearance card at Kelso Junction.

Engines should not head out on east leg of wye at Iron River.

No. 709 will leave Main Line Switch at Crystal Falls Jct., set for Crystal Falls and No. 714 will restore to normal position.

SECOND CLASS	FIRST CLASS	Capacity of Sidings in Cars		Time Table No. 37 In Effect 11:01 A. M. August 7, 1938			Distance from Iron River	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	FIRST CLASS	SECOND CLASS
721	709	Sidings	Other Tracks	Distance from Kelso Jct.	STATIONS	Distance from Iron River	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	714	702	
Mixed	Passenger									Passenger	Mixed	
Daily	Daily											
As 9.50 <sup>PM</sup>	As 5.10 <sup>AM</sup>		18	0.0	..... KELSO JCT. ....	26.6	KO	No Office	JPR	As 1.42 <sup>PM</sup>	As 8.29 <sup>PM</sup>	
10.05	5.22		35	5.6	..... CRYSTAL FALLS JCT. ....	21.0	FA	No Office	KPW	1.32	8.10	
s 10.20	s 5.30		15	40	..... CRYSTAL FALLS JCT. ....	22.2	CF	No Office	P	s 1.25	s 7.58	
10.30	5.40			5.6	..... CRYSTAL FALLS JCT. ....	21.0		No Office		1.20	7.46	
f 10.45	f 5.50		39	9.4	..... FORTUNE LAKE .....	17.2	FO	No Office	P	f 1.14	7.36	
11.20	6.10		18	21.3	..... RICHARDS .....	5.3	RH	No Office	P	12.52	7.06	
				22.9	..... C. & N. W. CROSSING ..	3.7		No Office				
				23.7	..... C. & N. W. CROSSING ..	2.9		No Office				
s 11.35	s 6.25		33	25.5	..... STAMBAUGH .....	1.1	SM	No Office	P	s 12.43	s 6.58	
As 11.45 <sup>PM</sup>	As 6.30 <sup>AM</sup>		Yard	26.6	..... IRON RIVER .....	0.0	RO	5.00 PM to 8.00 AM	BPRY	L 12.40 <sup>PM</sup>	L 6.55 <sup>PM</sup>	
1.55	1.20	Schedule Time										
											1.02	1.34
											Average Speed Per Hour	
											25.7	17.0

Passenger trains must not exceed a maximum speed of 45 miles per hour; other trains 30 miles per hour

2nd Class	1st Class	Capacity of Sidings in Cars		Time Table No. 37 In Effect 11:01 A. M. August 7, 1938			Distance from Channing	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	1st Class	3rd Class
69	9	Sidings	Other Tracks	Distance from Channing	STATIONS	Distance from Channing	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	2	74	
Time Freight	Passenger									Passenger	Time Freight	
Daily Except Sat. and Mon.	Daily											
L 9.00 <sup>PM</sup>	L 4.35 <sup>AM</sup>		Yard	0.0	..... CHANNING .....	31.0	CH		BCEJKRSWY	As 9.00 <sup>PM</sup>	As 2.15 <sup>AM</sup>	
				0.4	..... E. & L. S. CROSSING ..	30.6		No Office				
9.10	4.43		5	3.9	..... SAWYER LAKE .....	27.1	SY	No Office		8.50	1.25	
9.20	4.49		45	7.6	..... FLOODWOOD .....	23.4	D	No Office		8.44	1.15	
9.30	f 4.56		6	11.7	..... WITCH LAKE .....	19.3	WC	No Office		f 8.36	12.55	
9.40	f 5.01		30	14.4	..... WITBECK .....	16.6	WB	No Office		f 8.30	12.40	
10.15	s 5.16		35	21.8	..... REPUBLIC .....	9.2	RC	2.00 PM to 5.00 AM		s 8.16	12.20AM	
			12	30.1	..... WABIK .....	0.9	WK	No Office				
As 10.55 <sup>PM</sup>	As 5.40 <sup>AM</sup>		Yard	31.0	..... CHAMPION .....	0.0	CA	8.00 PM to 10.30 PM 6.40 AM to 12.01 PM	BKRTW	L 7.55 <sup>PM</sup>	L 11.55 <sup>PM</sup>	
1.55	1.05	Schedule Time										
											1.05	2.20
											Average Speed per Hour	
											28.6	13.3

Passenger trains must not exceed maximum speed of 40 miles per hour; other trains 25 miles per hour.

**WESTWARD HILBERT AND APPLETON SUBDIVISION EASTWARD**

THIRD CLASS 241	SECOND CLASS 269	Capacity of Sidings in Cars		Distance from Hilbert Junction	Time Table No. 37 In Effect 11:01 A. M. August 7, 1938		Distance from Appleton	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	THIRD CLASS	
		Sidings	Other Tracks		240	274						
M. St. P. & S. S. M. Mixed	Mixed										M. St. P. & S. S. M. Mixed	Mixed
Daily	Daily Except Sunday										Daily	Daily Except Sunday
	L 5.20AM		Yard	0.0	HILBERT		20.1	HJ		BCDJKPRWY		As 6.30PM
	L 2.05PM			0.7	ST. PAUL SWITCH		19.4		No Office	R	A 3.15AM	6.19
	2.11	f 5.28	20	3.5	ST. JOHN		16.6	SJ	No Office		3.07	6.13
	s 2.17	f 5.35	20	5.6	SHERWOOD		14.5	W	3.00 PM to 6.00 AM	P	s 3.00	f 6.07
				7.3	HIGH CLIFF JCT.		12.8	HF	No Office			
	A 2.40PM	6.00		15.1	MENASHA JCT.		5.0		No Office		L 2.33AM	5.41
	s 6.25		Yard	15.5	MENASHA		4.6	MS	6.00 PM to 9.00 AM	BCKPRWY		s 5.40
				15.6	M. St. P. & S. S. M. CROSS.		4.5		No Office			
				19.4	DRAW BRIDGE		0.7		No Office			
				19.7	C. & N. W. CROSSING		0.4		No Office			
				19.8	C. & N. W. CROSSING		0.3		No Office			
				19.9	C. & N. W. CROSSING		0.2		No Office			
	As 6.55AM		Yard	20.1	APPLETON		0.0	AP	5.00 PM to 8.00 AM	BKPRTZ		L 5.00PM
.35	1.35				Schedule Time						.42	1.30
24.7	12.7				Average Speed per Hour						20.6	13.4

Passenger trains must not exceed maximum speed of 40 miles per hour; other trains 30 miles per hour.

**WESTWARD CRIVITZ AND MENOMINEE SUBDIVISION EASTWARD**

THIRD CLASS 469	SECOND CLASS 474	Capacity of Sidings in Cars		Distance from Crivitz	Time Table No. 37 In Effect 11:01 A. M. August 7, 1938		Distance from Menominee	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 6	THIRD CLASS	
		Sidings	Other Tracks		469	474						
Mixed Daily Except Monday	Mixed Daily Except Monday										Mixed Daily Except Monday	Mixed Daily Except Monday
	L 11.15AM	53		0.0	CRIVITZ		22.4	NI		BCJPRWYZ		As 7.15AM
	s 11.40		12	5.7	LOOMIS		16.7	OM	No Office	P	f 7.00	
	s 12.05PM		16	11.6	PORTERFIELD		10.8	RD	No Office		f 6.35	
	s 12.12	6		13.8	BAGLEY JCT.		8.6	BJ	No Office	P	s 6.25	
	s 12.50		Yard	20.3	MARINETTE		2.1	MA	No Office	KPZ	s 6.00	
				21.0	C. & N. W. CROSSING		1.4		No Office	I		
				21.9	C. & N. W. CROSSING		0.5		No Office	M		
	As 1.05PM		Yard	22.4	MENOMINEE		0.0	M	5.00 PM to 8.00 AM	BCKPRTW	L 5.45AM	
1.50					Schedule Time						1.30	
12.2					Average Speed per Hour						14.9	

Passenger trains must not exceed maximum speed of 40 miles per hour; other trains 25 miles per hour.

**TONNAGE RATING**

STATIONS	L2				C1				G7 & K1				
	1	2	3	4	1	2	3	4	1	2	3	4	
<b>EASTWARD</b>													
Ontonagon to Mass.....	1325	1175	1000	875	1000	900	800	700	800	720	640	560	
Mass. to Park Siding.....	2250	2030	1800	1575	1500	1350	1200	1050	1300	1200	1100	1000	
Park Siding to Balsam.....	3200	2815	2550	2275	2000	1800	1600	1400	1600	1440	1280	1120	
Balsam to Channing.....	4800	4400	4000	3600	3000	2700	2400	2100	2500	2250	2000	1750	
Channing to Iron Mountain.....	2750	2550	2470	1950	1700	1530	1360	1200	1400	1260	1120	980	
Iron Mountain to Crivitz.....	3000	2700	2400	2100	2000	1800	1600	1400	1600	1440	1300	1150	
Crivitz to Green Bay Shops.....	3200	2880	2560	2240	2300	2070	1800	1530	1900	1700	1500	1300	
Green Bay Shops to Plymouth.....	2500	2280	2050	1800	1675	1510	1340	1170	1520	1215	1080	945	
Plymouth to No. Milwaukee.....	2750	2500	2250	2000	1700	1530	1360	1200	1550	1400	1250	1100	
<b>WESTWARD</b>													
No. Milw. to Elkhart Lake.....	2300	2080	1850	1625	1500	1350	1200	1050	1300	1200	1100	1000	
Elkhart Lake to Green Bay Shops.....	3200	2880	2560	2240	2300	2070	1800	1530	1900	1700	1500	1300	
Green Bay Shops to Crivitz.....	3000	2700	2400	2100	2000	1800	1600	1400	1600	1440	1300	1150	
Crivitz to Iron Mountain.....	2150	1960	1770	1580	1375	1240	1100	960	1100	990	880	770	
Iron Mountain to Channing.....	1800	1620	1440	1260	1275	1150	1020	890	1010	910	810	710	
Channing to Mass.....	1675	1500	1340	1175	1250	1125	1000	875	1000	900	800	700	
Mass. to Ontonagon.....	1350	1215	1080	945	1085	975	865	755	875	785	695	500	

Weather Rating:—1. 25 degrees above zero or over.  
 2. 5 to 25 degrees above zero—very frosty or wet.  
 3. 5 degrees above to 10 degrees below zero.  
 4. 10 degrees below zero or colder.

These ratings may be increased or decreased by order of Chief Train Dispatcher.

**SPECIAL RULES**

**EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS**

The semaphore at Hilbert governing westward trains has two arms, the upper arm or light governs North Milwaukee-Green Bay Sub-division trains and the lower arm or light governs Hilbert-Appleton Sub-division trains

Westward M. St. P. & S. S. M. trains will register and obtain clearance card at Hilbert Junction, located 0.4 miles east of St. Paul Switch, instead of at St. Paul Switch. Eastward M. St. P. & S. S. M. trains will register and obtain clearance card at Menasha instead of Menasha Jct.

The track between Menasha and Neenah is used jointly by the C. M. St. P. & P. R. R. and M. St. P. & S. S. M. Ry.

M. St. P. & S. S. M. Ry., Time Table and Rules will govern between Menasha and Neenah.

Loaded cars, the gross weight of which exceeds 215,000 lbs., are not to be hauled between Menasha and Appleton nor over the bridge leading to the Menasha Wooden Ware Co. and Gilbert Paper Co. at Menasha.

Loaded cars, the gross weight of which exceeds 215,000 lbs., are not to be hauled between Crivitz and Menominee.

All loads with gross weight of 200,000 lbs. or more will be preceded and followed with an empty or light load over Bridge U-762, draw bridge at Appleton; Bridge U-820, 2.7 miles west of Crivitz on Menominee Line; Bridge U-874, 0.3 miles west of Marinette.

Because of obstructions near track, cars or engines must not be moved beyond barrel factory located on north side of north spur track at the plant of the Menasha Woodenware Corporation at Menasha. The obstruction is about 5 car lengths east of this spur track switch.

Engines or cars must not be moved into the building of the Menasha Products Co. at Menasha. No. 407 will not obtain a Clearance Card at Bagley Junction.

**SPEED RESTRICTIONS**

- Over Junction Switch, Green Bay.....15 miles per hour
- Between Lake Park (5¼ miles West of Sherwood) and 1½ miles West.....20 miles per hour
- Over Draw Bridge U 762 Appleton.....15 miles per hour
- Over bridge U 820, 2.7 miles West of Crivitz on Menominee Line.....15 miles per hour
- Over bridge U 874 between Marinette and Menominee.....10 miles per hour
- Between Fleisheim Street and F Street at Iron Mountain.....15 miles per hour
- Between Fleisheim Street and West end of New Fill, Iron Mountain....15 miles per hour
- Over Menominee River Bridge East of Iron Mountain.....15 miles per hour

All trains reduce speed to 15 miles per hour over bridge U-904, 0.1 mile east of Kelso Junction.

Passenger trains must not exceed 20 miles, freight trains 15 miles per hour on curves between Mile Post 394 and 398 which are located from 2 miles East to 2 Miles west of Rockland.

Trains will not exceed 15 miles per hour over Bridge U 2016 between Stambaugh and Iron River.

Trains reduce speed to fifteen miles per hour between Crystal Falls station and Crystal Falls Jct. and ten miles per hour over the two Falls Crossings near power plant about half way between Crystal Falls and Crystal Falls Jct.

**ENGINES HEAVIER THAN K1 MUST NOT USE FOLLOWING TRACKS**

- Sand Pit 2—Spur 59 and 63...Elkhart Lake
- New Holstein Canning Co.
- Spur .....New Holstein
- Spur 73 .....
- Chilton Malting, Canning Factory,
- Stock Yard Track.....Chilton
- Wye .....Forest Jct.
- Furnace Tracks.....De Pere
- Spur 109.....
- Mill Track.....Crivitz
- Laun's Mill Tracks.....Wausaukee
- Quarry and Potato Track.....Amberg
- Gas Track ..... } Iron Mountain
- Von Platen Mill Track... }
- Mill Tracks.....Sagola

**TRAIN DISPATCHERS**

- I. A. FRIESS
- C. B. CHEANEY
- E. A. GRADE
- J. H. ANDERSON
- P. M. MAIERLE
- J. T. DINWOODIE  
Chief Dispatcher
- A. B. WORTHING  
Asst. Trainmaster
- G. F. HANCER  
Trainmaster

**WATCH INSPECTORS**

- J. Wellstein & Co..... Milwaukee, Wis.
- H. Hammersmith ..... Milwaukee, Wis.
- J. Grandlich ..... Milwaukee, Wis.
- Milton H. Klopff..... Milwaukee, Wis.
- C. O. Dahle..... Plymouth, Wis.
- Halfpap Brothers ..... Green Bay, Wis.
- O. S. Swenson..... Menasha, Wis.
- M. Spector ..... Appleton, Wis.
- A. F. Manske..... Menominee, Mich.
- H. P. Carlson..... Marinette, Wis.
- A. C. Frankini..... Iron Mountain, Mich.
- A. B. Worthing, Asst. Train Master..... Channing, Mich.
- Blomstrom & Petersen..... Escanaba, Mich.
- J. Jacobs ..... Crystal Falls, Mich.
- A. H. Tegge..... Iron River, Mich.
- Levine and Klapperich..... Ontonagon, Mich.

## GENERAL INSTRUCTIONS

## SYMBOLS

B—Bulletin	J—Junction	R—Register
C—Coal	K—Connection with foreign road	S—Standard Clock
D—Drenching Tower	M—Railroad Crossing protected by Signals	T—Turntable
E—Refreshments	O—Oil	W—Water
G—Railroad Crossing protected by gates	P—Dispatchers' telephone	Y—Wye
I—Interlocking		Z—Track Scales

The following is a supplement to Rule 10 of Rules and Regulations of the Operating Department and will be known as Rule 10-A.

## COLOR SIGNALS

COLOR	INDICATION
(a) Red	Stop
(b) Yellow	Proceed at restricted speed, and for other uses prescribed by the rules.
(c) Green	Proceed, and for other uses prescribed by the rules.
(d) Green and White	Flag stop. See Rule 28.
(e) Blue	See Rule 26.

Rule 10-A applies only on certain divisions or portions thereof when so indicated in time table or bulletin and will then supersede Rule 10 and modify other rules in conflict therewith.

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage-men, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: By day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read:—Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows:—If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No. \_\_\_\_\_.

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

Rule 14-L has been modified and rule now amended to read as follows: "In complying with Rule 14-L the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the train or engine, so that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the engineman's judgment, avert an accident."

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz:—

between Hilbert and Appleton  
Crivitz and Menominee  
Channing and Ontonagon  
Kelso Junction and Iron River.

Operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading:—"No. \_\_\_\_\_ left \_\_\_\_\_ at \_\_\_\_\_ M and has not passed \_\_\_\_\_." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and linemen, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near

switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, caboose or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

- On engine footboards between engine and car when cars are being pushed.
- On leading footboard while coupling engine to cars.
- On engine pilots.
- On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- On ends of cars containing loads which may shift.
- On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, enginemen or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations. A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be hauled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as pos-

sible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

HOT JOURNAL	BY DAY—Nose held with one hand with other pointed toward passing train.
	BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
BRAKES STICKING	BY DAY—Hands shoved in sliding motion out from body.
	BY NIGHT—Lamp raised and held stationary.
BROKEN WHEELS	} Stop Signal.
DEFECTIVE TRUCK	
DRAGGING BRAKE CONNECTION	
LADING SHIFTED OVER SIDE OR END OF CAR	
SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS	

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. \_\_\_\_\_ left \_\_\_\_\_ M and has not passed \_\_\_\_\_." You may proceed to \_\_\_\_\_ with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding, in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in the case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

Normal Speed—The maximum speed authorized by time table in territory involved.

Medium Speed—One-half the authorized maximum speed.

Slow Speed—One-fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed enginemen should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal.

Rules 984 and 1035 of the Rules and Regulations of the Operating Department are modified to read as follows: "Before taking fuel or water, engines of freight trains of more than 20 cars will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars."

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: "In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown." Rule D-86 is eliminated.

Employees must not handle or board cars or engines that bear "Bad Order" cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified by adding the following as a second paragraph: If for any reason adjustment is necessary to a drawbar, knuckle pin, or locking block prior to making coupling or when coupling does not make, the engine or cars must be separated not less than twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineman and other members of the train crew. During the process of chaining up the car, the car itself must be properly secured while being chained to other cars, and if the car is to be chained to the engine, then the car must be secured and the brakes on the engine must be set to avoid a movement of any kind. The engineman must not release brakes until he has received verbal information that all employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

Sacks hung on mail cranes create insufficient clearance. Employees on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

Traveling Electricians ride on certain passenger trains to take care of defects that may develop enroute on air conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the Electrician requests the return of the blue flag.

When train or enginemen feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher, they must write a telegram. In single track territory, if a train is met before the information has been conveyed to the Train Dispatcher, that train must be stopped and the conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by track men. Track men must be called IMMEDIATELY.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows:

Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop, unless the switches are properly lined, signals indicate proceed and track is clear. Where required by law, train must stop.

Trains using a siding must proceed, expecting to find it occupied. Sidings of an assigned direction must not be used in a reverse direction unless authorized by train dispatcher or in an emergency under flag protection.

#### SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding twenty-five miles per hour. No turnouts laid with Long Frogs on the Superior Division.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distance is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed Signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

	MILES PER HOUR	
	On Tangent Track	On Curves
Trains handling steam derricks will not exceed following speed limitations. The indicated maximum speeds should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speed.		
Between N. Milwaukee and Stiles Jct.....	30	20
Between Stiles Jct. and Channing.....	25	17
Between Channing and McKeever.....	20	12
Between McKeever and Ontonagon.....	15	10
Between Channing and Champion.....	18	12
Between Kelso Jct. and Iron River.....	20	12
Between Hilbert Jct. and Appleton.....	20	12
Between Crivitz and Menominee.....	18	12

Trains handling ledgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practicable, locomotive cranes, Jordan spreaders, steam shovels, pile drivers and ditching machines will be placed in trains with heavy end in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below, the indicated maximum speeds must be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	MILES PER HOUR	
	On Tangent Track	On Curves
Between N. Milwaukee and Stiles Jct. ....	30	20
Between Stiles Jct. and Channing.....	25	20
Between Channing and McKeever.....	20	15
Between McKeever and Ontonagon.....	15	10
Between Channing and Champion.....	20	15
Between Kelso Jct. and Iron River.....	20	15
Between Hilbert and Appleton.....	20	15
Between Crivitz and Menominee.....	20	15

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour. Class L-3 Engines must not exceed speed of 50 miles per hour.

### SPECIAL INSTRUCTIONS

Trains moving over Fox River Drawbridge located 0.4 miles east of Green Bay Shops will be governed by color light type home signals located on the right hand side of track and approximately five hundred feet (500 ft.) from the Drawbridge. The home signals are equipped with two units and the indications of same are in accordance with Rules 601-A and 602-G. Fixed semaphore type distant signals with indications in accordance with Rule 603-J are located approximately twelve hundred feet (1200 ft.) from the home signals. All trains will approach the home signals under control and if "PROCEED" indication is obtained, may proceed over the Drawbridge at a speed not to exceed ten (10) miles per hour. When the home signals indicate "STOP" and for any reason cannot be cleared trains may proceed, after making proper stop, only on receiving proper hand signal or authority from bridge tender, and ascertaining that bridge is closed, and at a slow speed expecting to find a broken rail or obstruction.

Swinging type crossing gates are in operation at the following railroad crossings:

C.M.St.P.&P. Railroad and new track serving the Reiss Coal Company located one thousand (1000) feet west of the Fox River Drawbridge at Green Bay.

The normal position of the gates at these crossings will be against the trains on the C.&N.W. Railway track or the Reiss Coal Company track and the gates will be so set except when a train or engine on the C.&N.W. Railway track or the Reiss Coal Company track are using or intend to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. The lighting arrangement of the gates will consist of a red light for "STOP" and a green light for "PROCEED" indication, at restricted speed, on top of gate post, and, in addition, a red light on gate arm for "STOP" when gate is swung across track. The "PROCEED" indication will be given for trains on the C.M.St.P.&P. Railroad tracks only.

Trains on the C.&N.W. Railway tracks or the Reiss Coal Company tracks will come to a complete stand still (regardless of position of gate) before proceeding over the crossing, and will not swing the gate nor occupy the crossing until any train approaching on the C.M.St.P.&P. Railroad has come to a full stop or has proceeded over the crossing. Trains on the C.M.St.P.&P. Railroad will approach these crossings under control prepared to stop before reaching the crossing in the event it is occupied by a train on the C.&N.W. track or the Reiss Coal Company track, or gate is set against the C.M.St.P.&P. Railroad, but may proceed over the crossing without stopping, after sounding the proper grade crossing whistle signal, at a speed not exceeding ten (10) miles per hour, provided track is clear, crossing is unobstructed and gate is properly set against the C.&N.W. Railway

or the Reiss Coal Company track, as the case may be. To clear gate for trains on any one line it must be swung to its full movement over, and at right angles to the track of the conflicting line.

All train movements over C.&N.W. crossing at Stiles Junction, Wisconsin, will be governed by standard upper quadrant semaphore signals located on the right hand side of track. Westward signal is located approximately five hundred fifty feet (550 ft.) and eastward signal two hundred twenty-five (225 ft.) from the crossing. The home signals on the C.M.St.P.&P. Railroad are equipped with two arms and the indications of same are in accordance with Rules 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-five hundred feet (2500 ft.) from the home signals. All trains will approach the home signals under control, and, if proceed signal indication is obtained may proceed over the crossing at a speed not to exceed twenty-five (25) miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in a box marked "C.M.St.P.&P. Release," locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals on conflicting road are at "STOP" and no immediate train movement is evident on such line, may signal the train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the Train Dispatcher at the first open telegraph office where regular stop is made.

Signal and derail protection at the crossing with the C.&N.W. Ry. near the intersection of State and Ash Streets at Marinette, Wis. consist of derails with revolving target stands and lamps for night indication of C.M.St.P.&P. RR. and standard semaphore type signals on main line and dwarf signals and derails on sidetracks of C.&N.W. Railway, all of which are operated from a lever stand located at the crossing. The normal position of the derails will be in the derailing position and against trains on the C.M.St.P.&P. track, and the derails must be so set except when a train or engine on the C.M.St.P.&P. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. Lever stand must be kept locked when in the normal position. Before C.M.St.P.&P. trains may move over the crossing it is necessary for trainmen to go to the crossing and operate the ground lever stand, placing the signals on C.&N.W. Ry. at "STOP" and then line up the route by removing derails from C.M.St.P.&P. track. Instructions for operating levers are posted at the crossing. C.&N.W. routes must not be changed and trains or engines on the C.M.St.P.&P. track must not occupy the crossing until any approaching train or engine on the C.&N.W. Railway track has come to a full stop or has proceeded over the crossing. Trains on the C.&N.W. Railway will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train or engine on the C.M.St.P.&P. track or the signals are set against the C.&N.W. Railway, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal at a speed not exceeding ten (10) miles per hour provided track is clear, crossing is unobstructed and derails are properly set against the C.M.St.P.&P. Railroad.

C.M.St.P.&P. R. R. train movements over crossing with C.&N.W. Ry., located one thousand (1000) feet East of Yard Office at Green Bay, Wisconsin, will be governed by color light type dwarf signals interconnected with the crossing gates. These dwarf signals are located on the right hand side of track fifty (50) feet West and One Hundred Fifty (150) feet East of the crossing. Indications of the signals are in accordance with Rules 602-A and 602-G. Westward fixed distant signal with indication in accordance with Rule 603-J is located approximately Sixteen Hundred Fifty (1650) feet East of the Crossing. Trains will approach the crossing under full control prepared to stop in the event it is occupied by a train on the C.&N.W. Ry. or gates are set against the C.M.St.P.&P. R.R. but may proceed over the crossing without stopping, after sounding proper grade crossing whistle, at a speed not exceeding Ten (10) miles per hour for freight trains, and Fifteen (15) miles per hour for passenger trains, provided track is clear, crossing is unobstructed, gates are properly set against C.&N.W. Ry. and dwarf signal on C.M.St. P.&P. RR. indicates proceed. When the dwarf signal indicates "STOP" it must not be passed by a train except when full understanding is had with Gate Tender and under full protection.

C.M.St.P.&P. trains moving over C.&N.W. crossing at Forest Junction will be governed by color light type Home signals displaying indications in accordance with Rules 601-A and 602G. The Home signal governing eastward trains is located on the right hand side of track 500 feet west of the crossing. The Home signal governing westward trains is located on the left hand side of the track 260 feet east of the crossing. Distant signals displaying indications in accordance with Rule 603-J are located on the right hand side of the track 2500 feet from the Home signals. Trains on the C. M.St.P.&P. track will approach the Home signals under control, but when the Home signal indicates Proceed, they may proceed over the crossing at a speed not in excess of 30 miles per hour. When a train is stopped by the Home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate the time release located in the box marked "C.M.St.P.&P. Release" which is locked with a standard switch lock. Instructions for operating the release are posted inside of this box. In case the operation of the Time Release does not clear the Home signal, the trainman at the crossing, after having made certain that no immediate train movement is evident on the C.&N.W., may signal his train to proceed over the crossing. Under such conditions the movement must be made at Slow speed and under protection of the Trainman at the crossing. Failure of the Home signal must be promptly reported to the Chief Dispatcher from the first open telegraph office where regular stop is made.

A swinging type crossing gate with red light displayed on gate arm for night indication at the crossing of the C.M.St.P.&P. RR. with the D.S.S.&A. Ry. at Sidnaw, Mich. Gate will be handled by operators located at the depot and color light type home signals working in conjunction with the gate are provided to govern train movements on both roads. These signals are located on the right hand side of the track about one hundred fifty (150) feet from the crossing and the indications of same are in accordance with Rules 602-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately fifteen hundred (1500) feet from the home signals. Trains will reduce speed when passing the fixed distant signals and will approach the home signals under full control prepared to stop before reaching the crossing in the event it is

**SPECIAL INSTRUCTIONS (Continued)**

occupied by a train on the D.S.S.&A. Ry. or gate is set against the C.M.St.P.&P. RR., but may proceed over the crossing without stopping, after sounding proper grade crossing whistle, at a speed not exceeding fifteen (15) miles per hr., provided track is clear, crossing is unobstructed, gate is properly set against D.S.S.&A. Ry. and home signal on C.M.St.P.&P. RR. indicates proceed. If a train is stopped at a home signal and no conflicting train movement is evident a trainman shall proceed to the crossing and after having made certain that the gate is properly set against the D.S.S.&A. Ry. and no immediate train movement is evident on such road may signal his train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the signals must be promptly reported to the operators at the depot.

All train movements over C.&N.W. Railway crossing, approximately 3000 feet east of the passenger depot at Menominee, are governed by color light type signals located on the right-hand side of the track and approximately 200 feet from the crossing. The home signals of the C.M.St.P.&P. RR., are of the dwarf type located on six-foot mast and indications of same are in accordance with rules 601-A and 602-G. All trains will approach the home signals under control and if proceed indication is obtained may proceed over the crossing at a speed not to exceed fifteen (15) miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, a trainman shall proceed to the crossing and operate hand release located in box marked "C.M.St.P.&P. Release," locked with a standard switch lock. Instructions for operating the release are posted inside the release box. If the operation of the hand release does not clear the home signal, the trainman at crossing, upon having made certain that the home signals on conflicting road are at STOP and no immediate train movement is evident on such line, may signal train to proceed over the crossing. Movements under such conditions must be made at slow speed and must be protected against conflicting movements. Failure of the home signal must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made. When trains are switching or standing on the clearing circuit for eastward (time-table direction) home signal at C.&N.W. Crossing 3000 feet east of passenger depot at Menominee, Michigan, and the eastward home signal is not accepted within a period of two (2) minutes after it has cleared, it will resume the stop indication in order to release the crossing for C.&N.W. movements. To again clear this signal, it will be necessary for trainmen to operate a special release button located at the signal in a box equipped with standard switch lock. If signal fails to clear it will be necessary for trainmen to go to the crossing and operate the release at that point and be governed by the general instructions covering operation of the signal protection at this crossing.

Signals at gate crossings with C.&N.W. Railway seven-tenths (0.7) of one mile east of the depot at Oconto are in operation. The normal position of gates will be against trains on the C.M.St.P.&P. track and the gates must be so set except when a train or engine on the C.M.St.P.&P. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. Gates must be kept locked when in the normal position. The lighting arrangement will consist of a red light for "Stop" on gate arm when gate is swung across track. Trains or engines on the C.M.St.P.&P. track will come to a complete standstill (regardless of position of gates) before proceeding over the crossing, and will not swing the gates nor occupy the crossing until any approaching train or engine on the C.&N.W. Railway track has come to a full stop or has proceeded over the crossing. Trains on the C.&N.W. will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train or engine on the C.M.St.P.&P. track or the gates are set against the C.&N.W. Railway, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at restricted speed provided track is clear, crossing is unobstructed and gates are properly set against the C.M.St.P.&P. Railway. To clear a gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting line.

Signals and gates at crossing with C.&N.W. on Finntown Line one (1.0) mile north of Menominee are in operation. The normal position of gates will be against trains on the C.M.St.P.&P. track and the gates must be so set except when a train or engine on the C.M.St.P.&P. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. Gates must be kept locked when in the normal position. The lighting arrangement will consist of a red light for "Stop" on gate arm when gate is swung across track. Trains or engines on the C.M.St.P.&P. track will come to a complete standstill (regardless of position of gates) before proceeding over the crossing, and will not swing the gates nor occupy the crossing until any approaching train or engine on the C.&N.W. Railway track has come to a full stop or has proceeded over the crossing. Trains on the C.&N.W. will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train or engine on the C.M.St.P.&P. track or the gates are set against the C.&N.W. Railway, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at restricted speed provided track is clear, crossing is unobstructed and gates are properly set against the C.M.St.P.&P. Railway. To clear a gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting line.

All C.M.St.P.&P. train movements over crossing with the C.&N.W. Chapin or Ludington Mine Spur located seven-tenths (0.7) of one mile west of Iron Mountain, Mich., will be governed by color light type dwarf signals inter-connected with crossing gate operated by crossing watchman in tower at Main Street one hundred and sixty (160) feet west of the railroad crossing. These dwarf signals are located on the right-hand side of the track approximately three hundred (300) feet from the crossing and indications of same are in accordance with Rules 602-A and 602-G. Trains will approach the crossing under full control prepared to stop in the event it is occupied by a train on the C.&N.W. Railway but may proceed over the crossing without stopping after sounding proper grade crossing whistle, at a speed not exceeding fifteen (15) miles per hour, provided track is clear, crossing is unobstructed, gate is properly set against C.&N.W. Railway, and dwarf signal on C.M.St.P.&P. indicates proceed. When a dwarf signal indicates "STOP" it must not be passed by a train except when full understanding is had with the gate operator and under full flag protection. Failure of signals must be promptly reported to the train dispatcher at the first open telegraph office where regular stop is made.

**COMPANY SURGEONS**

Location	Name	Residence and Phone	Office and Phone
Chicago, Illinois.....	§Dr. A. R. Metz, Chief Surgeon.....	.....	Washington Boulevard Hospital, Seeley 1640.
Chicago, Illinois.....	§Dr. R. Householder, Asst. to Chief Surgeon.....	.....	Union Station, Central 7600.
Chicago, Illinois.....	§Dr. J. F. De Pree, Asst. to Chief Surgeon.....	.....	Washington Boulevard Hospital, Seeley 1640.
Chicago, Illinois.....	§Drs. Wescott & Wescott, Oculists.....	.....	Union Station, Central 7600.
Chicago, Illinois.....	Dr. L. F. McBride, Aurist.....	.....	30 North Michigan Ave., Dearborn 3127.
Chicago, Illinois.....	Dr. H. A. Hooper, Dentist.....	.....	122 So. Michigan Ave., Wabash 2272.
Milwaukee, Wisconsin..	§O R. Lillie, M. D.....	6112 W. Washington Blvd., Hopkins 0173	53 E. Washington St., State 0509.
Milwaukee, Wisconsin..	§Dr. G. W. Fox.....	2118 E. Kenilworth Pl., Lakeside 4605	208 E. Wisconsin Ave., Daly 3221.
Milwaukee, Wisconsin..	§Dr. H. O. Zurheide.....	2703 N. 33rd St., Kilb. 0073	208 E. Wisconsin Ave., Daly 3221.
Milwaukee, Wisconsin..	Drs. Gordon and Sproule, Oculists.....	.....	758 N. 27th St., West 0219.
Milwaukee, Wisconsin..	F. D. Murphy, Consultant.....	.....	208 E. Wisconsin Ave., Daly 3873.
Plymouth, Wis.....	*L. C. Lietsch.....	Fairview Drive, Phone 81	536 West Wisconsin Avenue, Marquette 1188.
Kiel, Wis.....	Dr. F. P. Knauf.....	629 Fremont St., 47W.....	303 East Mill St., Phone 81
Chilton, Wis.....	Dr. N. J. Knauf.....	40 E. Main, Phone 74.....	623 Fremont St., Phone 47
Hilbert, Wisconsin.....	Dr. R. J. Winkler.....	Main Street, Phone 46.....	15 No. Madison, Phone 74
Menasha, Wis.....	Dr. F. M. Corry.....	600 First St., 233R.....	Main Street, Phone 46
Neeenah, Wisconsin.....	J. P. Canavan.....	.....	150 Main St., 283W
Appleton, Wis.....	Dr. G. A. Ritchie.....	845 East College Ave., 204R.....	119 East Wisconsin Avenue, Phone 20
Appleton, Wis.....	Dr. D. M. Gallaher.....	821 E. Washington St., 132A.....	Zuelke Bldg., 204W
Green Bay, Wis.....	§Dr. Ralph M. Carter.....	622 So. Webster, Adams 34.....	120 So. Oneida St., 5800.
Green Bay, Wis.....	Dr. E. S. Schmidt, Oculist.....	607 So. Van Buren, Adams 2456	Bellin Bldg., Adams 410.
Green Bay, Wis.....	Dr. E. G. Nadeau, Oculist.....	1045 So. Jackson St., Adams 997	Bellin Bldg., Adams 2392.
Green Bay, Wisconsin..	J. R. Minahan, Consultant.....	.....	Bellin Bldg., Adams 1080.
Oconto, Wis.....	Dr. A. F. Slaney.....	359 Main St., Phone 158R.....	1133 Main St., Phone 158W
Lena, Wis.....	Dr. J. F. Rose.....	Phone 431.....	110 North Washington Street, Adams 933.
Coleman, Wis.....	Dr. L. H. Grauer.....	Phone 212.....	Phone 481
Marinette, Wis.....	Dr. M. D. Bird.....	1520 Main St., Phone 172.....	Phone 212
Menominee, Mich.....	Dr. S. C. Mason.....	1124 Ogden Ave., Phone 615R.	1520 Main St., Phone 172
Iron Mountain, Mich..	Dr. Claude W. Walker, Oculist.....	703 East G St., Phone 225.....	Ogden and Sheridan Road.
Iron Mountain, Mich..	§Dr. J. A. Crowell.....	403 East Ludington St., Phone 160	Electric Square Bldg., Phone 615J
Iron Mountain, Mich..	Dr. D. R. Smith.....	601 East F St., Phone 418.....	U. S. Bank Bldg., Phone 605.
Channing, Mich.....	§Dr. R. E. Hayes.....	Res. at Sagola, Phone 10-4L-4S	Commercial Bank Bldg., Phone 619.
Sagola, Mich.....	.....	.....	Commercial Bank Bldg., Phone 619.
Champion, Mich.....	Dr. Paul Van Riper.....	Phone 4.....	Phone 10-4L-1S.
Escanaba, Mich.....	Dr. A. S. Kitchen.....	1229 Sheridan Rd., 342-R.....	Phone 4
Crystal Falls, Mich.....	Dr. Harry H. Haight.....	119 Iron St., Phone 216.....	1229 Sheridan Rd., Phone 342-1.
Iron River, Mich.....	Dr. E. M. Libby.....	520 West Adams, Phone 25W.....	412 Superior St., Phone 94.
Iron River, Mich.....	Dr. L. E. Irvine.....	303 6th St., Phone 17.....	422 Third St., Phone 25J.
Stambaugh, Mich.....	Dr. W. J. Kofmehl.....	Phone 64.....	422 Third St., Phone 126.
Ontonagon, Mich.....	*Dr. E. J. Evans.....	Phone 19F3.....	Phone 64.
Ontonagon, Mich.....	*Dr. F. W. McHugh.....	Phone 3F2.....	.....

§ Indicates salaried company surgeons who should be used whenever possible.  
 † Indicates surgeons equipped to conduct physical examinations of employes for entrance into the service, promotion or re-examination.  
 \* Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

**LOCATION OF SPURS**

Distance from Milwaukee	No. Milwaukee and Green Bay Subdivision	Distance from Green Bay	Distance from Channing	Channing and Ontonagon Subdivision	Distance from Ontonagon
10.2	Hyssop .....	102.1	2.2	Spur 234 .....	90.3
16.8	Spur 16 .....	95.5	13.8	Mitchels Spur .....	78.7
17.9	Spur 18 .....	94.4	15.1	Spur 247 .....	77.4
18.0	Spur 19 .....	94.3	17.3	Warner Mine Junction.....	75.2
19.3	Spur 20 .....	93.0	21.6	Triangle Ranch .....	70.9
21.3	Spur 21 .....	91.0	24.6	Spur 255 .....	67.9
52.4	Spur 52 .....	59.9	26.7	Spur 257 .....	65.8
58.2	Spur 58 .....	54.1	28.7	Spur 259 .....	63.8
63.2	Spur 63 .....	49.1	34.2	Spur 265 .....	58.3
108.2	Spur 108 .....	4.1	37.2	Spur 269 .....	55.3
109.2	Spur 109 .....	3.1	39.8	Keating's Spur .....	52.7
110.1	Spur 110 .....	2.2	40.6	Perch Creek Spur.....	51.9
			42.7	Spur 274 .....	49.8
			57.1	Spur 289 .....	35.4
			68.3	Spur 299 .....	24.2

  

Distance from Green Bay Shops	Green Bay and Channing Subdivision	Distance from Channing
6.9	Spur 120 .....	111.2
42.3	Champion Gravel Company Spur.....	75.8
78.0	Holmes Spur .....	40.1
81.2	Spur 195 .....	36.9
85.2	Browns Spur .....	32.9
90.5	Andersons Spur .....	27.6

  

Distance from Hilbert	Hilbert and Appleton Subdivision	Distance from Appleton
18.4	Spur 41 .....	1.7

  

Distance from Crivitz	Crivitz and Menominee Subdivision	Distance from Menominee
18.5	Park Mills .....	3.9

  

Distance from Channing	Channing and Champion Subdivision	Distance from Champion
12.6	Spur 245 .....	18.4
17.6	Spur 250 .....	13.4
19.4	Kerkela Spur .....	11.6

  

Distance from Kelso Jct.	Kelso Junction and Iron River Subdivision	Distance from Iron River
5.0	Spur F5 .....	21.6
6.4	Ravenna Mine Junction.....	20.2
7.5	Fortune Lake Mine Track.....	19.1
26.4	Hiawatha Mine Junction.....	0.2

**YARD LIMITS AT**

North Milwaukee Extend From  
 6000 ft. west of the Switch serving No. Milwaukee Lime and Cement Co. to Depot  
 Plymouth Extend From  
 1000 ft. east of Spur 53 to  
 400 ft. west of Deep Rock Oil Co. Spur  
 Hilbert Extend From  
 2000 ft. east of East Passing Track Switch to  
 2000 ft. west of Outer Switch on G. Bay-Milw. Sub.  
 2000 ft. west of Outer Switch on Hilbert-Appleton Subdivision  
 Menasha Extend From  
 2000 ft. east of Outer switch to  
 2000 ft. west of Outer switch  
 Green Bay Extend From  
 1800 ft. east of Green Bay Jct. switch to  
 2660 ft. west of Outer Switch at Green Bay.  
 Crivitz Extend From  
 3000 ft. east of Outer Switch to  
 2000 ft. west of West Wye Switch on Green Bay-Channing Subdivision  
 2000 ft. west of Outer Switch on Menominee Line  
 Marinette Extend From  
 2000 ft. east of Park Mill Switch to  
 Menominee Depot  
 Pembine Extend From  
 2000 ft. east of Outer Switch to  
 2000 ft. west of Outer Switch  
 Iron Mountain Extend From  
 2000 ft. east of Outer Switch to  
 2000 ft. west of west switch.  
 Channing Extend From  
 2000 ft. east of Outer Switch to  
 2600 ft. west of E. & L. S. Switch  
 5100 ft. west of Outer Switch on Ontonagon Line  
 Kelso Junction Extend From  
 2600 ft. east of Junction Switch to  
 5200 ft. west of Junction Switch on Ontonagon Line and to  
 2000 ft. west of Junction Switch on Iron River Line  
 Crystal Falls Extend From  
 1500 ft. east of Crystal Falls Junction Switch to  
 1500 ft. west of Crystal Falls Junction Switch  
 Sidnaw Extend From  
 2000 ft. east of Outer Switch to  
 2000 ft. west of Outer Switch  
 McKeever and Mass Extend From  
 2000 ft. east of Junction Switch at McKeever to  
 1476 ft. west of West Switch at Mass.  
 Ontonagon Extend From  
 2000 ft. east of Wye Switch to end of Main Track  
 Champion Extend From  
 800 ft. east of Switch at Wabik  
 to the West Connection with DSS&A at Champion