

~~Submittal~~

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

## MILWAUKEE DIVISION

# TIME TABLE No. 3

Taking effect at 2:01 A. M.  
Central Standard Time

**Sunday, April 24, 1960**

For the government and information  
of employes only

**G. J. BARRY,**  
Assistant Superintendent.

**W. M. FREUND,**  
Assistant Superintendent

**W. F. PLATTENBERGER,**  
Assistant Superintendent.

**K. R. SCHWARTZ,**  
Superintendent.

**V. P. SOHN,**  
General Superintendent of Transportation.

**W. E. SWINGLE,**  
Assistant General Manager.

**L. V. ANDERSON,**  
General Manager.

**TABLE OF TRAIN SPEEDS**

Seconds per Mile	Miles per Hour	Seconds per Mile	Miles per Hour
40	90	62	58.1
42.4	85	63	57.1
45	80	64	56.3
46	78.3	65	55.4
47	76.6	66	54.5
48	75	67	53.7
49	73.5	68	52.9
50	72	69	52.2
51	70.6	70	51.4
52	69.2	75	48
53	67.9	80	45
54	66.7	85	42.4
55	65.5	90	40
56	64.3	100	36
57	63.2	120	30
58	62.1	144	25
59	61	180	20
60	60	240	15
61	59	360	10

FIRST SUBDIVISION—WESTWARD

Table with columns for First Class (55, 27, 135, 133), Capacity in cars, TIME TABLE No. 3 April 24, 1960 STATIONS, Distance from Chicago, SEE RULE 6-A, Office Hours, and First Class (117, 261, 5). Rows include stations like CHICAGO, WESTERN AVENUE, TOWER A 5, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHNY, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 68, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., MILWAUKEE, and MUSKEGO YARD.

Passenger trains must not exceed maximum speeds of 79 miles per hour Chicago to Mayfair, 90 miles per hour Mayfair to Lake, 79 miles per hour Lake to Milwaukee. Other trains 60 miles per hour. This time table confers no authority between Western Avenue and Alton Junction (150 feet south of South Branch Bridge.) Chicago Union Station Company timetable and rules govern the operation of trains and engines using Chicago Union Station Company's tracks, and tracks under its jurisdiction between Western Avenue and Alton Junction (150 feet south of South Branch bridge.) Double track is in use between Milwaukee and Lake and between Sturtevant and Tower A-5. Two main tracks are in use between Lake and Sturtevant. Beginning at the North the main tracks are numbered No. 1 and No. 2 main tracks. Also see Special Instructions X-22.

Centralized Traffic Control System is in use between Sturtevant and Lake. Automatic Block Signal System is in use between Western Ave. and Tower A-5 on Track No. 1 and track No. 2 and between Tower A-5 and Milwaukee and between Tower B-17 and Bryn Mawr. The west limit of the Automatic Block System at Milwaukee is near S Street approximately 900 feet east of the passenger station. Automatic Cab Signal System is in use between Lake and Mayfair. Deerfield is a register station only for trains starting or terminating at that station.

FIRST SUBDIVISION—WESTWARD

Table with columns for First Class (145, 113, 149, 15, 137, 23), TIME TABLE No. 3 April 24, 1960 STATIONS, and First Class (143, 155, 39, 159, 139, 53, 141). Rows include stations like CHICAGO, WESTERN AVENUE, TOWER A 5, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHNY, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 68, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., MILWAUKEE, and MUSKEGO YARD.

Passenger trains must not exceed maximum speeds of 79 miles per hour Chicago to Mayfair, 90 miles per hour Mayfair to Lake, 79 miles per hour Lake to Milwaukee. Other trains 60 miles per hour.

Rules 251, 251 (A), 253 and 254 are in effect on eastward and westward tracks between Milwaukee and Lake and between Sturtevant and Tower A-5 for movements with the current traffic. See Special Instruction X-22.

Rule D-97 is in effect on First Subdivision. This time table confers no authority between Bryn Mawr and Shermer. CNW Time-Table and rules govern. P&P freight trains will use CNW tracks between Bryn Mawr and Shermer.

No. 139 will only stop at Rondout on flag to let off or pick up revenue passengers. No. 39 stops at Techny to let off revenue passengers from Chicago and Western Avenue. No. 141 stops at West Lake Forest and Rondout to let off revenue passengers. No. 15 and 23 will not carry Glenview passengers from Chicago.

FIRST SUBDIVISION—WESTWARD

FIRST CLASS

153 35 11 131

Passenger Passenger Passenger Passenger
Sunday only Daily Ex. Sat. and Sunday Daily Daily Ex. Sunday

Table with 4 columns for train numbers 153, 35, 11, and 131, showing departure times for various stations from Chicago to Milwaukee.

TIME TABLE No. 3 April 24, 1960 STATIONS

Vertical list of stations from CHICAGO to MUSKEGO YARD, including TOWER A 5, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHNY, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 6S, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., and MILWAUKEE.

FIRST CLASS

9 57 151 1 147

Passenger Passenger Passenger Passenger Passenger
Daily Daily Daily Daily Daily

Table with 5 columns for train numbers 9, 57, 151, 1, and 147, showing departure times for various stations from Chicago to Milwaukee.

Passenger trains must not exceed maximum speeds of 79 miles per hour Chicago to Mayfair, 90 miles per hour Mayfair to Lake, 79 miles per hour Lake to Milwaukee. Other trains 60 miles per hour. No. 153 stops at Golf, Techny and West Lake Forest to let off revenue passengers from Chicago and Western Avenue. No. 151 stops at West Lake Forest to let off revenue passengers from Chicago and Western Avenue.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS

56 130 132 32 4 134

Passenger Passenger Passenger Passenger Passenger Passenger
Daily Daily Ex. Sunday Daily Ex. Sunday Daily Ex. Sat. and Sunday Daily Daily Ex. Sat. and Sunday

Table with 6 columns for train numbers 56, 130, 132, 32, 4, and 134, showing departure times for various stations from Chicago to Milwaukee.

TIME TABLE No. 3 April 24, 1960 STATIONS

Vertical list of stations from CHICAGO to MUSKEGO YARD, including TOWER A 5, HEALY, GRAYLAND, MAYFAIR, FOREST GLEN, EDGEBROOK, MORTON GROVE, GOLF, GLENVIEW, TECHNY, TOWER A 20, NORTHBROOK, DEERFIELD, WEST LAKE FOREST, RONDOUT, WILSON, GURNEE, WADSWORTH, RUSSELL, TRUESDELL, SOMERS, STURTEVANT, FRANKSVILLE, TOWER A 6S, CALEDONIA, OAKWOOD, LAKE, WASHINGTON ST., and MILWAUKEE.

Distance from Milwaukee

142 136 48 138 146

Passenger Passenger Passenger Passenger Passenger
Sat. and Sunday only Daily Ex. Sat. and Sunday Daily Ex. Sat. and Sunday Daily Ex. Sunday

Table with 5 columns for train numbers 142, 136, 48, 138, and 146, showing departure times for various stations from Chicago to Milwaukee.

Passenger trains must not exceed maximum speeds of 79 miles per hour Milwaukee to Lake, 90 miles per hour Lake to Mayfair, 79 miles per hour Mayfair to Chicago. Other trains 60 miles per hour. Deerfield is a train order office only for trains starting at that station. Rule 83 (B) will not apply at Deerfield when Operator is not on duty. No. 146 stops at Glenview and Northbrook on Saturday only to pick up revenue passengers.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS					TIME TABLE No. 3 April 24, 1960 STATIONS	FIRST CLASS					
24	140	22	12	144		152	16	148	46	2	250
Passenger	Passenger	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Passenger	Passenger
Daily	Daily Ex. Sunday	Daily	Daily	Daily		Daily Ex. Sunday	Daily	Sunday only	Daily	Daily	Daily
A A.M. s 8.05	A A.M. s 8.40	A A.M. s 9.05	A A.M. s 11.50	A P.M. s 12.25	CHICAGO 2.9	A P.M. s 2.30	A P.M. s 2.55	A P.M. s 3.35	A P.M. s 4.25	A P.M. s 6.20	
A A.M. s 7.55	A A.M. s 8.28	A A.M. s 8.51	A A.M. s 11.40	A P.M. s 12.12	(C. & N. W. Crossing) WESTERN AVENUE 2.5	A P.M. s 2.17		A P.M. s 3.24	A P.M. s 4.13		
7.52	8.25	8.48	11.37	12.09	TOWER A 5 (C. M. St. P. & P. Crossing) 1.0	2.14	2.36	3.21	4.10	6.07	
	s 8.23			s 12.07	HEALY 1.8	s 2.12		s 3.19			
	s 8.20			s 12.04	GRAYLAND (C. & N. W. Crossing) 0.8	s 2.09		s 3.15			
	s 8.18			s 12.02	MAYFAIR (C. & N. W. Crossing) 1.2	s 2.06		s 3.13			
	s 8.15			s 11.59	FOREST GLEN 1.4	s 2.04		s 3.10			
	s 8.11			s 11.56	EDGEBROOK 2.7	s 2.00		s 3.07			
	s 8.06			s 11.51	MORTON GROVE 1.9	s 1.54		s 3.02			
	f 8.01			s 11.47	GOLF 1.2	s 1.47		s 2.58			
s 7.41	s 7.58	s 8.35	s 11.26	s 11.44	GLENVIEW 2.8	s 1.44	s 2.25	s 2.55	s 3.56	s 5.52	
	s 7.53			s 11.40	TECHNY 0.1	s 1.39		f 2.51			
7.38	7.52	8.32	11.23	11.39	TOWER A 20 0.6	1.38	2.22	2.50	3.53	5.49	
	s 7.51			s 11.38	NORTHBROOK 3.0	s 1.37		s 2.49			
	s 7.46			s 11.33	DEERFIELD 4.1	s 1.30		s 2.45			
	s 7.38			f 11.27	WEST LAKE FOREST 4.3	f 1.24		s 2.40			
7.30	L 7.32 A.M.	L 8.23 A.M.	11.15	L 11.21 A.M.	RONDOUT (E. J. & E. Crossing) 4.5	L 1.18 P.M.	2.14	L 2.35 P.M.	3.44	5.41	
					WILSON 1.8						
					GURNEE 4.3						
7.22			11.07		WADSWORTH 4.1		2.06		3.36	5.33	
					RUSSELL 5.6						
					TRUESDELL 4.9						
					SOMERS 4.3						
7.08			10.53		STURTEVANT 4.2		1.53		3.22	5.20	
					FRANKSVILLE 2.1					A P.M. s 5.35	
					TOWER A 68 1.3					f 5.28	
					CALEDONIA 3.4					f 5.24	
					OAKWOOD 5.1					5.21	
6.55			10.40		LAKE 5.0 (Kinnickinnie Drawbridge) 1.0		1.40		3.10	5.07	
					(C. & N. W. Crossing) WASHINGTON ST. 1.1		1.33		3.03	5.00	
6.48			10.33		(Menomonee Drawbridge) MILWAUKEE 1.1		L 1.30 P.M.		L 3.00 P.M.	L 4.57 P.M.	
L 6.45 A.M.			L 10.30 A.M.		MUSKEGO YARD					L 5.05 P.M.	

Passenger trains must not exceed maximum speeds of 79 miles per hour Milwaukee to Lake, 90 miles per hour Lake to Mayfair, 79 miles per hour Mayfair to Chicago. Other trains 60 miles per hour.

FIRST SUBDIVISION—EASTWARD

FIRST CLASS			TIME TABLE No. 3 April 24, 1960 STATIONS	FIRST CLASS		
44	154	118		58	156	158
Passenger	Passenger	Passenger		Passenger	Passenger	Passenger
Daily Ex. Sat. and Sunday	Sunday only	Daily		Daily	Daily Ex. Sunday	Sunday only
A P.M. s 5.55	A P.M. s 6.00	A P.M. s 7.00	CHICAGO 2.9	A P.M. s 8.40	A P.M. s 10.00	A P.M. s 10.00
A P.M. s 5.42	A P.M. s 5.48	A P.M. s 6.48	(C. & N. W. Crossing) WESTERN AVENUE 2.5	A P.M. s 8.28	A P.M. s 9.48	A P.M. s 9.48
5.37	5.45	6.45	TOWER A 5 (C. M. St. P. & P. Crossing) 1.0	8.25	9.45	9.45
f 5.35	s 5.43		HEALY 1.8	s 9.42	s 9.42	
f 5.31	s 5.40		GRAYLAND (C. & N. W. Crossing) 0.8	s 9.37	s 9.37	
f 5.29	s 5.36		MAYFAIR (C. & N. W. Crossing) 1.2	s 9.33	s 9.33	
f 5.27	s 5.33		FOREST GLEN 1.4	s 9.30	s 9.30	
f 5.23	s 5.30		EDGEBROOK 2.7	s 9.27	s 9.27	
s 5.20	s 5.25		MORTON GROVE 1.9	s 9.23	s 9.23	
f 5.17	s 5.22		GOLF 1.2	s 9.20	s 9.20	
s 5.15	s 5.19	s 6.32	GLENVIEW 2.8	s 8.05	s 9.18	s 9.18
s 5.12	s 5.13		TECHNY 0.1	f 9.14	f 9.14	
5.11	5.12	6.29	TOWER A 20 0.6	8.02	9.13	9.13
s 5.10	s 5.10		NORTHBROOK 3.0	s 9.12	s 9.12	
L 5.05 P.M.	s 5.05		DEERFIELD 4.1	s 9.08	s 9.08	
	f 4.58		WEST LAKE FOREST 4.3	f 9.02	f 9.02	
	L 4.52 P.M.	L 6.19 P.M.	RONDOUT (E. J. & E. Crossing) 4.5	7.54	L 8.57 P.M.	L 8.57 P.M.
			WILSON 1.8			
			GURNEE 4.3			
			WADSWORTH 4.1	7.46		
			RUSSELL 5.6			
			TRUESDELL 4.9			
			SOMERS 4.3			
			STURTEVANT 4.2	7.33		
			FRANKSVILLE 2.1			
			TOWER A 68 1.3			
			CALEDONIA 3.4			
			OAKWOOD 5.1			
			LAKE 5.0 (Kinnickinnie Drawbridge) 1.0	7.20		
			(C. & N. W. Crossing) WASHINGTON ST. 1.1	7.13		
			(Menomonee Drawbridge) MILWAUKEE 1.1	L 7.10 P.M.		
			MUSKEGO YARD			

Passenger trains must not exceed maximum speeds of 79 miles per hour Milwaukee to Lake, 90 miles per hour Lake to Mayfair, 79 miles per hour Mayfair to Chicago. Other trains 60 miles per hour.



SECOND SUBDIVISION—EASTWARD

Table with columns for First Class (130-136), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations, Distance from Janesville, See Rule (6-A), and First Class (138-22).

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 134, 142 and 140 stop at Wilson Road on signal to take on revenue passengers for Western Avenue and Chicago.

No. 146 stops at Grays Lake and Libertyville on Saturday only to pick up revenue passengers.

No. 22 stops at Avalon to pick up revenue passengers for Chicago.

SECOND SUBDIVISION—EASTWARD

Table with columns for First Class (144-156), Time Table No. 3 (April 24, 1960), Stations, Second Class (166), and Third Class (194).

Passenger trains must not exceed maximum speed of 75 miles per hour, other trains 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Nos. 144, 152, 148, 154, 156 and 158 stop at Wilson Road on Signal to take on revenue passengers for Western Avenue and Chicago.

No. 118 stops at Fox Lake daily except Sundays and the following legal holidays—New Years Day, Memorial Day, July 4th, Labor Day, Thanksgiving and Christmas.

No. 118 will reduce speed at Avalon to 55 miles per hour to dispatch U. S. mail.

The following station hours are listed for the information of Train Conductor to comply with tariff requirements for collection of cash fares where time is not otherwise shown.

Table with columns for Monday to Friday, Saturday, and Sunday, listing station hours for various locations like Western Avenue, Healy, Grayland, etc.

THIRD SUBDIVISION—WESTWARD

Table with columns for Third Class (91, 93), Second Class (69, 67, 233), Time Table No. 3 (April 24, 1960), Stations, Distance from Milwaukee, Telegraph calls, Capacity in cars, and First Class (9). Includes times for passenger and freight trains.

Passenger trains must not exceed maximum speed of 50 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Milwaukee and North Milwaukee.

Automatic Block Signal System is in use between Milwaukee and North Milwaukee.

The east limit of the automatic block system is at 6th Street viaduct, approximately 1300 ft. west of the passenger station at Milwaukee.

Rules 251, 251 (A), 253 and 254 are in effect on eastward and westward tracks between North Milwaukee and Milwaukee for movement with the current of traffic.

Manual Block System is in use between North Milwaukee and Green Bay.

Rule 319 (A) applies at North Milwaukee, Plymouth, Hilbert and Green Bay.

No. 9 stops at Fredonia, Random Lake, Adell, Elkhart Lake, Kiel, New Holstein, Hilbert and DePere to let off revenue passengers from Milwaukee and beyond and to pick up revenue passengers for Green Bay and beyond.

THIRD SUBDIVISION—EASTWARD

Table with columns for Third Class (94, 92, 234), Second Class (82, 182), Time Table No. 3 (April 24, 1960), Stations, Distance from Green Bay, SEE RULE 6-A, Office Hours, and First Class (10). Includes times for passenger and freight trains.

Passenger trains must not exceed maximum speed of 50 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 10 stops at DePere, New Holstein, Kiel, Elkhart Lake, Adell, Random Lake and Fredonia to pick up revenue passengers for Milwaukee and beyond and let off revenue passengers from Green Bay and beyond.

Plymouth is a register station only for trains starting or terminating at that station.

Rule 83 (B) does not apply at North Milwaukee if train order signal indicates proceed as per Rule 200-C

WESTWARD—FOURTH SUBDIVISION—EASTWARD

Table with columns for Second Class (69), First Class (9), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations (Green Bay to Channing), SEE RULE 6-A, Office Hours, and First/Second Class times (10, 82).

Passenger trains must not exceed maximum speed of 55 miles per hour between Green Bay and Iron Mountain and 50 miles per hour between Iron Mountain and Channing; other trains 40 miles per hour between Green Bay and Iron Mountain and 35 miles per hour between Iron Mountain and Channing.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Iron Mountain is a register station for first class trains only. No. 9 will not leave passenger depot at Iron Mountain prior to 3:15 A.M. Rule 83 (B) does not apply at Channing when operator is not on duty.

Rule 83 (B) does not apply at Crivitz when operator not on duty if the train order signal indicates proceed as per Rule 200 C. No. 10 will not leave passenger depot at Pembine prior to 10:40 P.M. No. 9 will stop at Stiles Jct., Lena and Amberg to let off revenue passengers from Milwaukee and beyond.

WESTWARD—FIFTH SUBDIVISION—EASTWARD

Table with columns for Third Class (869), Second Class (709), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations (Channing to Ontonagon), SEE RULE 6-A, Office Hours, and Third Class times (882, 714).

Trains will not exceed maximum speed of 35 miles per hour between Channing and McKeever Jct., 25 miles per hour between McKeever Jct. and the east switch at Ontonagon.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

McKeever Jct. is a register station for Fifth and Tenth subdivision Trains Nos. 9 and 714 only. At Kelso Jct. the time of No. 709 applies at the junction switch. Rule 83 (B) does not apply at Kelso Jct.; and does not apply at Channing and Ontonagon when operator is not on duty.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

Table with columns for Third Class (273, 241), Second Class (271, 269), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations (Hilbert to Appleton), SEE RULE 6-A, Office Hours, and Second/Third Class times (272, 240, 270, 282).

Trains must not exceed maximum speed of 25 miles per hour between Hilbert and Menasha and 20 miles per hour between Menasha and Appleton.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at St. Paul Switch and Menasha Jct.; and does not apply at Menasha when operator is not on duty. Eastward trains will obtain Clearance Form A at Menasha when there is an operator on duty. Rule 83 (B) does not apply at Appleton when operator is not on duty.



WESTWARD — SEVENTH SUBDIVISION — EASTWARD

SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Stiles Jct.	TIME TABLE No. 3 April 24, 1960 STATIONS	Distance from Oconto	SEE RULE 6-A	Office Hours Also See Page 27 For Other Assigned Hours	THIRD CLASS
	Sidings	Other tracks							
L				0.0	STILES JCT. 8.5	8.5	IVP	No Office	A
A		Yard	CS	8.5	OCONTO	0.0	MVZ	7:00 am to 4:00 pm Except Sat. & Sun.	L

This time-table confers no authority between Stiles Jct. and Oconto; C. & N. W. Ry. time-table and rules govern.

WESTWARD — EIGHTH SUBDIVISION — EASTWARD

SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Crivitz	TIME TABLE No. 3 April 24, 1960 STATIONS	Distance from Menominee	SEE RULE 6-A	Office Hours Also See Page 27 For Other Assigned Hours	THIRD CLASS
	Sidings	Other tracks							
P. M. L 1.15	62	140	NI	0.0	CRIVITZ	22.4	JPRWXY	8:00 am to 5:00 pm Except Sat. & Sun.	P. M. A 3.45
1.35	17			11.6	PORTERFIELD	10.8		No Office	3.20
A 2.00		Yard		20.3	MARINETTE	2.1	PVXZ	No Office	L 3.00
P. M. —				21.0	(C. & N. W. Crossing)	1.4	M	No Office	P. M. —
				21.9	(C. & N. W. Crossing)	0.5	M	No Office	
		Yard	M	22.4	MENOMINEE	0.0	BOPRTVWZ	8:00 am to 5:00 pm Except Sat. & Sun.	

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Crivitz when operator is not on duty.  
Rule 83 (B) does not apply at Marinette.

WESTWARD — NINTH SUBDIVISION — EASTWARD

SECOND CLASS	FIRST CLASS	Capacity in cars		Telegraph calls	Distance from Channing	TIME TABLE No. 3 April 24, 1960 STATIONS	Distance from Champion	SEE RULE 6-A	Office Hours Also See Page 27 For Other Assigned Hours	FIRST CLASS	THIRD CLASS
Time Freight	Passenger	Sidings	Other tracks							Passenger	Time Freight
P. M. L 9.30	A. M. L 4.10		Yard	CH	0.0	CHANNING	31.0	BJKOPRVWXY	6:00 am to 2:00 pm 5:00 pm to 1:00 am Except Sat. & Sun.	P. M. As 8.48	A. M. A 2.15
9.40			5		0.4	(E. & L. S. Junction)	30.6	J	No Office	8.40	1.45
9.50		24			3.9	SAWYER LAKE	27.1		No Office		1.30
10.00	f 4.38		8		7.6	FLOODWOOD	23.4		No Office	f 8.26	1.15
10.25	s 4.58	22	40	RC	11.7	WITCH LAKE	19.3	P	No Office	s 8.08	12.40
A 11.15	As 5.25		60		21.8	REPUBLIC	9.2	X	7:00 am to 4:00 pm Except Sat. & Sun.	L 7.50	L 12.01
P. M. —	A. M. —		Yard	CA	23.8	REPUBLIC JCT.	7.2	PX	No Office	P. M. —	A. M. —
					31.0	CHAMPION	0.0	BRTVWX	9:30 pm to 6:30 am Except Fri. & Sat.		

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Channing and Champion when operator is not on duty.

WESTWARD — TENTH SUBDIVISION — EASTWARD

SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Kelso Jct.	TIME TABLE No. 3 April 24, 1960 STATIONS	Distance from Iron River	SEE RULE 6-A	Office Hours Also See Page 27 For Other Assigned Hours	THIRD CLASS
709	Sidings	Other tracks							Freight
Monday Wed. and Friday				0.0	KELSO JCT.	29.7	JPRX	No Office	Monday Wed. and Friday
A. M. L 6.55				5.6	CRYSTAL FALLS JCT.	24.1	JPVX	No Office	A. M. A 11.00
7.10	10			6.8	CRYSTAL FALLS	25.3	P	No Office	10.40
7.20		60		5.6	CRYSTAL FALLS JCT.	24.1		No Office	10.10
7.30				9.4	FORTUNE LAKE	20.3	P	No Office	9.55
7.40	13			24.3	WORTHING	5.4		No Office	
				28.3	STAMBAUGH	1.4		Via C. & N. W. R. R.	
A 8.30		Yard	RO	29.7	IRON RIVER	0.0	PRYX	7:00 am to 4:00 pm Except Sun.	L 9.15
A. M. —									A. M. —

Trains must not exceed maximum speed of 25 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 709 will leave the main track switch at Crystal Falls Jct. set for Crystal Falls and No. 714 will restore it to the normal position.  
This time-table confers no authority between Worthing and the connection with the Hiawatha Interchange track at Iron River. C&NW RR time-table and Rules govern.

Rule 83 (B) does not apply at Kelso Jct.  
Rule 83 (B) does not apply at Worthing. Eastward trains will obtain Clearance Form A at Iron River when operator is on duty.

INDUSTRIAL TRACKS NOT SHOWN AS STATIONS

Name	Location	Capacity in Cars
<b>THIRD SUBDIVISION</b>		
Spur 20	19.3 miles west of Milwaukee	15
Spur 108	4.1 miles east of Green Bay	11
Spur 109 Wiswell	3.1 miles east of Green Bay	10
Spur 110	2.2 miles east of Green Bay	2
<b>FOURTH SUBDIVISION</b>		
Siding 120	6.9 miles west of Green Bay	5
Groveland Mine Spur	11.6 miles east of Channing	Yard
<b>FIFTH SUBDIVISION</b>		
Mitchell's Spur	13.8 miles west of Channing	12
Warner Mine Jct.	17.3 miles west of Channing	71
Triangle Ranch	21.6 miles west of Channing	25
Spur 257	26.7 miles west of Channing	3
<b>SIXTH SUBDIVISION</b>		
Banta Spur	2.7 miles east of Appleton	23
Fox River Valley Co-Op	2.4 miles east of Appleton	22
Spur 41	2.2 miles east of Appleton	1
South Appleton	2.0 miles east of Appleton	17
<b>ELEVENTH SUBDIVISION</b>		
Slinger Pit	1.8 miles west of Slinger	65
<b>EIGHTEENTH SUBDIVISION</b>		
Wolohan	2.2 miles west of Elkhorn	36
<b>TWENTIETH SUBDIVISION</b>		
North Beloit	2.4 miles east of Jones Siding	83

WESTWARD—ELEVENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (67, 233), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations, Distance from Oshkosh, See Rule 6-A, Office Hours, and Third Class (82, 234).

Trains must not exceed maximum speed of 40 miles per hour between North Milwaukee and Mile Post 164, 30 miles per hour between Mile Post 164 and Ripon Jct. and 35 miles per hour between Ripon Jct. and Oshkosh. Mile Post 164 is located 3 miles west of Brandon.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between North Milwaukee and Horicon.

Rule 319(A) applies at North Milwaukee.

No. 233 and 234 only will register at Rugby Jct.

At North Milwaukee all trains when not displaying signals for a following section may register by register ticket.

At Ripon Jct. the normal position of the junction switch is for the Eleventh Subdivision.

WESTWARD—TWELFTH SUBDIVISION—EASTWARD

Table with columns for Second Class (737), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations, Distance from Berlin, See Rule 6-A, Office Hours, and Third Class (738).

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Berlin when operator not on duty.

WESTWARD—THIRTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (467), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations, Distance from Fond du Lac, See Rule 6-A, Office Hours, and Second Class (482).

Trains must not exceed maximum speed of 30 miles per hour.

Rule 83 (B) does not apply at Iron Ridge when operator not on duty and train order signal indicates proceed as per Rule 200 (C).

Rule 83 (B) does not apply at Fond du Lac when operator not on duty.

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

WESTWARD—FOURTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (531), Capacity in cars, Time Table No. 3 (April 24, 1960), Stations, Distance from Horton, See Rule 6-A, Office Hours, and Third Class (536).

Trains must not exceed maximum speed of 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

The normal position of the main track switches at Fox Lake Jct. (East and West) is for the loop to Fox Lake. All trains must reduce speed to 10 miles per hour approaching these switches.

WESTWARD—FIFTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (633), Capacity in cars, Time Table (No. 3, April 24, 1960), Stations (BRANDON, FAIRWATER, MARKESAN), SEE RULE (6-A), Office Hours, and Third Class (636).

Trains must not exceed maximum speed of 25 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD—SIXTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (333), Capacity in Cars, Time Table (No. 3, April 24, 1960), Stations (GRANVILLE, MENOMONEE FALLS, LANNON, SUSSEX, WEST SUSSEX, MERTON, NORTH LAKE), SEE RULE (6-A), Office Hours, and Third Class (332).

Trains must not exceed maximum speed of 25 miles per hour between Granville and West Sussex and 20 miles per hour between West Sussex and North Lake. Rule 83 (B) does not apply at North Lake. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

WESTWARD—SEVENTEENTH SUBDIVISION—EASTWARD

Table with columns for Second Class (835), Capacity in cars, Time Table (No. 3, April 24, 1960), Stations (RUSH LAKE, WAUKAU, WINNECONNE), SEE RULE (6-A), Office Hours, and Third Class (834).

Trains must not exceed maximum speed of 25 miles per hour. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS Rule 83 (B) does not apply at Rush Lake.

EIGHTEENTH SUBDIVISION—WESTWARD

Table with columns for Second Class (95, 75, 367, 65, 365), TIME TABLE (No. 3, April 24, 1960), Stations (MILWAUKEE, STURTEVANT, SYLVANIA, UNION GROVE, KANSASVILLE, BURLINGTON TOWER, BURLINGTON, LYONS, SPRINGFIELD, ELKHORN, DELAVAN, DARIEN, BARDWELL, CLINTON JCT., PORTERS, BELOIT JCT., ST. PAUL AVENUE, BELOIT, WEST YARD, ROCKTON, SHIRLAND, DURAND, DAVIS, ROCK CITY, DAKOTA, FREEPORT, FLORENCE, SHANNON, KITTREDGE, SAVANNA), SEE RULE (6-A), Office Hours, and First Class (25).

Passenger trains must not exceed maximum speed of 59 miles per hour—other trains 49 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

This time-table confers no authority between Kittredge and Savanna; D. & I. Division First District time-table and rules govern.

Annual Block System is in use between Sturtevant and Beloit Jct. and between Rockton and Kittredge. Rule 319(A) applies at Sturtevant.

Centralized Traffic Control System is in use between Beloit Jct. and St. Paul Avenue, and between west end of West Yard and Rockton. Automatic Block Signal System is in use between Beloit Jct. and Rockton.

No. 25 stop at Lyons to let off revenue passengers from Chicago and beyond.

Sturtevant and West Yard are register stations for first and second class trains and for trains starting and terminating.

First and second class trains when not displaying signals for a following section, may register by register ticket.

Rule 83(B) does not apply at Beloit Jct.

Freeport is a register station for first class trains only.



WESTWARD—TWENTIETH SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Janesville	TIME TABLE		Distance from Beloit Junction	See Rule	Office Hours Also see Page 27 For Other Assigned Hours	SECOND CLASS	
365	Time Freight	Sidings	Other tracks			No. 3	STATIONS				368	Time Freight
	Daily										Daily	
L	P. M. 8.15		Yard	BE	0.0	JANESVILLE	14.0	BHLJKOPRTV WXYZ	Continuous		A	A M 2.20
					5.7	AFTON (C. & N. W. Crossing)	8.3	IP	No Office			
		40			10.1	JONES SIDING	3.9		No Office			
	8.59				12.8	JOINT SWITCH	1.2	P	No Office			1.50
A	P. M. 9.05				14.0	BELOIT JCT.	0.0	JPX	No Office		L	1.45 A. M.

Trains must not exceed maximum speed of 30 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at Beloit Jct.

WESTWARD—TWENTY-FIRST SUBDIVISION—EASTWARD

SECOND CLASS		Capacity in cars		Telegraph calls	Distance from Racine	TIME TABLE		Distance from Sturtevant	SEE RULE	Office Hours Also see Page 27 For Other Assigned Hours	SECOND CLASS	
165	Time Freight	Sidings	Other tracks			No. 3	STATIONS				162	Time Freight
	Daily										Daily	
L	P. M. 6.10		Yard		0.0	RACINE	7.4	BRXZ	No Office		A	P. M. 11.45
			Yard		1.8	RACINE JCT. (C. & N. W. Crossing)	5.6	IPVX	No Office			
					2.8	(C. N. S. & M. Crossing)	4.6	IVX	No Office			
		50	100		4.6	GATLIFF	2.8	X	No Office			
					6.1	WAXDALE (C. & N. W. Crossing)	1.3	IX	No Office			
A	P. M. 7.10		Yard	CS	7.4	STURTEVANT	0.0	BJKPRWXY	Continuous		L	11.15 P. M.

Trains must not exceed maximum speed of 25 miles per hour.

No. 1 track west of Lathrop Avenue Racine under pass will be used as siding at Gatliiff. Connection will be operated from Sturtevant to Racine Jct. for cars arriving in Eighteenth Subdivision No. 68, and First Subdivision No. 65.

Train movements between Sturtevant and Racine will be in accordance with Rule 93.

I. A. KURTH	J. J. SCHWANTES	E. W. BENSON
W. J. McDONNELL	J. C. ZORN	G. L. WEIS
H. M. HARRIS	R. J. TOBIN	T. E. BIGLEY
W. D. LAMMERS	W. C. GRANDSTAFF	R. J. MOGAN
G. D. SANDERS		E. H. ZELLMER

Train Dispatchers

H. L. MARTIN	R. R. COCHRAN	L. WORTHING
Chief Dispatcher	Assistant Trainmasters	

W. F. WEILAND  
Trainmaster-Roadmaster

Telephones for emergency use where operators not on duty are located as follows:

DISPATCHER TELEPHONES

- Healy ..... In depot.
- Grayland ..... At railroad crossing opposite old tower.
- Forest Glen ..... In depot.
- Glenview ..... In depot.
- Deerfield ..... In depot.
- Rondout ..... At west end storage track on second subdivision.
- West Lake Forest ..... In depot waiting room.
- Gurnee ..... In depot.
- Truesdell ..... In depot.
- Somers ..... In depot.
- Sturtevant ..... At Automatic signal 63-8 west of depot.
- Franksville ..... At Spur track to Franks Co. In depot. At west end of team track.
- Tower A-68 ..... At east end eastward siding. At eastward home signal. At westward home signal. At tower. At west end westward siding.
- Oakwood ..... At team track switch.
- Lake ..... At east end eastward siding.
- Stowell ..... At location former depot.
- Lyons ..... On pole.
- Springfield ..... On pole.
- Elkhorn ..... In depot.
- Clinton Jct. .... In baggage room.
- Porters ..... East switch of siding.
- West Yard ..... West end of siding.
- Rockton ..... West end of siding and on pole east end of siding.
- Dakota ..... On pole across from depot.
- Janesville ..... At automatic signals west of Upper Yard.
- Latham Park ..... On pole.
- Halsted ..... On pole at west switch of siding.
- Ford ..... At roundhouse, freight office, and 16th Ave.

BLOCK TELEPHONES

- ..... At crossover one-fourth mile west of depot. At Spur track east of Diversey Avenue. At Spur track to Bordens Co. West end of eastbound shelter.
- Grayland ..... At Addison Street.
- Forest Glen ..... At crossover west of depot.
- Morton Grove ..... At Gross Point Road. At Crossover.
- Golf ..... In Depot. At Avon Products Co.
- Glenview ..... At switch just west of depot.
- Northbrook ..... On east end of depot. At Spur track to Northbrook Supply Co.
- Deerfield ..... At switch to Tractomotive Co. At east end of former eastward siding. At west end of former westward siding.
- Rondout ..... At east end No. 6 siding. At eastbound home signal. At Atkinson Road. At west end No. 2 siding. At west end No. 1 siding. At signal west end No. 2 siding.
- Wadsworth ..... In booth 2 miles west of tower at Highway 173.
- Russell ..... At house track switch.
- Ranney ..... At switch at spur at MP 50-5.
- Truesdell ..... At west end of old westward siding. At Automatic signal 55-1 one half mile east of Highway 43.
- Lake ..... At west bound home signal.
- Powerton ..... At switch to TMER&T Co. At National Ice Co. switch.
- Stowell ..... At Nordbergs Spur. At Smith Traction Co. Oklahoma Avenue.
- Sturtevant ..... West switch of siding.
- Union Grove ..... West switch of siding.
- Burlington ..... In depot.
- Lyons ..... On pole.
- Springfield ..... On pole two and one-half miles west.
- ..... On pole at location of old depot.
- ..... In baggage room.

- Darien ..... On pole across from depot.
- Porters ..... On pole one mile east and in box east end siding.
- Joint Switch ..... In box.
- North Beloit ..... On pole north leg wye.
- Afton ..... In tool house.
- West Yard ..... On pole one-half mile west.
- Shirland ..... In depot.
- Durand ..... In depot.
- Davis ..... On pole across from depot.
- Rock City ..... On pole across from depot.
- Dakota ..... On pole across from depot.
- Florence ..... On pole across from depot. On pole two and one-half miles east.
- Shannon ..... Outside depot in bay window.
- Beloit Jct. .... In building at switch.

OTHER TELEPHONES

- Janesville ..... In box at switch Wheeler P. 5. On pole at Sig. 95-8 (Milwaukee Division Dispr.). On relay house Rock River Intlg. (Milw. Dispr.). On pole Eastern Ave. (Chev. Plant). On pole at East Wye. In booth east end west yard (Arch St.). Old yard office west yard. In booth on pole five points. On pole east end upper yard. In Carmon's shanty, St. Marys Ave. In box eastward home signal C. & N. W. Crossing. On shanty at C. & N. W. westward home signal.

CONNECTIONS ON WADSWORTH BLOCK PHONE

- Wadsworth ..... East end eastward siding. At Town Line Road east of tower. At west end of westward siding.

CONNECTIONS ON STURTEVANT BLOCK PHONE

- Sturtevant ..... At east end westward siding. At Weirs crossing. At Highway 11 crossing. At westbound home signal. At westbound home signal on Milwaukee wye. At eastbound home signal. At eastbound approach signal.

DISPATCHER AND BLOCK TELEPHONES SECOND SUBDIVISION

- Junction Switch ..... At Junction Switch.
- Libertyville ..... At west end of siding. At east end of siding.
- Soo Line Crossing ..... On instrument house.
- Grays Lake ..... East end of siding. West end of siding.
- Round Lake ..... East end of siding. West end of siding. In freight house.
- Long Lake ..... Opposite depot.
- Ingleside ..... In depot.
- Fox Lake ..... East end of siding. At east end of wye. In trainmans shanty on wye. West end of siding.
- Spring Grove ..... In depot.
- Solon Mills ..... East end of siding. West end of siding.
- Hebron Siding ..... East end of siding. At C&NW crossing.
- Zenda ..... In depot. In booth at M.P. 66.
- Walworth ..... In depot. East end of siding. West end of siding.
- Bardwell ..... 2 miles east M.P. 79. In depot. West end of siding.
- Avalon ..... In depot. West end of siding. At Signal 91-3.
- Janesville ..... At Signals 93-2. At Wheeler Pit switch. At Signal 95-9. At Eastern Ave. At C&NW Crossing Rock River.

Telephones for emergency use where operators not on duty are located as follows: (continued)

- Brown Deer.....On pole west of highway crossing.
- Thiensville.....Small door in wall near office window.
- Cedarburg.....In baggage room.
- Saukville.....In freight room and east end siding.
- Fredonia.....In freight room.
- Random Lake.....In freight room and west end siding.
- Adell.....In freight room.
- Waldo.....In freight room.
- Plymouth.....In booth near East Siding Switch.
- MP 143.1.....On pole.
- Elkhart Lake.....In mail room at west end passenger station.
- Kiel.....Depot waiting room.
- New Holstein.....Freight house.
- Hayton.....On pole south of main track.
- Chilton.....In baggage room.
- Hilbert.....In conductors' room in station.
- Forest Jct.....Small door in wall near office window.
- Greenleaf.....Freight house.
- MP 187.6.....In shanty.
- DePere.....In freight room.
- Green Bay Jct.....At main track switch leading to freight depot.
- Green Bay.....West Mason Street.
- Green Bay.....In flagman's shanty at Twelfth Street.
- Cormier.....In booth near east switch south side of track.
- MP 206.8.....On pole.
- Sobieski.....Small door in wall near office window.
- Abrams.....In box on pole on east side of depot.
- MP 220.3.....On pole.
- Stiles Jct.....In freight house.
- Lena.....In freight house.
- Coleman.....In freight house.
- Crivitz.....In freight house.
- Marinette.....In scale house.
- Middle Inlet.....On pole.
- Wausaukee.....In old waiting room.
- MP-264.5.....In shanty.
- Amberg.....In waiting room.
- Beecher Lake.....In booth west end of siding.
- West of Pembine...2 miles west Pembine at location of old Spur 19.
- MP-284.....In shanty.
- Iron Mountain.....In scale house.
- Iron Mountain.....In freight house.
- Iron Mountain.....In conductor's room.
- Merriman.....In booth near center of siding.
- Randville.....In section dwelling near west end of siding.
- Sagola.....In baggage room.
- Channing.....At north wye switch.
- Channing.....At west wye switch.
- Channing.....In yard office.
- Channing.....In Register Room.
- Republic Jct.....On telephone pole.
- Kiernan.....In booth at west end of siding.
- Kelso Jct.....In register shanty.
- Crystal Falls Jct...In shanty.
- Mile Post 7.....On pole west of Crystal Falls Jct.
- Worthing.....On pole connected with C&NW yardmaster at Stambaugh.
- Iron River.....In baggage room.
- Mitchels Spur.....On pole near switch.
- Warner Mine.....On pole near switch.
- Amasa.....In office.
- Park Siding.....On pole across from section house.
- Tunis.....On pole near center of siding.
- Sidnaw.....In waiting room.
- Frost.....At east end of siding.
- Pori.....In section dwelling.
- Mile Post 378.....On telegraph pole.
- KcKeever Jct.....In waiting room and section tool house.
- Mass.....In waiting room.
- 1/4 mi. west MP 393...On telegraph pole.
- Rockland.....In section car house.
- Rousseau.....On pole near switch.
- Ontonagon.....In waiting room.
- North Milwaukee...In Office.
- Silver Spring Road...On Pole.
- Granville.....In office.
- Germantown.....In office.
- Rugby Junction.....In office.
- Slinger.....In office.
- Hartford.....In office.
- Woodland.....In office.
- Iron Ridge.....(One in office. One in waiting room.)
- Horicon.....In office.
- Ripon Junction...On Pole.
- Richfield.....In office.

LOCATION OF PORTABLE TELEPHONES ON FOLLOWING TRAINS

- Nos. 2 and 5 in tap car.
- Nos. 15 and 16 in locker baggage end of dormitory car.
- Nos. 1 and 4 in baggage car.

YARDS LIMITS AT

- Bensenville Yard...Extend from Bensenville Yard to Bryn Mawr, also from Bensenville Yard to Tower A5 on D. & I. Division.
- Tower A5.....Extend from 2573 feet west of Tower at Tower A5 to Western Avenue.
- Healy and Forest Glen...{Extend from 2573 feet west of Tower at Tower A5 to 2200 feet west of Forest Glen depot.
- Rondout.....Extend from 2000 feet west of west switch on Second Subdivision to connection with eastward main track on First Subdivision.
- Fox Lake.....Extend from 500 feet east of east switch of siding to 1000 feet west of west switch of siding.
- Janesville.....Extend from 2918 feet east of Anderson on the Fifteenth Subdivision of the La Crosse Division to 2000 feet west of west switch at West Yard on the Nineteenth Subdivision of the La Crosse Division; and to 2000 feet east of east switch at Wheeler Pit No. 2 east of Janesville on the Second Subdivision of the Milwaukee Division and to 5776 feet west of connection switch at Five Points on the Twentieth Subdivision of the Milwaukee Division.
- Milwaukee Terminal...{Extend from approximately 2 miles east of Kinnickinnic Drawbridge to 2400 feet west of the junction switch at Grand Avenue on the La Crosse Division; and to 23,281 feet west of North Milwaukee Depot on the Eleventh Subdivision and to 14,636 feet west of North Milwaukee Depot on the Third Subdivision.
- Plymouth.....Extend from 3118 feet east of east switch to 3000 feet west of C&NWRR crossing.
- Hilbert and Hilbert Jct....{Extend from 2000 feet east of east switch of the siding at Hilbert to 2200 feet west of the railroad crossing at Hilbert Jct. on the third subdivision and to 2000 feet west of west switch at Hilbert on sixth subdivision.
- Menasha.....Extend from 2000 feet east of the junction switch at Menasha Jct. to 2000 feet east of Spur 41.
- Appleton.....Extend from 580 feet east of the drawbridge to C&NW Transfer track switch.
- Green Bay and Green Bay Jct...{Extend from 2477 feet east of Green Bay Jct. to 1730 feet west of the G. B. & W. crossing.
- Netette.....Extend from 5000 feet east of east switch to 5000 feet west of west switch of the wye on the Fourth subdivision and to 2000 feet west of west switch on the Eighth subdivision.
- Netette.....Extend from 2000 feet east of Park Mill switch to Menominee depot.
- Pembine.....Extend from 1000 ft. east of U. S. Highway No. 8 to a point 1600 ft. west of west siding switch.
- Iron Mountain...Extend from 3491 feet east of east switch to 200 feet west of CNW underpass.
- Channing.....Extend from 2000 feet east of east switch to 2600 feet west of E. & L. S. junction switch and to 5100 feet west of west switch on the Fifth subdivision.
- Kelso Junction...Extend from 2800 feet east of the junction switch to 5200 feet west of the junction switch on the Fifth subdivision and to 2000 feet west of the junction switch on the Tenth subdivision.
- Crystal Falls Jct...Extend from 2000 feet east of Crystal Falls Jct. to 1000 feet west of the switch to the Fortune Lake Mine Spur.
- Iron River.....Extend from connection with C&NW RR on the Hiawatha Interchange Track to the end of track.
- Sidnaw.....Extend from 2000 feet east of east switch to 2000 feet west of west switch.
- McKeever Jct. and Mass.;...{Extend from 2000 feet east of junction switch at McKeever Jct. to 1476 feet west of west switch at Mass.
- Ontonagon.....Extend from 2000 feet east of east switch of the wye to end of main track.
- Champion.....Extend from 5552 feet east of east switch at Champion to the west connection with DSS&A at Champion.
- Republic and Republic Jct.;...{Extend from 4000 ft. west of the connection switch at Republic Jct. to 4000 ft. east of the east switch of the siding at Republic.
- Granville.....Extend from 2000 feet east of The Moss Tie Co. switch to 1000 feet west of west crossover switch on the eleventh subdivision and to 1000 feet west of the west crossover switch on the sixteenth subdivision.
- Hartford.....Extend from 1000 ft. east of east siding switch to 6500 feet west of Canning Company track switch.
- Iron Ridge.....Extend from 1000 feet east of Canning Company track switch to 1000 feet west of west switch on the eleventh subdivision and to 1351 feet west of the west crossover switch on the thirteenth subdivision.
- Horicon.....Extend from 1000 feet east of Canning Company track switch to 1000 feet west of west switch on the eleventh subdivision and to 1000 feet west of west switch on the fourteenth subdivision.
- Waupun.....Extend from 1000 ft. east of Libby, McNeil & Libby Co. switch to 1000 feet west of west storage track switch.
- Ripon.....Extend from 1000 feet east of east set-out track switch to 1055 feet west of the junction switch at Ripon Jct. on the eleventh subdivision and to 1000 feet west of Wadhams Oil Co. switch on the twelfth subdivision.
- Oshkosh.....Extend from 4240 feet east of east Extension Switch to end of main track.
- Fond du Lac.....Extend from 2954 feet east of switch at Midland Jct. to end of track at Sibley St.
- Beaver Dam.....Extend from 1000 feet east of east switch to 1078 feet west of Hemp Company track switch and to Freight Station including the loop.
- Portage.....Extend from 9945 feet west of the passenger depot to 5000 feet east of Drawbridge C220 at Portage Jct. on the First and Fourth Subdivisions of the La Crosse Division and to 4153 feet east of Drawbridge C220 on the Milwaukee Division.
- Berlin.....Extend from 1000 feet east of east wye switch to end of main track.
- Racine.....Extend from 1500 feet west of Gatliff to end of main track at Racine.
- Sturtevant.....Extend from 700 feet west of west switch of siding on eighteenth subdivision to connection switch with first subdivision on both Chicago and Milwaukee wyes; and from connection switch with first subdivision to 1500 feet west of Gatliff on twenty-first subdivision.
- Rockton-Beloit...Extend from junction switch at Rockton to 5142 feet west on the nineteenth subdivision and to 3100 feet west on the eighteenth subdivision and to 3065 feet east of Beloit Jct. on the eighteenth subdivision and to 2000 feet east of Joint Switch on the twentieth subdivision.
- Freeport.....Extend from 2000 feet east of east switch of siding to 7000 feet west of west switch of siding.
- Rockford.....Extend from connection with CB&Q, 426 feet west of C&NW overhead bridge to 1181 feet east of east switch of siding at Halsted, located three miles east of passenger station at Rockford.
- Mendota.....Extend from I. C. Junction east to 4745 feet east. Extend from I. C. Junction west to 7505 feet west.
- Ladd.....Extend from N.Y.C. Junction east to 5900 feet east. Extend from N.Y.C. Junction west to 5000 feet west. Extend from east and west wye switches.

OFFICE HOURS NOT OTHERWISE SHOWN

Station	Saturday	Sunday	Holiday
Fox Lake.....		5:01 am to 12:01 am	5:01 am to 12:01 am
Walworth...{6:30 am to 10:00 am 6:00 pm to 8:00 pm	5:30 pm to 8:00 pm		5:30 pm to 8:00 pm
Glenview...{12:30 pm to 2:30 pm 7:00 pm to 11:30 pm	12:30 pm to 2:30 pm 7:00 pm to 11:30 pm		12:30 pm to 2:30 pm 7:00 pm to 11:30 pm
Plymouth.....		9:15 pm to 5:15 am	9:15 pm to 5:15 am
Hilbert.....	6:00 am to 8:00 am 5:00 pm to 1:00 am		
Crivitz.....	2:00 pm to 4:00 pm		
Iron Mountain.....		3:00 pm to 11:00 pm	
Menasha...{1:00 pm to 3:00 pm 4:00 am to 6:00 am			
Champion..{6:00 am to 8:00 am 7:30 pm to 9:30 pm	4:00 am to 7:00 am		4:00 am to 7:00 am
Green Bay..{9:00 am to 11:00 am 8:00 pm to 10:00 pm 11:59 pm to 1:59 am	7:00 pm to 10:00 pm		7:00 pm to 10:00 pm
Elkhorn...{8:00 am to 10:00 am 5:00 pm to 7:00 pm	11:00 pm to 2:00 am		11:00 pm to 2:00 am
Delavan...{7:45 am to 9:45 am 5:00 pm to 7:00 pm	5:00 pm to 7:00 pm		5:00 pm to 7:00 pm
Rockford.....			7:45 am to 9:45 am 5:00 pm to 7:00 pm
Mendota...{7:30 pm to 9:30 pm 7:30 pm to 9:30 pm			7:15 am to 11:15 pm
Beloit.....			7:30 pm to 9:30 pm
Freeport...{5:30 am to 7:30 am 7:45 pm to 9:45 pm		5:30 am to 8:30 am	6:45 pm to 7:45 pm 5:30 am to 7:30 am
Ladd.....		12:01 am to 8:00 am 4:00 pm to 11:59 pm	
Slinger.....		12:00 am to 8:00 am 4:00 pm to 12:00 am	12:00 am to 8:00 am 4:00 pm to 12:00 am
Horicon...{6:00 am to 8:00 am 8:00 am to 10:00 am		9:00 pm to 12:00 am	
Waupun...{8:00 am to 10:00 am 8:00 am to 10:00 am			

At stations where office hours are shown as continuous, such stations will be open continuous daily including Holidays.  
At all other stations the office will be closed on Holidays unless hours are assigned as specified above or by Bulletin.  
Holidays include New Years, Washington's Birthday, Decoration Day, Fourth of July, Labor Day, Thanksgiving Day and Christmas on day set by Proclamation.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS

Location	Name	Residence and Phone	Office and Phone
Chicago	§Dr. R. Householder, Chief Surgeon	Chicago Wesley Memorial Hospital, 240 E. Superior St., DElaware 7-6500.	Union Station, CEntral 6-7600
Chicago	§James R. Hines, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital, 240 E. Superior St., DElaware 7-6500	Union Station, CEntral 6-7600
Chicago	§Dr. F. Wm. Munson, Asst. to Chief Surgeon	Chicago Wesley Memorial Hospital, 240 E. Superior St., DElaware 7-6500	Union Station, CEntral 6-7600
Chicago	§Virgil Wescott, Oculist	30 North Michigan Ave., DEarborn 2-3127	
Chicago	L. F. McBride, Aurist	122 So. Michigan Ave., WAbash 2-2272	
Chicago	H. A. Hooper, Dentist	53 E. Washington St., STate 2-0509	
Milwaukee	§Dr. Donald S. Thatcher	731 W. Acacia Rd., FLagstone 2-8782	2212 W. State St., DIversion 4-6200
Milwaukee	§Dr. Robert J. Trettin	2525 N. 84 GL 3-8373	2212 W. State St., DIversion 4-6200
Milwaukee	F. D. Murphy, Medical Consultant	610 Honey Creek Parkway, BL 8-3210	536 W. Wisconsin Ave., BRoadway 1-1188
Milwaukee	§Dr. R. P. Sproule, Oculist and Dr. Richard J. Muenzner, Asst. Oculist	1024 E. State St., BRoadway 6-3873	
Milwaukee	§Dr. R. M. Stark	3344 N. Cambridge Ave., WO 2-5913	Room 206, Union Depot, BRoadway 1-6120

Location	Name of Surgeon	Residence Phone No.	Office Phone No.	Location	Name of Surgeon	Residence Phone No.	Office Phone No.
Bensenville	Dr. Joseph P. McKay	PO 6-0981	PO 6-0072	Horicon	*Dr. J. H. Karsten	HU 5-2357	HU 5-4557
	*Dr. Kenneth L. Fisk	PO 6-0600	PO 6-0600	Horicon	*Dr. Frederik A. Karsten	HU 5-2407	HU 5-4557
Waukegan	Dr. Stanley D. Anderson	AN 890	ON 2-1230	Ripon	*Dr. Wm. H. Schuler	Black 551	Black 493
Northbrook	Roland Rembe, M. D.	CR 2-2426	CR 2-0040	Ripon	*Dr. R. A. Sundeen	Black 551R2	Black 493
Deerfield	*R. N. Kinney	WI 5-0426	WI 5-0426	Oshkosh	*Dr. Wm. E. Clark	Beverly 1-1767	Beverly 1-6800
Racine	W. C. Roth, M. D.	ME 3-3455	ME 3-8300	Oshkosh	*Dr. Mervin H. Steen, Asst. Surgeon	Beverly 1-4426	Beverly 1-6800
Libertyville	C. O. Edwards, M. D.	LI 2-2800	LI 2-2230	Meno. Falls	*Dr. W. G. Domann	F 0523	F 0520
Libertyville	Dr. Earl V. Klaren	LI 2-4275	LI 2-2230	Mayville	*Dr. F. G. Bachhuber	76	77
Grays Lake	Dr. Lawrence R. Qualman	BA 3-1061	2211	Fond du Lac	*Dr. E. V. Smith, Jr.	7025	138
Round Lake	G. A. Goshgarian	2512	2511	Beaver Dam	*Dr. R. R. Roberts	5285	2511
Fox Lake	*Dr. Samuel, L. Fried	JU 7-3521	JU 7-3251	Portage	Dr. E. F. Tierney	RI 2-3305	RI 2-4191
Fox Lake	*Dr. Bradford, J. Willett	JU 7-3442	JU 7-3442	Portage	Dr. C. W. Henney, Consultant	RI 2-6130	RI 2-4191
Walworth	W. W. Coon, M. D.	25	25	Portage	Dr. T. E. Henney	RI 2-6330	RI 2-4191
Thiensville	Dr. Ted D. Elbe	2013	2011	Portage	Dr. S. F. Taylor	RI 2-2396	RI 2-4242
Random Lake	Dr. J. A. Russell	Phone 1	Phone 1	Portage	Dr. W. A. Taylor	RI 2-6082	RI 2-4242
Plymouth	*L. C. Dietsch	81	81	Portage	Dr. J. W. Macgregor	RI 2-3469	RI 2-4244
Kiel	Dr. Geo. J. Twohig	32	32	Waupun	Dr. C. P. Reslock	607	
Chilton	Dr. N. J. Knauf	74	74	Berlin	*Dr. A. J. Wiesender	212R	
Neenah	J. P. Canavan	PA 2-6052	PA 2-2011	Janesville	Dr. A. H. Pember, Oculist	PL 4-9018	PL 4-7771
Appleton	*Dr. Thomas M. Loescher	4-6351	3-5547	Janesville	Dr. T. O. Nuzum	PL 2-1344	PL 4-7771
Green Bay	Dr. E. S. Schmidt, Oculist	HE 7-1471	HE 7-4504	Janesville	Dr. Phillip R. Sholl	PL 2-5296	PL 4-8041
Green Bay	Dr. R. T. Schmidt, Asst. Oculist	HE 2-0295	HE 7-4504	Racine	Dr. W. C. Roth	ME 3-8300	ME 3-8300
Green Bay	Dr. E. G. Nadeau, Oculist	HE 5-2206	HE 7-3266	Union Grove	Dr. Gordon J. Schultz	35	266
Green Bay	Dr. F. J. Gosin	HE 7-3621	HE 5-8831	Burlington	Dr. L. W. Erickson	3-6414	3-3513
Green Bay	Dr. T. E. Lynn	HE 7-0020	HE 5-8831	Elkhorn	Dr. J. Howard Young	3-3271	3-3232
Lena	Dr. J. F. Rose	481	212	Delavan	Dr. Harlan M. Levin	SA 8-5037	SA 8-5050
Coleman	Dr. L. H. Graner	Twin Brook	7-2523	Beloit	Dr. W. W. Crockett	EM 2-6934	EM 2-6934
Marinette	*Dr. J. W. Boren	2-4027	2-4421	Freeport	Dr. H. A. Raube, Asst. Surgeon	EM 2-1939	EM 2-3564
Menominee	*Dr. N. O. Agneberg	UN 3-6611	UN 3-6408	Shannon	Dr. E. P. Mitchell	97A	97A
Iron Mountain	Dr. H. D. McEachran, Oculist	1945	8	Rockford	*Dr. Alexander C. Kraft	TR 7-5216	WO 3-8455
Iron Mountain	Dr. J. L. Browning	394	619	Rockford	*Dr. Charles A. Cibellius	TR 7-5801	WO 3-8455
Iron Mountain	Dr. D. R. Smith	418	31	Rockford, Ill.	Dr. Warren Miller, Oculist	3-7724	4-4722
Iron Mountain	Dr. W. H. Huron	1482	31	Mendota, Ill.	*Dr. R. H. Musick	2210	2153
Champion	Dr. Paul Van Riper	4	4	Ladd, Ill.	*Dr. S. N. Korzeniewski	3121	2121
Escanaba	*Dr. L. P. Gross	6-0085	ST 6-1911	Spring Valley, Ill.	Dr. Geo. E. Kirby	2537	2231
Crystal Falls	*Dr. E. R. Addison	102	126	LaSalle, Ill.	Dr. Wm. Scanlon	2437	2752
Iron River	Dr. L. E. Irvine	17	54	Granville, Ill.	Dr. P. V. Hartman	9-6211	9-3411
Stambaugh	Dr. W. J. Kofmehl	54	155F2				
Ontonagon	*Dr. W. F. Strong	117	155				
Calumet	Dr. T. P. Wickliffe	616	186				
Hartford	*Dr. V. V. Quandt	907	26				

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

FREIGHT TRAINS (INFORMATION ONLY) WESTWARD

STATIONS	681	85	263	165	75	861	83	163	63	65
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
	Daily	Daily	Daily	Tuesday Thurs. and Sunday	Daily	Daily	Daily	Daily except Saturday	Daily	Daily
BENSENVILLE YARD			L A.M. 10:00	L A.M. 10:30	L P.M. 12:30		L P.M. 3:00	L P.M. 10:30	L P.M. 10:50	L P.M. 11:45
RONDOUT		L A.M. 10:10		A 11:25 A.M.	2:00			A 11:30 P.M.		A.M. 12:50
STURTEVANT	L A.M. 3:10	11:25			3:05	L P.M. 2:00				1:50
MILWAUKEE	A 5:20 A.M.	A 1:00 P.M.	A 12:15 P.M.		A 4:30 P.M.	A 3:00 P.M.	A 5:15 P.M.		A 2:30 A.M.	A 4:45 A.M.

FREIGHT TRAINS (INFORMATION ONLY) EASTWARD

STATIONS	82	750	84	72	194	86	264	650	166	70
	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight	Time Freight
	Daily except Monday	Daily	Daily	Daily except Monday	Monday Wed. & Friday	Daily except Monday	Daily	Daily	Daily except Sunday	Daily except Sunday
MILWAUKEE	L A.M. 12:01	L A.M. 4:30	L A.M. 5:30	L A.M. 7:50		L A.M. 11:30	L P.M. 8:00	L P.M. 6:30		L P.M. 8:45
STURTEVANT		A 5:20 A.M.	6:45					A 7:20 P.M.		10:15
RONDOUT			A 7:35 A.M.		L P.M. 12:15	P.M. 2:25			L P.M. 10:40	11:20
BENSENVILLE YARD	A 3:45 A.M.			A 11:40 A.M.	A 1:05 P.M.	A 4:00 P.M.	A 11:30 P.M.		A 1:25 A.M.	A 1:30 A.M.

SPECIAL INSTRUCTIONS  
ALL SUBDIVISIONS

G1 Employees are prohibited from:
Removing any of the appliances of engines or cars that will endanger the safety of themselves or others.
Standing on top of high cars while passing under bridges or through tunnels.
Getting on the end of an engine or of a car as it approaches them.
Going between or running ahead of moving cars to couple, uncouple, open, close, or arrange knuckles of couplers.
Working on the side of cars or trains where there are buildings, sheds, cattle chutes, or other projections.
Kicking or holding draw bar in position to make a coupling with an approaching car or engine.
Following other dangerous practices.

G2 Employees are prohibited from riding:
On engine footboards or pilot steps between engine and car when cars are being pushed.
On leading footboard or pilot steps while coupling engine to cars.
On deadwoods, drawbars, brake beams, journal boxes and brake wheels.
On ends of cars containing lading which may shift.
On engine pilot or footboards, sides or ends of cars, while going in or out of depressed tracks.
On forward footboard or pilot steps of engine in direction the engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

G3 When, for any reason, adjustment is necessary to a draw bar, 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 20 feet and action taken to prevent the cars from moving before going between the cars to make the adjustments.

G4 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, employes are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the engineer 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 set to avoid a movement of any kind. The engineer must not release the brakes until he has received verbal information that all employes are out from between the cars or engines, and under no circumstances must employes again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G5 Employees must not handle or board cars or engines that bear BAD ORDER cards without first ascertaining the nature of the defect so that they may guard against injury.

G6 When using hand holds and ladder or stirrup steps to descend from engines, cars, or other equipment, employes must face the equipment and be sure of a secure handhold and footing.

G7 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G8 When necessary to go outside when engine is either standing or moving, extreme caution must be exercised to avoid slipping or falling from running board.

G9 Employees must not step on track rails nor other similar objects when it can be avoided.

G10 The use of gasoline stoves and burners in Company's buildings and equipment is prohibited.

The use of oil and bottled gas (propane) stoves and burners for either cooking, heating or refrigeration is permitted only when authorized by the Company and when installation is made in accordance with Company standards.

The above does not apply to U. S. Army Field Ranges when installed under the supervision of a U. S. Army Commissioned Officer and operated by his men.

To avoid personal injuries and possible damage by fire, when lighting and operating Ajax Baughan caboose oil stoves, employes must be governed by the instructions which are posted in each caboose so equipped.

G11 The following cars, loaded or empty, will be handled next ahead of the caboose giving preference in the order shown, except that at least one car must be handled between a flat car loaded with rails and the caboose:

- Bad order cars.
Switch rear "S.R." cars.

G12 Unoccupied outfit cars of steel underframe or steel center sill construction when inspected and passed by a Car Department Inspector, may be hauled in any part of the train.

G13 In addition to Consolidated Code Rule 806 about handling of occupied outfit cars, the following will also apply on this Railroad:

When occupied outfit cars are set on a siding, the switches at each end should be spiked to prevent any possibility of a train striking the cars.

The same principle will also apply when such cars are placed on other side tracks; but when, for operating reasons, it is not practicable to have the switches spiked, the train dispatcher must be notified.

When occupied outfit cars are standing on other than siding and the switches on each end are not spiked, a yellow signal must be displayed on each end of the outfit cars. Under such conditions, the cars must not be moved except when necessary and then only after the man in charge has given his permission. When other cars are placed on the same track, the yellow signal must be moved to the end of the string of cars on that track where it can be plainly seen.

G14 For the comfort of the passengers, the air-conditioning on our air-conditioned passenger trains should be kept operating as long as possible. When approaching stations where cars are to be picked up or set out between the engine and the rear car, the steam line must be blown out at the proper place and the steam shut off before the train stops. At the final terminal of the equipment, when no cars are to be set out between the engine and the rear car, the steam must be shut off as soon as the train stops in the station.

G15 When passenger trains are unusually delayed passengers should be informed as to cause and extent of delay.

Conductors will make suitable announcements to passengers on trains, or arrange for brakemen and sleeping or parlor car employes to do so.

Agents or station masters will see that such announcements are made to passengers in stations when waiting for delayed trains.

Public address system should be utilized at stations when available.

G16 A yellow flag by day stenciled ELECTRIC CHARGE LINE, and in addition, a yellow light by night, placed at one or both ends of a passenger car standing on a yard track, indicates that the battery of the car is connected to a charge line. When thus protected, it must not be coupled to or moved before the charge line has been removed. Other equipment must not be placed on the same track so as to intercept the view of the yellow signals without first notifying the workmen; in the absence of the workmen, the signals may be moved to the end of the equipment so placed to afford the necessary protection.

The provisions of Rule 30 of the Manual of Rules and Instructions on Air Brake and Train Air Signals Form 2697 Revised, will apply as follows at the following points:

Aberdeen — Miles City — Deer Lodge — Othello ..... All Trains
St. Paul ..... Freight trains only
Minneapolis ..... Passenger trains only

G18 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G19 When a train order office is closed during the period authorized by timetable or bulletin, the light in the train order signal will be extinguished.

G20 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G21 In complying with Rule 3 of the Consolidated Code of Operating Rules, the prescribed form for yardmasters and foremen of yard engines to register the time when watches are compared will be the place provided on back of their time slip.

G22 When diesel-electric or electric engines are handled dead in train, the following will apply:

When engine handling the train is of the wagon type:—Single unit diesel-electric road switcher, yard switcher or wagon type units may be handled next behind the road engine.

When engine handling the train is of the road switcher or yard switcher type:—Wagon type units or series of such units may be handled next behind the road engine, but road switcher or yard switcher type engines must be separated from the road engine by at least one car and must be separated from each other by one or more cars.

Diesel-electric or electric engines will be handled dead in train on authority of Chief Dispatcher who will specify the train they are to be handled on and where they will be placed in the train.

When a 44 ton diesel engine is being handled dead in freight train, it must be placed at rear of train just ahead of the caboose and when a pusher engine is placed on the rear of the train, the 44 ton diesel engine must be placed behind the pusher. When there is a 44 ton diesel engine on the rear of the train, the train must not be pushed nor pulled from the rear and the dead diesel engine must not be handled in switching movements in conjunction with other cars.

G23 Diesel engines moving dead in train will come under the provisions of Rule 813 and when the doors of the engine are locked and the hand brake is not accessible, a freight car with operative hand brakes must be coupled to the diesel with uncoupling mechanism made inoperative.

G24 Passenger car equipment may be moved through water up to six inches above the top of rail without damage to the generators or battery and bearing boxes.

When necessary to move passenger car equipment through water from 3 to 6 inches above the rails, the equipment should be pushed through the water to a point where it can be reached from the opposite end by a power unit or other equipment and pulled on through the obstruction.

GENERAL SPEED RESTRICTIONS

G25 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction made where conditions require:

Table with 2 columns: TYPE OF EQUIPMENT and MPH. Rows include: Trains handling ore cars Loaded, Empty, Trains handling ore loaded in open top equipment other than ore cars, Trains handling loaded air dumps, Work trains with workmen or occupied outfit cars, Scale test cars on Branch Lines, on Main Line.

Table with 2 columns: The following diesel engines either dead in train or operating under own power; and engine model/year and MPH. Rows include: 1670 and 1671, 2000 to 2006 AB, 1610 to 1635, 1600 to 1603, 1699 to 1709.

G26 When freight cars (except cars that are equipped for passenger train service) are hauled in a passenger train, the maximum speed of that train will be that prescribed for freight trains in that territory unless a different speed is authorized by bulletin or train order.

G27 Diesel or Electric engines with unobstructed view in either direction may be operated at permissible speeds in either direction.

Diesel or Electric engines with restricted view in one direction must, when operated in that direction, reduce speed to the extent necessary for safe operation.

G28 Unless otherwise specified, the speed of all trains or engines approaching interlocked railroad crossings must be reduced, and passenger trains must not exceed 45 miles per hour and other trains or engines 25 miles per hour when passing over such crossing. The stated speed must be further

reduced where conditions require. This does not apply to railroad crossings protected by automatic signals or gates; trains and engines will approach such crossings at restricted speed and if proper proceed indication is received, may pass over the crossing at the speed prescribed by Special Instructions or bulletin.

The speed of all trains must not exceed 20 miles per hour while passing over railroad crossings protected by signals or gates unless otherwise specified.

G29 The speed of trains handled by Gas-Electric or other similar type power, when consisting of power unit only, must not exceed 10 miles per hour when approaching and passing over railroad crossings protected by automatic signals.

G30 When flat spots develop enroute on car or engine wheels, speed of train must be reduced to not exceed forty (40) MPH to the first available point of communication, where Conductor or Engineer will notify Chief Dispatcher and be governed by his instructions. If in the judgment of the Conductor or Engineer a lesser speed is deemed advisable, speed of the train will be reduced in line with their judgment.

From tests made it develops that it is desirable, in order to reduce the impact, to operate cars or engines with flat spots at a speed either under seventeen (17) MPH or in excess of twenty three (23) MPH as the most severe impact occurs at speeds seventeen (17) to twenty three (23) MPH.

X-1 Trains handling wrecker derricks must not exceed the following speed limitations. The indicated maximum speeds must be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

Table with 3 columns: Location, On Tangent Track, On Curves. Rows include: Chicago Terminals, First Subdivision, Milwaukee Terminal, Second Subdivision, Between Milwaukee and North Milwaukee, etc.

Account of restricted clearance, wrecker derricks X-17 and X-18 should not exceed 15 m.p.h. between Tower A5 and Mayfair.

Wrecker derricks X-17 and X-18 must not be used between Horicon and Oshkosh, between Ripon and Berlin, between Iron Ridge and Fond du Lac, between Brandon and Markesan, between Granville and North Lake, or between Rush Lake and Winneconne.

X-2 Trains handling snow plows of all types, locomotive cranes, Jordan spreaders, shovels, pile drivers and ditching machines must not exceed speed limitations shown below. The indicated maximum speeds must be further reduced on tangents and curves where track conditions do not justify the specified maximum speeds. Engine and train crews will make frequent observations of how these machines are riding and when in damaged or questionable condition, or when this equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement.

Table with 3 columns: Location, On Tangent Track, On Curves. Rows include: Chicago Terminals, First Subdivision, Milwaukee Terminal, Between North Milwaukee and Green Bay, etc.



X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turn-outs laid with long frogs and designated by Special Instructions or bulletin where the speed may be increased to 25 miles per hour, unless otherwise authorized.

Turnouts laid with long frogs are located at:

Table with columns: Station, Location. Lists various locations like Tower A-4, Healy, Morton Grove, Rondout, Wadsworth, Sturtevant, Frankville, Tower A-68, Lake, Kinnickinnic drawbridge, Washington St., Franklin Park, Mannheim, Tower B-17, Tower B-17.

X3 (a) SPRING SWITCHES

Movement in facing point direction over a spring switch not equipped with a facing point lock must not exceed 25 miles per hour. When switch is equipped with a facing point lock, movement may be made at normal speed.

Movement in trailing point direction over a spring switch on track for which the switch is lined may be made at normal speed.

Movement in trailing point direction which springs the points must not exceed 40 miles per hour.

If movement is through the turnout the allowable turnout speed must be observed.

All spring switches except those indicated below are equipped with facing point locks. The speed must not exceed 25 miles per hour when moving against the points at the following spring switches:

Table with columns: Station, Location, Normal Position, Signal Governing. Divided into MILWAUKEE DIVISION and CHICAGO TERMINAL DIVISION.

Table with columns: Station, Location, Signal Governing. Lists locations like Franklin Park, Bensenville, Rondout, Mannheim, Tower B-17, Tower B-17.

X3 (b) Speedometers on road engines in main line service must be checked by observing time between "Speed Test Section" signs. Where there are no "Speed Test Section" signs in use, the check must be made between mile posts at first opportunity after departure from point where engineer takes charge of engine.

Table with columns: First Subdivision, Second Subdivision, Third Subdivision, Fourth Subdivision. Lists Westbound and Eastbound mileposts.

X-3 (c) Under Rule 922, the engineer may permit the fireman, when competent, to handle the engine with the engineer being responsible.

X-4 In double track territory when trains are run against the current of traffic and the track is not signaled for traffic in both directions, the maximum speed for passenger trains will be 59 MPH and freight trains 49 MPH.

X-5 In Automatic Block Signal territory Manual Block System Rules will apply when trains are run against the current of traffic.

X-6 Manual control switches have been provided for highway crossing signals at Rockland Road, Rondout. Signals will operate automatically but if a route is not used promptly signal will clear. Trainmen should then operate signals manually.

X-7 Five minute fuses should be used in Automatic Block Signal territory and on the Sixth and Eighth subdivisions. Ten minute fuses should be used on all other subdivisions.

X-8 Within the yard limits of Milwaukee the officials of the Milwaukee Terminal Division have jurisdiction.

X-9 Within the City Limits of Milwaukee, engineer will not sound the whistle except when necessary to prevent injury to persons or damage to property or when necessary to warn or signal employees or the public.

X-10 Between North Avenue and North Milwaukee, when a westward train is observed standing on the westward main track west of Capitol Drive, the following freight train or light engine will contact yardmaster at Glendale yard for instructions.

X-11 Eastward trains or engines, including transfers about to enter the freight yards at Milwaukee through Cut-off may apply the provisions of Rule 516 to signal 87-2 located just west of the connection into the freight yards.

X-12 Trains or engines approaching the passenger station at Milwaukee from the west must stop at the illuminated stop sign located 300 feet west of the Sixth Street viaduct, unless proceed signal is given by the switch tender at Fifth Street.

X-13 Train orders for movement of La Crosse Division trains between Milwaukee and Grand Avenue, will be issued over the signature of the superintendent of the La Crosse Division.

X-14 At North Milwaukee tower the train order signal is equipped with two westward and one eastward arms. The eastward arm governs all train and engine movements.

X-15 Trains handling logs loaded on flat cars will not exceed 35 M.P.H. except where speed restrictions require slower speed and will come to a stop at the following bridges and inspect cars to avoid damage to overhead structure on bridges:

Table with columns: Bridge, Location, MPH. Lists bridges like U-2014, U-1604, U-464, U-434, U-408, U-52.

X-16 Trains handling ore loaded in ore cars must not exceed maximum speed of 25 MPH except between Channing and Milwaukee, where the maximum permissible speed is 30 MPH, except at the following locations:

Table with columns: Bridge, Location, MPH. Lists bridges like U-2014, U-1604, U-464, U-434, U-408, U-52.

X-17 At the following stations, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on any of these sidings:

- List of subdivisions: Second Subdivision—Spring Grove, Third Subdivision—Brown Deer, Thiensville, Grafton and Greenleaf, Fourth Subdivision—Sobieski, Abrams, Lena, Beaver, Beecher, Lake, Merriman, Randville and Sagola, Fifth Subdivision—Kiernan, Kelso Jct., Balsam, Amasa, Park Side, Tunis, Sidnaw, Frost, Pori, Wasas, Mass and Rockland, Sixth Subdivision—Sherwood and Menasha, Eighth Subdivision—Porterfield, Ninth Subdivision—Floodwood and Republic, Tenth Subdivision—Crystal Falls Jct. and Fortune Lake, Eleventh Subdivision—Waupun, Brandon and Ripon, Thirteenth Subdivision—Mayville, Knowles and Brownsville, Fourteenth Subdivision—Beaver Dam, Randolph, Cambria and Pardeeville, Seventeenth Subdivision—Omro, Eighteenth Subdivision—Kansasville.

FIRST SUBDIVISION

Table with columns: LOCATION, Passenger Trains, Other Trains. Lists various locations and their corresponding speed restrictions.

X-19 When taking charge of train to back it out of the Union Station Chicago or Coach Yard Western Avenue the pilot must identify himself to the engineer as his pilot. This identification must be made even though he is a trainman arriving with the train.

When a train is ready for a back up movement out of the Union Station the pilot must first give the enginemen the regulation back up air signal from the rear car, followed by a sufficient reduction of the air from the back up air brake valve to produce a substantial application of all brakes, and then note that the brakes on the rear car have applied. After the brakes on the rear car have released, he will then give the regulation back up hand or lamp signal to the enginemen, followed by the regulation back up air signal.

When the enginemen hears the first regulation back up air signal, he will immediately lap the automatic brake valve, note that the brakes have applied, and then immediately make a release of the brakes, but must not start the train until he receives the regulation back up hand or lamp signal FOLLOWED BY THE REGULATION BACK UP AIR SIGNAL. In case the brakes fail to apply on this test, the train must not start until the cause has been located and corrected.

If from any cause the air signal whistle does not respond, there must be a thorough understanding between the enginemen and the pilot in regard to the hand or lamp signals to be given by the pilot before applying the brake from the rear, and they should also have an understanding that the enginemen will start back on receipt of the regulation back up hand or lamp signal after the brakes have applied and released properly.

To reduce speed of the train, the back up valve should be opened gradually until the speed is reduced, then closed. When stopping the train, the valve should be opened gradually and left open until train is stopped. In case of an emergency, open the valve wide until train stops.

X-20 Flagmen on all passenger trains in both directions between Tower A-5 and Union Station Chicago will ride on rear platform of rear car. In event of blind cars on rear of the train he will ride in accordance with Rule 852.

X-21 At Chicago, whenever passenger trains are being detoured via the Chicago-Evanston and Bloomingdale line, single track operation must be maintained between Chicago Union Station and Larrabee Street due to close clearance between the two main tracks between the drawbridge and Larrabee Street.

DESIGNATION OF MAIN TRACKS

X-22 Beginning at the north the main tracks are numbered consecutively No. 1, No. 2, No. 3 and No. 4 between Western Avenue and Mannheim and No. 1 and No. 2 between Mannheim and Bensenville.

AUTOMATIC BLOCK SYSTEM IS IN USE

On No. 1 and No. 2 main tracks between Western Avenue and Tower B-12, and on No. 3 main track between Western Avenue and Tower B-12. On Eastward and Westward tracks between Tower B-17 and Bryn Mawr.

USE OF TRACKS

Double track is in use between Tower B-17 and Bryn Mawr. Unless otherwise directed, trains must keep to the LEFT. Four main tracks are in use between Western Avenue and Mannheim. Two main tracks are in use between Mannheim and Bensenville.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-2 and Tower A-5 is controlled by the levermen at Towers A-2, A-3, A-4 and A-5.

The use of No. 1, No. 2, No. 3 and No. 4 main tracks between Tower A-5 and Mannheim and No. 1 and No. 2 main tracks between Mannheim and Bensenville is controlled by the Phone Director.

Between Tower A-2 and Tower A-5 there are four main tracks. No. 1 is a westward track. No. 2 is an eastward track. No. 3 is an eastward and westward track. No. 4 is an eastward freight track.

Rules 251, 251 (A), 253 and 254 are in effect on No. 1 and No. 2 main tracks for movement with the current of traffic.

On No. 3 main track between Tower A-2 and Tower A-5, movement of trains and engines is governed by signal indication. Rules 251, 253 and 254 are in effect.

Between Tower A-2 and Tower A-5 trains or engines must not enter No. 3 main track unless authorized by Interlocking Signal indication or permission is obtained from the levermen.

Between Tower A-5 and Tower B-12 there are four main tracks. No. 1 is a westward track. No. 2 is an eastward track. No. 3 is a westward track. No. 4 is an eastward freight track.

Rules 251, 251 (A), 253 and 254 are in effect on No. 1, No. 2 and No. 3 main tracks for movement with the current of traffic.

Between Tower B-12 and Mannheim there are four main tracks. No. 1 is an eastward and westward track. No. 2 is an eastward and westward track. No. 3 is a westward freight track. No. 4 is an eastward freight track.

Between Mannheim and Bensenville there are two main tracks. No. 1 is an eastward and westward track. No. 2 is an eastward and westward track.

On No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17, movement of trains and engines will be governed by signal indications. Rules 251, 253 and 254 are in effect.

Trains or engines may enter No. 3 main track between Tower A-5 and Tower B-12 and No. 1 and No. 2 main tracks between Tower B-12 and Tower B-17 only when authorized as follows:

(a) At Tower A-5, Cragin Jct., Tower B-12 and Tower B-17 when authorized by signal indication.

(b) At points where switchtenders are on duty after receiving a proceed signal given with a yellow flag or a yellow light. (Switchtender must secure permission from Phone Director for the movement to enter these tracks.)

(c) At other locations, after receiving permission from the Phone Director.

Switchtenders will not permit any movement to enter No. 1, No. 2 and No. 3 tracks between Tower A-5 and Tower B-12 or No. 1 and No. 2 tracks between Tower B-12 and Tower B-17 without permission from the Phone Director.

**MOVEMENTS AGAINST THE CURRENT OF TRAFFIC**

Movements against the current of traffic must not be made without permission of the Phone Director or authority conferred by Interlocking Signal Indication.

When an Interlocking Signal displays an Indication for movement against the current of traffic such movement may be made as follows:

On No. 1 and No. 2 tracks between Towers A-2 and A-3, Towers A-3 and A-4 and Towers A-4 and A-5.

On No. 1, No. 2 and No. 3 tracks between Tower A-5 and Cragin Jct., and Cragin Jct. and Tower B-12.

First class trains must not be operated against the current of traffic on these tracks unless the movement is made between Interlocking Stations where the movement is governed by signal indication.

**EXCEPTION:**—If, in emergency, a first class train is required to make a crossover movement from one main track to the other at locations where switchtenders are on duty, the train must be brought to a stop before the crossover movement is made.

First class trains operating against the current of traffic on any track between Tower A-5 and Tower B-12, will approach crossovers at Galewood and Cragin at restricted speed and know that switches are properly lined for their movement. At Galewood, at west end of yard, when switchtenders are on duty, such movements must also receive a proceed signal from switchtender given with a yellow flag or a yellow light.

First class trains running against the current of traffic will not be permitted to enter an occupied block. Following movements will not be permitted to enter until preceding first class train has cleared the block.

X-23 Account of restricted clearance on No. 2 and No. 3 main tracks at subway shelter located at the east end of Western Avenue passenger station platform, employees are prohibited from riding on side of cars or engine passing this point.

X-24 A restricted clearance exists between Joint No. 2 main track (eastward track) and the outside freight house track known as track No. 8 between Union Street and Jefferson Street located between Western Avenue and Chicago Union Station.

In this territory employees are prohibited from riding on the side of engines or cars and from extending any part of their bodies out of engine cabs or windows, caboose windows or passenger car vestibules or windows."

X-25 At Western Avenue Coach Yard, color light type signals are in service on each side of the track at the east and west ends of the car washing plant. When these signals display a yellow indication, movement may be made through the car washer. When a red indication is displayed, or when one long blast of the air whistle is sounded at the plant, movement must be stopped at once.

A color light type signal, located on the side of Tower A-4, will repeat the indications displayed by the signals at the east and west ends of the car washing plant.

X-26 At Western Avenue Coach Yard, because of restricted clearance, employees are prohibited from riding on top or side of engines or cars or from extending any part of their bodies out of doors or windows and doors and windows must be closed while they are moving through the Diesel Engine Washer track located just east of California Avenue.

These instructions also apply when engines or cars are moving through the car washing plant.

X-27 Account of close clearance in all roundhouse districts in Chicago Terminal, employees are prohibited from riding on the side of engine or cars and not get out on cab steps of engine while in motion.

X-28 Steam heat lines on eastward passenger trains must be blown out between Healy and Tower A-5, except on trains with air-conditioned equipment the steam heat lines must not be blown out until train is 1500 ft. east of Tower A-2. If train men are unable to blow out the steam heat line because of a defective steam heat valve or for any other reason, they will not attempt to operate the steam heat valves by leaning out from vestibules due to hazard and close clearance at bridge girders at various subways, but instead will proceed into Chicago Union Station and on arrival notify the Carman when steam heat lines have not been blown out.

X-29 Between 8:15 A. M. and 4:00 P. M. daily except Saturdays, Sundays and Holidays, No. 4 main track between Tower A-3 and a point 1200 feet east of Tower A-4 will be occupied by passenger equipment. Trains and engines using this track when it is not occupied by passenger equipment, must not exceed 15 MPH between these points.

X-30 Within the Yard Limits of the Chicago Terminal, the Officials of the Chicago Terminal Division have jurisdiction.

Train Orders for movement between Chicago and Tower A-5 will be issued over the signature of the Superintendent of the Milwaukee Division.

Train orders for movement between Chicago and Bensenville will be issued over the signature of the Superintendent of the Dubuque and Illinois Division.

X-31 Westward trains starting at Chicago will obtain a Clearance Form A at that point and will not be required to obtain clearance at Western Avenue.

X-32 Trains starting from Western Avenue coach or freight yard must secure a Clearance Form A from the operator at Tower A4 as required by Rule 83 (B).

X-33 Trains starting at Galewood must obtain Clearance Form A at Tower A-5.

X-34 At Tower A-5, a single unit color light type train order signal located at the tower will govern westward Milwaukee Division First District trains from east of Tower A-5.

X-35 At Bensenville round house, the switch at the east end of the coach track is to be lined and locked for the inbound and outbound engine tracks leading to the turntable immediately after use.

X-36 Switch tenders at following locations will use a yellow flag by day and a yellow light by night to give hand signals:—

East end Western Avenue Coach Yard and Freight Yard.

Galewood.

Mannheim.

Switch tenders at West end of "B" and "C" Yards, Bensenville will use the yellow flag or yellow light only to comply with the provisions of special instructions X-37.

Electric lanterns may be used by Switchtenders for displaying yellow lights.

X-37 At Bensenville Yard, switchtenders at west end of "B" and "C" Yards are authorized to use a yellow flag by day and a yellow light by night ONLY to signal Milwaukee Division and D&I Division trains entering the yard.

After switches have been lined for the inbound train and conflicting movements controlled, switchtender will then give a proceed signal to the inbound train with a yellow flag or a yellow light from a location west of the car checker's shanty where it can be plainly seen and understood and which must be acknowledged as per rule 14(g). Train may then proceed in accordance with the rules.

X-38 All freight trains including terminal transfers entering Bensenville "C" Yard will maintain a speed of 10 MPH passing the train checkers' buildings located at the east end and west end of receiving yard "C".

X-39 Rule 83 (B) does not apply at Tower B-17. At Tower B-17, a single unit color light type train order signal, located south of Milwaukee Division tracks, governs westward Milwaukee Division trains. When this light does not display a proceed indication as per Rule 200-C, trains must secure CMSTP&P Clearance Form A, and in addition, must secure a clearance from the C&N.W. The operator at Tower B-17 will not display a proceed indication of this train order signal without instructions from both the C. M. St. P. & P. and C. & N. W. train dispatchers. Rule D-97 does not apply between Tower B-17 and Bryn Mawr and between Shermer and Tower A-20. Extra trains may be run between these points without train orders.

X-40 Within the limits of the City of Chicago enginemen will not sound the whistle except when necessary to prevent injury to life and property or when necessary to warn or signal employees or the public. The bell must be rung continuously when the train or engine is moving within the city limits except when moving on tracks which have been elevated. On elevated tracks the bell must not be rung except before starting and when approaching and passing stations or as a signal of danger.

X-41 Within limits of the Village of Niles, between Howard St. and Touhy Avenue, enginemen will not sound whistle under Rule 14 (l) and (m) for road crossings and stations unless use of the whistle is necessary to prevent injury to persons or property. Other sounding of the whistle provided in Rule 14 may be made as necessary. All unnecessary sounding of the whistle is prohibited by village ordinance.

X-42 Within limits of the Village of Morton Grove between Highway No. 58 (Golf Road) and Oakton Street, enginemen will not sound the whistle under Rule 14 (l) and (m) for road crossings and stations unless use of the whistle is necessary to prevent injury to persons or property. Other sounding of the whistle provided in Rule 14 may be made as necessary. All unnecessary sounding of the whistle is prohibited by village ordinance.

X-43 Inter-track fences with restricted clearance are located in between the two main tracks at Healy, Grayland, Mayfair, Forest Glen, Edgebrook, Glenview, Northbrook and Deerfield.

X-44 At Mayfair, a light will not be displayed on eastward train order signal until interlocking route is lined for movement of the train.

X-45 At Morton Grove close side and overhead clearances at doors and within plant at A. B. Dick Co. An ash chute is located on north track and cars on this track must not be moved unless it is known chute is in raised position. Members of train and engine crews are to be governed by instructions on signs on the various tracks. Engines are prohibited from entering buildings.

X-46 At Morton Grove engines are prohibited from entering Baxter Laboratory building.

X-47 At Morton Grove, to avoid unnecessary operation of the crossing signals and gates at Dempster Street, all westward trains that are to make a station stop must not exceed 40 MPH between Oakton Avenue (located 3,350 feet east of the depot) and the depot. In making the stop, the engine must stop to clear Lincoln Avenue crossing located just west of the depot.

X-48 At Morton Grove engines are prohibited from entering Salerno-McGowan Biscuit Co. Building.

X-49 At Tower A-20, a four-arm train order signal is located across the tracks opposite the tower. Eastward and westward trains between Chicago and Milwaukee will be governed by the upper arm or light. Eastward and westward trains moving via the cut-off to and from Bensenville Yard will be governed by the lower arm or light.

X-50 At Tower A-20, when the lower arm of the eastward train order signal displays a proceed indication, eastward extra trains moving to the C. & N. W. cut-off will accept such indication as authority to proceed without a clearance issued by the C. & N. W. The operator at Tower A-20 will not display a proceed indication for extra trains moving to the C. & N. W. cut-off without instructions from the C. & N. W. train dispatcher.

X-51 At Rondout, trains entering the First Subdivision from the Second Subdivision will not require a clearance if the trains order signal indicates proceed as per Rule 200-C.

Trains operating through in either direction between the First and Second Subdivisions will not register at Rondout.

X-52 At Rondout, the train order signal located opposite the tower has two arms or lights to govern westward trains. The upper arm or light governs westward First Subdivision trains and the lower arm or light governs westward trains moving to the Second Subdivision.

X-53 At Rondout, there is one more siding than shown in Page 2, namely—East No. 6 capacity 105 cars.

X-54 At Rondout, when the dwarf signal at the spring switch at the east end of No. 6 siding or at the spring switch at the west end of No. 1 siding, displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineer will communicate with the operator at Rondout for instructions; such instructions do not relieve train and enginemen from protecting their train, as required by the rules.

X-55 At Sturtevant, when the dwarf signal at the spring switch at the east end of the eastward siding displays a Stop-indication for an approaching train or engine on that track, a trainman or the engineer will communicate with the operator at Sturtevant for instructions; such instructions do not relieve train and enginemen from protecting their train, as required by the rules.

X-56 At Sturtevant, trains off the Eighteenth Subdivision entering First Subdivision, will be governed by train order signal located on the Milwaukee Wye and need not secure a Clearance Form A if the train order signal indicates proceed as per Rule 200-C.

X-57 C.T.C. operation between Sturtevant and Lake is controlled by the operator at Sturtevant under the supervision of the train dispatcher at Milwaukee.

In case of failure of an interlocking signal at Lake, after authority to proceed has been obtained from the operator at Sturtevant, an understanding must also be had with the operator at Lake before any movement is made over the interlocked switches at that point.

Eastward and westward sidings at Tower A-68 and the eastward siding at Lake may be used in a reverse direction, when movement is authorized by proper signal indication and at restricted speed. The second paragraph of consolidated code Rule 105 is modified accordingly.

X-58 At Lake on all of the yard tracks in both the east and west yards Diesel may be operated at a speed not to exceed 5 miles per hour.

X-59 Interchange with the T. M. E. R. & T. Co. will be made at Powerton located 2.6 miles east of Kinnickinnic drawbridge.

X-60 At Washington Street, the eastward train order signal has two arms. The upper arm or light governs eastward trains from Milwaukee and the lower arm or light governs trains from Muskego Yard.

X-61 Trains or engines approaching the passenger station at Milwaukee from the east, must stop at the illuminated Stop Sign, located just east of the facing point switches of the double crossover at Fowler Street, unless proceed signal is given by the switchtender at Second Street.

Trains or engines leaving the passenger station at Milwaukee will not proceed unless proceed signal is given by the switchtender at Second Street.

X-62 Account narrow center between freight main tracks in the area lying between Sixth Street Viaduct and Burnham Bridge, Milwaukee, trains and engines handling high and wide loads on either main must not pass other trains and engines within these limits.

X-63 Trains handling Super Dome cars, when operating over the westbound freight main between Washington Street and Muskego Yard, Milwaukee, reduce speed to ten (10) miles per hour at Bridge B-O-1/2, Second Street highway undercrossing.

X-64 Trains moving on freight main track must not exceed 25 miles per hour between automatic signal 84.6 located about 1,000 feet east of Burnham Bridge and end of curve at Florida Street, until entire train has passed through these limits.

**AUTOMATIC CAB SIGNALS**

X-66 Automatic Cab Signal Indicators supplement Automatic Block Signals in governing the use of blocks, but do not supersede the superiority of trains nor dispense with the use or observance of Automatic Block, Interlocking or other signals and rules governing them, except as provided for in Section (e).

(a) A green light displayed in the Automatic Cab signal indicator indicates proceed.

(b) A yellow light in the Automatic Cab signal indicator indicates prepare to stop at next signal. Trains exceeding medium speed, must immediately reduce to that speed.

(c) A red light in the Automatic Cab signal indicator indicates prepare to stop—expecting to find a train in the block, broken rail, obstruction or switch not properly set.

(The above indications do not apply when moving in non-automatic signal territory or against the current of traffic.)

(d) When the Automatic Cab signal indicator changes to a more restrictive indication, the engineer must immediately control the train in accordance with the cab signal indication.

(e) When the Automatic Cab signal indicator changes to a less restrictive indication, the train may proceed in accordance with the new indication after the train has moved its own length beyond the point where the indication changed.

(f) Should cab signal and fixed signal indications conflict, the more restrictive indication will govern. The cab signal may be cut out under the following conditions: After passing through not less than two consecutive blocks where there is a conflict between the cab signal and fixed signal indications, the cab signal may be cut out and the train may proceed in accordance with the indications of the fixed signals, but at not to exceed 40 miles per hour, to the first available point of communication, where report must be made to the train dispatcher. Train will then be governed by the indications of the fixed signals, but at not to exceed 79 miles per hour, unless a lower speed is provided by time table or other instructions, keeping clear of occupied block. After waiting one minute at stop and proceed or grade signal in stop position it may be regarded that there has been a failure of wayside signal and train may proceed at restricted speed until a more favorable signal indication is encountered.

(g) The opening of switches and derails operate to cause Automatic Cab signals of approaching trains to display restrictive indication. Trainmen and others must guard against any unnecessary restrictive speed indication.

(h) When operating in Cab Signal territory with Cab Signal cut out, the fireman must be so advised and such additional precautions must be taken as conditions may require.

(i) An engineman taking charge of an engine in Automatic Cab Signal territory must check with the engineman relieved as to whether the Cab Signal is in service and functioning properly.

(j) Cab signals must be cut out in the trailing cab of diesel engines, on engine running backward, or on other than the leading engine when more than one engine on train.

**X-67 REMOTE CONTROL INTERLOCKING:**

Station	Location	By whom operated
Grayland	C. & N. W. crossing 1.8 mile east of Mayfair.	By operator at Mayfair.
Shermer	Main track crossover and connections.	By operator at Tower A-20.
Bryn Mawr	Main track crossover and connections.	By operator at Tower B-17.
Rondout	West end of eastward siding No. 2.	By operator at Rondout.
Sturtevant	West end of eastward siding and east end of westward siding.	By operator at Sturtevant.
Kinnickinnic Drawbridge	Main track crossover. Crossover between westward track and elevation. Main track connection to Washington St. No. 4. Connection switch between Washington St. No. 3 and Washington St. No. 4.	By operator at Menomonee Drawbridge.

X-68 At Kinnickinnic Drawbridge, a derail located on the lead to Washington St. No. 4, is pipe connected and arranged to operate in conjunction with the interlocked switch in the eastward main track. In case it is necessary to make movement through the interlocking on authority of the operator and under flag protection, the derail in addition to the switch must be examined to make sure it is in proper position before movement is made.

X-68 (A) At Burnham Drawbridge, both switches of the crossover between the two main tracks located just east of the Drawbridge and the main track switch leading from the westward track to Reed Street Yard are controlled by the Operator at Menomonee Drawbridge.

These switches are of the electro-pneumatic type and are equipped for hand operation.

Indicators of the color light type located at the switches indicate position of switches as follows:

Green—Switch is lined in normal position.

Yellow—Switches are lined for movement through the crossover or to the Reed Street Lead.

When no light is displayed, points may be open. In such case it must be known that points are in proper position and it is safe for movement over or through switch.

Movements over the Drawbridge in either direction on either main track are controlled by the Operator at Menomonee Drawbridge. Signals governing such movements are of the color light type. Indications displayed as per Rules 240-A and 240-G.

**SECOND SUBDIVISION**

X-69 Speed Restrictions (in addition to General Speed Restrictions).	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
Soo Line R. R. crossing 1.1 mile east of Grays Lake	50	40
Hebron Siding C. & N. W. R. R. crossing	60	40
Between M.P. 66 and M.P. 90 located between Hebron Siding and Wheeler Pit	65	40
Bardwell C. M. St. P. & P. R. R. crossing	60	40
Bardwell North leg of wye	5	5
C. & N. W. R. R. crossing 2.1 miles east of Janesville	20	20
Janesville—over street crossings	15	15
Trains and engines between Five Points and passenger depot Janesville	Restricted Speed	Restricted Speed

- X-70 At Janesville, the middle track at passenger station is the established siding for passenger trains.
- X-71 At Hebron siding the normal position of crossing gates with C. & N. W. R. R. is against the C. & N. W. R. R.
- X-72 At Rondout, the train order signal located opposite the tower has two arms or lights to govern westward trains. The upper arm or light governs westward First Subdivision trains and the lower arm or light governs westward trains moving to the Second Subdivision.
- X-73 Trains or engines will not move onto or over the crossing of Highway 12 on the tall track of the wye at Fox Lake, Ill., except in case of emergency. If such an emergency arises, two trainmen will protect highway traffic, one on each side of the train to guard against accident.
- X-74 At Round Lake wig wag signal on Cedar Lake Road crossing just east of depot does not operate for trains using siding. Such trains will flag across unless there is no highway traffic approaching.

THIRD SUBDIVISION

Location	Maximum Speed MPH	
	Psg. Trains	Other Trains
Between Milwaukee and Grand Ave.		
Curve at 2nd St.	10	10
Curve at 5th St.	10	10
Curve at 8th St.	20	20
13th St. crossing	35	35
New Holstein first crossing west of Depot to second crossing east of Depot.	40	—
Plymouth C&NW RR crossing	15	15
Green Bay East Mason Street crossing	—	5
Reiss Coal Co. track crossing located 1000 ft. west of the drawbridge	10	10
C&NW RR crossing located at east end of the train yard	15	10
Draw Bridge U-222 over Fox River located between C&NW crossing and Green Bay Jct.	5	5

X-76 All trains arriving and departing Passenger Station, Milwaukee, must not exceed 10 MPH between Plankinton Ave. and Fifth Street until entire train has passed through these limits. Between Milwaukee and Cut-Off, light engines must not exceed 8 MPH around the curve at Eighth Street.

X-77 At North Milwaukee, all trains, when not displaying signals for a following section, may register by register ticket.

X-78 The eastward control circuit for automatic flashing light signals at Hopkins Road crossing, one-half mile east of Brown Deer starts at Highway 74-100, Brown Deer. Trains stopping at Brown Deer to set out or pick up cars should stop so that the coupling will be made west of Highway 74-100 and the engine will clear the crossing.

When this cannot be done, eastward trains must approach Hopkins Road at restricted speed so as to permit the signals to give proper warning.

X-79 When eastward automatic block and approach signal 94-8 located approximately 1100 feet west of the Yard Limit board at North Milwaukee does not display a proceed indication in accordance with Rule 240(G), eastward freight trains will stop west of Villard Avenue and communicate with the Operator at North Milwaukee for further instructions.

X-80 At Plymouth, the normal position of the gate at the C&NW crossing is against movements on the C&NW.

X-81 At Plymouth, manually controlled signals are in use at Elizabeth and Clifford Street crossings.

X-82 At Hilbert, the train order signal governs Third subdivision trains only.

X-83 At New Holstein, class D-54 diesels must not use the Laun Spur.

X-84 At Depere, account close clearance just east of No. 3 spot at the A. G. Wells Co. on East Spur Track, crews must work from the street side. Cars with low slung sills and engines must not pass this point.

X-85 At Green Bay, the normal position of the gate at the crossing with the Kewaunee, Green Bay & Western Railroad, located in Quincy Street, just east of the Northern Paper Mills, is against movements on the CMStP&P.

X-86 At Green Bay, the normal position of the crossing gate at the Reiss Coal Company track crossing, located 1000 feet west of the drawbridge, is against movements on the Coal Company track.

X-87 At Green Bay, when either the eastward or westward signal governing movements over the drawbridge displays a stop indication, trains or engines must secure authority from the Train Dispatcher at Milwaukee to proceed and, in addition, during the period Drawbridge is in operation, must also ascertain from the bridge tender that the bridge is in proper position for the movement. Movement may then be made at restricted speed.

FOURTH SUBDIVISION

Location	Maximum Speed MPH	
	Psg. Trains	Other Trains
GB&WRR crossing 1.2 miles west of Green Bay	20	20
Stiles Junction C&NW RR crossing	55	40
Iron Mountain		
Between coal shed and west end of new fill	15	15
C&NWRR crossing	15	15
Groveland Mine Spur	—	20
Over track scale, Groveland Mine	—	6

X-89 At Crivitz, the train order signal governs Fourth subdivision trains only.

X-90 At Iron Mountain, the normal position of the gate at the C&NW Crossing is against movements on the C&NW.

X-91 At Iron Mountain it is not necessary to sound whistle signals at street crossings within the City Limits when there is located at such crossing a properly operating wigwag signal.

X-92 In switching the Phoenix coal dock at Iron Mountain, the locomotive must not be operated on the trestle portion of the coal dock.

FIFTH SUBDIVISION

Location	Maximum Speed MPH	
	All Trains	
Speed restrictions (in addition to General speed restrictions).		
Location		
Sidway DSS&A RR crossing	20	
McKeever Jct., east leg of wye	8	
Bridges U-1800B and 1800C 0.25 mile east Ontonagon on White Pine Spur	10	

X-94 No. 882 Tuesday, Thursday and Saturday will leave east wye switch at McKeever Jct. lined for CRR Yard.

X-95 At Sidway, the normal position of the gate at the DSS&A Crossing is against movements on the CMStP&P.

SIXTH SUBDIVISION

Location	Maximum Speed MPH	
	All Trains	
Speed restrictions (in addition to General speed restrictions).		
Location		
Canal Bridge U-728 1 mile from Menasha Depot on Neenah Branch	10	
At Menasha from west end of Bridge U-734 to 50 feet east of bridge on Canal Street Spur in vicinity John Strange Carton Co.	5	
Bridge U-762 0.7 mile east of Appleton	15	
Bridge U-766 0.35 mile east of Appleton	15	
Bridge U-774 0.25 mile east of Appleton Depot	5	

X-97 At Hilbert, the train order signal governs Third subdivision trains only.

X-98 Westward SooLine trains will obtain Clearance Form A and register at Hilbert Junction instead of St. Paul switch; eastward SooLine trains will obtain Clearance Form A and register at Menasha instead of Menasha Junction.

At Menasha, when Operator is on duty, No. 241 when not displaying signals for a following section, may register by register ticket.

X-99 At Menasha engines must not be moved into refinery building of the Marathon Corporation.

X-100 Clearance between main running track and spur track at Menasha Woodware storeroom No. 6 just west of Marathon Corporation at Menasha, Wis. is scant. All employees should ride on the inside of the curve when working on this running track to avoid being knocked off by a car standing in clear on spur track at warehouse No. 6.

X-101 Train or engine movements over Garfield Avenue, in the city of Menasha, must be flagged with a man on the crossing.

SEVENTH SUBDIVISION

X-102 At Oconto, the normal position of the gate at the C&NW crossing located 0.7 miles east of the depot, is against movements on the CMStP&P. At Oconto all engines are prohibited from entering the Circle Track serving Holt Hardwood Co. Crews switching in this industry will hold on to sufficient number of cars serving this track.

EIGHTH SUBDIVISION

Location	Maximum Speed MPH	
	All Trains	
Speed restrictions (in addition to General speed restrictions).		
Location		
Crivitz over Highway 141 Westward trains and Engines	10	
Marinette West Hall Ave. and Ella Court St. crossings	10	
Bridge U-874, 0.4 mile west of Marinette	15	
Following diesel engines may be operated between Crivitz and Marinette only and must not operate over bridge U-874 located four-tenths mile west of Marinette.		
EMD F-7 Type	48 to 50	
	65 to 89	
	106 to 121	

X-104 At Marinette, movements over the railroad crossing of the CMStP&P industry track with the C&NW main track and side tracks and located near the intersection of State and Ash Streets, are protected by derails on the industry track and by signals on the C&NW tracks. The normal position of the derails and signals is against movements on the industry track and they must be restored to this position immediately after having been used. The signal are operated from a ground level stand located at the crossing; the stand must be kept locked when in the normal position. When movements are to be made on the industry track, a trainman must operate the ground level stand to cause the signals on the C&NW to display a Stop-indication, then line up the route by removing the derails from the industry track.

Instructions for operating the levers are posted at the crossing. The route must not be changed from the normal position before any approaching train or engine on the C&NW tracks has come to a stop or has passed over the crossing.

X-105 At Menominee, the speed over the C&NW crossing, located 3000 feet east of the depot, must not exceed 15 miles per hour. When trains or engines are switching or standing on the clearing circuit for the eastward Home signal and the signal is not passed within two minutes after the Proceed-indication is displayed, it will again display a Stop-indication in order to release the crossing for C&NW movements. To again obtain a Proceed-indication of this signal, a trainman must operate a special release button located at the signal and if the signal does not then display a Proceed-indication, Rule 672 will apply.

X-106 At Lloyd Mfg. Co., at Menominee, Mich., employees are prohibited from riding on the top or side of cars when movements are made on north-south loading tracks, due to restricted clearance. Engine or train movements must be stopped and gates across the tracks opened and properly secured before making a movement in or about this plant.

X-107 At Menominee, the normal position of the gate at the C&NW crossing on the Finntown Line is against movements on the CMStP&P.

X-108 At Menominee, the normal position of the crossing gates at the C&NW crossing at Bridge Street, 1.4 miles east of the depot, is against movements on the C&NW. Trains or engines must not exceed 10 miles per hour over this crossing.

X-109 At Marinette, all movements over Riverside Street in the vicinity of the Marinette Paper Company must be protected by a man on the ground at the crossing in accordance with Rule 103. Man protecting the crossing must use a red flag by day and a lighted red fusee at night and when visibility is impaired.

NINTH SUBDIVISION

X-110 Wrecker Derricks X-17 and X-18 must not exceed speed of 15 miles per hour over bridge U-592 at Republic.

X-111 At Republic Jct., when making interchange, the CMStP&P will deliver to the LS&I on track nearest LS&I main track. The LS&I will deliver to CMStP&P on track nearest CMStP&P main track.

Yard Limits are in effect on the LS&I RR between Republic and Ishpeming. There are no First Class trains scheduled in this territory. All movements by CMStP&P crews on the Interchange tracks and on the LS&I main track must be made in accordance with Rule 93 and at Restricted Speed.

TENTH SUBDIVISION

X-112 Speed restriction (in addition to general speed restrictions).

Location	All Trains
Between Crystal Falls Jct. & Crystal Falls	15

X-113 Between the Yard Limit Board 1000 ft. west of the switch to the Fortune Lake Mine Spur and the Yard Limit Board located 2000 ft. east of Crystal Falls Jct. and between Crystal Falls Jct. switch and Superior Avenue, Crystal Falls, the main track is used jointly with the C&NW Railroad. Rule 93 will govern.

ELEVENTH SUBDIVISION

X-114 Speed restrictions (in addition to General speed restrictions).

Location	All Trains
Milwaukee—Between passenger depot and N. Plankinton Ave.	10
Milwaukee—Over 13th St. Crossing	35
Milwaukee—On curve at 8th St.	20
Horicon over Barstow Street	5
Slinger Soo Line RR crossing	15

X-116 At Granville, that portion of the Sixteenth Subdivision main track between the junction switch and the crossover at the west end of the yard will be used as a siding by Eleventh Subdivision trains. All trains or engines using this portion of the track must move at restricted speed.

X-117 At Iron Ridge, that portion of the Thirteenth Subdivision main track between the junction switch and the crossover at the west end of the yard will be used as a siding by Eleventh Subdivision trains. All trains or engines using this portion of the track must move at restricted speed.

X-118 At Iron Ridge, the westward train order signal has two arms; the upper arm or light governs Eleventh Subdivision trains.

X-119 At Horicon, all movements across Main St. on Van Brunt track must be protected by flagman.

X-120 At Oshkosh, the electric locks for the Warren Street switch track derail and crossing over Soo Line main track is under control of signalman at Fox River Drawbridge. Instructions for handling are posted in the electric lock box.

TWELFTH SUBDIVISION

THIRTEENTH SUBDIVISION

X-121 Speed restrictions (in addition to General speed restrictions).

Location	All Trains
C&NW RR crossing 3.4 miles east of Fond du Lac	20
Between Midland Junction and Fond du Lac Freight Depot	6
D-10 and D-15 engines over bridge D-752 west branch Fond du Lac River	25

X-122 The normal position of the gates at the crossing with the Soo Line RR at Fond du Lac is against the CMStP&P RR.

X-123 At Fond du Lac, all train and switching movements must be brought to a stop before crossing Western Avenue (the second crossing east of the freight depot) and must be flagged across this street. All train and switching movements on the Midland Line must be flagged across Western Avenue, Second Street, First Street, Forest Street, Division Street, Reese Street and Main Street.

X-124 At Iron Ridge the westward train order signal has two arms; the lower arm or light governs Thirteenth Subdivision trains.

X-125 At Iron Ridge, that portion of the Thirteenth Subdivision main track between the junction switch and the crossover at the west end of the yard will be used as a siding by Eleventh Subdivision trains. All trains or engines using this portion of the track must move at restricted speed.

X-126 All train and switching movements must come to a stop before crossing County Trunk Highway "F" just east of the depot at Knowles.

FOURTEENTH SUBDIVISION

X-127 Speed restrictions (in addition to General speed restrictions).

Location	All Trains
Minnesota Junction, C&NW RR crossing	20
All engines over bridge D-554 located 2.1 miles west of Pardeeville	25
Horicon over Barstow Street	5
Wrecker Derricks X-17 and X-18 over bridge D-516 located 2.3 miles east of Fox Lake Jct.	25

X-127 (A) At Pardeeville, at Main Street Crossing located just west of the depot, all train and engine movements must stop before moving over or onto the crossing unless a member of the crew is on the ground at the crossing protecting the movement in accordance with Rule 103.

When protecting the crossing, a member of the crew must use a red flag by day and a lighted red fusee at night and at any time the visibility is impaired.

FIFTEENTH SUBDIVISION

SIXTEENTH SUBDIVISION

X-128 Speed restrictions (in addition to General speed restrictions).

Location	All Trains
Sussex curve 0.5 miles east of depot	15

SEVENTEENTH SUBDIVISION

X-129 At Omro, the drawbridge will be kept open during the season of navigation.

The derail switch located just east of this drawbridge must be kept in derailing position except when the drawbridge is closed.

EIGHTEENTH SUBDIVISION

X-130 SPEED RESTRICTIONS.

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.	
	Passenger Trains	Other Trains
On Milwaukee Wye and through turnout to First Subdivision, Sturtevant	13	13
Burlington Tower Soo Line RR crossing	55	35
Eastward freight trains between MP 37 and MP34 between Elkhorn and Springfield	—	40
Bardwell east leg of wye	5	5
All engines over Bridge 212 1/4 located on gravel pit spur at Beloit	—	10
Beloit C&NWRR crossing	20	20
Freeport C&NWRR crossing	15	15

X-131 REMOTE CONTROL INTERLOCKING

Station Location By whom operated.  
Kittredge All switches. Operator at Lanark.

At Lanark, the eastward train order signal has two arms. The lower arm, or light, governs trains moving to the Milwaukee Division at Kittredge.

The upper arm, or light, governs all eastward trains.

All eastward trains moving to the Milwaukee Division at Kittredge must receive Clearance Form A at Lanark authorized by the Train Dispatcher of the Milwaukee Division and such clearance must show the information required by the Manual Block rules covering the block between Kittredge and the next open block station east of Kittredge on the Milwaukee Division. Operators at Lanark must keep a Manual Block record as per Rule 315.

For the Milwaukee Division trains and engines. At Kittredge, westward trains moving from Milwaukee Division to the D. & I. Division—first District, after receiving a proceed indication of the governing signal, may proceed to Lanark on the WESTWARD TRACK on signal indications, but must not proceed beyond Lanark without a Clearance Form A and necessary train orders.

Operator at Lanark must not display a proceed indication of the governing signal at Kittredge for westward trains moving from Milwaukee Division—to the D. & I. Division—First District without first obtaining authority from the Train Dispatcher of the D. & I. Division.

Operators at Lanark must not report a Westward train clear of the block at Kittredge until it is definitely known that the entire train has cleared the Manual Block territory.

X-132 Kittredge is a register station for Milwaukee Division trains only. The Kittredge train register is located at Lanark, and all Milwaukee Division trains, when not displaying signals for a following section, will register at Lanark by register ticket. Attention is called to Rule 83(A).

X-133 CTC operation between Beloit Jct. and St. Paul Avenue and West Yard and Rockton is controlled by operator at West Yard under the Supervision of the train dispatcher at Milwaukee.

Extra trains may be run between Beloit Jct. and St. Paul Avenue and between West Yard and Rockton without train orders when CTC operation is in use.

X-134 Before eastward trains enter Manual Block territory at Beloit Junction and before westward trains enter Manual Block territory at Rockton during the hours Rockton is closed, they must secure a train order indicating the condition of the Block, "clear," "clear except . . . ." or "occupied", between those stations and the next open block station.

X-135 At Beloit, the signal protection at the crossing at State Street, just west of the depot, is arranged for automatic operation with manual control during certain hours, from the depot. There is also a manual control switch in an iron box on the side of the instrument case located south of the tracks and east of State Street, and it should be used by the trainmen to cut out the protection or to place it in operation as conditions may require for switching moves, when there is no one on duty to operate the manual control switches in the depot. Control switch is equipped with a switch lock and must be kept locked when not in use.

**NINETEENTH SUBDIVISION**

**X-136 SPEED RESTRICTIONS.**

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.
	All Trains
Trains and engines over Auburn, Kilburn, School, Jefferson, Mulberry, State, Elm, and Cedar Street crossings Rockford . . . . .	15
All engines over Bridge E-624, Rockford freight house track only . . . . .	15

X-137 A train or engine stopped by a stop indication of the approach signal to the Junction at Rockton must not proceed until signal displays a proceed indication or is authorized to proceed by the train dispatcher.

**TWENTIETH SUBDIVISION**

**X-138 SPEED RESTRICTIONS.**

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.
	All Trains
Trains and engines between Five Points and passenger depot Janesville . . . . .	Restricted Speed 15 10
Over Pearl St. Crossing, Janesville—Eastward . . . . . —Westward . . . . .	
Yard engines must stop and flag over crossing in both directions.	20
Afton C&NWRR crossing . . . . .	

**TWENTY FIRST SUBDIVISION**

**X-139 SPEED RESTRICTIONS.**

(In addition to General Speed Restrictions).

LOCATION	Maximum Speed M.P.H.
	All Trains
All engines over Bridge E-0 located on Canada Spur Racine . . . . .	15
Between home signals at interlocking CNS&M crossing, Gatliff . . . . .	20

**WATCH INSPECTORS**

National Railway Time Service Co., Chief Watch Inspectors . . . . .	Chicago
M. J. Heegn . . . . .	Chicago
C. H. Bern . . . . .	Chicago
Theodore H. Byhring . . . . .	Chicago
R. L. Scott . . . . .	Chicago
Rudolph Koch . . . . .	Milwaukee
J. Grandlich . . . . .	Milwaukee
Fred Luser . . . . .	Milwaukee
Milton Klopff . . . . .	Milwaukee
Condon Jewelers . . . . .	Madison
Dewey & Bandt . . . . .	Janesville
Ruttkey Jewelers . . . . .	Libertyville
Fox Lake Jewelry Co. . . . .	Fox Lake
Walkers Jewelers . . . . .	Bensenville
Halfpap Bros. . . . .	Green Bay
Clydes Jewelry Shop . . . . .	Green Bay
Smith-Talbot, Inc. . . . .	Menasha
Haden Jewelry . . . . .	Menominee
H. J. Carlson . . . . .	Marinette
A. C. Frankini . . . . .	Iron Mountain
Blomstrom & Petersen . . . . .	Escanaba
Anderson Jewelry . . . . .	Crystal Falls
Jacobs Jewelers . . . . .	Iron River
Klapperich & Kempen . . . . .	Ontonagon
J. P. Hess & Co. . . . .	Fond du Lac
Mattice Jewelry . . . . .	Horicon
Diedrich Jewelry Co. . . . .	Ripon
R. B. Anger & Co. . . . .	Oshkosh
W. H. Maloney . . . . .	Portage
Myron C. Gysbers Co. . . . .	Waupun
J. W. Anderson . . . . .	Beloit
E. Winkler . . . . .	Savanna
Wiegand Bros. . . . .	Racine
Comays . . . . .	Rockford
S. M. Kern . . . . .	