TABLE OF TRAIN SPEEDS

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

WATCH INSPECTORS

H. Hammersmith.....332 W. Wisconsin Ave.
J. Grandlich.....3524 W. National Ave.
Fred Luser.....756 No. 27th St.
Rudolph Koch.....1116 W. National Ave.
M. H. Klopf.....2369 S. Kinnickinnic Ave.
Joseph N. Jawaon.....3606 W. Villard Ave.
Floyd F. Whaley..... ...1813 E. Locust St.

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

MILWAUKEE TERMINAL DIVISION

TIME TABLE No. 57

Taking effect at 12:01 A. M.
Central Standard Time

Sunday, April 28, 1957

For the government and information of employes only

This time-table confers no authority for any of the schedules shown thereon. Between Lake and Milwaukee, Milwaukee Division First District time-table governs the schedules; between Milwaukee and North Milwaukee, La Crosse and River Division First District and Milwaukee Division Second and Third District time-table govern the schedules.

R. A. HUMMER,
Assistant Superintendent.

J. J. DOMBROWSKI,
Superintendent.

V. P. SOHN,
General Superintendent of Transportation.

P. J. WEILAND,
Assistant General Manager.

J. H. STEWART,
General Manager.

FIRST SUBDIVISION—WESTWARD

TIME TABLE No. 57
April 28, 1957

STATIONS	FIRST CLASS 1 Passenger Daily	55 Passenger Daily	27 Passenger Daily	261 Passenger Daily	5 Passenger Daily	15 Passenger Daily	23 Passenger Daily
LAKE	L 12.12AM	L 2.43AM	L 9.27AM	L 9.33AM	L 10.30AM	L 2.01PM	L 4.40PM
5.0 (Kinnickinnic Drawbridge) 1.0							
(C. & N. W. Crossing) **WASHINGTON ST.** 1.1	12.18	2.49	9.34	9.39	10.36	2.07	4.46
(Menomonee Drawbridge) **MILWAUKEE**	As12.25AM	As 2.55AM	As 9.40AM	As 9.45AM	As10.45AM	As 2.15PM	As 4.55PM

FIRST SUBDIVISION—WESTWARD

STATIONS	SEE RULE 6-A	FIRST CLASS 9 Passenger Daily	57 Passenger Daily
LAKE	IPX	L 8.08PM	L 10.06PM
5.0 (Kinnickinnic Drawbridge) 1.0	IPX		
(C. & N. W. Crossing) **WASHINGTON ST.** 1.1	IPVX	8.14	10.12
(Menomonee Drawbridge) **MILWAUKEE**	BJKOPRTWX	As 8.25PM	As10.20PM
MUSKEGO YARD	BCJKPRTVWX		

FIRST SUBDIVISION—EASTWARD

TIME TABLE No. 57
April 28, 1957

STATIONS	FIRST CLASS 56 Passenger Daily	4 Passenger Daily	24 Passenger Daily	12 Passenger Daily	16 Passenger Daily
LAKE	A 3.45AM	A 6.22AM	A 7.10AM	A 8.55AM	A 1.45PM
5.0 (Kinnickinnic Drawbridge) 1.0					
(C. & N. W. Crossing) **WASHINGTON ST.** 1.1	3.38	6.14	7.03	8.48	1.38
(Menomonee Drawbridge) **MILWAUKEE**	L 3.35AM	L 6.10AM	L 7.00AM	L 8.45AM	L 1.35PM

FIRST SUBDIVISION—EASTWARD

STATIONS	FIRST CLASS 46 Passenger Daily	250 Passenger Daily	2 Passenger Daily	58 Passenger Daily
LAKE	A 3.10PM	A 4.46PM	A 6.00PM	A 8.20PM
5.0 (Kinnickinnic Drawbridge) 1.0				
(C. & N. W. Crossing) **WASHINGTON ST.** 1.1	3.03	4.39	5.53PM	8.13
(Menomonee Drawbridge) **MILWAUKEE**	L 3.00PM	L 4.35PM	L 5.50PM	L 8.10PM

GREENFIELD JCT.
0.6
FAIR GROUND SWITCH
0.6
WEST ALLIS DEPOT
1.0
HAWLEY ROAD
0.6
SOLDIERS HOME (Mitchell Blvd. Xing.)
0.3
AIR LINE YD.-EXTREME WEST END

Double track is in use between Lake and Milwaukee.

Automatic Block System is in use between Lake and Milwaukee.

The west limit of the automatic block system at Milwaukee is near Second Street approximately 900 feet east of the passenger station.

Rules 251, 253 and 254 are in effect on eastward and westward tracks between Milwaukee and Lake for movements with the current of traffic.

Between Lake and 2 miles east of Kinnickinnic Drawbridge, the Milwaukee Division First District officials have jurisdiction.

SECOND SUBDIVISION—WESTWARD

TIME TABLE No. 57
April 28, 1957

STATIONS	FIRST CLASS 1 Passenger Daily	55 Passenger Daily	5 Passenger Daily	15 Passenger Daily	21 Passenger Daily
MILWAUKEE	L 12.35AM	L 3.15AM	L 10.52AM	L 2.18PM	L 2.25PM
2.0					
CUT OFF					
1.2					
GRAND AVENUE	A 12.40AM	A 3.23AM	A 10.57AM	A 2.23PM	2.30
2.0					
NORTH AVENUE					2.33
3.1					
NORTH MILWAUKEE					A 2.38PM
THIENSVILLE					A 2.48PM
GRANVILLE					

SECOND SUBDIVISION—WESTWARD

STATIONS	FIRST CLASS 23 Passenger Daily Except Sunday	35 Passenger Daily Except Sunday	9 Passenger Daily	57 Passenger Daily
MILWAUKEE	L 4.15PM	L 5.20PM	L 8.50PM	L 10.40PM
2.0				
CUT OFF				
1.2				
GRAND AVENUE	A 4.22PM	5.25	8.55	A 10.46PM
2.0				
NORTH AVENUE		s 5.30	8.58	
3.1				
NORTH MILWAUKEE		A 5.35PM	A 9.03PM	
THIENSVILLE			A 9.13PM	
GRANVILLE		A 5.45PM		

SECOND SUBDIVISION—EASTWARD

TIME TABLE No. 57
April 28, 1957

STATIONS	FIRST CLASS 56 Passenger Daily	10 Passenger Daily	4 Passenger Daily	12 Passenger Daily Except Sunday	30 Passenger Daily Except Sunday	16 Passenger Daily	2 Passenger Daily	58 Passenger Daily	14 Passenger Daily
MILWAUKEE	As 3.15AM	As 5.00AM	As 5.50AM	As 7.00AM	As 8.35AM	As 1.30PM	As 5.45PM	As 7.40PM	As 7.50PM
2.0									
CUT OFF									
1.2									
GRAND AVENUE	L 2.58AM	4.50	L 5.35AM	L 6.45AM	8.23	L 1.14PM	L 5.37PM	L 7.25PM	7.41
2.0									
NORTH AVENUE		4.45			s 8.18				7.36
3.1									
NORTH MILWAUKEE		L 4.40AM			L 8.14AM				L 7.30PM
THIENSVILLE		L 4.26AM							L 7.17PM
GRANVILLE					L 8.03AM				

Automatic Block System is in use between Milwaukee and North Milwaukee.
The east limit of the automatic block system at Milwaukee is at Sixth Street Viaduct approximately 1,300 feet west of the passenger station.

Double track is in use between Milwaukee and North Milwaukee.
Rules 251, 253 and 254 are in effect on eastward and westward tracks between North Milwaukee and Milwaukee for movements with the current of traffic.

H. J. MAHONEY
S. O. JONES
N. J. KLEIN
R. O. ODEKIRK
Trainmasters
B. M. CONNELL
F. A. DEUTSCH
E. R. GROMACKI
Stationmaster

SPECIAL INSTRUCTIONS

ALL SUBDIVISIONS

G-1 Engineers operating engines equipped with the oscillating emergency red headlight will be governed by the following:

When the air brakes are applied from any cause other than in normal operation by the engineer, or when it is found necessary to stop train due to some defect, or under circumstances which might cause a derailment and the fouling of adjacent main track, engineer must immediately display the oscillating red headlight.

Engineers on approaching trains will take notice and immediately bring train to a stop, and will not proceed until track is found to be safe and clear of their movement.

These instructions are applicable at all times, both day and night. The emergency headlight should not be used for any other purpose.

The operation and use of this device does not in any way relieve trainmen and enginemen from full compliance with Rules 99 and 102.

Emergency Red Rear End Lights. Trainmen on trains equipped with oscillating emergency red rear end lights must familiarize themselves with the location of the switches which control lights and will be governed by the following:

The emergency red rear end light will be used on trains so equipped in the following manner:

To provide protection to trains on adjacent tracks as required by Rule 102.

To provide supplemental protection under Rule 99 in all circumstances where its use is necessary to stop following trains on one or more tracks.

A following train observing this emergency red light displayed must immediately reduce to restricted speed and be governed by instructions of flagman.

The use of this emergency red light does not in any way relieve the flagman from full compliance with Rules 99 and 102.

Portable emergency red lights must be removed before coupling onto the car.

G-2 The Mars white light on engines so equipped shall be used at all times between the hours of sunset and sunrise, and during daylight hours on days that are dark, or during sleet, snow, fog or rain, such as would impair the vision of motorists and hinder them from observing approaching trains, except the light must be turned out when moving through certain portions of large terminals and yards where yard engines are employed, approaching junctions, or meeting points, or while standing at those points, and when approaching trains in the opposite direction on double or three or more tracks.

In case of failure of the regular headlight, the Mars white light should be used in stationary position as the headlight.

G-3 Where Approach signals are used in connection with facing point switches or manual block signals, the switch or block signal will be considered as the Home signal.

G-4 Employes are prohibited from:

Removing any of the appliances of engines or cars that will endanger the safety of themselves ot 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.

G-5 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 goint between the cars to make the adjustments.

G-6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and its 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, andif 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 s 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.

G-7 Employes 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.

G-8 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.

G-9 Employes must not step on track rails nor other similar objects when it can be avoided.

G-10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G-12 Employes are prohibited from riding:

On engine footboards or pilot steps between engine and car when car are being pushed.

On leading footboard or pilot steps while coupling engine to cars.

On deadwoods, draw bars, 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, when going in or out of depressed tracks.

On forward footboard or pilot steps of engine in the direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employe must ride on the footboard.

In the gangway of engines.

G-13 When necessary to go outside when locomotive is either standing or moving, extreme caution must be exercised to avoid slipping or falling from cab ledge (catwalk) or running board. Cab ledge (catwalk) is not to be used on standing locomotives when access to the running board can be had by other means.

G-14 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.

G-15 The provisions of Rule 815 also apply to transfer movements within yards.

G-17 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:

Bar order cars.

Switch rear "S.R." cars

G-18 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.

G-19 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 fireman will simply shut off the steam as soon as the train stops in the station.

G-20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G-21 A yellow flag by day stencilled 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.

DEFINITIONS

G-22 Centralized Traffic Control—A block or a series of consecutive blocks, the signals of which, together with certain switches, are controlled from a central location.

Remote Control Interlocking—A system of operating outlying signal appliances from a designated point.

C.T.C.—Abbreviation for Centralized Traffic Control.

CENTRALIZED TRAFFIC CONTROL

G-23 (a) On portions of the railroad so specified in the timetable, trains will be governed by block signals whose indications will supersede the superiority of trains for both opposing and following movement on the same track.

(b) Except as affected by Special Instructions G23 (a), all block signal rules and operating rules remain in force.

(c) The movement of trains and engines will be supervised by the train dispatcher, who may also control the CTC. When the CTC is controlled by other than the train dispatcher, the train dispatcher will issue the necessary instructions to the operators at the control station, location of control station will be designated by special instructions.

(d) Train or engines must not enter CTC territory unless the governing signal displays a Proceed indication or unless authority is obtained from the authorized employe at the control station.

(e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employe at control station.

(f) Trains or engines must not move beyond the limits of CTC territory without the proper authority including the information required by Rules S-83 and D-83.

(g) When the governing signal displays a Stop indication and the operator knows that the interlocked switches are in proper position and there are not opposing or conflicting train or engine movements involved, he will authorize the train or engine to proceed in the following form:

"You may proceed at restricted speed to the next signal."

If the operator does not positively know that there are no opposing or conflicting train or engine movements involved or that the interlocked switches are in proper position, he will issue authority to proceed in the following form:

"You may proceed under protection of a flagman to the first signal that displays a Proceed indication."

These instructions must be repeated by the conductor or engineer to insure correct understanding.

See Rule 663(A).

(h) When the governing signal displays a Stop indication for an approaching train or engine and the means of communication have failed, the train or engine may proceed at restricted speed, when preceded by a flagman, to the next signal that displays a Proceed indication, or to the next point of communication. Flagman must be sent far enough in advance to insure full protection.

(i) Where main track switches are not interlocked or equipped with electric locks, when a train or engine enters a siding or other track or makes a crossover movement, the operator in charge must be notified when the movement is complete and the main track switches have been closed and locked. The switches must not be opened nor will the train or engine enter upon or foul the main track without first receiving authority from the operator.

(j) A train or engine must not move in the opposite direction to that authorized by the governing signal without proper authority from the operator, unless preceded by a flagman sent far enough in advance to insure protection.

(k) Instructions for the operation of the electric locks on hand operated switches are posted in telephone booths or on the inside of the door of the locks.

(l) Dual Control switches are located at Interlocking in CTC territory. See Rules 663 (A), 663 (B) and 663 (C).

GENERAL SPEED RESTRICTIONS

G-24 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.

G-25 Diesel or Electric engines with unobstructed view in either direction, may be operated by permissible speeds in either direction.

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

G-26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotives 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.

The provisions of Rule 806 will apply to oil carrying locomotive tenders X-908160, X-908167 to X-908171 inclusive. These tenders are equipped with roller bearings and when set out must be properly secured to prevent their moving.

G-27 All 44-ton Diesel engines dead in freight trains must be handled 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 dead Diesel engine in 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.

G-28 All Diesel engines must not be towed or operated under own power thru water over three inches above the rails. When towed or operated under own power thru water above rails, a speed of 3 miles per hour must not be exceeded.

G-29 When two or more Diesel engine units are coupled together the numerals and suffix letter of leading unit will be illuminated at all times when in service. The numerals and suffix letter of trailing units must not be illuminated.

The number and suffix letter of the leading unit only to be used in train orders.

G-30 Unless otherwise restricted, the following equipment must not be moved in excess of the maximum speed shown below and further reduction must be made where conditions require:

TYPE OF EQUIPMENT	MPH
Trains handling loaded air dump cars (must stop when meeting trains on double track)	25
Work trains with workmen or occupied outfit cars	25
Scale test cars on Branch line	20
On Main line	25
600 H. P. Alco switchers, series 1600 to 1603, inclusive	40
All 44-ton Diesel engines: 1699 to 1709, inclusive:	
When dead in train	30
When under own power	30

G-31 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.

G-32 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.

G-33 That enginemen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with or without the black letters R.S. and black figures and placed at an upward angle of 45° on the right hand side of the track, indicates that the permissible speed beginning 3000 ft. distant corresponds in miles per hour, to the figure shown. A yellow sign with the black letters R.S. and placed in a vertical position on the right hand side of the track, indicates that normal speed may be resumed.

These signs do not apply to trains which by time-table or other instructions, are restricted to a slower speed.

Where these signs have two sets of figures the outisde figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G-34 Spring switches:

Movement in facing point direction over a spring switch equipped with facing point lock may be made at normal speed. Movement in facing point direction over a spring switch not equipped with facing point lock must not exceed 25 miles per hour. If switch is lined for turnout, the allowable turnout speed must be observed.

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 switch points must not exceed 40 miles per hour.

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

See Rules 520 to 526 inclusive.

G-34 (A):

Spring switch must not be thrown by hand when wheels are standing on any part of the switch points, nor before the points have completed their full movement after being trailed through.

G-35 In addition to Consolidated Code Rule 801 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.

G-36 When a train order office is closed during the period authorized by time-table or bulletin, the light in the train order signal will be extinguished.

G-37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G-38 When passenger trains are unusually delayed, passengers should be informed as to cause and extent of delay. Agents or Stationmasters will see that such announcements are made to passengers in stations waiting for delayed trains. Public Address System should be utilized both at stations and on trains when available.

G-39 In complying with Rule 3, of the Consolidated Code of Operating Rules and General Instructions, 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.

G-41 Where Automatic Block and Interlocking rules and signal indications require movement at RESTRICTED SPEED, such movement must be made prepared to stop short of train, obstruction or switch not properly lined, and be on the lookout for broken rail or anything that may require the speed of a train to be reduced, but a speed of 15 miles per hour must not be exceeded.

G-42 When flat spots develop enroute on car or locomotive 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 locomotives 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.

G-43 A red lantern is not required as part of a flagman's night signals except when operating over a foreign line where the operating rules require its use. Rule 35 modified accordingly. All engines in any class of service will be equipped with a red lantern in compliance with Rule 920 and all cabooses will be equipped with a red lantern to comply with Rule 19 (A) or any other emergency that might require its use.

All other Operating Rules requiring the use of a red lantern remain in effect.

X-1 Trains handling steam 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.

	On Tangent Track	On Curves
Between Kinnickinnic Drawbridge and Milwaukee	28 m.p.h.	20 m.p.h.
Between Milwaukee and North Milwaukee	28 m.p.h.	20 m.p.h.

Trains handling wrecking crane X-17 must not exceed 15 miles per hour passing over Arnold Avenue subway between the Air Line Yard and West Allis.

X-2 Trains handling rotary snow plows, 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.

	On Tangent Track	On Curves
Between Kinnickinnic Drawbridge and North Milwaukee	25 m.p.h.	20 m.p.h.

X-3 The speed of all trains or engines passing through turnouts must not exceed 13 miles per hour, except those turnouts 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:

Station	Location
Kinnickinnic Drawbridge	Connection to freight main track.
Washington St.	Facing point crossover between tracks Nos. 1 and 2, trailing point crossover between tracks Nos. 2 and 3.

X-3 (A) All spring switches except those indicated below are equipped with facing point locks, permitting maximum permissible speed in the territory involved while moving against the points. The speed must not exceed 25 MPH while moving against the points at the following spring switches. (See special instructions G-34.)
Milwaukee Terminal Division—None.

X-4 Speed restrictions (In addition to General speed restrictions)

Location	Maximum Speed MPH Psgr. Trains	Other Trains
Kinnickinnic drawbridge	50	40
Washington St. C&NWRR crossing	45	25
Between Washington St. and east end of curve at Florida St.	45	25
Between east end of curve Florida St. and Plankinton Ave.	30	25
Between east end of curve at Florida St. and Automatic Signal 84.6 on Freight Main Track	30	25

All trains arriving and departing Passenger Station, Milwaukee, must not exceed 10 MPH between Plankinton Ave. and 5th Street until entire train has passed through these limits.

Trains or yard engines handling CMStP&P Superdome or C&NW Dome Cars must not exceed 10 miles per hour on westward freight main track at Bridge B-O½ at Second Street highway under crossing 800 feet east of Reed Street yard office, Milwaukee.

Between Milwaukee and Cut Off, light engines must not exceed 8 miles per hour around the curve at 8th Street.

Between Milwaukee and Grand Ave., trains will not exceed 35 miles per hour over crossing at 13th Street, and 20 miles per hour on curve at 8th Street.

X-5 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-6 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 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 switchtender at Fifth Street.

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

X-7 Five minute fusees should be used in Automatic Block System territory and 10 minute fusees should be used in other territories.

X-8 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 employes or the public. The bell must be rung continuously when train or engine is moving within city limits.

X-9 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-10 From sunset to sunrise empty flat cars being switched in the various districts in Milwaukee Terminals will not be cut off without rider protection.

Transfers handling cars from one yard to another from sunset to sunrise, or during foggy or stormy weather, an empty flat car must not be the leading car of cut being pushed.

X-11 At North Milwaukee a color light type signal is located about 2600 feet west of the depot on the Chestnut Street Line. When this signal displays a proceed indication, eastward trains or engines may proceed to the tower at restricted speed; when this signal displays a stop indication, eastward trains and engines must stop and a trainman or engineman must communicate immediately by telephone with the Yard Director for instructions from him before proceeding. The indication of this signal does not relieve trainmen and enginemen from observing the speed restrictions and other rules and instructions.

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. The upper westward arm governs Milwaukee Division Second District trains and the lower westward arm governs Milwaukee Division Third District trains.

X-12 Automatic Block Signal System is in use between a point 600 feet west of the west switch at Soldiers Home Yard, Milwaukee and Elm Grove.

When the eastward signal at West Allis depot displays a Stop indication, in addition to complying with Automatic Block Signal rules, a trainman or the engineer must immediately Communicate with the Yardmaster Air Line Yard, Milwaukee, and receive instructions from him before proceeding.

X-13 At Washington Street, the eastward train order signal is located at the tower and 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-14 Before cuts of cars are shoved through the Blue Mound or Soldiers Home yard they must be stretched to see that all couplings are properly made.

X-15 In automatic block signal territory manual block system rules will apply when trains are run against the current of traffic.

X-16 Hereafter no yard crew will move any loaded car bearing a high-wide-long load card between any stations or between any yards within the Milwaukee Terminals without first checking the transfer and giving the Train Director the car number of each car in the transfer bearing a high-wide-long load card securing his instructions on the route to be used before the movement is started.

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

No yard crew will move any loaded car bearing a high-wide-long load card from any industry or within any yard unless it is known definitely that the load can be moved with safety within that particular yard or locality without first consulting the Train Director and securing his permission for such move.

No district yard engine will handle a high-wide-long load when it has no ticket on the car, when in their opinion the car is a high-wide-long load.

X-17 It must be understood by all yardmen, when switching cars on and off the PM Car Ferry that they are not to ride on side of cars while they are still aboard the boat. The clearance on the boat is such that a man cannot ride with safety on the side of a car.

When switching cars on and off Car Ferries the switch engine, whether steam or Diesel, is not to be on the apron beyond the hinge.

X-18 Color light switch target located 300 feet east of Burnham Brigde indicates position of Reed Street yard lead switch at connection with westward main track.

Green indicates switch is lined and locked for movement in either direction on westward main track.

Yellow indicates switch is lined and locked for movement through turnout to Reed Street Yard lead.

Red indicates switch is unlocked or points open. Movement must not be made over it until it is known that points are in proper position and switch spiked or locked.

X-19 Trains being operated with electro-pneumatic braking system (Electric straight air braking), when electro-pneumatic brake fails, must stop in accordance with existing instructions. After stopping, change over to automatic air braking must be made. Before proceeding, crew must know brakes apply and release on rear car. Running test must be made as soon as speed of train permits.

Electro-pneumatic brakes must not be used following a failure until repairs have been made. Failure must be reported to Superintendent by wire.

Incoming crews will notify relieving crews at all change-off points when electro-pneumatic brakes are cut out.

X-20 Due to the steep grade on Hump 25 track in the Air Line Yard, when crews hump or shove cars in on 25 Track, they will place skates approximately 10 car lengths from the clearance point of Hump 24 Track, and will set hand brakes in addition to the skates.

When necessary to shove this track, crews must know track is coupled, then shove track the limit with skates under the rear wheels. In addition will set sufficient hand brakes.

X-21 A flashing red light signal is in service on top of a pole adjacent to Blatz Brewing Company conveyor, approximately 200 feet south of south end of Commerce Street team tracks.

When signal light is flashing red, engines and cars will stop short of conveyor and not proceed until conveyor is known to be clear of track and flashing red light turned off by Blatz Brewing Co. employes. Train and enginemen must use care at all times approaching and making movements in the vicinity of this conveyor.

X-22 At Grand Avenue, when the Interlocking Home Signal governing eastward Milwaukee Division Second and Third District and Milwaukee Terminal movements displays a Stop-Indication, eastward trains, engines and yard transfers must stop at West State Street located 800 feet west of the home signal, instead of at the home signal, and will not proceed from that point until authorized to do so by proper home signal indication or hand signal from man on ground as prescribed by Rule 663.

COMPANY SURGEONS ARE LOCATED AS FOLLOWS:

Location	Name	Residence and Phone	Office and Phone
Chicago	§‡Raymond Householder, Chief Surgeon		Wesley Memorial Hospital, DElaware 7-6500.
Chicago	§‡James R. Hines, Asst. to Chief Surgeon		Union Station, CEntral 6-7600.
Chicago	§‡Frederick Wm. Munson, Asst. to Chief Surgeon		
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	§‡Donald S. Thatcher, M. D		731 W. Acacia Rd., FL 2-8782.
			2212 W. State St., Div. 4-6200.
Milwaukee	§‡P. H. Hausmann, M. D		Elm Grove, Sunset 2-9221.
			2212 W. State St., Div. 4-6200.
Milwaukee	§‡Richard H. Lillie, M. D		4973 N. Larkin St., WO 2-9523.
			324 E. Wisconsin Ave., BR 3-6717.
Milwaukee	F. D. Murphy, Medical Consultant		536 W. Wisconsin Ave., BR 1-1188.
Milwaukee	§Dr. R. P. Sproule, Oculist		208 E. Wisconsin Ave., BR 6-3873.
	Dr. R. J. Muenzner, Asst. Oculist		208 E. Wisconsin Ave., BR 3-7956.
Milwaukee	§Dr. R. M. Stark		Union Depot, Broadway 1-6120, Ext. 246.

§Indicates salaried Company surgeons who should be used whenever possible.

‡Indicates surgeons equipped to conduct physical examinations of employes for entrance into service, promotion or re-examination.

*Indicates surgeons equipped to conduct physical examinations of employes for re-examination only.

YARD LIMITS

Extend from approximately 2 miles east of Kinnickinnic Drawbridge to 2400 feet west of the junction switch at Grand Avenue; to 23,281 feet west of North Milwaukee Depot on Milwaukee Division Third District; to 14,636 feet west of North Milwaukee Depot on Milwaukee Division Second District; and to 8900 feet West of Greenfield Junction on L&R Division via West Allis.

LOCATION OF YARD DIRECTORS TELEPHONES

Stowell Yard Office.
Kinnickinnic Bridge.
P. M. Dock Office.
Washington Street Tower.
Menominee Bridge Office.
Switch Tender Office 2nd Street.
Stationmasters Office.
Gatemans Office.
Superintendents Office.
General Superintendents Office.
Switch Tenders Offices 5th St. and 2nd St.
Yardmasters Office 7th Street
Yardmasters Office Reed Street.
Chief Dispatcher Milw. Div.
Yardmasters Office Burnham Bridge.
Levermans Office Burnham Bridge.
Yardmasters Office West Yard.
Switch Tender Office Junction Switch,
Yardmasters Office Canal.
Yardmasters Office Cut Off.
Switch Tender Office Cut Off.
Engine Supply Office.
Roundhouse Foremans Office.
Switch Tender Office 5 Rings.
Assistant Superintendents Office.
Yardmasters Office East End Air Line.
Yardmasters Office West End Air Line.
Box North End Bluemount Yard.
Levermans Office Grand Avenue.
Yard Office Miller Brewing Co.
Box West End North Avenue Yard.
Box North Avenue Depot.
Scale House A. O. Smith.
Box East End A. O. Smith Yard.
Yardmasters Office Capitol Drive.
Telegraph Office North Milwaukee.
Box Port Washington Road.
Yardmasters Office Gibson Yard.
Yardmasters Office Humboldt Yard.
Yard Office Walnut Street Yard.
23rd St. Scale House.

LOCATION OF BULLETIN BOARDS

Adams Yard.....In Yardmaster's Office.
Air Line East End.....In Yardmaster's Office, 27th St.
Air Line West End.....In Locker Room at 35th St.
Burnham Bridge.....In Yardmaster's Office.
Chestnut St. District...In Yardmaster's Office, Humboldt Ave.
Cut Off.....In Yardmaster's Office.
Fowler St.....In Yardmaster's Office at 7th St.
Gibson Yard.....In Yardmaster's Office on Richards St.
Glendale Yard.....In Yardmaster's Office at Capitol Drive.
Grand Ave. District....In Yardmaster's Office on State St.
Menominee Belt.....In Yardmaster's Office on Burnham St.
Milwaukee Depot.....In Locker Room.
Muskego Yard.....In Locker Room, Office Bldg.
Muskego Yard.....In Yardmaster's Office, West Yard.
North Milwaukee.....In Locker Room, North Milw. Depot.
Reed Street.....In Yardmaster's Office.
Round House.....In Locker Room.
South Lot.....In Engine Supply Office.
Stowell.....In Welfare Bldg., Stewart St.