

MAINTENANCE OF WAY  
CONDITIONAL STOP  
(FORM Y TRAIN ORDER)

The following forms of oral authorization by the foreman and acknowledgment of understanding by the engineer are to be used to permit trains to pass a red flag without stopping within the limits of a Form Y train order.

Foreman will state: "Green Bay & Western R.R. foreman calling Extra 315 East about Order No. (Form Y Train Order No.)"

Engineer must respond, identifying his train as: "This is Green Bay & Western engineer, Extra 315 East."

When engineer has answered as above, the foreman will state: "Extra 315 East may pass red signal at (Location) without stopping."

The foreman may also authorize a different speed from that shown in the Form Y train order by adding to his instructions: "Proceed at \_\_\_\_\_ MPH," or "Proceed at normal speed."

The engineer must repeat back to the foreman the instructions that are given him.

— TABLE OF SPEEDS —  
Minutes and seconds per mile, in terms of miles per hour.

Time Per Mile		Miles Per Hour	Time Per Mile		Miles Per Hour
Min.	Sec.		Min.	Sec.	
1	12	50.0	1	48	33.3
1	14	48.6	1	50	32.7
1	16	47.4	1	52	32.1
1	18	46.1	1	54	31.6
1	20	45.0	1	56	31.0
1	22	43.9	1	58	30.5
1	24	42.9	2	00	30.0
1	26	41.9	2	05	28.8
1	28	40.9	2	10	27.7
1	30	40.0	2	15	26.7
1	32	39.1	2	30	24.0
1	34	38.3	2	45	21.8
1	36	37.5	3	00	20.0
1	38	36.8	3	30	17.1
1	40	36.0	4	00	15.0
1	42	35.3	4	30	13.3
1	44	34.6	5	00	12.0
1	46	34.0	6	00	10.0

# GREEN BAY AND WESTERN R.R. CO.

## Employee's Time Table No. 91

Effective 12:01 A.M.

**SUNDAY**

**April 2, 1972**

**C. H. HALVORSON**  
Vice President - Operations

**L. J. KNUTSON**  
General Supt.

**C. G. REISINGER**  
Supt. Transportation - Maintenance

## NEW LONDON DIVISION

WESTWARD			Length of Siding in Feet	AVERAGE CAPACITY IN CARS		STATIONS Time Table No. 91 12:01 A.M. Apr. 2, 1972	Dis- tance From Green Bay	See Rule 6-A	EASTWARD		
No. 7	No. 5	No. 1		Siding	Tracks Other				No. 2	No. 6	No. 8
Third Class	Third Class	Second Class					Second Class	Third Class	Third Class		
Daily Ex. Sun.	Daily Ex. Sun.	Daily			Daily	Daily Ex. Sun.	Daily Ex. Sun.				
Freight	Freight	Time Freight			Time Freight	Freight	Freight				
						GREEN BAY 0.5	0.0	IYZ			
	P.M. L 12:01	P.M. L 3:45			Yard	NORWOOD 0.2	0.5	BCF KPO RTWY	A P.M. 5:30	A P.M. 8:01	
						CMSIP&P Automatic Interlocked Crossing 2.3	0.7	A			
	12:05	3:50	4456	89	89	HOWARD 7.2	3.0	Y	5:26	7:57	
	12:25	4:15	4500	90		ONEIDA 6.8	10.2		5:14	7:35	
	12:45	4:33	1352	23	20	SEYMOUR 6.5	17.0	O	5:03	7:15	
	1:10	4:49	4360	86	15	BLACK CREEK 0.3	23.5		4:49	6:33	
						Soo Automatic Interlocked Crossing 6.8	23.8	A			
	1:25	5:01			20	SHIOCTON 8.7	30.6		4:38	5:48	
						C&NW Automatic Interlocked Crossing 0.6	38.7	A			
	2:05	5:18	3711	74	15	NEW LONDON 10.3	39.3		4:24	5:18	
	A 2:30 P.M.	5:35	3883	76	40	MANAWA 10.8	50.2	OPQY	4:09	L 4:50 P.M.	
		5:52	3291	46	12	SCANDINAVIA 20.4	61.0		3:54		
L P.M. 5:45		6:33			100	PLOVER 12.1	81.4	JOP QTY	3:20		P.M. 12:30
	6:10	6:54			50	COYNE 2.0	93.5	Y	3:05		12:07
A 6:15 P.M.		A 6:59 P.M.			Yard	WISCONSIN RAPIDS	95.5	BFK OPQ RWY Z	L 3:01 P.M.		L 12:01 P.M.

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS

MAXIMUM SPEED 49 MPH BETWEEN NORWOOD AND WISCONSIN RAPIDS

RULE 83(B) DOES NOT APPLY AT MANAWA OR PLOVER

# WHITEHALL DIVISION

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WESTWARD		Length of Siding in Feet	AVERAGE CAPACITY IN CARS		STATIONS Time Table No. 91 12:01 A.M. April 2, 1972	Dis- tance From Green Bay	See Rule 6-A	EASTWARD	
No. 1	Second Class		Siding	Other Tracks				No. 2	Second Class
P.M. L 7:15				Yard	<b>WISCONSIN RAPIDS</b>	95.5	BFKOP QRWYZ	A P.M. 12:30	
					0.3 Consolidated Gate Crossing	95.8	M		
					.01 CMSTP&P Gate Crossing	95.81	M		
					.03 CMSTP&P Crossing	95.84	U		
					.06 C&NW Crossing Soo Line Crossing	95.9	U		
7:53				6	25.1 <b>CITY POINT</b>	121.0	P	11:47	
					27.0 C&NW Interlocked Crossing	148.0	I		
8:39	1398	27	25		0.1 <b>MERRILLAN</b>	148.1	CQP	11:06	
9:16	2112	42	20		22.7 <b>BLAIR</b>	170.8		9:56	
9:27	1850	37	20		6.9 <b>WHITEHALL</b>	177.7	Q	9:37	
9:53				30	14.5 <b>ARCADIA</b>	192.2		9:05	
					17.1 C&NW Automatic Interlocked Crossing	209.3	A		
10:30				52	2.6 BN Interlocked Crossing <b>EAST WINONA</b>	211.9	IJP	8:05	
					0.2 Mississippi River Drawbridge Interlocked	212.1	I		
A 10:35 P.M.				Yard	0.7 <b>WINONA</b>	212.8	BFKOP QRTW	L 7:01 A.M.	

**WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS**  
**MAXIMUM SPEED 49 MPH BETWEEN WISCONSIN RAPIDS AND ARCADIA**  
**MAXIMUM SPEED 40 MPH BETWEEN ARCADIA AND EAST WINONA**

## KEWAUNEE DIVISION

WESTWARD		Length of Siding in Feet	AVERAGE CAPACITY IN CARS		STATIONS Time Table No. 91 12:01 A.M. April 2, 1972	Distance From Green Bay	See Rule 6-A	EASTWARD	
No. 3	No. 1		Siding	Other Tracks				No. 4	No. 2
Second Class	Second Class							Second Class	Second Class
Daily	Daily						Daily	Daily	
Freight	Freight						Freight	Freight	
L P.M. 11:59	L P.M. 12:45			Yard	KEWAUNEE	36.7	COPQTY	A A.M. 7:15	A P.M. 8:50
12:30AM	1:10	2132	42	14	13.4 CASCO JCT.	23.3	P	6:50	8:26
12:51	1:33	2900	58		13.3 SUMMIT	10.0		6:12	7:59
1:05	1:51	1072	20	50	6.0 HAEVERS	4.0	YT	5:57	7:42
					1.2 CMSIP&P Gate Crossing	2.8	M		
					0.4 Fox River Draw Bridge Interlocked	2.4	I		
					0.1 C&NW Interlocked Crossing	2.3	I		
1:15	2:01	2020	40		0.3 McDONALD	2.0	Y	5:49	7:34
A 1:25 A.M.	A 2:05 P.M.			Yard	1.5 NORWOOD	0.5	BCF KPQR TWY	L 5:45 A.M.	L 7:30 P.M.
					0.5 GREEN BAY	0.0	IYZ		

EASTWARD TRAINS KEWAUNEE DIVISION ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS  
 MAXIMUM SPEED 30 MPH BETWEEN NORWOOD AND 880 FEET EAST OF MP 9  
 MAXIMUM SPEED 40 MPH BETWEEN (880 FEET EAST OF MP 9) AND KEWAUNEE  
 RULE 83(B) DOES NOT APPLY AT KEWAUNEE

# STEVENS POINT BRANCH

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WESTWARD	STATIONS	Distance From Green Bay	See Rule 6-A	EASTWARD
	Time Table No. 91 12:01 A.M. April 2, 1972			
	<b>PLOVER</b>	81.4	JOPQ TY	
	2.7 Soo Crossing	84.1	U	
	3.1 Soo Interlocked Crossing	87.2	I	
	0.2 <b>STEVENS POINT</b>	87.4	UY	

**ENTIRE STEVENS POINT BRANCH IS LOCATED WITHIN YARD LIMITS  
MAIN TRACK STEVENS POINT BRANCH USED JOINTLY GB&W - SOO LINE BETWEEN PLOVER AND MP 84  
STEVENS POINT BRANCH  
MAXIMUM SPEED 30 MPH BETWEEN PLOVER AND STEVENS POINT**

## AVOID DAMAGE - Switch Customers Cars Carefully

### — JUDGING SPEED —

Accurate judgement of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second. Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — **NOT OVER 4 MILES PER HOUR — A BRISK WALK.**

### IMPACT FORCE AT VARIOUS STRIKING SPEEDS

	Car Coupled at		Units of Destructive Force	
	1 mph	5 mph	1	25
Safe	2 "	6 "	4	36
	3 "	7 "	9	49
	4 "	8 "	16	64
		9 "		81
Damaging		10 "		100

### OFFICE HOURS OF OPERATORS

Norwood .....	Continuous
Seymour ..... 9:00 AM to 6:00 PM	Mon. thru Friday
Manawa ..... 9:00 AM to 6:00 PM	Mon. thru Friday
Plover ..... 9:00 AM to 6:00 PM	Mon. thru Sat.
Wis. Rapids ..... 8:00 AM to 4:00 PM	Daily
4:00 PM to Midnight	Mon. thru Friday
Call for No. 1	Sat. and Sun.
Merrillan .....	Continuous
Winona ..... 6:00 AM to 5:00 PM	Daily
Kewaunee .....	Continuous except 3:00 PM to 11:00 PM Sundays

### — SPEED CARD — To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite. Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling. Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

Seconds	40 Ft. Car	50 Ft. Car
	Miles Per Hour	Miles Per Hour
1.....	28	35
2.....	14	17.5
3.....	9.3	11.6
4.....	7	8.7
5.....	5.6	7
6.....	4.7	5.9
7.....	4	5
8.....	3.5	4.4
9.....	3.1	3.9
10.....	2.8	3.5
11.....	2.5	3.1
12.....	2.3	2.9
13.....	2.15	2.7
14.....	2	2.5

## SPECIAL INSTRUCTIONS

S-1. In reference to rule 2 of the Consolidated Code of Operating Rules the following watches conform to the requirements on this railroad:

**Pocket Watches**

Hampden, Howard, Illinois, South Bend and Waltham, all of which must be 16 size, 19 jewel or better, Hamilton 16 size, 992, 21 jewel or 16 size 950 - 23 jewel, Elgin 16 size, B. W. Raymond 21 jewel.

**Wrist Watches**

Elgin 13/0 size 23 jewel, B. W. Raymond.  
Elgin 21 jewel, B. W. Raymond Chronometer  
Ball - 13 ligne, 21 jewel, Official Railroad  
Bulova Accutron, Railroad Approved.  
Ball Trainmaster.  
Eterna Sonic.

S-2 In complying with Rule 3 and Rule 109 of the Consolidated Code of Operating Rules, the prescribed form for foremen of yard engines to register the time when watches are compared will be the place provided on train register.

**S-3 General Speed Restrictions**

35 MPH handling loaded system ballast cars, excluding X 1201 and X 1203.

25 MPH handling ditchers, spreaders, loaded air dumps and snow plows.

**Whitehall Division**

30 MPH over Hatfield Bridge MP 141.4 with entire train.

**New London Division**

40 MPH while handling pulpwood.  
Trains handling pulpwood watch carefully and reduce speed to 10 MPH through Royalton Overhead MP 45.35.

5 MPH over Soo Line trackage, Wisconsin River Divn. Mill on Stevens Point Branch.

**Kewaunee Division**

25 MPH between 525 feet east of MP 33 and 1760 feet east of MP 34.

**Railroad Crossings**

All trains and engines will reduce speed to 20 MPH approaching and until forward end has passed over the following railroad crossings.

CMSTP&P Automatic Interlocked Crossing MP 0.7 New London Divn.

Soo Line Automatic Interlocked Crossing MP 23.8 New London Divn.

C&NW Automatic Interlocked Crossing MP 38.7 New London Divn.

Soo Line Interlocked Crossing MP 87.4 Stevens Point Branch.

C&NW Interlocked Crossing MP 148 Whitehall Divn.

C&NW Automatic Interlocked Crossing MP 209.3 Whitehall Divn.

BN Interlocked Crossing MP 211.9 Whitehall Divn.

C&NW Interlocked Crossing MP 2.3 Kewaunee Divn.

Rule 606(A) applies at the following railroad crossings and Bridges.

C&NW Interlocked Crossing MP 2.3 Kewaunee Divn.

Fox River Bridge MP 2.4 Kewaunee Divn.

C&NW Interlocked Crossing MP 148 Whitehall Divn.

Rule 606(C) applies at:

BN Interlocked Crossing MP 211.9 Whitehall Divn.

S-4 Rules governing operation through Soo Interlocked Crossing at MP 87.4 on Stevens Point Branch which is under CTC Control.

a—Trainman must first call Soo Control operator for instructions.

b—When communications have failed and when it has been determined that there are no conflicting movements, operate emergency release push buttons for route desired. Lights burning above push buttons indicate a signal at stop.

c—Wait 4 minutes after operation of emergency release push button and if route fails to clear, proceed as follows;  
After it has been determined there are no conflicting movements, a hand proceed signal shall be given by a member of the crew at the crossing.

S-5 Soo trains or engines must receive permission from GB&W dispatcher before entering main track of New London Division at Plover.

S-6 Employees are forbidden the riding of footboards on all locomotives.

S-7 Employees are forbidden from stepping on rail.

S-8 Cars set out bad order at stations awaiting repairs must be left uncoupled. If possible, these cars are to be left so they can be driven to with a truck and so workmen may walk around car.

S-9 Engines must not be run onto Track Scales or Ferry Slip Aprons.

S-10 Air brakes must be operative on cars while loading and unloading car ferries at Kewaunee.



## Special Instructions (continued)

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S-11 Between East Winona and Winona Rule 93 is in effect and the track will be used jointly by BN, C&NW, GB&W, and CMSTP&P trains and engines.

Maximum speed 15 M.P.H. except 6 M.P.H. over Mississippi River Bridge.

Draw span over Mississippi River Bridge protected by "Automatic Stop Signals" located on either side of bridge. Engines stopped at Stop Signal (501J) may proceed when preceded by flagman to the "End of Block" sign.

During period navigation open, trains and engines must STOP at stop signs located at either side of draw span and may then proceed, at reduced speed; on yellow signal from bridgetender, per Rule 8(c). This does not relieve requirements of flagging when Signal (501J) displays STOP.

NOTE. "End of Block" sign installed opposite the opposing STOP Signals.

Air brakes must be used on cars when moving over draw span or other parts of the Mississippi River Bridge.

No more than two 2400 or more horse power diesel units and one 1600 or less horse power diesel unit may be operated coupled together over the Mississippi River Bridge.

S-12 The following main track switches may be left lined as last used:

At Norwood  
New Wye.  
Lead switch at 13th Ave.

At Wisconsin Rapids.  
East and West switch No. 1 track.  
Coyne switch when yard engine is working at Biron.

S-13 Derails east end of North and South pass at Norwood must be left in derailing position when cars are left on these tracks and switches lined for main track. When tracks are known to be clear derails and switches may be left as last used.

S-14 Yard Limits located at:

Kewaunee: 1000 feet east of MP 33 and Kewaunee. Kewaunee Divn.

Green Bay Terminal: 525 feet east of MP 5 Kewaunee Division and 965 feet west of MP 4 New London Division.

Manawa: 700 feet west of MP 49 and 1225 feet east of MP 51, New London Division.

Plover: 2975 feet west of MP 79 and 2100 feet east of MP 83, New London Division and entire Stevens Point Branch.

Wisconsin Rapids Terminal: 2950 feet east of MP 94 New London Division and 1225 feet east of MP 98 Whitehall Division.

S-15 Train order signals will be governed by rules 222D and 222E. Light in train order signal will be extinguished when operator is not on duty.

S-16 Unless directed by train order, protection against following extra trains as per rule 99 is not required.

S-17 Rules 12 and 14 are changed to read one mile instead of two miles.

The last sentence of Rule 14 is changed to read yellow-green flag instead of green flag.

In the application of Rules 12, 14 and 14(A) reflectorized material of the prescribed color may be used instead of lights.

S-18 Bulletin Boards and Standard Clocks are located:

Norwood  
Dispatchers office.  
Enginehouse.  
Switchmens locker room.

Wisconsin Rapids  
In Office.

Winona  
In Office.

S-19 Rule 200 is changed to read Chief Train Dispatcher instead of Superintendent.

S-20 Additional Stations:

Station	Mile Post	Location of Switch	Length of Track
<b>New London Div.</b>			
Ogdensburg	55.4	Both ends	1302 feet
Amherst Jct.	69.8	East end	1131 feet
Wimmies	75.4	Both ends	1103 feet
Arnott	76.4	East end	842 feet
<b>Whitehall Div.</b>			
Dexterville	110.2	Both ends	801 feet
Alma Center	151.9	East end	675 feet
Hixton	157.9	North side	388 feet
		West end	
		South side	898 feet
		East end	
Taylor	164.9	East end	721 feet
Independence	183.7	West end	1942 feet
<b>Kewaunee Div.</b>			
New Franken	13.0	East end	879 feet
Luxemburg	19.3	North side	758 feet
		Both ends	
		South side	1250 feet
		East end	

*E. H. Carr, Agt.*

82

L. H. WOLFE, Roadmaster  
L. J. KERN, Asst. Roadmaster  
H. L. NICHOLS, Transportation Supervisor  
R. M. LEARY, Trainmaster  
J. J. BRULEY, Trainmaster  
B. D. CURRAN, Chief Train Dispatcher  
E. R. STEWART, Asst. Trainmaster and Dispatcher  
R. J. MOGAN, Asst. Trainmaster and Dispatcher  
K. H. LOUX, Dispatcher  
G. R. BERTOLLI, Dispatcher  
J. F. SALM, Dispatcher  
K. C. ROWND, Acting Road Foreman of Locomotives

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### RAILROAD SURGEONS

The Green Bay Clinic ..... Green Bay, Wis.  
Hittner Clinic ..... Seymour, Wis.  
J. W. Monsted ..... New London, Wis.  
Rice Clinic ..... Stevens Point, Wis.  
L. C. Pomainville ..... Wisconsin Rapids, Wis.  
A. W. Wittchow ..... Wisconsin Rapids, Wis.  
Doctors Clinic ..... Wisconsin Rapids, Wis.  
Krohn Clinic ..... Black River Falls, Wis.  
John A. Tweedy ..... Winona, Minn.  
Robert D. Tweedy ..... Winona, Minn.  
E. W. Wits ..... Kewaunee, Wis.

A CUSTOMER IS . . .  
*a person who brings  
us his wants.*

*It's our job to fill  
them profitably . . . to  
him and to ourselves.*

RECEIVED

RECEIVED  
SHIPPER'S WEIGHT,  
LOAD AND COUNT  
AGENT, G&W RR  
PROVER, WIS.