

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

SUPERIOR DIVISION

TIME TABLE No. 14

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

Sunday, Sept. 26, 1948

For the government and information
of employees only

F. T. BUECHLER,
Superintendent.

J. L. BROWN,
General Superintendent of Transportation.

H. C. MUNSON
Assistant General Manager

L. F. DONALD,
General Manager.

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

FIRST SUBDIVISION—WESTWARD

Time Table No. 14 Sept. 26, 1948	Distance from Milwaukee	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS		THIRD CLASS	
					21	19	9	69	63	91	
					Passenger Daily	Passenger Daily	Passenger Daily	Time Freight Daily	Time Freight Daily Except Monday	Way Freight Tues., Thurs. and Sat. Only	
STATIONS			Sidings	Other tracks							
MUSKEGO YARD	0.0	WH		Yard				L 1.10AM	L 9.30AM	L 6.30AM	
MILWAUKEE	0.0	D1 MQ		Yard	L 2.00PM	L 6.45PM	L 9.15PM				
CUT-OFF	2.0	CO		Yard							
GRAND AVENUE	3.2	JN		Yard	2.05	6.51	9.22				
NORTH AVENUE	5.2	SU		Yard	2.08	6.54	9.26				
(North Milwaukee Tower)	3.1										
NORTH MILWAUKEE	8.3	RG		Yard	2.13	7.00	9.32	1.40	10.15	6.55	
BROWN DEER	13.5	BD	10	12						7.05	
THIENSVILLE	17.3	V	44	3	2.23 ⁹²	s 7.13 ¹⁴	9.44 ⁷⁴	2.00	10.40	7.25 ⁷²	
CEDARBURG	21.9	BU	62	38	2.28	s 7.23	9.50	2.10	10.56	7.45	
GRAFTON	24.0	GF	37	15	2.30	f 7.28	9.53	2.14	11.05	7.55	
SAUKVILLE	28.4	SA	110	25	2.35	f 7.37	9.58	2.21	11.15	8.10	
FREDONIA	34.7	EA	51	15	2.41	s 7.45	10.05	2.32	11.30	9.00 ¹⁰	
RANDOM LAKE	40.4	RA	72	28	2.48	s 7.55	10.12	2.45	11.45 ⁹²⁻⁶⁴	9.25	
ADELL	45.3	D	32	30	2.53	f 8.01	10.18	2.52	12.05PM	9.40	
WALDO	49.2	DO	28	27	2.57	f 8.07	10.23	3.00	12.15	9.55	
PLYMOUTH (C. & N. W. CROSSING)	54.4	MO	58	85	s 3.03	s 8.15 ⁷⁴	s 10.30	3.27 ²	12.45	10.25	
ELKHART LAKE	61.2	RT	97	50	f 3.15	s 8.27	10.45	4.00	1.15	10.50	
KIEL	67.0	K	66	50	3.22	s 8.37	f 10.52	4.15 ⁷²	1.30	11.15	
NEW HOLSTEIN	70.6	HO	47	29	3.26	s 8.44	10.57	4.22	1.40	11.30 ⁷²	
HAYTON	75.7	Q	19								
CHILTON	77.6	CN	66	76	s 3.33	s 8.55	s 11.06	4.37	1.55	12.01PM	
HILBERT	85.1	HJ	64	85	s 3.44	s 9.07	11.20	5.00	2.25	12.30	
HILBERT JCT. (M., ST. P. & S. S. M. CROSSING)	85.5	JU								12.35	
FOREST JCT. (C. & N. W. CROSSING)	90.0	FR	40	25	3.55	f 9.18	11.29	5.30	3.00	12.50	
GREENLEAF	97.8	GY	50	20	4.03	f 9.28	11.38	5.45	3.15	1.15	
PARKINSON	102.8	MY	29								
DE PERE	107.4	DE	25	48	4.14	s 9.41	f 11.49	6.05	3.40	2.00	
GREEN BAY JCT.	111.6				4.20	9.50	11.55	6.20	4.00	2.15	
GREEN BAY	112.2		11	Yard	4.23 4.28	9.55 10.00	11.59 12.15AM				
GREEN BAY JCT. (DRAWBRIDGE)	111.6				4.31	10.04	12.18				
(C. M. ST. P. & P. CROSSING)											
(C. & N. W. CROSSING)								10-12			
GREEN BAY SHOPS	112.3	C		Yard	As 4.35PM	As 10.10PM	As 12.23AM	A 6.35AM	A 4.15PM	A 2.30PM	

Passenger trains must not exceed maximum speed of 65 miles per hour; other trains 45 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 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.

Eastward trains or engines, including transfers, about to enter the freight yard at Milwaukee through Cut Off may apply the provisions of Rule 516 to signal 2-0 located just west of the connection into the freight yard.

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

Within the Yard Limits of North Milwaukee, the officials of the Milwaukee Terminal Division have jurisdiction.

Manual Block System is in use between North Milwaukee and Green Bay Shops. Rule 319 (A) applies at North Milwaukee, Plymouth, Hilbert and Green Bay Shops.

No. 21 stops at Elkhart Lake to let off passengers from Milwaukee and beyond and to pick up passengers for Green Bay and beyond.

No. 9 stops at Kiel and DePere to let off passengers from Milwaukee and beyond.

FIRST SUBDIVISION—EASTWARD

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Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Green Bay Shops	SEE RULE 6-A	Office open week days	FIRST CLASS				SECOND CLASS			THIRD CLASS
				2	10	12	14	72	64	74	92
				Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Time Freight	Way Freight
				Daily	Daily Except Sunday	Sunday Only	Daily	Daily Except Sun.	Sunday Only	Daily Except Sunday	Mon., Wed. and Friday Only
AIRLINE YARD	110.0	BHJKPRVWXZ	Continuous					A 8.55AM	A 2.15PM	A 11.00PM	A 3.45PM
MILWAUKEE	112.3	BEJKEKPTWX	Continuous	A 4.50AM	A 10.00AM	A 10.00AM	A 7.55PM				
CUT-OFF 1.2	110.3	BCKOTWX	No Office								
GRAND AVENUE 2.0	109.1	IJX	Continuous	4.41	9.53	9.53	7.47				
NORTH AVENUE 3.1 (North Milwaukee Tower)	107.1	X	No Office	4.37	9.49	9.49	7.44				
NORTH MILWAUKEE 5.2	104.0	JRWXYZI	Continuous	4.31	9.45	9.45	7.39	8.00	1.30	10.25	3.10
BROWN DEER 3.8	98.8	V	No office								2.50
THIENSVILLE 4.6	95.0	P	7.45AM to 4.45PM	4.18	9.31	f 9.34	7.28	⁹¹ 7.25	1.05	10.05	²¹ 2.23
CEDARBURG 2.1	90.4	P	7.45AM to 10.30PM	4.10	9.21	f 9.28	¹⁹ 7.23	7.10	12.50	⁹ 9.50	2.05
GRAFTON 4.4	88.3	P	8.00AM to 5.00PM	4.07	9.14	f 9.25	7.21				1.15
SAUKVILLE 0.3	83.9	P	8.00AM to 5.00PM	4.02	9.08	f 9.20	7.16	6.50	12.30	9.27	12.55
FREDONIA 5.7	77.6	P	7.45AM to 4.45PM	3.54	⁹¹ 9.00	f 9.12	7.09	6.30	12.05PM	9.15	12.25PM
RANDOM LAKE 4.9	71.9	HW	7.45AM to 3.45PM 7.15PM to 3.15AM	3.47	8.51	s 9.05	7.03	6.15	⁶³ 11.45	9.00	⁶³ 11.45
ADELL 3.9	67.0	P	8.00AM to 5.00PM	3.40	8.43	f 8.58	6.58	5.45	11.22	8.47	11.20
WALDO 5.2	63.1	P	8.00AM to 5.00PM	3.35	8.38	f 8.54	6.54	5.30	11.15	8.40	11.05
PLYMOUTH (C. & N. W. CROSSING) 0.8	57.9	MVWXP	2.45AM to 10.45AM 2.45PM to 10.45PM	⁶⁹ 3.27	8.30	s 8.47	6.48	5.00	11.00	¹⁹ 8.15	10.50
ELKHART LAKE 5.8	51.1	CPYWX	7.30AM to 4.30PM	3.13	8.17	f 8.35	f 6.34	4.40	10.30	7.47	10.25
KIEL 3.6	45.2		7.45AM to 10.45PM	3.03	8.07	s 8.25	f 6.27	⁶⁹ 4.15	10.05	7.36	10.10
NEW HOLSTEIN 5.1	41.7	P	7.00AM to 4.00PM	f 2.57	8.00	s 8.20	f 6.22	4.00	9.55	7.30	10.00
HAYTON 1.9	36.6		No office								
CHILTON 7.5	34.7	P	7.30AM to 4.30PM	s 2.46	7.50	s 8.11	s 6.13	3.40	9.30	7.17	9.45
HILBERT 0.4	27.2	BCHJPVWXY	Continuous	f 2.32	7.38	f 8.00	s 6.02	3.15	9.10	7.00	9.25
HILBERT JCT. (M., ST. P. & S. S. M. CROSSING) 4.5	26.8	I	No office								8.55
FOREST JCT. (C. & N. W. CROSSING) 7.8	22.3	MPV	No office	2.22	7.29	f 7.53	5.51	2.50	8.35	6.30	8.45
GREENLEAF 5.0	14.5	P	7.00AM to 4.00PM	2.12	7.20	f 7.44	5.43	2.35	8.20	6.15	8.30
PARKINSON 4.6	9.5	P	No office								
DE PERE 4.2	4.9	PV	8.00AM to 5.00PM	s 2.00	7.08	s 7.33	5.33	2.15	8.00	6.00	8.10
GREEN BAY JCT. 0.6	0.7	IJPX	No office	1.53	7.02	7.27	5.27	2.05	7.45	5.50	7.35
GREEN BAY 0.6	1.3	PX	No office	1.50 1.40	7.00 6.42	7.25 7.15	5.25 5.19				
GREEN BAY JCT. (DRAWBRIDGE) 0.7	0.7		No office	1.35	6.38	7.09	5.13				
GREEN BAY JCT. (C. & N. W. CROSSING) 0.0	0.0	BCHKMP RTVWXXZ	Continuous	L 1.30AM	⁶⁹ L 6.35AM	⁶⁹ L 7.05AM	L 5.10PM	L 2.00AM	L 7.40AM	L 5.45PM	L 7.30AM

Passenger trains must not exceed maximum speed of 65 miles per hour; other trains 45 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 14 stops at New Holstein, Kiel and Elkhart Lake to pick up passengers for Milwaukee and beyond and let off passengers from Green Bay and beyond.
No. 2 stops at New Holstein to pick up passengers for Milwaukee and beyond.

Distance from Milwaukee	Location of Spurs	Distance from Green Bay Shops
16.8	Spur 16.....	95.5
19.3	Spur 20.....	93.0
21.3	Spur 21.....	91.0
21.9	Spur 22.....	90.4
24.0	Spur 23.....	88.3
53.4	Spur 53.....	58.9
58.2	Spur 58.....	54.1
108.2	Spur 108.....	4.1
109.2	Spur 109 Wiswell.....	3.1
110.1	Spur 110.....	2.2

SECOND SUBDIVISION—WESTWARD

Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Green Bay Shops	Telegraph calls	Capacity in cars		FIRST CLASS		SECOND CLASS											
					9	21	469	69										
			Sidings	Other tracks	Passenger	Passenger	Time Freight	Time Freight										
					Daily	Daily	Daily	Daily										
GREEN BAY SHOPS 1.2	0.0	C		Yard	L 12.40AM	L 4.42PM	L 8.20AM	L 10.30AM										
(G. B. & W. CROSSING) 3.8	1.2																	
CORMIER 5.2	4.5	CR	52	10	12.50 ²	4.52 ¹⁴	8.35	10.45										
TREMBLE 5.8	9.7	B	49															
SOBIESKI 4.0	15.5	SK	32		f 1.05	5.09	9.00	11.05										
ABRAMS 7.2	19.5	AB	30		f 1.11	5.14	9.15	11.15										
(G. & N. W. CROSSING) STILES JCT. 4.7	26.7	UN	60	10	f 1.20	f 5.22	9.35 ⁴⁷⁴	11.30 ⁴⁷⁴										
LENA 7.8	31.4	VI	34		s 1.30	5.30	9.55	11.40										
COLEMAN 2.1	39.2	CM	46	47	s 1.43	s 5.40	10.20	12.01PM										
POUND 3.0	41.3	N	22	2	f 1.47	5.44	10.35	12.05										
BEAVER 6.6	44.3	BR	21		f 1.51	5.48	10.45	12.15 ⁷⁴										
CRIVITZ 4.3	50.9	NI	60	70	s 2.08	s 6.04	A 11.10AM ⁷⁴	1.00										
MIDDLE INLET 6.0	55.2	MD	34		f 2.16	6.11		1.20										
WAUSAUKEE 6.2	61.2	WA	62	45	s 2.26	s 6.18		1.40										
CEDARVILLE 3.6	67.4	CV	28		2.34	6.27		2.00										
AMBERG 4.5	71.0	BG		31	2.39	s 6.33		2.15										
BEECHER LAKE 4.7	75.5	BE	75		2.45	6.40		2.30										
PEMBINE (M. ST. P. & S. S. M. CROSSING) 6.4	80.2	MN	36	45	s 3.20	s 6.50		3.05 ¹⁴										
ARBUTUS 7.4	86.6	US	61		3.30	6.59		3.45										
IRON MOUNTAIN 0.7	94.0	RN	54	200	s 3.42	s 7.10		4.45										
(G. & N. W. CROSSING) 6.8	94.7																	
MERRIMAN 5.8	101.5	MR	51		4.04	7.25		5.10										
RANDVILLE 7.1	107.3	G	43	25	f 4.13	7.34		5.30										
SAGOLA 3.7	114.4	GA	41	22	f 4.24	s 7.45		6.00										
CHANNING	118.1	CH		Yard	As 4.35AM	As 7.55PM		A 6.30PM										

Passenger trains must not exceed maximum speed of 60 miles per hour between Green Bay Shops and Iron Mountain and 55 miles per hour between Iron Mountain and Channing. Other trains will not exceed a speed of 45 miles per hour between Green Bay Shops and Iron Mountain and 40 miles per hour between Iron Mountain and Channing.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Green Bay Shops and Channing. Rule 319 (A) applies at Green Bay Shops, Crivitz, Iron Mountain and Channing. Crivitz is a register station for first class trains and No. 469, 464 and 474 only. Iron Mountain is a register station for first class trains only.

No. 9 will not leave passenger depot at Iron Mountain prior to 3:50 a.m.

Distance from Green Bay Shops	Location of Spurs	Distance from Channing
6.9	Siding 120.....	111.2
82.2	Spur 197.....	35.9
96.5	Trader Spur.....	21.6

SECOND SUBDIVISION—EASTWARD

5

Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Channing	SEE RULE 6-A	Office open week days	FIRST CLASS		SECOND CLASS					
				14	2	464	474	74			
				Passenger	Passenger	Time Freight	Time Freight	Time Freight			
				Daily	Daily	Sunday Only	Daily Except Sunday	Daily			
GREEN BAY SHOPS 1.2	118.1	BCHKMPR TVWXZ	Continuous	As 5.00PM	As 1.05AM	A 5.45AM	A 1.20PM	A 2.30PM			
(G. B. & W. CROSSING) 3.3	116.9		No office								
CORMIER 5.2	113.6	P	No office	4.52 ²¹	12.50 ⁹	5.15	1.00	2.10			
TREMBLE 5.8	108.4	P	No office								
SOBIESKI 4.0	102.6	P	No office	4.40	f12.37	4.45	12.40	1.40			
ABRAMS (C. & N. W. CROSSING) 7.2	98.6	P	8.00AM to 5.00PM	4.35	f12.30	4.35	12.20PM	1.30			
STILES JCT. 4.7	91.4	VPM	8.00AM to 5.00PM	f 4.26	f12.20	4.15	11.55 ⁶⁹ 9.35 ⁴⁶⁹	1.10			
LENA 7.8	86.7	P	8.00AM to 5.00PM	4.20	s12.14	4.00	9.15	1.00			
COLEMAN 2.1	78.9	PW	8.00AM to 4.15PM 5.30PM to 8.30PM 10.30PM to 2.00AM	s 4.11	s12.01AM	3.40	8.50	12.40			
POUND 3.0	76.8	P	No office	4.07	f11.56	3.30	8.30	12.30			
BEAVER 6.6	73.8	P	No office	4.03	f11.52	3.20	8.15	12.15 ⁶⁹			
CRIVITZ 4.3	67.2	CJPRWXY	7.30AM to 4.30PM	s 3.55	s11.43	L 3.00AM	L 8.00AM	12.05 ⁴⁶⁹ PM			
MIDDLE INLET 6.0	62.9	P	No office	3.40	f11.27			11.00			
WAUSAUKEE 6.2	56.9	P	7.45AM to 4.45PM	s 3.32	s11.19			10.30			
CEDARVILLE 3.6	50.7	P	No office	3.22	11.10			10.20			
AMBERG 4.5	47.1	P	8.00AM to 5.00PM	3.17	s11.05			10.10			
BEECHER LAKE 4.7	42.6	P	No office	3.12	11.00			9.55			
PEMBINE (M. ST. P. & S. S. M. CROSSING) 6.4	37.9	VWPX	Continuous	s 3.05 ⁶⁹	s10.25			9.40			
ARBUTUS 7.4	31.5	P	No office	2.55	10.15			8.50			
IRON MOUNTAIN 0.7	24.1	BCKPRVWXYZ	7.30AM to 11.30PM	s 2.45	s10.05			8.30			
(C. & N. W. CROSSING) 6.8	23.4	M	No office								
MERRIMAN 5.8	16.6	P	No office	2.26	9.43			7.30			
RANDVILLE 7.1	10.8	P	No office	2.18	f 9.35			7.10			
SAGOLA 3.7	3.7	P	8.00AM to 5.00PM	s 2.08	f 9.26			6.50			
CHANNING	0.0	BCEJKPRVWXY	Continuous	L 2.00PM	L 9.20PM			L 6.30AM			

Passenger trains must not exceed maximum speed of 60 miles per hour between Green Bay Shops and Iron Mountain and 55 miles per hour between Iron Mountain and Channing; other trains 45 miles per hour between Green Bay Shops and Iron Mountain and 40 miles per hour between Iron Mountain and Channing.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 2 will not leave passenger depot at Pembine prior to 10:45 p.m.

Oconto water tank located 3.5 miles west of Abrams.

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

CHIPPEWA BUS

Iron River — Sagola — Channing

CHIPPEWA BUS Menominee — Marinette — Coleman

2.55PM	Lv..... Menominee .....Ar.	6.30PM
3.20	Lv..... Marinette .....Ar.	6.25
4.00PM	Ar..... Coleman .....Lv.	5.41PM

TRIP	A	C	B	D
Iron River	L 12.45PM	A 3.00PM	L 6.45PM	A 9.00PM
Stambaugh.....	12.50	2.57	6.52	8.55
Fortune Lake .. f	1.15	f 2.35	f 7.08	f 8.30
Crystal Falls...	1.30	2.30	7.18	8.28
Sagola.....	A 2.00PM	L 2.10PM	f 7.48	f 8.10
Channing			A 8.00PM	L 8.05PM

Trip "A" connects with No. 14.

Trip "B" connects with No. 2 and No. 21.

Trip "D" connects with No. 21.

THIRD SUBDIVISION—WESTWARD

Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Channing	Telegraph calls	Capacity in cars		FIRST CLASS	SECOND CLASS	THIRD CLASS					
					21	709	869					
			Sidings	Other tracks	Passenger	Mixed	Time Freight					
					Daily	Daily	Daily Except Sunday					
CHANNING 4.1	0.0	CH		Yard	L 8.02PM	L 5.15AM	L 6.30AM					
KIERNAN 3.7	4.1	KN	58	13	8.12	f 5.25	6.50					
KELSO JCT. 7.8	7.8	KO	17		8.17	As 5.35AM	7.05					
BALSAM 4.0	15.6	BA	8				7.35					
AMASA 13.0	20.2	AM	34	18	s 8.39		8.15					
PARK SIDING 6.0	33.2	RK	45	14	f 8.59		9.00					
TUNIS 7.7	39.2	S	8		9.09		9.20					
SIDNAW (D., S. S. & A. CROSSING) 11.2	46.9	HI	59	104	s 9.23		10.05					
FROST 7.1	58.1	FS	34		9.45		⁸⁷⁴ 11.00					
BRITTON 0.8	65.2	BN										
PORI 2.0	66.0	RI	36		f 9.56		11.30					
ROUSSEAU 2.3	68.0	RU		13								
WASAS 2.8	70.3	WS	19		10.01		¹⁴ 11.55					
McKEEVER JCT. 0.5	73.1	MC					12.20PM					
MASS 7.3	73.8	GD	25	65	s 10.10		1.15					
ROCKLAND 11.6	80.9	KD	12		s 10.25		1.45					
ONTONAGON	92.5	GN		Yard	As 10.50PM		A 2.30PM					

Passenger trains will not exceed maximum speed of 50 miles per hour between Channing and Kelso Jct., 45 miles per hour between Kelso Jct. and McKeever Jct., 35 miles per hour between McKeever Jct. and MP398, 45 miles per hour between MP398 and MP403, and 35 miles per hour between MP403 and Standard Oil Spur at Ontonagon, other trains 35 miles per hour between Channing and McKeever Jct., 25 miles per hour between McKeever Jct. and MP398, 35 miles per hour between MP398 and MP403, and 25 miles per hour between MP403 and the east switch at Ontonagon.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

At Kelso Jct. the time of No. 709 applies at the junction switch.

Kelso Jct. is a register station for third and eighth sub-division Trains Nos. 709 and 714 only.

Distance from Channing	Location of Spurs	Distance from Ontonagon
13.8	Mitchels Spur.....	78.7
17.3	Warner Mine Jct.....	75.2
21.6	Triangle Ranch.....	70.9
24.6	Spur 255.....	67.9
26.7	Spur 257.....	65.8
28.7	Spur 259.....	63.8
34.2	Spur 265.....	58.3
51.1	Spur 283.....	41.4
51.4	Spur 284.....	41.1
84.4	Spur 314.....	8.1

THIRD SUBDIVISION—EASTWARD

7

Time Table No. 14 Sept. 26, 1948 STATIONS

Distance from Ontonagon	SEE RULE 6-A	Office open week days	FIRST CLASS	THIRD CLASS					
			14	714	874				
			Passenger	Mixed	Time Freight				
			Daily	Daily	Daily Except Monday				
CHANNING 4.1	BCEJKPRV WXY	Continuous	As 1.50PM	As 10.10AM	As 4.00PM				
KIERNAN 3.7	P	No office	1.41	9.55	3.30				
KELSO JCT. 7.8	JPRX	No office	1.36	L 9.45AM	3.15				
BALSAM 4.0		No office							
AMASA 13.0	PW	7.00AM to 4.00PM	s 1.13		2.30				
PARK SIDING 6.0	P	No office	f12.53		1.40				
TUNIS 7.7	P	No office	12.43		1.10				
SIDNAW (D., S. S. & A. CROSSING) 11.2	CMPVWXY	8.00AM to 4.00PM	s12.28 ⁸⁷⁴		12.45PM 11.35 ¹⁴				
FROST 7.1	P	No office	12.11		11.00 ⁸⁶⁹				
BRITTON 0.8	W	No office							
PORI 2.0	P	No office	f12.01PM		10.30				
ROUSSEAU 2.3		No office							
WASAS 2.8		No office	11.56 ⁸⁶⁹						
McKEEVER JCT. 0.5	VPXY	No office			10.00				
MASS 7.3	PX	7.00AM to 4.00PM	s11.48		9.20				
ROCKLAND 11.6	P	No office	f11.33		8.45				
ONTONAGON 0.0	BCJRWXYZ	7.30AM to 4.30PM	L11.10AM		L 8.15AM				

Passenger trains will not exceed maximum speed of 50 miles per hour between Channing and Kelso Jct., 45 miles per hour between Kelso Jct. and McKeever Jct., and 35 miles per hour between McKeever Jct. and MP398, 45 miles per hour between MP398 and MP403, and 35 miles per hour between MP403 and Standard Oil Spur at Ontonagon, other trains 35 miles per hour between Channing and McKeever Jct., 25 miles per hour between McKeever Jct. and MP398, 35 miles per hour between MP398 and MP403, and 25 miles per hour between MP403 and the east switch at Ontonagon.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Kelso Jct. is a register station for third and eighth sub-division Trains Nos. 709 and 714 only.

Rule 83B does not apply at Kelso Jct.

WESTWARD—FOURTH SUBDIVISION—EASTWARD

THIRD CLASS 241	SECOND CLASS 269	Capacity in cars		Telegraph calls	Distance from Hilbert	Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Appleton	SEE RULE 6-A	Office open week days	THIRD CLASS	
		Sidings	Other tracks							240	274
M. St. P. & S. M. Mixed	Mixed									M. St. P. & S. M. Mixed	Mixed
Daily	Daily Except Sunday									Daily	Daily Except Sunday
	L 5.45AM		Yard	HJ	0.0	HILBERT 0.7	20.1	BCHJPRVWXY	Continuous		As 6.30PM
L 2.05PM	5.50				0.7	ST. PAUL SWITCH 2.8	19.4	JR	No office	A 3.15AM	6.19
2.11	f 6.00	13		SJ	3.5	ST. JOHN 2.1	16.6		No office	3.07	6.13
s 2.17	f 6.10	19		W	5.6	SHERWOOD 1.7	14.5	P	6.00AM to 3.00PM	s 3.00	f 6.07
				HF	7.3	HIGH CLIFF JCT. 7.8	12.8		No office		
A 2.40PM	6.30				15.1	MENASHA JCT. 0.4	5.0	JX	No office	L 2.33AM	5.41
	s 7.00	35	Yard	MS	15.5	MENASHA 0.1	4.6	BCPRVWXY	7.00AM to 4.00PM		s 5.40
					15.6	(M. ST. P. & S. S. M. CROSSING) 3.8	4.5		No office		
					19.4	(DRAWBRIDGE) 0.3	0.7		No office		
					19.7	(C. & N. W. CROSSING) 0.1	0.4		No office		
					19.8	(C. & N. W. CROSSING) 0.1	0.3		No office		
					19.9	(C. & N. W. CROSSING) 0.2	0.2		No office		
As 7.30AM			Yard	AP	20.1	APPLETON	0.0	BPRTVXZ	8.00AM to 5.00PM		L 5.00PM

Freight trains must not exceed 30 miles per hour between Hilbert and Menasha and 20 miles per hour between Menasha and Appleton.

Rule 83B does not apply at St. Paul Switch and Menasha Jct.

Eastward and M. St. P. and S. S. M. 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.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Distance from Hilbert	Location of Spurs	Distance from Appleton
17.4	Banta Spur	2.7
17.7	Fox River Valley CoOp	2.4
17.9	Spur 41	2.2
18.1	South Appleton	2.

WESTWARD—SIXTH SUBDIVISION—EASTWARD

SECOND CLASS 469	Capacity in cars		Telegraph calls	Distance from Crivitz	Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Menominee	SEE RULE 6-A	Office open week days	SECOND CLASS	
	Sidings	Other tracks							474	464
Mixed									Mixed	Mixed
Daily									Daily Except Sunday	Sunday Only
L 11.35AM		70	NI	0.0	CRIVITZ 5.7	22.4	CJPRWXY	7:30AM to 4:30PM	As 7.15AM	As 2.30AM
s 11.59		12		5.7	LOOMIS 5.9	16.7	P	No office	f 7.00	2.10
s 12.20PM	19			11.6	PORTERFIELD 8.7	10.8		No office	f 6.35	1.45
s 12.50		Yard		20.3	MARINETTE 0.7	2.1	PVXZ	No office	s 6.00	1.15
				21.0	(C. & N. W. CROSSING) 0.9	1.4	M	No office		
				21.9	(C. & N. W. CROSSING) 0.5	0.5	M	No office		
As 1.05PM		Yard	M	22.4	MENOMINEE	0.0	BCPRTVW	8.00AM to 5.00PM	L 5.45AM	L 1.00AM

Passenger trains must not exceed maximum speed of 35 miles per hour; other trains 25 miles per hour.

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Distance from Crivitz	Location of Spurs	Distance from Menominee
18.6	Park Mills	3.8

WESTWARD—FIFTH SUBDIVISION—EASTWARD

9

	Capacity in cars		Telegraph calls	Distance from Stiles Jct.	Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Oconto	SEE RULE 6-A	Office open week days	
	Sidings	Other tracks							
L			UN	0.0	STILES JCT. 8.5	8.5	VPM	8.00AM to 5.00PM	A
A		Yard	CS	8.5	OCONTO	0.0	MYZ		L

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

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 69	FIRST CLASS 9	Capacity in cars		Telegraph calls	Distance from Channing	Time Table No. 14 Sept. 26 1948 STATIONS	Distance from Champion	SEE RULE 6-A	Office open week days	FIRST CLASS 2	THIRD CLASS 74
		Sidings	Other tracks							Passenger Daily	Time Freight Daily Except Sat. and Mon.
L 9.30 ² PM	L 4.55AM		Yard	CH	0.0	CHANNING 0.4 (E. & L. S. JUNCTION) 3.5	31.0	BCEJKPR VWXY	Continuous	As 9.00 ⁶⁹ PM	A 2.15AM
					0.4		30.6	J	No office		
9.40	5.03		5	SY	3.9	SAWYER LAKE 3.7	27.1		No office	8.51	1.45
9.50	5.10	38		D	7.6	FLOODWOOD 4.1	23.4		No office	8.46	1.30
10.00	f 5.18		8	WC	11.7	WITCH LAKE 2.7	19.3	P	No office	f 8.39	1.15
10.10	f 5.22	25		WB	14.4	WITBECK 7.4	16.6		No office	f 8.34	1.00
10.45	s 5.35	30	37	RC	21.8	REPUBLIC 8.3	9.2		8.00AM to 5.00PM	s 8.21	12.40AM
			12	WK	30.1	WABIK 0.9	0.9	X	No office		
A 11.15PM	As 6.00AM		Yard	CA	31.0	CHAMPION	0.0	BRTVWX	12.30PM to 8.30PM 10.30PM to 6.30AM	L 8.00PM	L 11.59PM

Passenger trains must not exceed maximum speed of 40 miles per hour; other trains 30 miles per hour.
Rule 83B does not apply at Champion when operator is not on duty at that point.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Manual Block System is in use between Channing and Champion. Rule 319 (A) applies at Channing and Champion.

Distance from Channing	Location of Spurs	Distance from Champion
17.6	Spur 250.....	13.4

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

SECOND CLASS 709		Capacity in cars		Telegraph calls	Distance from Kelso Jct.	Time Table No. 14 Sept. 26, 1948 STATIONS	Distance from Iron River	SEE RULE 6-A	Office open week days	THIRD CLASS 714
		Sidings	Other tracks							Mixed Daily
L 5.38AM				KO	0.0	KELSO JCT. 5.6	26.6	JPRX	No office	As 9.43AM
5.55		10		FA	5.6	CRYSTAL FALLS JCT. 1.2	21.0	JPVWX	No office	9.25
s 6.05			52	CF	6.8	CRYSTAL FALLS 1.2	22.2	P	No office	s 9.15
6.15					5.6	CRYSTAL FALLS JCT. 3.8	21.0		No office	9.05
f 6.23		13		FO	9.4	FORTUNE LAKE 13.5	17.2	P	No office	f 8.45
					22.9	(Q. & N. W. CROSSING) 0.8	3.7		No office	
					23.7	(C. & N. W. CROSSING) 1.8	2.9		No office	
s 7.02			9	SM	25.5	STAMBAUGH 1.1	1.1	P	No office	s 8.05
As 7.10AM			Yard	RO	26.6	IRON RIVER	0.0	PRY	8.00AM to 5.00PM	L 8.00AM

Passenger trains must not exceed maximum speed of 40 miles per hour; other trains 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.
Rule 83B does not apply at Kelso Jct.

Distance from Kelso Jct.	Location of Spurs	Distance from Iron River
5.0	Spur F5.....	21.6

TONNAGE RATING

Stations Eastward	L-3	L-2	G7 K1
Champion to Channing		3600	2000
Menominee to Crivitz			1800
Ontonagon to Mass		1325	800
Mass to Frost		2100	1300
Frost to Park Siding		2375	1300
Park Siding to Balsam		3200	1900
Balsam to Channing		4800	2500
Channing to Iron Mountain ...	3000	2550	1600
Iron Mountain to Crivitz	3800	3400	2100
Crivitz to Green Bay Shops ..	3400	3100	1900
Green Bay Shops to Plymouth ..	2800	2500	1550
Plymouth to N. Milwaukee	3200	2750	1650
WESTWARD			
Milwaukee to Elkhart Lake ...	2350	2200	1300
Elkhart Lake to Hilbert	3400	3000	1900
Hilbert to Green Bay Shops ...	3700	3200	2000
Green Bay Shops to Crivitz ...	3800	3200	1600
Crivitz to Iron Mountain	2300	2000	1200
Iron Mountain to Channing ...	2100	1800	1100
Channing to Mass		1675	1000
Mass to Ontonagon		1350	875
Channing to Champion		3000	1900
Crivitz to Menominee			3600

Chief Dispatcher may increase or decrease above rating according to conditions.

YARD LIMITS AT

North Milwaukee.....	Extend from 1800 feet west of the switch serving North Milwaukee Lime & Cement Co. to Milwaukee.
Plymouth.....	Extend from 1000 feet east of Spur 53 to 4000 feet west of C&NWRV crossing.
Elkhart Lake.....	From 1500 ft. east of east siding switch to 4100 ft. west of west siding switch.
Hilbert and Hilbert Jct.....	Extend from 2000 feet east of east switch of the siding at Hilbert to 2200 feet west of the R. R. crossing at Hilbert Jct. on the First Subdivision and to 2000 feet west of west switch at Hilbert on Fourth 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 Yard.....	Extend from 3000 feet east of the drawbridge to 1730 feet west of the G. B. & W. crossing.
Crivitz.....	Extend from 3000 feet east of east switch to 4000 feet west of west switch of the wye on the Second subdivision and to 2000 feet west of west switch on the Sixth subdivision.
Marinette.....	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 2000 feet east of east switch to 700 feet west of Trader Spur switch.
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 Third subdivision.

Kelso Junction..... Extend from 2600 feet east of the junction switch to 5200 feet west of the junction switch on the Third subdivision and to 2000 feet west of the junction switch on the Eighth subdivision.

Crystal Falls Jct..... Extend from 1500 feet east of junction switch to 6200 feet west of junction switch.

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 800 feet east of switch at Wabik to the west connection with DSS&A at Champion.

SUNDAY AND HOLIDAY HOURS

STATIONS	SUNDAY HOURS	HOLIDAY HOURS
No. Milwaukee.....	Continuous	Continuous
Cedarburg.....	6:30pm to 9:30pm	6:30pm to 9:30pm
Plymouth.....	{ 2:45am to 10:45am 2:45pm to 10:45pm	{ 2:45am to 10:45am 2:45pm to 10:45pm
Elkhart Lake.....	5:45pm to 7:45pm	5:45pm to 7:45pm
Kiel.....	2:45pm to 10:45pm	5:45pm to 8:45pm
Hilbert.....	Continuous	Continuous
Green Bay Shops.....	Continuous	Continuous
Stiles Jct.....	8:00am to 5:00pm	2:00pm to 5:00pm
Coleman.....	{ 1:15pm to 4:15pm 5:30pm to 8:30pm 10:30pm to 2:00am	{ 1:15pm to 4:15pm 5:30pm to 8:30pm 10:30pm to 2:00am
Crivitz.....	7:30am to 4:30pm	7:30am to 4:30pm
Wausaukee.....	1:45pm to 4:45pm	1:45pm to 4:45pm
Pembine.....	2:00pm to 6:00am	2:00pm to 6:00am
Iron Mountain.....	7:30am to 11:30pm	7:30am to 11:30pm
Sagola.....	1:00pm to 4:00pm	1:00pm to 4:00pm
Channing.....	{ Continuous	{ 12:01am to 4:00pm 7:00pm to 10:00pm
Amasa.....	12:00noon to 3:00pm	12:00noon to 3:00pm
Sidnaw.....	11:15am to 2:15pm	11:15am to 2:15pm
Mass.....	10:00am to 1:00pm	10:00am to 1:00pm
Ontonagon.....	8:30am to 11:30am	8:30am to 11:30am
Champion.....	{ 4:30am to 7:30am 5:30pm to 8:30pm	{ 12:30pm to 8:30pm 10:30pm to 6:30am

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

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 for 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 the 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.

G2 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.

G3 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.

G4 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.

G5 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.

G6 Whenever a car without a drawbar or draft timber is to be moved by a train or engine and it is necessary to chain the car to other cars or engines, employees are prohibited from going between such car and other cars or engines until the persons performing the work have a thorough understanding with the 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 employees are out from between the cars or engines, and under no circumstances must employees again go between such car or cars and engines until the engineer and other members of the train crew have been notified and the car properly secured and the engine brake set.

G7 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.

G8 When descending the gangway steps, employees must face the engine.

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

G10 When run-ways, gang-planks or skids are used in handling freight to or from cars, they must be secured to prevent slipping.

G11 Lighting enginemen's torches by holding them in the fire box is hazardous and must not be permitted.

G12 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 employee must ride on the footboard.

In the gangway of engines.

G13 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.

G14 The use of gasoline stoves in Railroad Company's equipment or buildings is prohibited; the use of oil stoves other than modern kerosene stoves (preferably those bearing the Underwriter's label) is also prohibited.

This 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.

G15 The provisions of Rule 815 also apply to transfer movements within yards.

G16 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 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.

The following equipment must not be towed or operated under its own power through water in excess of the maximum height of water above rail shown below. When towed or operated under own power through water of lesser depth than that shown below, a speed of three miles per hour must not be exceeded.

Diesel power units 600 and 1000 H.P. Switchers 4½ inches

All other Diesel Engines and Gas-Electric Motor Cars 3 inches.

When operating through water under own power, controller should be in Series position.

G17 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.

Wood underframe flat cars.

Switch rear "S.R." cars.

G18 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.

G19 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.

G20 In case of heavy rain or violent windstorm, the operator must notify the section foreman.

G21 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

G22 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

G23 (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 Dispatcher, the Dispatcher will issue the necessary instructions to the operator 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 employee at the control station.
- (e) In case of failure of a Stop signal, authority to proceed will be issued orally by the authorized employee at the 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 no 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

G24 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.

G25 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, reduce speed to the extent necessary for safe operation.

Dead engines must not be hauled in trains without instructions from the Chief Dispatcher and must be accompanied by a competent rider, except a rider is not required for gas-electric or diesel engines.

A rider is not required for dead engines handled by yard crews in terminals, except where condition of dead engine or other circumstances may require for safe movement.

Engines with side rods removed from one side only, must not be hauled in trains.

Dead engines equipped with wood underframe tenders, when hauled in trains, should be placed in the rear of the train just ahead of any Switch Rear cars.

G26 Gas-Electric motor cars should not be hauled dead in trains unless disabled. When necessary to haul such cars dead in freight trains, they should be hauled on the rear of short freight trains.

G27 Dead engines must not be hauled backward in trains if it can be prevented and then only at slow speed.

Conductors will notify engineers when one or more dead engines are to be hauled in trains and the conditions under which they are being handled, so that the speed may be regulated accordingly.

G28 When dead engines with side rods disconnected are hauled in trains there must be at least 8 cars between engines so hauled.

G29 Dead engines of Class K type or larger when hauled in trains should be placed approximately 10 cars from the road engine.

G30 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
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Trains handling gravel will not exceed speed of 35 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
Lidgerwood unloaders	15
Scale test cars, on Branch Line 20, on Main Line.....	25
Class I engines	25
Passenger trains handled or helped by freight engines with single trucks	60
K-1 engines on passenger trains (but must not be used except in extreme emergency).....	45
L-2 and L-3 engines (on divisions or portions of divisions where authorized to be used).....	50
Dead engines with side rods disconnected.....	15
Dead engines with side rods in position	25
Dead engines with all rods connected, pistons removed and valve motion disconnected	45
Engines with side rods off and main rods connected when working steam, running light or in train.....	15
Engines (other than Mallet type) with side rods in position and one main rod removed, light or hauling cars	25
Mallet type engines working steam with one main rod removed	20
Diesel switchers, either dead in train or operating under their own power	35

Diesel switchers, either dead in train or operating under their own power (except 600 H. P. Alco switchers 1600 to 1603 inclusive)

600 H. P. Alco switchers, series 1600 to 1603 inclusive ..

All 44-ton Diesel Engines:

When moved dead in train

When under own power

G31 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.

G32 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.

G33 That enginememen may have knowledge of the maximum permissible speed around curves and at points where normal authorized speed must be restricted, a yellow sign with 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 figures 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 outside figures apply to the movement of freight trains and those nearest the track apply to passenger trains.

G34 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 525 inclusive.

G34 (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.

G35 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.

G36 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.

G37 Excessive use of sand at any point is prohibited and its use must be restricted to actual necessity.

G38 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 employees 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 both at stations and on trains when available.

G39 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 time slip Form 3256.

X1 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 Milwaukee and North Milwaukee...	28 M.P.H.	20 M.P.H.
Between North Milwaukee and Stiles Jct...	35 M.P.H.	25 M.P.H.
Between Stiles Jct. and Channing.....	30 M.P.H.	20 M.P.H.
Between Channing and McKeever Jct.....	30 M.P.H.	20 M.P.H.
Between McKeever Jct. and Ontonagon...	25 M.P.H.	15 M.P.H.
Between Hilbert Jct. and Appleton.....	25 M.P.H.	15 M.P.H.
Between Crivitz and Menominee.....	25 M.P.H.	15 M.P.H.
Between Channing and Champion.....	25 M.P.H.	15 M.P.H.
Between Kelso Jct. and Iron River.....	20 M.P.H.	15 M.P.H.

X2 Trains handling 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 on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with the heavy end trailing, the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how these machines are riding.

	On Tangent Track	On Curves
Between Milwaukee and North Milwaukee	25 M.P.H.	20 M.P.H.
Between North Milwaukee and Stiles Jct...	35 M.P.H.	25 M.P.H.
Between Stiles Jct. and Channing.....	30 M.P.H.	20 M.P.H.
Between Channing and McKeever Jct.....	30 M.P.H.	20 M.P.H.
Between McKeever Jct. and Ontonagon...	25 M.P.H.	15 M.P.H.
Between Hilbert Jct. and Appleton.....	25 M.P.H.	15 M.P.H.
Between Crivitz and Menominee.....	25 M.P.H.	15 M.P.H.
Between Channing and Champion.....	25 M.P.H.	15 M.P.H.
Between Kelso Jct. and Iron River.....	20 M.P.H.	15 M.P.H.

X3 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.

X3 (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 instruction G34).

Superior Division — none.

X4 The speed of steam engines when running backward, either light or handling trains, must not exceed 25 miles per hour on the First and Second subdivisions or 15 miles per hour on

the other subdivisions without instructions from proper authority.

X5 When L-2 engine is used on passenger trains they will not exceed a maximum speed of —

50 miles per hour between Green Bay Shops and Channing.

35 miles per hour between Channing and Champion

35 miles per hour between Channing and Iron River

35 miles per hour between Channing and McKeever Jct.

25 miles per hour between McKeever Jct. and Ontonagon unless other restrictions or train orders require a slower speed.

This will also apply to K-1 power, excepting that K-1 engines must not exceed a maximum speed of 45 miles per hour at any point.

X6 Trains handling logs on Superior Div. on flat cars will not exceed 35 M.P.H. except where speed restrictions require slower speed and will come to a stop and inspect cars to avoid damage to overhead structure on bridges.

U 904 located 0.1 mile east of Kelso Jct.

U 874 and U 876 located 0.3 mile west of Marinette

U 376 located 0.6 mile east of Crivitz

U 52 over Milwaukee River located 3.6 miles east of Fredonia.

X7 Trains handling ore cars containing ore, must not exceed 20 miles per hour.

X8 Five minute fuses should be used in Automatic Block System, on the Hilbert to Appleton and Crivitz to Menominee Lines, and ten minute fuses should be used in other territory.

X9 When eastward automatic block and approach signal 9-2 located approximately 1 mile west of North Milwaukee does not display the proceed indication in accordance with Rule 501-C Fig. 7, eastward freight trains and engines will stop west of the signal and communicate with operator at North Milwaukee for further instructions. Telephone is provided in booth opposite signal.

FIRST SUBDIVISION

Location	Maximum Speed	
	Psg. Trains	Other Trains
Between Milwaukee and Grand Ave.		
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	—
Elkhart Lake over Rhine St. crossing between 7:00 P.M. and 7:00 A.M.	20	20
Plymouth C&NW RR crossing	15	15
Hilbert Junction		
MSTP&SS M RR crossing	55	45
Forest Junction		
C&NW RR crossing	55	45
Green Bay Yard		
Jct. switch to Green Bay Psg. Depot	20	15
East Mason Street crossing Green Bay		
Westward trains	8	8
Eastward trains	5	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 between C&NW crossing and Green Bay Jct.	10	10
X11 Speed of F-6 engines must not exceed a maximum of 60 MPH at any point between Milwaukee and Green Bay Shops.		

F-6 engines will not exceed —

20 MPH on big curve just east of Fox River bridge, Green Bay.

40 MPH from East end of first curve East of Fox River Bridge, Green Bay to Spur 110.

45 MPH around reverse curves about one mile east of Random Lake.

55 MPH on reverse curves 1 and 2 miles west of New Holstein, on curve just east of depot at New Holstein, on first curve east of depot at Kiel, and thru Cedarburg and Thiensville Stations.

F-6 power cannot use sidings at — Thiensville

No other auxiliary tracks are to be used by this class of power.

X12 At Plymouth, the normal position of the gate at the C&NW crossing is against movements on the C&NW.

X13 In Green Bay Yard, 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.

X14 At Green Bay Shops, 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.

X15 Remote Control Interlocking

Station	Location	By whom operated
Green Bay	4600 feet east to 1400	Train dispatcher
Junction	feet west of junction switch	Green Bay Shops

See Rules 663(A), 663(B) and 663(C).

When the signal governing movement over the drawbridge displays a Stop-indication and for any reason cannot be cleared, trains or engines must secure authority from the train dispatcher at Green Bay Shops to proceed, in addition during the period drawbridge is in operation the engineer or trainmen must ascertain from the bridge tender at drawbridge that the bridge is in proper position for the movement, movement may then be made at restricted speed.

X16 At Milwaukee, all eastward trains must approach the illuminated sign at Sixth Street prepared to stop and proceed only on signal from the switch tender.

X17 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 use the crossover located at Capitol Drive and move to North Milwaukee on Glendale No. 1 track.

X18 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 Superior Division trains and the lower westward arm governs Milwaukee Division trains.

X19 At North Milwaukee, all trains, when not displaying signals for a following section, may register by register ticket.

X20 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.

X21 At Plymouth, manually controlled signals are in use at Elizabeth and Clifford Street crossings.

X22 At Hilbert, the train order signal governs First sub-division trains only.

X23 Engines heavier than Class K-1 must not be used on the following tracks:

Spur 21	
At New Holstein	New Holstein Canning Co. Spur.
At Chilton	Chilton Malting Co. track, Canning Factory track, Stock Yard track.

DePere
Spur 109

Furnace tracks. Coal Yard.
All tracks.

L-3 engines must not operate beyond frog on Spur 16.

X24 At Brown Deer, Thiensville, Grafton, Hayton and Parkinson the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

SECOND SUBDIVISION

X25 Speed restrictions (in addition to General speed restrictions) Location	Maximum Speed M P H	
	Psg. Trains	Other Trains
Green Bay Shops GB&WRR crossing 1.2 mi. west of Oakland Avenue Depot	20	20
Stiles Junction C&NW RR crossing	55	45
Bridge U-464. 2.5 mi. east of Iron Mountain depot	35	35
Iron Mountain Between coal shed and west end of new fill ...	15	15
C&NWR crossing	15	15

X26 When 21 and 14 meet at Green Bay Shops and 21 is at the platform with express truck loading between the main track and No. 1 track, 14 must hold back until trucks are moved away and not pass 21 while the trucks are working 21 on No. 1 track.

X27 At Crivitz, the train order signal governs Second sub-division trains only.

X28 Engines heavier than Class K-1 must not be used on the following tracks:

At Crivitz Mill track.

X29 At Cormier, Tremble, Sobieski, Abrams Lena, Pound, Beaver, Middle Inlet, Cedarville, Beecher Lake, Merriman, Randville and Sagola, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

THIRD SUBDIVISION

X30 Speed restrictions (in addition to General speed restrictions). Location	Maximum Speed M P H	
	Psg. Trains	Other Trains
Bridge U-904. 0.1 mi. east of Kelso Junction ...	15	15
Sidnaw DSS&A RR crossing	20	20
X31 At Ontonagon, engines must not back through the east leg of the wye.		
X32 At Kiernan, Kelso Junction, Balsam, Amasa, Park Siding, Tunis, Sidnaw, Frost, Pori, Wasas, Mass and Rockland, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.		

FOURTH SUBDIVISION

X33 Speed restrictions (in addition to General speed restrictions). Location	Maximum Speed M P H	
	Psg. Trains	Other Trains
Bridge U-762. 0.7 mi. east of Appleton	15	15
X34 At Hilbert, the train order signal governs First sub-division trains only.		
X35 Westward MSTP&SSM trains will obtain Clearance Form A and register at Hilbert Junction instead of St. Paul switch; eastward MSTP&SSM trains will obtain Clearance Form A and register at Menasha instead of Menasha Junction.		
X36 At Menasha engines must not be moved into refinery build- ing of the Marathon Corporation.		
X-37 Clearance between main running track and spur track at Menasha Woodenware 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 stand- ing in clear on spur track at warehouse No. 6.		

X38 Cars with a gross weight in excess of 215,000 lbs. must not be hauled between Menasha and Appleton, over the bridge leading to the Menasha Woodenware Co. and Gilbert Paper Co. at Menasha.

X39 Cars with a gross weight in excess of 200,000 lbs. must be preceded and followed by an empty or lightly loaded car over bridge U-762, located 0.7 mile east of Appleton.

X40 At St. John, Sherwood and Menasha, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

FIFTH SUBDIVISION

X41 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.

SIXTH SUBDIVISION

X42 Speed restrictions (in addition to General speed restrictions).	Maximum Speed Psgr. Other Trains Trains	M P H
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Location

Bridge U-820. 3 mi. east of Loomis 15 15

Bridge U-874. 0.3 mi. west of Marinette 10 10

All train and switch movement reduce speed to five (5) miles per hour over West Hall Ave. and Ella Court Street crossings in Marinette.

X43 At Marinette, movements over the railroad crossing of the CMSt.P&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 signals 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 lever 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.

X44 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 also apply.

X45 Lloyd Mfg. Co. at Menominee, Mich., have made changes in their loading equipment at their plant and making it dangerous to ride top or side of cars on their north and south loading tracks, due to restricted clearances at this point. They also have installed gates across the tracks that are used in performing work at their plant, one gate will be located at North end and two gates at rear of their property and in addition a gate across the CMSTP&P lead track at the west end of the two loading tracks. Crews will see their engine and cars are stopped and gates are opened and properly secured before making a movement in or about this plant.

X46 At Menominee, the normal position of the gate at the C&NW crossing on the Finntown Line is against movements on the CMSTP&P.

X47 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.

X48 Cars with a gross weight in excess of 215,000 lbs. must not be hauled between Crivitz and Menominee.

X49 Cars with a gross weight in excess of 200,000 lbs. must be preceded and followed by an empty or lightly loaded car over bridge U-820, located 3 miles east of Loomis, and over bridge U-874 located 0.3 mile west of Marinette.

X50 At Porterfield the siding is also used as a house track; the train dispatcher need not be notified when cars are left on this siding.

SEVENTH SUBDIVISION

X51 At Floodwood, Witbeck and Republic, the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

EIGHTH SUBDIVISION

X52 Speed restrictions (in addition to General speed restrictions).

At Crystal Falls Junction, all trains must move within yard limits at restricted speed.

Between the west yard limit board at Crystal Falls Junction and Superior Avenue in Crystal Falls the main track is used jointly with the C&NW. Within these limits all trains must move at restricted speed.

Between Crystal Falls Jct. and Crystal Falls, trains must not exceed 15 miles per hour.

At bridge U-2016, located between Stambaugh and Iron River, trains must not exceed 15 miles per hour over the bridge.

X53 At Iron River all engines except class K-1 engines must not head out of east leg of the wye.

X54 At Crystal Falls Junction and Fortune Lake the siding is also used as a house track; the train dispatcher need not be notified when cars are left on these sidings.

X55 Power heavier than Class K-1 cannot be used on Bristol Mine track at Crystal Falls.

COMPANY SURGEONS

Location	Name	Residence and Phone	Office and Phone
Chicago.....	††Dr. A. R. Metz, Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 7-6500 Union Station, Central 6-7600.
Chicago.....	††Dr. R. Householder, Asst. Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 6500. Union Station, Central 7600.
Chicago.....	††Dr. Gerrit Dangremond, Asst. to Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 6500. Union Station, Central 7600.
Chicago.....	††Dr. Virgil Wescott, Oculist.....	.....	30 N. Michigan Ave., Dearborn 2-3127
Chicago.....	Dr. L. F. McBride, Aurist.....	.....	122 So. Michigan Ave., Wabash 2-2272
Chicago.....	Dr. H. A. Hooper, Dentist.....	.....	53 E. Washington St., State 1-0509
Milwaukee.....	††Dr. I. Schulz.....	8122 Warren Ave., Bluemound 0565	208 E. Wisconsin Ave., Daly 8-4431
Milwaukee.....	††Dr. Paul F. Hausmann.....	2374 N. 101st St., Bluemound 8-6212	208 E. Wisconsin Ave., Daly 8-4431
Milwaukee.....	††Dr. Donald S. Thatcher.....	6300 W. Girard St., Hopkins 2-2497	208 E. Wisconsin Ave., Daly 8-4431 208 E. Wisconsin Ave., Daly 8-3873 208 E. Wisconsin Ave., Daly 8-3873 536 West Wisconsin Avenue, Marquette 8-1188
Milwaukee.....	§Dr. R. P. Sproul, Oculist.....	.....	Phone 1.....
Milwaukee.....	Dr. Richard Muenzner, Asst. Oculist.....	.....	303 East Mill St., Phone 81.
Milwaukee.....	F. D. Murphy, Consultant.....	.....	618 7th St., Phone 32.....
Random Lake.....	Dr. J. A. Russell.....	.....	40 E. Main, Phone 74.....
Plymouth.....	*L. O. Dietsch.....	.....	15 No. Madison, Phone 74.
Kiel.....	Dr. Geo. J. Twohig.....	.....	150 Main St., 238W
Chilton.....	Dr. N. J. Knauf.....	.....	119 East Wisconsin Avenue, Phone 20.
Menasha.....	Dr. L. F. Corry.....	.....	120 So. Oneida St., 5300.
Neenah.....	J. P. Canavan.....	.....	Minahan Bldg. Phone Adams 354
Appleton.....	*Dr. D. M. Gallaher.....	821 E. Washington St., 1324.....	Bellin Bldg., Adams 2392.
Green Bay.....	††Dr. D. F. Gosin.....	1108 S. Monroe, Phone Adams 360...	Bellin Bldg., Adams 1080.
Green Bay.....	Dr. E. S. Schmidt, Oculist.....	607 So. Van Buren, Adams 2456.....	Minahan Bldg. Phone Adams 354
Green Bay.....	Dr. E. G. Nadeau, Oculist.....	1045 So. Jackson St., Adams 997.....	Phone 481.
Green Bay.....	††Dr. F. J. Gosin.....	1130 S. Monroe, Phone Adams 126...	Phone 212.
Oconto.....	Dr. A. F. Slaney.....	359 Main St., Phone 158R.....	1510 Main St., Marinette, Wis., Phone 154
Lena.....	Dr. J. F. Rose.....	.....	703 Ogden Ave., Phone 3820.
Coleman.....	Dr. L. H. Graner.....	.....	Phone 42-R-4
Marinette.....	*Dr. J. W. Boren.....	363 State St., Phone 450.....	521 Stephenson Ave., Phone 1993.
Menominee.....	*Dr. J. T. Kaye.....	703 Ogden Ave., Phone 3820	Braumart Bldg., Phone 8.
Wausaukee.....	*Dr. J. M. Rose.....	.....	Commercial Bank Bldg., Phone 619.
Iron Mountain.....	Dr. H. D. McEachran, Oculist.....	632 Woodward Ave., Phone 1945.	Phone 10-4L-1S.
Iron Mountain.....	††Dr. J. L. Browning	412 East B. St., Phone 394.....	Phone 4.
Iron Mountain.....	§*Dr. D. R. Smith.....	601 East F St., Phone 418.....	1015 1st Ave., South, Phone 532.
Channing.....	.....	.....	412 Superior St., Phone 94.
Sagola.....	††Dr. R. E. Hayes.....	.....	422 Third St., Phone 126.
Champion.....	Dr. Paul Van Riper.....	.....	Phone 54.
Escanaba.....	*Dr. H. Q. Groos.....	.....	Phone 155F2.
Crystal Falls.....	Dr. E. R. Addison.....	421 Ogden Ave., Phone 1762.....	.....
Iron River.....	Dr. L. E. Irvine.....	720 Erie St., Phone 102.....	.....
Stambaugh.....	Dr. W. J. Kofmehl.....	308 6th St., Phone 17.....	.....
Ontonagon.....	*Dr. W. F. Strong, Co-Surgeon.....	Phone 54.....	.....
		Phone 117.....	.....

† Indicates salaried company surgeons who should be used whenever possible.

†† Indicates surgeons equipped to conduct physical examinations of employees for entrance into the service, promotion or re-examination.

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

WATCH INSPECTORS

E. A. GRADE,
P. M. MAIERLE,
R. J. TOBIN
Train Dispatchers.
I. A. FRIESS
Chief Dispatcher.
L. WORTHING
Asst. Trainmaster.
J. V. LOWELL
J. C. ZORN
J. D. SIMON
Trainmaster.

Rudolph R. Koch.....Milwaukee
H. Hammersmith.....Milwaukee
J. Grandlich.....Milwaukee
Milton H. Klopff.....Milwaukee
John A. Smith.....Plymouth
Halfpaw Bros.....Green Bay
Clydes Jewelry Shop.....Green Bay
Myers Jewelry Store.....Menasha
H. Spector.....Appleton
Robert F. Haden.....Menominee
H. J. Carlson.....Marinette
A. C. Frankini.....Iron Mountain
L. Worthing, Asst. Train Master.....Channing
Blomstrom & Petersen.....Escanaba
J. Jacobs.....Crystal Falls
A. H. Tegge.....Iron River
Levine & Klapperich.....Ontonagon

TELEPHONES FOR EMERGENCY USE AT BLIND SIDINGS AND STATIONS WHERE OPERATORS ARE NOT ON DUTY ARE
LOCATED AS FOLLOWS:

Brown Deer.....On pole west of highway crossing.	Cedarville.....In shanty at west end of track.
Thiensville.....Small door in wall near office window.	Amberg.....In waiting room.
Cedarburg.....In baggage room.	Beecher Lake....In booth near center of siding.
Saukville.....In freight room and east end siding.	West of Pembine..2 miles west Pembine at location of old Spur 197.
Fredonia.....In freight room.	Arbutus.....At west end of siding.
Random Lake....In freight room and west end siding.	Kingsford.....In car house.
Adell.....In freight room.	Iron Mountain...In scale house.
Waldo.....In freight room.	Iron Mountain...In engine house near coal shed.
Plymouth.....In booth near East Siding Switch.	Iron Mountain...In conductor's room.
Spur 58.....At switch.	Merriman.....In booth near center of siding.
Elkhart Lake....In mail room at west end passenger station.	Randville.....In section dwelling near west end of siding.
New Holstein....Small door in wall near office window.	Sagola.....In baggage room.
Hayton.....On pole south of main line.	Channing.....At north wye switch.
Chilton.....In baggage room.	Channing.....At west wye switch.
Hilbert.....In conductor's room.	Channing.....In yard office.
Forest Jct.....Small door in wall near office window.	Kiernan.....In booth at west end of siding.
Greenleaf.....Small door in wall near office window.	Kelso Jct.....In register shanty.
Parkinson.....In shanty.	Crystal Falls Jct..In shanty.
DePere.....In freight room.	Fortune Lake....On pole at east end of siding.
Green Bay Jct....At main track switch leading to freight depot.	Mitchels Spur....On pole near switch.
Green Bay Shops..At G.B.&W. Transfer Switch	Amasa.....In office.
Green Bay Shops..In flagman's shanty at Twelfth Street.	Park Siding.....In section dwelling.
Cormier.....In booth near east switch south side of track.	Tunis.....On pole near center of siding.
Tremble.....In shanty.	Sidnaw.....In waiting room.
Sobieski.....Small door in wall near office window.	Spur 284.....On pole near switch.
Abrams.....Small door in wall near office window.	Frost.....At east end of siding.
Oconto Tank.....In pump house.	Pori.....In section dwelling.
Stiles Jct.....Small door in wall near office window.	McKeever Jct....In waiting room and section tool house.
Lena.....Small door in wall near office window.	Mass.....In waiting room.
Coleman.....Small door in wall near office window.	Rockland.....In waiting room.
Pound.....Small door in wall near office window.	Ontonagon.....In waiting room.
Beaver.....Small door in wall near office window.	Witch Lake.....In shelter house.
Crivitz.....In waiting room.	
Wausaukee.....In old waiting room.	

PORTABLE TELEPHONES ON TRAINS.

On trains 14 & 21 between Channing & Ontonagon located in
baggage car.