

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

- F. F. Whaley.....Milwaukee
- J. A. Jawson.....Milwaukee
- Rudolph R. Koch.....Milwaukee
- H. HammersmithMilwaukee
- J. GrandlichMilwaukee
- Milton H. Klopff.....Milwaukee
- Fred LuserMilwaukee
- Bernard NessmanPlymouth
- Halfpap Bros.Green Bay
- Clydes Jewelry Shop.....Green Bay
- Smith-Talbot, Inc.Menasha
- H. SpectorAppleton
- Robert F. Haden.....Menominee
- H. J. Carlson.....Marinette
- A. C. Frankini.....Iron Mountain
- L. Worthing, Asst. Train Master..Channing
- Blomstrom & Petersen.....Escanaba
- J. JacobsCrystal Falls
- LaBay JewelersCrystal Falls
- Anderson JewelryCrystal Falls
- Jacobs JewelersIron River
- Klapperich & Kempen.....Ontonagon

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

C. A. Nummerdor, Gen. Supt'n
Chicago, Ill.

MILWAUKEE DIVISION

Second District

**TIME
TABLE
No. 13**

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

Sunday, April 28, 1957

**For the government and information
of employees only**

W. M. FREUND,
Assistant Superintendent

M. GARELICK,
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. 13 April 28, 1957	Distance from Milwaukee	Telegraph calls	Capacity in cars		FIRST CLASS			SECOND CLASS		THIRD CLASS	
			Sidings	Other tracks	21	9		69		91	93
					Passenger	Passenger		Time Freight		Way Freight	Way Freight
					Daily	Daily		Daily		Tues., Thurs. and Sat.	Tues.; Thurs. and Sat.
MUSKEGO YARD	0.0	WH		Yard				L 1.10AM		L 6.30AM	
MILWAUKEE 2.0	0.0	D1		Yard	L 2.25PM	L 8.50PM					
CUT-OFF 1.3	2.0			Yard							
GRAND AVENUE 2.0	3.2	JN		Yard	2.30	8.55					
NORTH AVENUE 3.1 (North Milwaukee Tower)	5.2			Yard	2.33	8.58					
NORTH MILWAUKEE 5.2	8.3	RG		Yard	2.38	9.03		1.30 ⁸²		6.55	
BROWN DEER 3.8	13.5		10	12						7.05	
THIENSVILLE 4.6	17.3	V	44	3	2.48	9.13		1.45		7.25	
CEDARBURG 2.1	21.9	BU	28	38	2.54	9.18		1.54		7.45	
GRAFTON 4.4	24.0	GF	37	15	2.57	9.21		1.58		7.55	
SAUKVILLE 6.3	28.4	SA	110	25	3.02	9.26		2.04		8.10	
FREDONIA 5.7	34.7	EA	22	15	f 3.09	9.33		2.13		9.00	
RANDOM LAKE 4.9	40.4	RA	72	28	3.15	f 9.39		2.23		9.25	
ADELL 3.9	45.3	D	32	30	3.21	f 9.44		3.01		9.40	
WALDO 5.3	49.2	DO		27	3.25	9.48		3.07		9.55	
PLYMOUTH (O. & N. W. CROSSING) 6.3	54.4	MO	58	85	s 3.32	s 9.59		3.25 ¹⁰	A 10.25AM	L 8.00AM	
ELKHART LAKE 6.8	61.2	RT	97	50	f 3.45	f 10.11		4.00			8.15
KIEL 3.6	67.0	K	66	50	f 3.52	f 10.19		4.15			8.45
NEW HOLSTEIN 5.1	70.6	HO	47	29	f 3.57	f 10.24		4.22			9.00
HAYTON 1.9	75.7			11							
CHILTON 7.5	77.6	CN	33	76	s 4.05	s 10.32 ⁸²		4.37			9.15
HILBERT 0.4	85.1	HJ	64	85	f 4.15	10.41		5.00			10.00
HILBERT JCT. (M., ST. P. & S. S. M. CROSSING) 4.5	85.5										10.05
FOREST JCT. (O. & N. W. CROSSING) 7.8	90.0	FR		19	4.22	10.48		5.30			10.20
GREENLEAF 9.0	97.8	GY	27	20	4.31	10.58		5.45			10.45
DE PERE 4.2	107.4	DE	25	48	f 4.42	f 11.09		6.05			11.15
GREEN BAY JCT. 0.6	111.6				4.48	11.17		6.20			11.20
GREEN BAY 0.6	112.2		11	Yard	s 4.50 ¹⁴	s 11.19					
GREEN BAY JCT. (DRAWBRIDGE) (O. M. ST. P. & P. CROSSING) (O. & N. W. CROSSING) 0.7	111.6				5.01	11.52					
GREEN BAY SHOPS	112.3	C		Yard	As 5.05PM	As 11.59PM		A 6.35AM		A 11.25AM	

Passenger trains must not exceed maximum speed of 59 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Double track is in use between Milwaukee and North Milwaukee.
Automatic Block 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 87-2 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 Fredonia, Elkhart Lake, Kiel, New Holstein, Hilbert and DePere to let off passengers from Milwaukee and beyond and to pick up passengers for Green Bay and beyond.

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

FIRST SUBDIVISION—EASTWARD

Time Table No. 13 April 28, 1957 STATIONS	Distance from Green Bay Shops	SEE RULE 6-A	Office Hours Also see Page 7	FIRST CLASS		SECOND CLASS		THIRD CLASS	
				10	14	82	94	92	
				Passenger Daily	Passenger Daily	Time Freight Daily	Way Freight Mon., Wed. and Friday	Way Freight Mon., Wed. and Friday	
AIRLINE YARD	110.0	BHJKPRVWXZ	Continuous			A 2.30AM		A 10.45AM	
MILWAUKEE	112.2	BJKPRTWX	Continuous	As 5.00AM	As 7.50PM				
CUT-OFF 1.2	110.2	BCKOTWX	No Office						
GRAND AVENUE 2.0	109.1	LJX	Continuous	4.50	7.41				
NORTH AVENUE 3.1 (North Milwaukee Tower)	107.1	X	No Office	4.45	7.36				
NORTH MILWAUKEE 5.2	104.0	IJPRWXYZ	Continuous	4.40	7.30	1.30 ⁶⁹		10.15	
BROWN DEER 3.8	98.8	P	No Office					10.05	
THIENSVILLE 4.6	95.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	4.26	7.17	12.52		9.55	
CEDARBURG 2.1	90.4	P	8.00 AM to 5.00 PM Except Sat. & Sun.	4.16	7.11	12.43		9.40	
GRAFTON 4.4	88.2	P	8.00 AM to 5.00 PM Except Sat. & Sun.	4.12	7.08			9.25	
SAUKVILLE 6.3	83.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	4.05	7.02	12.27		9.15	
FREDONIA 5.7	77.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	3.55	f 6.54	12.15		9.00	
RANDOM LAKE 4.9	71.9	HPW	8.00 AM to 5.00 PM Except Sat. & Sun.	3.46	f 6.47	12.01AM		8.45	
ADELL 2.9	67.0	P	8.00 AM to 5.00 PM Except Sat. & Sun.	f 3.39	6.41	11.57		8.30	
WALDO 8.2	63.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.	3.33	6.36	11.50		8.15	
PLYMOUTH (O. & N. W. CROSSING)	57.9	MPVX	7.15AM to 9.15AM 3.00PM to 4.00PM 6.00PM to 7.00PM 9.15PM to 5.15AM Daily Except Sunday	s 3.25 ⁶⁹	s 6.30	11.35	A 10.50AM	L 8.00AM	
ELKHART LAKE 5.8	51.1	CPY	8.00 AM to 5.00 PM Except Sat. & Sun.	f 3.09	f 6.14	11.21	10.25		
KIEL 3.6	45.2	P	8.00 AM to 5.00 PM Except Sat. & Sun.		f 6.05	11.09	10.10		
NEW HOLSTEIN 5.1	41.7	P	8.00 AM to 5.00 PM Except Sat. & Sun.		f 6.00	10.59	10.00		
HAYTON 1.9	28.6	P	No Office						
CHILTON 7.5	24.7	P	8.00 AM to 5.00 PM Except Sat. and Sun. 6.00 AM to 2.00 PM 5.00 PM to 1.00 AM Except Sunday	s 2.44	s 5.51	10.32 ⁹	9.45		
HILBERT 0.4	27.2	BHJFVWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	2.32	s 5.41	10.08	9.25		
HILBERT JCT. (M., ST. P. & S. S. M. CROSSING)	26.8	IX	No Office				8.55		
FOREST JCT. (O. & N. W. CROSSING)	22.2	IPV	No Office	2.25	5.32	9.45	8.45		
GREENLEAF 9.6	14.5	P	8.00 AM to 5.00 PM Except Sat. & Sun.		5.23	9.30	8.30		
DE PERE 4.2	4.9	PV	8.00 AM to 5.00 PM Except Sat. & Sun.		f 5.13	9.15	8.10		
GREEN BAY JCT. 0.6	0.7	IJPX	No Office	1.47	5.07	9.05	7.35		
GREEN BAY 0.6	1.2	PRX	No Office	s 1.45 s 1.40	s 5.05 ²¹ s 4.53				
GREEN BAY JCT. (DRAWBRIDGE)	0.7	IJPX	No Office	1.38	4.50				
(O. N. ST. P. & S. P. CROSSING)		MX	No Office						
(O. & N. W. CROSSING)		BCHKMOP RTVWXZ	Continuous	L 1.33AM	L 4.45PM	L 9.00PM	L 7.30AM		

Passenger trains must not exceed maximum speed of 59 miles per hour; other trains 40 miles per hour.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

No. 10 stops at Elkhart Lake and Adell to pick up passengers for Milwaukee and beyond and let off passengers from Green Bay and beyond.

Distance from Milwaukee	Location of Spurs	Distance from Green Bay Shops
19.3	Spur 20.....	93.0
108.2	Spur 108.....	4.1
109.2	Spur 109 Wiswell.....	3.1
110.1	Spur 110.....	2.2

WESTWARD SECOND SUBDIVISION — EASTWARD

SECOND CLASS			FIRST CLASS			Capacity in cars		Telegraph calls	Distance from Green Bay Shops	Time Table No. 13 April 28, 1957		Distance from Channing	SEE RULE 6-A	Office Hours Also See Page 7	FIRST CLASS		SECOND CLASS	
69	9	21	Passenger	Passenger	Passenger	Sidings	Other tracks			STATIONS	14				10	8	Passenger	Passenger
Time Freight	Passenger	Passenger	Daily	Daily	Daily										14	10	8	
AM	AM	PM													PM	AM	PM	
L 8.30	L 12.10	L 5.15				Yard	C	0.0	GREEN BAY SHOPS	118.1	BCHKMOPR TVWXZ	Continuous		As 4.35	As 1.23	A 7.00		
								1.2	(G. B. & W. CROSSING)	116.9		No Office						
8.40		5.22	52	10				4.5	CORMIER	113.6	P	No Office		4.27	1.15	6.51		
9.05	12.30	5.34	32		SK			15.5	SOBIESKI	102.6	P	No Office		4.15	12.59	6.34		
9.25	12.40	5.39	29					19.5	ABRAMS	98.6	P	No Office		4.10	12.40	6.15		
9.40	12.05	5.48	125	10	UN			26.7	(C. & N. W. CROSSING) STILES JCT.	91.4	IPV	8.00 AM to 5.00 PM Except Sat. & Sun.	s 4.01			6.05		
12.15	12.58	5.56	31		VI			31.4	LENA	86.7	P	8.00 AM to 5.00 PM Except Sat. & Sun.	f 3.55	12.15	5.56			
12.30	1.10	6.05	44	47	CM			39.2	COLEMAN	78.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	s 3.45	12.05 AM	5.35			
12.35	1.13	6.10	22	2				41.3	POUND	76.8	P	No Office		3.41		5.30		
12.40	1.18	6.14	19					44.3	BEAVER	73.8	P	No Office		3.37		5.25		
1.00	1.26	6.22	62	140	NI			50.9	CRIVITZ	67.2	CJPRWXY	8.00 AM to 5.00 PM Except Sat. and Sun.	s 3.29	11.46	5.15 PM ⁶⁰ 11.40			
1.20		6.30						55.2	MIDDLE INLET	62.9	P	No Office		3.21		11.00		
1.30	1.40	6.38	62	45	WA			61.2	WAUSAUKEE	56.9	P	8.00 AM to 5.00 PM Except Sat. & Sun.	s 3.13	11.30	10.40			
1.40		6.45						67.4	CEDARVILLE	50.7	P	No Office		3.03		10.20		
1.50		6.50		25	BG			71.0	AMBERG	47.1	P	8.00 AM to 5.00 PM Except Sat. & Sun.	f 2.58		10.10			
2.05		6.56	39					75.5	BEECHER LAKE	42.6	P	No Office		2.52		9.55		
2.43	2.55	7.06	33	50	MN			80.2	PEMBINE (M. ST. P. & S. S. M. CROSSING)	37.9	PVX	Continuous Except Sat. & Sun.	s 2.43	10.20	9			
2.55		7.15						86.6	ARBUTUS	31.5	P	No Office		2.35		8.50		
3.45	3.15	7.25	54	200	RN			94.0	IRON MOUNTAIN	24.1	BCKPRVWXYZ	Sun. and Mon. 6.45 AM to 10.15 PM Tues. through Sat. 8.00 AM to 10.15 PM	s 2.25	10.00	8.30			
								94.7	(C. & N. W. CROSSING)	23.4	M	No Office						
4.05		7.38	51					101.5	MERRIMAN	16.6	P	No Office		2.06		7.30		
4.25		7.48	43	21				107.3	RANDVILLE	10.8	P	No Office		1.58	9.30	7.10		
4.45	4.00	8.00	41	26	GA			114.4	SAGOLA	3.7	P	7.00 AM to 4.00 PM Except Sat. & Sun.	s 1.48	9.21	6.50			
As 6.30 PM	As 4.10 AM	As 8.10 PM				Yard	CH	118.1	CHANNING	0.0	BCJKOPRV WXY	6.00 AM to 2.00 PM 5.00 PM to 1.00 AM Except Sat. & Sun.	L 1.40 PM	L 9.15 PM	L 6.30 AM			

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Crivitz is a register station for No. 21 and 14 only.
Iron Mountain is a register station for first class trains only.
No. 9 will not leave passenger depot at Iron Mountain prior to 3:30 A.M.
Rule 83 (B) does not apply at Channing when operator is not on duty.

Rule 83(B) does not apply at Crivitz when operator not on duty if the train order signal indicates proceed as per Rule 200 C.
No. 21 will stop at Lena to let off passengers from Milwaukee and beyond.
No. 10 will stop at Sagola and Wausaukee Sunday.
No. 10 will not leave passenger depot at Pembine prior to 10:50 p.m.

CHIPPEWA BUS

Menominee — Marinette — Coleman

2.30 PM	Lv. Menominee	Ar.	6.50 PM
2.55	Lv. Marinette	Ar.	6.45
3.35 PM	Ar. Coleman	Lv.	6.05 PM

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

CHIPPEWA BUS

Iron River—Sagola—Channing

B Daily	A Daily	Trip	C Daily	D Daily
L 6.30 PM	L 12.10 PM	..... Iron River.....	A 2.40 PM	A 9.15 PM
6.37	12.15	..... Stambaugh.....	2.37	9.10
f 6.53	f 12.40	..... Fortune Lake.....	f 2.15	f 8.45
7.03	12.55	..... Crystal Falls.....	2.10	8.43
f 7.33	f 1.20	..... Sagola.....	f 1.50	f 8.25
A 7.45 PM	A 1.30 PM	..... Channing.....	L 1.40 PM	L 8.20 PM

Trips A and C connect with No. 14.
Trip B connects with No. 10 and 21.
Trip D connects with No. 21.

WESTWARD THIRD SUBDIVISION — EASTWARD

THIRD CLASS	SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Channing	Time Table No. 13 April 28, 1957 STATIONS	Distance from Ontonagon	SEE RULE 6-A	Office Hours Also See Page 7	THIRD CLASS	
		869	709							882	714
		Time Freight	Freight							Time Freight	Freight
Mon.-Wed. & Fri.	Mon.-Wed. & Fri.	Sidings	Other tracks							Tues.-Thurs. & Sat.	Mon.-Wed. & Fri.
L AM 7.00	L AM 6.30		Yard	CH	0.0	CHANNING 4.1	92.5	BCJKOPRV WXY	6.00 AM to 2.00 PM 5.00 PM to 1.00 AM Except Sat. & Sun.	A PM 3.50	L AM 11.30
7.20	6.40	34	13		4.1	KIERNAN 3.7	88.4	P	No Office	3.20	11.15
7.35	A 6.50	17			7.8	KELSO JCT. 7.8	84.7	JPRX	No Office	3.05	L 11.05
8.00	AM	8			15.6	BALSAM 4.6	76.9		No Office		AM
8.35		34	18	AM	20.2	AMASA 13.0	72.3	P	7.00 AM to 4.00 PM Except Sat. & Sun.	2.25	
9.15		45	8		33.2	PARK SIDING 6.0	59.3	P	No Office	1.30	
9.30		8			39.2	TUNIS 7.7	53.3	P	No Office	1.00 PM	
10.20		59	82	HI	46.9	SIDNAW (D., S. S. & A. CROSSING) 11.2	45.6	MPVXY	7.00 AM to 4.00 PM Except Sat. & Sun.	11.25	
10.55		34			58.1	FROST 7.9	34.4	P	No Office	10.55	
11.20		36			66.0	PORI 2.0	26.5	P	No Office	10.30	
			13		68.0	ROUSSEAU 2.3	24.5		No Office		
11.55		19			70.3	WASAS 2.8	22.2		No Office		
					73.1	McKEEVER JCT. 0.5	19.4	PVXY	No Office	10.00	
PM 1.15		25	65	GD	73.6	MASS 7.3	18.9	PX	7.00 AM to 4.00 PM Except Sat. & Sun.	9.20	
1.45		10			80.9	ROCKLAND 11.6	11.6	P	No Office	8.45	
A 2.30 PM			Yard	GN	92.5	ONTONAGON	0.0	BJRWXYZ	8.00 AM to 5.00 PM Except Sat. & Sun.	L 8.15 AM	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Kelso Jct. is a register station for third and eighth sub-division Trains Nos. 709 and 714 only. At Kelso Jct. the time of No. 709 applies at the junction switch. Rule 83 (B) does not apply at Kelso Jct.; and does not apply at Channing and Ontonagon when operator is not on duty.

WESTWARD — FOURTH SUBDIVISION — EASTWARD

THIRD CLASS	SECOND CLASS	Capacity in cars		Telegraph calls	Distance from Hilbert	Time Table No. 13 April 28, 1957 STATIONS	Distance from Appleton	SEE RULE 6-A	Office Hours Also See Page 7	SECOND CLASS		THIRD CLASS	
		273	241							271	269	272	240	270	282
Freight	M. St. P. & S. S. M. Mixed	Freight	Freight	Sidings	Other tracks					Freight	M. St. P. & S. S. M. Mixed	Freight	Freight
Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.							Daily Ex. Sun.	Daily	Daily Ex. Sun.	Daily Ex. Sun.
PM 282 L 7.00	PM	L 6.00	AM		Yard	HILBERT 0.7	20.1	BHJPRVWXY	6.00 AM to 2.00 PM 5.00 PM to 1.00 AM Except Sun.	A 5.15	AM	PM 273 A 6.30	
7.02	L 2.05		6.05			ST. PAUL SWITCH 4.9	19.4	JR	No Office	5.13	A 2.55	6.19	
7.15	a 2.17		6.25	18	W	SHERWOOD 1.7	14.5	P	No Office	5.00	s 2.40	6.07	
						HIGH CLIFF JCT. 7.8	12.8		No Office				
7.40	A 2.40	PM	6.45			MENASHA JCT. 0.4	5.0	JX	No Office		L 2.13	AM	5.41
A 7.45 PM	PM	L 2.00	7.00	35	Yard	MENASHA 0.1	4.6	BOPRVWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	L 4.30	AM	A 8.45	5.40
						(M. ST. P. & S. S. M. CROSSING) 3.8	4.5		No Office	AM			
						(DRAWBRIDGE) 0.3	0.7		No Office				
						(C. & N. W. CROSSING) 0.1	0.4		No Office				
						(C. & N. W. CROSSING) 0.1	0.3		No Office				
						(C. & N. W. CROSSING) 0.2	0.2		No Office				
	A 2.15 PM	A 7.30 AM			Yard	APPLETON	0.0	PRTVXZ	8.00 AM to 5.00 PM Except Sat. & Sun.			L 8.30 AM	L 5.00 PM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Rule 83 (B) does not apply at St. Paul Switch and Menasha Jct.; and does not apply at Menasha when operator is not on duty. Eastward 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.

Distance from Channing	Location of Spurs	Distance from Ontonagon	Distance from Hilbert	Location of Spurs	Distance from Appleton
13.8	Mitchels Spur	78.7	17.4	Banta Spur	2.7
16.8	Spur 247	75.7	17.7	Fox River Valley CoOp	2.4
17.3	Warner Mine Jct.	75.2	17.9	Spur 41	2.2
21.6	Triangle Ranch	70.9	18.1	South Appleton	2.
26.7	Spur 257	65.8			

WESTWARD—FIFTH SUBDIVISION—EASTWARD

	Capacity in cars		Telegraph calls	Distance from Stiles Jct.	Time Table No. 13 April 28, 1957 STATIONS	Distance from Oconto	SEE RULE 6-A	Office Hours Also See Page 7	
	Sidings	Other tracks							
L			UN	0.0	STILES JCT. 8.5	8.5	IYP	8.00 AM to 5.00 PM Except Sat. & Sun.	A
A		Yard	CS	8.5	OCONTO	0.0	MVZ	No Office	L

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

WESTWARD—SIXTH SUBDIVISION—EASTWARD

	SECOND CLASS 469	Capacity in cars		Telegraph calls	Distance from Crivitz	Time Table No. 13 April 28, 1957 STATIONS	Distance from Menominee	SEE RULE 6-A	Office Hours Also See Page 7	THIRD CLASS 482
		Sidings	Other tracks							
	Freight Daily Except Sunday									Freight Daily Except Sunday
L	1.15 PM	62	140	NI	0.0	CRIVITZ 11.6	22.4	CJPRWXY	8.00 AM to 5.00 PM Except Sat. & Sun.	A 3.45 PM
	1.35	17			11.6	PORTERFIELD 8.7	10.8		No Office	3.20
A	2.00 PM		Yard		20.3	MARINETTE 0.7	2.1	PVYZ	No Office	L 3.00 PM
					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	
			Yard	M	22.4	MENOMINEE	0.0	BCOPRTVWZ	8.00 AM to 5.00 PM Except Sat. & Sun.	

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

WESTWARD—SEVENTH SUBDIVISION—EASTWARD

SECOND CLASS 69	FIRST CLASS 9	Capacity in cars		Telegraph calls	Distance from Channing	Time Table No. 13 April 28, 1957 STATIONS	Distance from Champion	SEE RULE 6-A	Office Hours Also See Page 7	FIRST CLASS 10	THIRD CLASS 82
		Sidings	Other tracks								
Time Freight Daily Except Sat. and Mon.	Passenger Daily									Passenger Daily	Time Freight Daily Except Sat. and Mon.
L 9.30 PM	L 4.30 AM		Yard	CH	0.0	CHANNING 0.4	21.0	BCJKOPR VWXY	6:00 AM to 2:00 PM 5:00 PM to 1:00 AM Except Sat. & Sun.	A 9.03 PM	A 2.15 AM
					0.4	(E. & L. R. JUNCTION) 3.5	20.6	J	No Office		
9.40			5		3.9	SAWYER LAKE 3.7	27.1		No Office	8.55	1.45
9.50		24			7.6	FLOODWOOD 4.1	23.4		No Office		1.30
10.00	f 4.56		8		11.7	WITCH LAKE 2.7	19.3	P	No Office	f 8.41	1.15
10.10	f 5.01	25			14.4	WITBECK 7.4	16.6		No Office	f 8.36	1.00
10.45	# 5.18	22	40	RC	21.8	REPUBLIC 8.3	9.2		8:00 AM to 5:00 PM Except Sat. & Sun.	# 8.23	12.40 AM
					30.1	WABIK 0.9	0.9	X	No Office		
A 11.15 PM	A 5.45 AM		Yard	CA	31.0	CHAMPION	0.0	BRTVWX	9.30 PM to 6.30 AM Except Fri. & Sat.	L 8.05 PM	L 11.59 PM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

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

WESTWARD—EIGHTH SUBDIVISION—EASTWARD

OND CLASS	Capacity in cars		Telegraph calls	Distance from Kelso Jct.	Time Table No. 13 April 28, 1957 STATIONS	Distance from Iron River	SEE RULE 6-A	Office Hours Also See Page 7	THIRD CLASS
	Stings	Other tracks							714
709									Freight
Mon.-Wed. & Fri.									Mon.-Wed. & Fri.
L 6.55AM			KO	0.0	KELSO JCT. 5.0	26.6	JPRX	No Office	A 11.00AM
7.10	10		FA	5.6	CRYSTAL FALLS JCT. 1.2	21.0	JPVX	No Office	10.40
7.20		60	CF	6.8	CRYSTAL FALLS 1.2	22.2	P	No Office	10.20
7.30				5.6	CRYSTAL FALLS JCT. 3.5	21.0		No Office	10.10
7.40	13		FO	9.4	FORTUNE LAKE 13.5	17.2	P	No Office	9.55
				23.9	(C. & N. W. CROSSING) 9.5	3.7		No Office	
				23.7	(C. & N. W. CROSSING) 1.3	3.9		No Office	
8.15			SM	25.5	STAMBAUGH 1.1	1.1	P	No Office	9.20
A 8.30AM		Yard	RO	26.6	IRON RIVER	0.0	PRY	8.00 AM to 5.00 PM Daily Except Sun.	L 9.15AM

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

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

No. 709 will leave the main track switch at Crystal Falls Jct. set for Crystal Falls and No. 714 will restore it to the normal position.

Rule 83 (B) does not apply at Kelso Jct.
Rule 83-B does not apply at Iron River when operator is not on duty.

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

P. M. MAIERLE
V. E. LOWELL

J. C. ZORN
R. J. MOGAN

A. D. BRUNEAU
Chief Dispatcher.

W. J. HETHERINGTON, JR.

R. J. TOBIN
Train Dispatchers.

L. WORTHING
Asst. Trainmaster.

P. BRIDENSTINE
Trainmaster.

OFFICE HOURS NOT OTHERWISE SHOWN

STATIONS	SATURDAY HOURS	SUNDAY HOURS	HOLIDAY HOURS
Plymouth		3:00pm to 7:00pm 9:15pm to 5:15am	
Chilton	4:00pm to 6:00pm		
Hilbert	6:00am to 8:00am		
	5:00pm to 1:00am		
Crivitz	2:00pm to 4:00pm		
Pembine	2:00pm to 6:00am	2:00pm to 6:00am	2:00pm to 6:00am
Menasha	1:00pm to 3:00pm		
Champion	4:30am to 6:30am	4:30am to 7:30am	4:30am to 7:30am
Channing	6:00am to 2:00pm	11:00am to 2:00pm	11:00am to 2:00pm
	7:30pm to 9:30pm	7:00pm to 10:00pm	7:00pm to 10:00pm

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

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.

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 employe 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.

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.

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

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.

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 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 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.

- G26 Diesel engines moving dead in train will come under the provisions of Rule 806 and when the doors of the locomotive 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.

- G27 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.

- G28 All diesel engines must not be towed nor operated under own power through water over three inches above the rails. When towed or operated under power through water above rails, a speed of 3 miles per hour must not be exceeded.

- G29 When two or more diesel engine units are coupled together the numerals and suffix letter of the 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.

- 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
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,	20
on Branch Line.....	25
on Main Line.....	25
Diesel switchers, either dead in train or operating under their own power (except 600 H. P. Alco switchers 1600 to 1603 inclusive)	45
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

- 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 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 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 employes to do so.

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

Public address system should be utilized 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 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.

G42 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.

G43 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.

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 speed.

	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.....	35 M.P.H.	25 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.

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
Milwaukee Terminals	20 M.P.H.	15 M.P.H.
First Subdivision	35 M.P.H.	25 M.P.H.
Second Subdivision	35 M.P.H.	25 M.P.H.
Third Subdivision		
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.
Fourth Subdivision	25 M.P.H.	15 M.P.H.
Fifth Subdivision	(C.&N.W. time table and rules govern)	
Sixth Subdivision	25 M.P.H.	15 M.P.H.
Seventh Subdivision	25 M.P.H.	15 M.P.H.
Eighth Subdivision	20 M.P.H.	15 M.P.H.

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

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).

Milw. Division, Second District — none.

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

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 loaded in ore cars must not exceed maximum speed of 25 MPH except between Channing and Milwaukee, where the maximum permissible speed is 30 MPH, except at the following locations;

	MPH
Bridge U-2014 0.45 mi. east Iron River	15
Bridge U-1604 0.15 mi. east Crystal Falls Jct.	15
Bridge U-464 2.64 mi. east Iron Mountain	25
Bridge U-434 0.4 mi. east Amberg	25
Bridge U-408 1.7 mi. west Wausaukee	25
Bridge U-52 2.9 mi. west Saukville	25

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

X9 When eastward automatic block and approach signal 94-8 located approximately 1100 feet west of the Yard Limit board at North Milwaukee does not display a proceed indication in accordance with Rule 501(C), eastward freight trains will stop west of Villard Avenue and communicate with the Operator at North Milwaukee for further instructions.

FIRST SUBDIVISION

X10 Speed restrictions (in addition to General speed restrictions) Location	Maximum Speed M P H	
	Psg. Trains	Other Trains
Between Milwaukee and Grand Ave.		
Curve at 2nd St.	10	10
Curve at 5th St.	10	10
Curve at 8th St.	20	20
13th St. crossing	35	35
New Holstein first crossing west of Depot to second crossing east of Depot	40	—
Plymouth C&NW RR crossing	15	15
Hilbert Junction		
MSTP&SS M RR crossing	55	40
Forest Junction		
C&NW RR crossing	55	40
Green Bay Jct. to Green Bay Psg. Depot.....	20	15
East Mason Street crossing Green Bay		
Westward trains	5	5

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 U-222 over Fox River located between C&NW crossing and Green Bay Jct..	5	5

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

X13 At Green Bay Shops, 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.

X17 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 Fifth Street.

X18 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.

X19 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.

X20 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 Second District Milwaukee Division trains and the lower westward arm governs Third District Milwaukee Division trains.

X21 At North Milwaukee, all trains, when not displaying signals for a following section, may register by register ticket.

X22 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.

X23 At Plymouth, manually controlled signals are in use at Elizabeth and Clifford Street crossings.

X24 At Hilbert, the train order signal governs First sub-division trains only.

X26 At Brown Deer, Thiensville, Grafton and Greenleaf 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

X27 Speed restrictions (in addition to General speed restrictions) Location	Maximum Speed	
	Psg. Trains	M P H 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	40
Iron Mountain		
Between coal shed and west end of new fill ...	15	15
C&NWRR crossing	15	15

X27A Trains handling eight foot pulpwood loaded in gondola cars must not exceed speed of 30 miles per hour between Crivitz and Green Bay Shops.

X-28 When No. 21 or No. 9 is on No. 1 track at Green Bay Shops unloading express and head end traffic, all trains and engines must stop to clear and proceed only after the work has been completed.

X29 At Crivitz, the train order signal governs Second sub-division trains only.

X31. At Iron Mountain it is not necessary to sound whistle signals at street crossings within the City Limits when there is located at such crossing a properly operating wigwag signal.

X31-A In switching the Phoenix coal dock at Iron Mountain, the locomotive must not be operated on the trestle portion of the coal dock.

X32 At Cormier, Sobieski, Abrams, Lena, Pound, Beaver, 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

X33 Speed restrictions (in addition to General speed restrictions). Location	Maximum Speed	
	Psg. Trains	M P H Other Trains
Sidnaw DSS&A RR crossing	20	20
McKeever Jct., east leg of wye	8	8
Bridges U-1800B and 1800C 0.25 mi. east Ontonagon on White Pine Spur.....	10	10

X34 No. 882 Tuesday, Thursday and Saturday will leave east wye switch at McKeever lined for CRR Yard.

X35 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.

When switching at Ontonagon west of the Ontonagon River Bridge, engines and cars must not go beyond the switch further west which leads to the privately owned Paper Mill tracks account unsafe tie conditions and must not use our south track. Both switches are spiked on our south track.

FOURTH SUBDIVISION

X36 Speed restrictions (in addition to General speed restrictions). Location	Maximum Speed	
	Psg. Trains	M P H Other Trains
Canal Bridge U-728 1 mi. from Menasha Depot on Neenah Branch	10	10
Bridge U-762. 0.7 mi. east of Appleton	15	15
Bridge U-766 0.35 mi. east of Appleton	15	15
Bridge U-774 0.25 mi. east of Appleton Depot..	5	5

X37 At Hilbert, the train order signal governs First subdivision trains only.

X38 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.

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

X39 At Menasha engines must not be moved into refinery building of the Marathon Corporation.

X40 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 standing in clear on spur track at warehouse No. 6.

X41 Train or engine movements over Garfield Avenue, in the city of Menasha, Wisconsin, must be flagged with a man on the crossing.

X43 At 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

X44 At Oconto, the normal position of the gate at the C&NW crossing, located 0.7 miles east of the depot, is against movements on the CMSTP&P.

At Oconto all engines are prohibited from entering the Circle Track serving Holt Hardwood Co. Crews switching in this industry will hold on to sufficient number of cars serving this track.

SIXTH SUBDIVISION

X45 Speed restrictions (in addition to General speed restrictions). Location	Maximum Speed	
	Psg. Trains	M P H Other Trains
Bridge U-874. 0.4 mi. west of Marinette	15	15
All train and switch movement reduce speed to ten (10) miles per hour over West Hall Ave. and Ella Court Street crossings in Marinette.		
Following diesel engines may be operated between Crivitz and Marinette only and must not operate over Bridge U-874 located four-tenths mile west of Marinette.		
EMD F-7 Type	48 to 50	
	69 to 89	
	106 to 121	

X46 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 mover 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.

- X47 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.
- X-48 At Lloyd Mfg. Co., at Menominee, Mich., employes are prohibited from riding on the top or side of cars when movements are made on north or south loading tracks, due to restricted clearance. Engine or train movements must be stopped and gates across the tracks opened and properly secured before making a movement in or about this plant.
- X49 At Menominee, the normal position of the gate at the C&NW crossing on the Finntown Line is against movements on the CMSTP&P.
- X50 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.
- X53 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

- X54 Cranes X-17 and X-18 must not exceed speed of 15 miles per hour over bridge U-592 at Republic.
- X55 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

- | X56 Speed restrictions
(in addition to general
speed restrictions).
Location | Maximum Speed M P H | |
|---|---------------------|--------|
| | Psg. | Other |
| | Trains | Trains |
| Bridge U-2016 0.40 mi. east of Iron River | 15 | 15 |
| Between Crystal Falls Jct. & Crystal Falls | 15 | 15 |
- X57 Between the Yard Limit Board 1000 ft. west of the switch to the Fortune Lake Mine Spur and the Yard Limit Board located 2000 ft. east of Crystal Falls Jct. and between Crystal Falls Jct. switch and Superior Avenue, Crystal Falls, the main track is used jointly with the C&NW Railroad. Rule 93 will govern.
 - X61 At Crystal Falls Jct. 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.

COMPANY SURGEONS

Location	Name	Residence and Phone	Office and Phone
Chicago.....	‡Dr. R. Householder, Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 7-6500 Union Station, Central 6-7600.
Chicago.....	‡Dr. James R. Hines, Asst. Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 7-6500 Union Station, Central 6-7600.
Chicago.....	‡Dr. F. Wm. Munson, Asst. to Chief Surgeon.....	.....	Wesley Memorial Hospital, Phone Delaware 7-6500 Union Station, Central 6-7600
Chicago.....	‡Dr. Virgil Wescott, Oculist.....	.....	80 N. Michigan Ave., Dearborn 2-8127
Chicago.....	Dr. L. F. McBride, Aurist.....	.....	122 So. Michigan Ave., Wabash 2-2272
Chicago.....	Dr. H. A. Hooper, Dentist.....	.....	53 E. Washington St., State 2-0509
Milwaukee.....	‡Dr. Paul F. Hausmann.....	Elm Grove, Wis., SU 2-9221.....	2212 W. State St., DI 4-6200
Milwaukee.....	‡Dr. Donald S. Thatcher.....	731 W. Acacia Rd., FL 2-8782.....	2212 W. State St., DI 4-6200
Milwaukee.....	‡Dr. Richard Lillie.....	4973 N. Larkin, WO 2-9523.....	324 E. Wisconsin Ave., BR 3-8717
Milwaukee.....	F. D. Murphy, Medical Consultant.....	610 Honey Creek Pkwy. BL 8-3210.....	536 W. Wisconsin Ave., BR 1-1188
Milwaukee.....	\$Dr. R. P. Sproule, Oculist and Dr. Richard J. Muenzner, Asst. Oculist.....	.....	208 E. Wisconsin Ave., BR 6-3878
Milwaukee.....	‡Dr. R. M. Stark.....	3344 N. Cambridge Ave., WO 2-5913.....	Room 206, Union Depot, BR 1-6120 Thiensville, Phone 2011
Thiensville.....	Dr. Ted D. Elbe.....	Thiensville, Phone 2018.....	Thiensville, Phone 2011
Random Lake.....	Dr. J. A. Russell.....	Phone 1.....	Phone 1.
Plymouth.....	*L. C. Dietsch.....	Fairview Drive, Phone 81.....	303 East Mill St., Phone 81.
Kiel.....	Dr. Geo. J. Twohig.....	618 7th St., Phone 82.....	618 7th St., Phone 82.
Chilton.....	Dr. N. J. Knauf.....	40 E. Main, Phone 74.....	15 No. Madison, Phone 74.
Menasha.....	Dr. L. F. Corry.....	600 First St., 288R.....	150 Main St., 288W
Neenah.....	J. P. Canavan.....	.....	119 East Wisconsin Avenue, Phone 20.
Appleton.....	Dr. Thomas M. Loescher.....	118 Oakcrest Ct., Phone 4-6351.....	120 S. Oneida St., Phone 3-5547
Green Bay.....	Dr. E. S. Schmidt, Oculist.....	607 So. Van Buren, HEmlock 7-1471.....	Bellin Bldg., HEMlock, 7-4504
Green Bay.....	Dr. R. T. Schmidt, asst. Oculist.....	523 Cass St., HEMlock 2-0295.....	Bellin Bldg., HEMlock, 7-4504
Green Bay.....	Dr. E. G. Nadeau, Oculist.....	1045 So. Jackson St., HEmlock 5-2206.....	Bellin Bldg., HEMlock 7-3266
Green Bay.....	Dr. F. J. Gosin.....	936 So. Jackson St., HEmlock 7-3631.....	Minahan Bldg., HEMlock 5-8831
Oconto.....	Dr. A. F. Slaney.....	359 Main St., Phone 158R.....	Phone 481.
Lena.....	Dr. J. F. Rose.....	Phone 481.....	Phone 212.
Coleman.....	Dr. L. H. Graner.....	Phone 212.....	1510 Main St.
Marinette.....	*Dr. J. W. Boren.....	R-1 Box 221-A.....	Phone 2-4421
Menominee.....	*Dr. J. T. Kays.....	Phone 2-4072.....	703 Ogden Ave., Phone 3820
Iron Mountain.....	Dr. H. D. McEachran, Oculist.....	703 Ogden Ave., Phone 3820.....	521 Stephenson Ave., Phone 1998.
Iron Mountain.....	‡Dr. J. L. Browning.....	632 Woodward Ave., Phone 1945.....	Braumart Bldg., Phone 8.
Iron Mountain.....	‡Dr. D. R. Smith.....	412 East B. St., Phone 394.....	Commercial Bank Bldg., Phone 619.
Iron Mountain.....	Dr. W. H. Huron.....	601 East F St., Phone 418.....	105 East A. St., Phone 81
Channing.....	‡Dr. R. E. Hayes.....	215 West E St., Phone 1482.....	Phone 10-4L-1S.
Sagola.....		Res. at Sagola, Phone 10-4L-1S.....	Phone 4.
Champion.....	Dr. Paul Van Ripper.....	Phone 4.....	1015 1st Ave., South, Phone 532.
Escanaba.....	*Dr. H. Q. Groos.....	421 Ogden Ave., Phone 1762.....	412 Superior St., Phone 94.
Crystal Falls.....	*Dr. E. R. Addison.....	720 Erie St., Phone 102.....	422 Thrd St., Phone 126.
Iron River.....	Dr. L. E. Irvine.....	308 6th St., Phone 17.....	Phone 54.
Stambaugh.....	Dr. W. J. Kofmehl.....	Phone 54.....	Phone 155F2.
Ontonagon.....	*Dr. W. F. Strong, Co-Surgeon.....	Phone 117.....	219 6th St.
Calumet.....	Dr. T. P. Wickliffe.....	1167 Calumet Ave.....	Phone 186

- ‡ 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.

**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.
 Thiensville..... Small door in wall near office window.
 Cedarburg..... In baggage room.
 Saukville..... In freight room and east end siding.
 Fredonia..... In freight room.
 Random Lake..... In freight room and west end siding.
 Adell..... In freight room.
 Waldo..... In freight room.
 Plymouth..... In booth near East Siding Switch.
 Spur 58..... At switch.
 Elkhart Lake..... In mail room at west end passenger station.
 New Holstein..... Freight house.
 Hayton..... On pole south of main line.
 Chilton..... In baggage room.
 Hilbert..... In conductors' room in station.
 Forest Jct..... Small door in wall near office window.
 Greenleaf..... Freight house.
 Parkinson..... In shanty.
 DePere..... In freight room.
 Green Bay Jct..... At main track switch leading to freight depot.
 Green Bay Shops... West Mason Street
 Green Bay Shops... In flagman's shanty at Twelfth Street.
 Cormier..... In booth near east switch south side of track.
 MP 206.8..... In booth on east side of track.
 Sobieski..... Small door in wall near office window.
 Abrams..... In box on pole on east side of depot.
 Oconto Tank..... On pole across from old tank.
 Stiles Jct..... In freight house.
 Lena..... In freight house.
 () man..... In freight house.
 () and..... Small door in wall near office window.
 Crivitz..... In freight house.
 Middle Inlet..... On pole.
 Wausaukee..... In old waiting room.
 Cedarville..... In shanty.
 Amberg..... In waiting room.
 Beecher Lake..... In booth near center of siding.
 West of Pembine... 2 miles west Pembine at location of old Spur 19
 Arbutus..... In shanty.
 Iron Mountain..... In scale house.
 Iron Mountain..... In engine house near coal shed.
 Iron Mountain..... In conductor's room.
 Merriman..... In booth near center of siding.
 Randville..... In section dwelling near west end of siding.
 Sagola..... In baggage room.
 Channing..... At north wye switch.
 Channing..... At west wye switch.
 Channing..... In yard office.
 Kiernan..... In booth at west end of siding.
 Kelso Jct..... In register shanty.
 Crystal Falls Jct... In shanty.
 Mile Post 7..... On pole west of Crystal Falls Jct.
 Mitchels Spur..... On pole near switch.
 Warner Mine..... On pole near switch.
 Amasa..... In office.
 Park Siding..... On pole across from section house.
 Tunis..... On pole near center of siding.
 Sidnaw..... In waiting room.
 Spur 284..... On pole near switch.
 Frost..... At east end of siding.
 Pori..... In section dwelling.
 Mile Post 378..... On telegraph pole.
 McKeever Jct..... In waiting room and section tool house.
 Mass..... In waiting room.
 ¼ mi. west MP393. On telegraph pole.
 Rockland..... In section mens car house.
 ()seau..... On pole near switch.
 ()nagon..... In waiting room.

YARD LIMITS AT

Milwaukee Terminal..... Extend from 14,636 feet west of North Milwaukee Depot to Milwaukee Passenger Station and to Muskego Yard.
 Plymouth..... Extend from 3118 feet east of east switch of siding to 3000 feet west of C&NWRR crossing.
 Hilbert and Hilbert Jct..... Extend from 2000 feet east of east switch of the siding at Hilbert to 2200 feet west of the 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.
 Gr. Bay Shops & Gr. Bay Jct..... Extend from 2477 feet east of Green Bay Jct. to 1730 feet west of the G. B. & W. crossing.
 Crivitz..... Extend from 3000 feet east of east switch to 5000 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 200 feet west of CNW underpass.
 Channing..... Extend from 2000 feet east of east switch to 2600 feet west of E. & L. S. junction switch and to 5180 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 2000 feet east of Crystal Falls Jct. to 1000 feet west of the switch to the Fortune Lake Mine Spur.
 Sidnaw..... Extend from 2000 feet east of east switch to 2000 feet west of west switch.
 McKeever Jct. and Mass..... Extend from 2000 feet east of junction switch at McKeever Jct. to 1476 feet west of west switch at Mass.
 Ontonagon..... Extend from 2000 feet east of east switch of the wye to end of main track.
 Champion..... Extend from 5552 feet east of east switch at Champion to the west connection with DSS&A at Champion.



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