

**SAVE A
DAY...
THE
GREEN BAY
WAY**

**GREEN BAY AND
WESTERN R.R. CO.**

**Kewaunee, Green Bay &
Western Railroad**

**Employee's
Time Table
No. 87**

**Effective 12:01 A.M.
Sun., April 18, 1965**

C. H. HALVORSON
General Manager

L. J. KNUTSON
Superintendent-Trans.

C. G. REISINGER
Assistant Superintendent-Trans.

NEW LONDON DIVISION

| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Dis- tance From Green Bay | Length of Passing Track in Feet | Average Capacity in Cars | | WESTWARD | | | | |
|---------------------------|--|---------------------------------------|--|--------------------------------|-----------------|-----------------|--|------------------|-----------------|--|
| | | | | Pass- ing Track | Other Tracks | No. 1 | | No. 7 | | |
| | | | | | | Second Class | | Third Class | | |
| | | | | | | Daily | | Mon., Wed., Fri. | | |
| | | | | Time Freight | | Freight | | | | |
| D.N. | NORWOOD CMS&P Automatic Interlocker Crossing 2.3 | 0.7 | | | Yard | L. 3:45 | | P.M. | L. 12:01 | |
| | Howard 7.2 | 3.0 | 4456 | 89 | 89 | 3:50 | | | 12:05 | |
| | Oneida 6.8 | 10.2 | 4500 | 90 | | 4:15 | | | 12:25 | |
| D. | Seymour 6.5 | 17.0 | 3025 | 60 | 20 | 4:33 | | | 12:45 | |
| D. | Black Creek See Line Automatic Interlocker Crossing 7.1 | 23.5 | 4360 | 86 | 20 | 4:49 | | | 1:10 | |
| | Shiocton 8.7 | 30.6 | | | 20 | 5:01 | | | 1:25 | |
| D. | C&NW Automatic Interlocker Crossing New London 10.9 | 39.3 | 3711 | 74 | 15 | 5:18 | | | 1:55 | |
| D. | Manawa 10.8 | 50.2 | 3887 | 76 | 40 | 5:35 | | | 2:55 | |
| | Scandinavia 8.8 | 61.0 | 2276 | 45 | 20 | 5:52 | | | 3:25 | |
| D. | Amherst Jct. 6.6 | 69.8 | 2234 | 44 | 20 | 6:10 | | | 4:08 | |
| | Arnott 5.0 | 76.4 | | | 30 | 6:23 | | | 4:20 | |
| | Plover 12.1 | 81.4 | | | 100 | 6:33 | | | 4:43 | |
| | Coyne 2.0 | 93.5 | 1935 | 37 | | 6:54 | | | 7:15 | |
| D.N. | AUTO- MATIC BLOCK WISCONSIN RAPIDS | 95.5 | | | Yard | A. 6:59 P.M. | | | A. 7:20 P.M. | |

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS

NEW LONDON DIVISION

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| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Distance From Green Bay | Length of Passing Track in Feet | Average Capacity in Cars | | EASTWARD | | | |
|------------------------|---|-------------------------|---------------------------------|--------------------------|--------------|----------------|---------|-------------------|---|
| | | | | Passing Track | Other Tracks | No. 2 | | No. 8 | |
| | | | | | | Second Class | | Third Class | |
| | | | | | | Daily | | Tue., Thur., Sat. | |
| | | | | | Time Freight | | Freight | | |
| | | | | | P.M. | | P.M. | | |
| D.N. | NORWOOD CMS&P Automatic Interlocker Crossing 2.3 | 0.7 | | | Yard | A 5:01 | | A 8:01 | |
| | Howard 7.2 | 3.0 | ...4456.... | 89 | 89 | 4:57 | | 7:57 | |
| | Oneida 6.8 | 10.2 | ...4500.... | 90 | | 4:44 | | 7:35 | |
| D. | Seymour 6.5 | 17.0 | ...3025.... | 60 | 20 | 4:33 | | 7:15 | |
| D. | Black Creek Soo Line Automatic Interlocker Crossing 7.1 | 23.5 | ...4360.... | 86 | 20 | 4:23 | | 6:33 | |
| | Shiocton 8.7 | 30.6 | | | | 4:12 | | 5:48 | |
| | C&NW Automatic Interlocker Crossing New London 10.9 | 39.3 | ...3711.... | 74 | 15 | 3:57 | | 5:18 | |
| D. | Manawa 10.3 | 50.2 | ...3887.... | 76 | 40 | 3:40 | | 4:45 | |
| | Scandinavia 8.8 | 61.0 | ...2276.... | 45 | 20 | 3:25 | 7 | 3:20 | 2 |
| D. | Amherst Jct. 6.6 | 69.8 | ...2234.... | 44 | 20 | 3:11 | | 3:01 | |
| | Arnott 5.9 | 76.4 | | | 30 | 2:59 | | 2:15 | |
| | Plover 12.1 | 81.4 | | | 100 | 2:51 | | 12:25 | |
| | Coyne 2.9 | 93.5 | ...1935.... | 37 | | 2:34 | | 12:04 | |
| D.N. | A.U.T.O. M.A.T.I.C. BLOCK WISCONSIN RAPIDS | 95.5 | | | Yard | L 2:30 P.M. | | L 12:01 P.M. | |

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS

WHITEHALL DIVISION

| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Distance From Green Bay | Length of Passing Track in Feet. | Average Capacity in Cars | | WESTWARD | | | | |
|------------------------|---|-------------------------|----------------------------------|--------------------------|--------------|-------------------|--|--|--|--|
| | | | | Passing Track | Other Tracks | No. 1 | | | | |
| | | | | | | Second Class | | | | |
| | | | | | | Daily | | | | |
| | | | | | Time Freight | | | | | |
| D.N. | WISCONSIN RAPIDS Consolidated Gate Crossing CMStP&P-C&NW-Soo Crossing 14.7 | 95.5 | | | Yard | P.M. L... 7:15 | | | | |
| | Dexterville 10.8 | 110.2 | ... 3184 ... | 62 | | ... 7:37 ... | | | | |
| | City Point 14.0 | 121.0 | ... 1075 ... | 19 | 6 | ... 7:53 ... | | | | |
| | Waterbury 13.1 | 135.0 | ... 3386 ... | 66 | | ... 8:15 ... | | | | |
| D.N. | C&NW Interlocker Crossing Merrillan 3.8 | 148.1 | ... 1398 ... | 27 | 25 | ... 8:39 ... | | | | |
| | Alma Center 6.0 | 151.9 | | | 25 | ... 8:45 ... | | | | |
| | Hixton 7.0 | 157.9 | ... 2700 ... | 54 | 10 | ... 8:55 ... | | | | |
| | Taylor 5.9 | 164.9 | | | 10 | ... 9:06 ... | | | | |
| D. | Blair 6.9 | 170.8 | ... 2160 ... | 42 | 20 | ... 9:16 ... | | | | |
| D. | Whitehall 6.0 | 177.7 | ... 3691 ... | 72 | 20 | ... 9:27 ... | | | | |
| | Independence 8.5 | 188.7 | | | 25 | ... 9:38 ... | | | | |
| D. | Arcadia 12.7 | 192.2 | | | 30 | ... 9:53 ... | | | | |
| | Dodge 4.4 | 204.9 | ... 2040 ... | 40 | | .. 10:13 ... | | | | |
| | C&NW Automatic Interlocker Crossing 2.6 | 209.3 | | | | | | | | |
| D.N. | CB&Q Interlocker Crossing East Winona 2.0 | 211.9 | ... 2669 ... | 52 | | .. 10:30 ... | | | | |
| D. | AUTO-MATIC BLOCK WINONA | 213.9 | | | Yard | A 10:35 P.M. | | | | |

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS
Rule 8 Special Instructions Governs Movement Between East Winona and Winona

WHITEHALL DIVISION

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| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Distance From Green Bay | Length of Passing Track in Feet | Average Capacity in Cars | | EASTWARD | | | | | |
|------------------------|--|-------------------------|---------------------------------|--------------------------|--------------|------------------|--|--|--|--|--|
| | | | | Passing Track | Other Tracks | No. 2 | | | | | |
| | | | | | | Second Class | | | | | |
| | | | | | | Daily | | | | | |
| | | | | | | Time Freight | | | | | |
| D.N. | WISCONSIN RAPIDS | 95.5 | | | Yard | P.M. A. 12:30 | | | | | |
| | Consolidated Gate Crossing Soo-C&NW-CMSP&P Crossing 14.7 | | | | | | | | | | |
| | Dexterville | 110.2 | 3184 | 62 | | 12:03 PM | | | | | |
| | 10.8 City Point | 121.0 | 1075 | 19 | 6 | 11:47 | | | | | |
| | 14.0 Waterbury | 135.0 | 3386 | 66 | | 11:26 | | | | | |
| | 13.1 C&NW Interlocker Crossing | | | | | | | | | | |
| D.N. | Merrillan | 148.1 | 1398 | 27 | 25 | 11:06 | | | | | |
| | 3.8 Alma Center | 151.9 | | | 25 | 10:39 | | | | | |
| | 6.0 Hixton | 157.9 | 2700 | 54 | 10 | 10:25 | | | | | |
| | 7.0 Taylor | 164.9 | | | 10 | 10:10 | | | | | |
| D. | 5.9 Blair | 170.8 | 2160 | 42 | 20 | 9:56 | | | | | |
| D. | 6.9 Whitehall | 177.7 | 3691 | 72 | 20 | 9:37 | | | | | |
| | 6.0 Independence | 183.7 | | | 25 | 9:22 | | | | | |
| | 8.5 Arcadia | 192.2 | | | 30 | 9:05 | | | | | |
| D. | 12.7 Dodge | 204.9 | 2040 | 40 | | 8:35 | | | | | |
| | 4.4 C&NW Automatic Interlocker Crossing | 209.3 | | | | | | | | | |
| | 2.6 CB&Q Interlocker Crossing | | | | | | | | | | |
| D.N. | East Winona | 211.9 | 2669 | 52 | | 8:05 | | | | | |
| D. | WINONA | 213.9 | | | Yard | L. 7:01 A.M. | | | | | |

WESTWARD TRAINS ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS
Rule 8 Special Instructions Governs Movement Between East Winona and Winona

KEWAUNEE DIVISION

| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Distance From Green Bay | Length of Passing Track in Feet | Average Capacity in Cars | | WESTWARD | | | |
|---------------------------|---|----------------------------------|--|--------------------------------|-----------------|-----------------------|-----------------------|--------------|--|
| | | | | Pass- ing Track | Other Tracks | No. 1 | | No. 3 | |
| | | | | | | Second Class | | Second Class | |
| | | | | | | Daily | | Daily | |
| | | | | | | Freight | | Freight | |
| D.N. | KEWAUNEE..... | 36.7 | | | Yard | P.M. L. 12:45..... | P.M. L. 11:59..... | | |
| | 13.4 Casco Jct..... | 23.3 | 550 | 11 | 20 | 1:10..... | 12:30 A.M. | | |
| | 4.0 Luxemburg..... | 19.3 | | | 25 | 1:17..... | 12:37..... | | |
| | 9.3 Summit..... | 10.0 | 3806 | 75 | | 1:33..... | 12:51..... | | |
| | 6.0 Haevera..... | 4.0 | 1072 | 20 | 50 | 1:51..... | 1:05..... | | |
| | 2.0 CMStP&P Gate Crossing Fox River Draw Bridge Interlocker C&NW Interlocker Crossing | | | | | | | | |
| | McDonald..... | 2.0 | 2020 | 40 | | 2:01..... | 1:15..... | | |
| D.N. | AUTO- MATIC BLOCK { 1.3 NORWOOD..... | 0.7 | | | Yard | A. 2:05..... P.M. | A. 1:25..... A.M. | | |

| Communication Stations | STATIONS Time Table No. 87 12:01 A.M. April 18, 1965 | Distance From Green Bay | Length of Passing Track in Feet | Average Capacity in Cars | | EASTWARD | | | |
|---------------------------|---|----------------------------------|--|--------------------------------|-----------------|----------------------|----------------------|--------------|--|
| | | | | Pass- ing Track | Other Tracks | No. 4 | | No. 2 | |
| | | | | | | Second Class | | Second Class | |
| | | | | | | Daily | | Daily | |
| | | | | | | Freight | | Freight | |
| D.N. | KEWAUNEE..... | 36.7 | | | Yard | A. 7:15..... | P.M. A. 8:50..... | | |
| | 13.4 Casco Jct..... | 23.3 | 550 | 11 | 20 | 6:50..... | 8:26..... | | |
| | 4.0 Luxemburg..... | 19.3 | | | 25 | 6:26..... | 8:20..... | | |
| | 9.3 Summit..... | 10.0 | 3806 | 75 | | 6:12..... | 7:59..... | | |
| | 6.0 Haevera..... | 4.0 | 1072 | 20 | 50 | 5:57..... | 7:42..... | | |
| | 2.0 CMStP&P Gate Crossing Fox River Draw Bridge Interlocker C&NW Interlocker Crossing | | | | | | | | |
| | McDonald..... | 2.0 | 2020 | 40 | | 5:49..... | 7:34..... | | |
| D.N. | AUTO- MATIC BLOCK { 1.3 NORWOOD..... | 0.7 | | | Yard | L. 5:45..... A.M. | L. 7:30..... P.M. | | |

EASTWARD TRAINS KEWAUNEE DIVISION ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

STEVENS POINT BRANCH

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| WESTWARD | | Communication Stations | STATIONS | | Distance From Green Bay | EASTWARD | |
|----------|----------------|------------------------|--|------|-------------------------|----------------|--|
| No. 15 | Third Class | | Time Table No. 87 | | | * No. 16 | |
| | Daily Ex. Sun. | | 12:01 A.M. | | | Third Class | |
| | Freight | | April 18, 1965 | | | Daily Ex. Sun. | |
| | P.M. | | PLOVER | 81.4 | | Freight | |
| | L. 12:30 | | 2.7 | | | P.M. | |
| | | | Soo Line Crossing | 84.1 | | A... 1:40 | |
| | | | 3.3 | | | | |
| | | | Soo Line Semi-Automatic Interlocker Crossing | | | | |
| | A. 12:50 | D. | STEVENS POINT | 87.4 | | L... 1:01 | |
| | P.M. | | | | | P.M. | |

WESTWARD TRAINS STEVENS POINT BRANCH ARE SUPERIOR TO EASTWARD TRAINS OF THE SAME CLASS.

AVOID DAMAGE — SWITCH CUSTOMERS CARS CAREFULLY

— JUDGING SPEED —

Accurate judgement of coupling speed depends upon correct timing. An excellent way to get accurate timing without a watch is to count "one hundred and thirty-one, one hundred and thirty-two" and so on as the car passes a stationary point. With a little practice counting can be done at the rate of one a second.

Ability to closely estimate speed at time car strikes is extremely important because impact force builds up as the square of the speed. This means that impact delivered by a car coupled at 8 miles per hour is not four times that at 2 miles per hour, but 16 TIMES AS GREAT. Damage to freight or car can be avoided by always keeping coupling speed within the safe range — NOT OVER 4 MILES PER HOUR — A BRISK WALK.

IMPACT FORCE AT VARIOUS STRIKING SPEEDS

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

— TABLE OF SPEEDS —

Minutes and seconds per mile, in terms of miles per hour.

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

— SPEED CARD —

To Find Coupling Speed of 40 Foot and 50 Foot Car

Sight vertical end of car body on a fixed point and note the number of seconds it takes car to pass. Speed in miles per hour is shown opposite.

Damage as a result of Rough Handling makes up a large part of the claim bill for Loss and Damage to Freight. From the Railroad standpoint it is the major item in the expense. We all know that Rough Handling can be reduced, often eliminated. It is hoped that this card will be helpful in your efforts to prevent Rough Handling.

Switch Crews must function as a team. Clear signals properly given are mighty important; talk it over — prevent Rough Handling — it can be done.

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

SPECIAL INSTRUCTIONS

1. The maximum speed for trains is 49 miles per hour between Norwood and Arcadia.

45 miles per hour between Arcadia and East Winona.
 30 miles per hour between Plover and Stevens Point.
 45 miles per hour between Haegers and Kewaunee.
 35 miles per hour handling loaded ballast cars including loaded air dumps, ALL DIVISIONS.

BULLETINED SLOW ORDERS —

Whitehall Division

Reduce to 30 miles per hour over Hatfield Bridge 141.4 with the entire train.

New London Division

Kewaunee Division

Reduce to 30 miles per hour between 25 poles west of Mile Post 10 and Green Bay Terminal.

Reduce to 25 miles per hour between 3 poles east of Mile Post 33 and 10 poles east of Mile Post 34.

Railroad Crossings

All trains and engines will reduce speed to 20 miles per hour approaching and until forward end has passed over the following railroad crossings:

CMS&P Automatic Interlocker Crossing,
Green Bay.

Soo Line Automatic Interlocker Crossing,
Black Creek.

C&NW Automatic Interlocker Crossing,
New London.

C&NW Interlocker Crossing, Merrillan.

C&NW Automatic Interlocker Crossing,
M. P. 209.3

C&NW Interlocker Crossing, McDonald

2. Rules Governing Operation Through Signals Controlling Movements on the Fox River Bridge:

Signal governing movement of Eastward trains is located ten feet West of West approach to bridge.

Signal governing movement of Westward trains is located one hundred feet East of East approach to bridge.

Trains or engines receiving YELLOW indication on approaching the bridge may proceed without stopping.

Trains or engines receiving the RED indication on approaching the bridge will come to a stop short of the signal.

In cases where lights fail in color light signals, train and enginemen will be governed by the most restrictive indication that is given by the signal which would be STOP, and be governed as follows:

If the signal is not cleared promptly, and the bridge is seen to be closed for rail operation, trains or engines may proceed on hand signal from the Bridge Tender, after determining the reason for signals not operating, and that bridge lift rails are in proper position and the bridge locked for rail operation.

Report of the failure to receive proper signal, and the operation under flag protection from Bridge Tender must be given the Train Dispatcher promptly.

A WHITE FLAG BY DAY, and YELLOW LANTERN BY NIGHT, will be used by the Bridge Tender in flagging trains or engines over bridge in case of signal failure.

Trains and engines will not exceed 20 miles per hour between signals governing movements over Fox River bridge.

3. Engines must not be run over Track Scales or Ferry Slip Aprons.
4. All trains report for orders before leaving:
Norwood
Wisconsin Rapids
Winona
5. Register stations are maintained at:
Norwood
Wisconsin Rapids
Winona

Special Instructions (continued)

6. Standard Clocks are located at:
 Norwood Dispatcher's Office
 Norwood Enginehouse
 Wisconsin Rapids Office.
 Merrillan
 East Winona
7. Bulletin Boards are maintained at:
 Norwood Dispatcher's Office
 Norwood Enginehouse
 Wisconsin Rapids Office.
8. Between East Winona and Winona, 2.0 miles, the track will be used by CB&Q, CGW, CMStP&P, and GB&W trains and engines, at restricted speed, as the way is seen or known to be clear.
 Movements over the Mississippi River Bridge are governed by automatic block signals.
 During the navigation season, all trains and engines will come to a stop short of the Draw Span, and proceed only on signal from the Bridge Tender.
 Trains and engines will not exceed 6 miles per hour over the Mississippi River Bridge, with the entire train.
 Trains and engines will stop before crossing Walnut and Franklin Streets, Winona, and protect movement over the crossing.
9. The following stations are protected by yard limit boards:
 Green Bay Terminal
 Wisconsin Rapids Terminal
 Kewaunee
10. East Switch of New Wye and Lead Switch at 13th Avenue at Norwood may be left lined as last used.
11. **Rules Governing Operation of Diesel Power and Headlight Light.**
- Headlight on Diesel engines in road service must be burning dimly during daylight hours except that it will be extinguished when train turns out to meet another and has stopped clear of main track.
 - Unless authorized, Diesel-Electric locomotives shall not be operated, either by towing or using traction motors for power, through water having depth over top of rail greater than 5 inches.
 Maximum speed in all cases of water over top of rail shall not exceed three miles per hour.

— USE OF RADIO —

GENERAL RULES

12. The following rules and requirements cover use of railroad radio systems and govern employees using such systems:

A. Definition: A Railroad Radio Communication system is one employing radio for the transmission of intelligence between moving equipment, between moving equipment and a fixed point, or between fixed points.

B. Radio communication systems are under the jurisdiction of the Federal Communications Commission. **THE RAILROAD COMPANY AND ITS EMPLOYEES ARE GOVERNED BY THE COMMISSION'S OPERATING RULES. VIOLATION IS A FEDERAL OFFENSE FOR WHICH SEVERE PENALTIES ARE PROVIDED.**

C. In order to operate a radio transmitting set a railroad employee must read and study the following rules:

OPERATING RULES

801. All employees, except those specifically authorized to do so, are prohibited from making any adjustments to a railroad radio set. If it appears that a radio transmitter is not operating properly its use shall be discontinued and the Train Dispatcher notified as soon as possible.

802. **NO EMPLOYEE SHALL KNOWINGLY TRANSMIT ANY FALSE DISTRESS COMMUNICATION, ANY UNNECESSARY, IRRELEVANT OR UNIDENTIFIED COMMUNICATION, NOR UTTER ANY OBSCENE, INDECENT, OR PROFANE LANGUAGE VIA RADIO.**

803. No employee shall divulge or publish the existence, contents, purport, effect or meaning of any communication (distress communication excluded) except to the person for whom the communication is intended or to another employee of the railroad whose duties may require knowledge of the communication. The above applies either to communications received direct or to any that may be intercepted.

804. Before transmitting, any employee operating a radio transmitting set shall listen a sufficient interval to be sure that the circuit is not already in use, particularly for distress traffic.

Special Instructions (continued)

805. A distress call will be preceded by the word "Emergency" repeated three times. Such calls shall be used only to cover initial reports of derailments, storms, washouts, fires, obstructions to tracks, or other matters which would cause serious delay to traffic, damage to property, injury to employees or the traveling public, and shall contain as complete thereon as possible. All employees shall give absolute priority to communications from another station in distress, and except in answering or aiding a station in distress shall refrain from sending any communications until there is assurance that no interference will result to the station in distress.

806. The Railroad Company is required to answer an official notice of violation of the terms of the Communications Act of 1924, as amended, within three days from receipt of notice and any employee receiving inquiry concerning any violation shall answer such inquiry within 24 hours after receipt of notice.

807. Any employee shall permit inspection of the radio equipment in his charge and all FCC documents pertaining thereto, by a duly accredited representative of the Federal Communications Commission at any reasonable time.

808. Employees shall identify themselves when calling by prefacing their call with the Station name, Engine No. or Caboose No. For Example: "Manawa calling Engine 501, Train No. 2." "Caboose 604, Train No. 1 calling Engine 307."

809. In certain cases at crossings, junctions or paralleling tracks, some interference may develop with another railroad. In such cases special care in making identification shall be used and the employees concerned shall co-operate in handling their business by alternating calls and being as brief as possible.

810. If any communication from a station other than another railroad radio station interferes with Railroad Radio service the railroad employee will endeavor to ascertain the identity of such station and report the occurrence as soon as possible through authorized channels, to the Train Dispatcher, giving the exact time, nature of the communication and identity of the station, if possible.

Internationally, the word "MAYDAY" indicates a distress message; the word "PAN," an urgent message and the word "SECURITY," a safety message. Railroad employees may hear such messages sent by aircraft or, in coastal areas, by boats. Railroad employees hearing such messages must report them immediately through authorized channels to the Train Dispatcher in addition to taking such appropriate action to relieve the distress as may be possible.

811. Information which is authorized to be transmitted between head and rear end of train, or between moving equipment and a fixed point follows:

- (a) In connection with air brake tests.
- (b) Relative to hot boxes or other defects on train.
- (c) Rear end of train by limits of slow order.
- (d) Rear end of train in clear on siding.
- (e) Train clear of siding and main track switch closed.
- (f) Location of rear end of train when necessary to back train over on two or more tracks.
- (g) Flagman has returned to train.
- (h) Conversation between head and rear end of train relative to the fulfilment of train orders received.

NOTE — Information that a train to be met is in clear on siding must not be transmitted from head to rear end of train unless positive identification of the train to be met has been made.

- (i) The exchange of advice from the head end to the rear end of the train under conditions involving Rule 343, 343a, 343b, and where Clearance Form 108 is issued.
- (j) Conversation between head and rear end of trains or between moving equipment and a fixed point relative to work enroute.
- (k) Train handling.
- (l) Oversight of any character that might endanger the movement of a train.

OFFICE HOURS OF OPERATORS

11

| | | | |
|--|------------------|----------------------------------|------------------|
| Seymour.....9:00 AM to 6:00 PM | Mon. thru Friday | Blair.....8:00 AM to 5:00 PM | Mon. thru Friday |
| Black Creek.....6:30 AM to 3:30 PM | Mon. thru Friday | Whitehall.....8:00 AM to 5:00 PM | Mon. thru Friday |
| New London.....9:00 AM to 6:00 PM | Mon. thru Friday | Arcadia.....8:00 AM to 5:00 PM | Mon. thru Friday |
| Manawa.....8:00 AM to 5:00 PM | Mon. thru Friday | East Winona.....Continuous | |
| Amherst Jct.....9:00 AM to 6:00 PM | Mon. thru Friday | Winona.....6:30 AM to 3:30 PM | Daily |
| Stevens Point.....8:00 AM to 5:00 PM | Mon. thru Friday | Kewaunee.....8:30 AM to 4:30 PM | Daily |
| Wis. Rapids.....Continuous <i>Except</i> | | 9:30 PM to 5:30 AM | Daily |
| Sunday, 12:01 AM to 8:01 AM | | | |
| Merrillan.....Continuous | | | |

RAILROAD SURGEONS

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|--|---|
| The Green Bay Clinic..Green Bay, Wis. | A. W. Wittchow..Wisconsin Rapids, Wis. |
| The Gosin-Lynn Clinic..Green Bay, Wis. | Arendt Clinic..Wisconsin Rapids, Wis. |
| Hittner Clinic.....Seymour, Wis. | Whitehall Clinic.....Whitehall, Wis. |
| G. P. Dernbach.....New London, Wis. | Krohn Clinic....Black River Falls, Wis. |
| E. F. Daley.....Manawa, Wis. | Arcadia Medical Center..Arcadia, Wis. |
| M. G. Rice.....Stevens Point, Wis. | John A. Tweedy.....Winona, Minn. |
| L.C. Pomainville..Wisconsin Rapids, Wis. | Robert D. Tweedy.....Winona, Minn. |
| W. L. Nelson...Wisconsin Rapids, Wis. | E. W. Wits.....Kewaunee, Wis. |

WATCH INSPECTORS

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| Gene Heiser, 1132 West Mason, Green Bay, Wis. |
| Clyde Cauwenberg, 413 W. Walnut St., Green Bay, Wis. |
| E. J. Schmidt, Wisconsin Rapids, Wis. |
| Stager Jewelry Co., Winona, Minn. |

R. A. HAGEN, Supt. of Maintenance
L. H. WOLFE, Track Supervisor
R. H. ANUNSON, Trainmaster
H. L. NICHOLS, Trainmaster

B. D. CURRAN, Chief Train Dispatcher
R. M. LEARY, Asst. Trainmaster and Dispatcher
E. J. SHERIDAN, Dispatcher
K. H. LOUX, Dispatcher
J. J. BRULEY Dispatcher

