

# CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC RAILROAD CO.

Henry A. Scandrett, Walter J. Cummings, George I. Haight, Trustees

## LA CROSSE-RIVER DIVISION

### THIRD DISTRICT

# TIME TABLE No. 14

TAKING EFFECT AT 4:01 O'CLOCK A. M.  
CENTRAL STANDARD TIME

## FRIDAY, MAY 27, 1938

Superseding Time Table No. 13

FOR THE GOVERNMENT AND INFORMATION OF EMPLOYEES ONLY

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

H. C. MUNSON,  
Assistant Superintendent.

L. F. DONALD,  
Superintendent.

J. L. BROWN,  
General Superintendent of Transportation.

N. A. RYAN,  
Assistant General Manager.

O. N. HARSTAD,  
General Manager.

WESTWARD—NEW LISBON AND WAUSAU SUBDIVISION—EASTWARD

SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Distance from New Lisbon	TIME TABLE No. 14 IN EFFECT 4:01 A. M. MAY 27, 1938				Distance from Wausau	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 4	FIRST CLASS				SECOND CLASS		THIRD CLASS	
263	267	269	201	215	209			STATIONS	200	210	256					202	272	292					
Time Freight	Time Freight	Time Freight	Passenger	Passenger	Passenger		Passenger	Passenger	Passenger	Passenger	Time Freight	Way Freight											
Daily Except Wed. & Sat.	Daily Except Monday	Thursday Only	Daily	Daily	Saturday Only	Sidings	Daily Except Sun.	Sunday Only	Daily	Sunday Only	Daily Except Sun.	Daily Except Sun.											
L 8.15PM	L 6.30AM	L 3.00AM	L 4.25PM	L 4.15AM	L 12.35AM	Yard	0.0	As 4.00PM	As 4.00PM	As 12.35AM	As 1.45AM	A 10.15PM	A 1.15PM										
						15	7.8																
8.40	6.50	3.27	4.40	4.32	12.51	55	11.3	3.34	12.08	1.23	9.30	12.45											
8.43	6.53	3.30	4.43	4.35		16	12.8	3.28	3.32	12.02AM	1.20	9.27	12.40										
9.05	7.09	3.50	4.55	4.49	1.06	42	21.3	3.16	3.20	11.50	1.08	9.05	12.18PM										
				4.55		6	25.7	3.10		11.43													
9.30	7.30	4.13	5.10	5.11	1.22	Yard	32.5	2.59	3.06	11.32	12.53	8.42	11.55										
9.42			5.15	5.17		31	36.4			11.19		8.35	11.10										
10.00	7.49	4.35	5.24	5.29		28	43.7	2.42		11.08	12.38	8.20	10.55										
10.10				5.36		27				11.00		8.12	10.45										
10.50		4.36		5.44	1.40	28	44.0			10.50		8.02	10.35										
10.55	7.52		5.26	5.48		35	45.1	2.39	2.49	10.47		7.58	10.30										
12.25AM	8.15	5.00	5.35	6.15	1.55	Yard	49.3	2.30	2.40	10.35	12.25	7.45	10.20										
							49.8																
12.47	8.35	5.25	5.47	6.30		31	56.5	2.12	2.26	10.14	12.11	6.55	9.25										
1.05	8.50	5.41	5.58	6.45	2.17	31	68.3	1.57	2.14	9.57	12.01AM	6.40	8.50										
1.20	9.05	5.57	6.08	6.55		12	70.6	1.47	2.04	9.47		6.25	8.05										
1.27	9.12	6.04	6.12	7.06	2.32	54	78.0	1.43	2.00	9.42	11.47	6.12	7.55										
1.45	9.24	6.16	6.21	7.20	2.41	29	78.5	1.33	1.52	9.32	11.39	5.35	7.20										
2.05	9.39	6.35	6.31	7.34		33	86.1	1.18	1.41	9.15		5.15	6.35										
2.10	9.43	6.40	6.34	7.40	2.54	24	87.9	1.15	1.38	9.12	11.25	5.10	6.15										
							89.7																
A 2.30AM	A 10.00AM	A 7.00AM	As 6.45PM	As 8.00AM	As 3.15AM	Yard	91.6	L 1.05PM	L 1.24PM	L 9.00PM	L 11.15PM	L 5.00PM	L 6.00AM										
6.15	3.30	4.00	2.20	3.45	2.40			2.55	2.36	3.35	2.30	5.15	7.15										
15.3	26.3	22.9	39.2	25.4	34.3			31.4	25.2	26.6	36.6	18.2	13.2										

SPECIAL RULES

F-3, F-4, F-5, C-2, C-3, C-5, K-1, L-1, L-2, L-2a and L-2s engines and wrecking cranes H1, X-1 to X-16 inclusive, must be restricted to 15 miles per hour over bridges G-260 located 2 1/2 miles east of Junction City and G-276 located 1/2 mile east of Knowlton.  
 Reduce speed to 20 miles per hour around curve and over bridge G-276, located 1/2 mile east of Knowlton.  
 Reduce speed to twenty (20) miles per hour around the first two curves west of Necedah, and between Necedah depot and west passing track switch, South Necedah.  
 Reduce speed to 35 miles per hour over bridge G-158 located 3/4 mile east of Babcock.

Passenger trains must not exceed maximum speed of 50 miles per hour; freight trains 35 miles per hour.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Passenger trains meeting either passenger or freight trains at Wausau must not pass train order signal at freight office until the conductor knows the train to be met has arrived.  
 No. 200 stop at Sprague to dispatch parcel post or bulky U. S. Mail.  
 No. 201 stop at Necedah and Babcock to let off passengers from beyond New Lisbon.  
 No. 201 stop at Port Edwards, Junction City and Rothschild, to let off passengers from beyond New Lisbon and take on for Wausau and beyond.

SPECIAL INSTRUCTIONS

The following instructions do not apply to trains which by Time Table or otherwise are restricted to slower speed, nor supersede Time Table or other special instructions requiring slower speed: That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R.S."—"Resume Speed" at which point normal authorized speed may be resumed. Severe discipline will be administered for failure to fully comply with above instructions.

WESTWARD—WAUSAU AND STAR LAKE SUBDIVISION—EASTWARD

SECOND CLASS			FIRST CLASS			Capacity of Sidings in Cars	Other Tracks	Distance from Wausau	TIME TABLE No. 14 IN EFFECT 4:01 A. M. MAY 27, 1938		Distance from Star Lake	Telegraph Calls	Office Closed Week Days	SYMBOLS See Special Rule Page 4	FIRST CLASS				SECOND CLASS		THIRD CLASS			
267	667	263	201	215	209				STATIONS	200					210	256	202	372	272	672				
Time Freight	Mixed	Time Freight	Passenger	Passenger	Passenger	Sidings	Passenger	Passenger	Passenger	Passenger	Time Freight	Time Freight	Mixed											
Daily Except Sun. & Mon.	Tues. Thurs. Sat. Only	Monday Only	Daily	Daily	Saturday Only		Daily	Daily	Daily	Sunday Only	Monday Only	Daily Except Sun. & Mon.	Tues. Thurs. Sat. Only											
L 10.30AM		L 7.15AM	L 6.53PM	L 8.10AM	L 3.20AM	Yard	..... WAUSAU .....				91.7	DS		BCKPRS TWZ	As 12.55PM	As 1.20PM	As 8.45PM	As 11.12PM		A 3.00PM	A 4.00PM			
						Yard	1.2 ..... WEST YARD .....				90.5		No Office											
10.50		7.32	f 7.02	* 8.19		16	4.5 ..... BROKAW .....				86.0	BW	5.00PM to 8.00AM		* 12.42	* 1.07	* 8.32			2.35	3.20			
10.57		7.40	f 7.07	f 8.28		27	2.5 ..... HEIGHTS .....				83.5		No Office	P	f 12.36	f 1.03	8.26			2.20				
11.15		7.56		8.35		31	5.3 ..... FINN .....				78.2		No Office	P	12.26		8.16			2.00				
							5.5 ..... WEST MERRILL .....				72.7		No Office											
<sup>200</sup> 12.09PM		<sup>8.10</sup> <sup>9.15</sup> <sup>215</sup>	* 7.25	* <sup>268</sup> 8.53	* 4.02	Yard	0.2 ..... MERRILL .....				72.5	NY	5.00PM to 8.00AM	BCJRST WZ	* <sup>267</sup> 12.09	* 12.47	* 8.01	* 10.30		1.50	2.40			
		9.30		9.03		32	3.9 ..... WELLING .....				68.6		No Office		12.02PM		7.51			12.54				
12.25		9.37	7.36	9.08		29	3.0 ..... OTIS .....				65.6		No Office	J	11.57		7.47			12.48				
		9.45	<sup>256</sup> 7.41			15	3.5 ..... FOSS .....				62.1		No Office				<sup>201</sup> 7.41							
12.38		9.55	7.45	f 9.19		38	2.8 ..... IRMA .....				59.3	M	5.00PM to 8.00AM		f 11.47	f 12.27	f 7.35			12.35	1.52			
						6	5.3 ..... GILBERT .....				54.0		No Office											
<sup>272</sup> 1.00		<sup>372-200</sup> 11.32	* 7.59	* <sup>372</sup> 9.35	* 4.50	Yard	3.9 (M. T. & W. CROSSING) ..... TOMAHAWK .....				41.6	UF	8.30PM to 8.00AM	GKWXYZ	* <sup>268-372</sup> 11.32	* 12.13	* 7.17	* 9.48		<sup>200-263</sup> 12.15PM	<sup>267</sup> 1.30	<sup>215</sup> 12.15PM		
2.15		11.55	8.08	* 9.49	5.07	18	5.4 ..... HEAFFORD JCT. (SOO CROSSING) .....				44.7	BR	5.00PM to 8.00AM	JK	f 11.18	f 12.03PM	* 6.56	9.34		9.07	11.55			
2.23		12.07PM	8.14	f 9.56	5.16	32	4.0 ..... DEER TRAIL .....				51.0		No Office		11.12	11.57	f 6.50	9.28		8.53	11.45			
			8.23	f 10.06	5.27	4	5.6 ..... HARSHAW .....				56.6		No Office		f 11.02	f 11.48	* 6.37	9.19						
2.45		12.35	8.32	f 10.14	5.36	19	2.3 ..... GOODNOW .....				58.9		No Office		10.54	11.39	f 6.27	9.10		8.33	11.25			
3.10		1.00	f 8.47	* 10.31	* 5.56	10	8.6 ..... HAZELHURST .....				67.5	CA	6.15PM to 8.00AM		f 10.40	f 11.25	* 6.10	* 8.55		8.13	11.05			
		1.05	<sup>202</sup> 8.50	<sup>200</sup> 10.37	6.00	18	1.7 ..... RANTZ .....				69.2		No Office		<sup>215</sup> 10.37	11.21	f 6.06	<sup>201</sup> 8.50						
			8.54	10.40	6.04		2.0 ..... KAWAGA .....				71.2		No Office		10.33	11.18	f 6.03	8.44						
A 3.30PM	L 7.30AM	A 1.35PM	* 9.00	<sup>272</sup> 10.50	<sup>6.15</sup> <sup>6.25</sup>	Yard	1.5 ..... MINOCQUA .....				72.7	U	10.00PM to 7.30AM	BCRTW	* 10.30	* 11.15	* 6.00	* 8.40		L 8.00AM	<sup>215</sup> L 10.50AM		A 10.00AM	
	* 7.37		* 9.12	* 10.56	* 6.35		2.2 ..... WOODRUFF (C. & N.W. CROSSING) .....				74.9	WO	5.50PM to 8.00AM	GJK	* 10.12	* 11.04	* 5.42	* 8.22					* 9.50	
				<sup>210</sup> 11.02		19	0.6 ..... VELASCO .....				75.5		No Office			<sup>215</sup> 11.02								
	f 7.43		f 9.19	f 11.06	f 6.41	2	1.8 ..... ARBOR VITAE .....				77.3		No Office		f 10.07	f 10.56	f 5.37	f 8.17					f 9.43	
	* 8.10		* 9.40	* 11.25	* 7.05	12	8.6 ..... SAYNER .....				85.9	AY	5.25PM to 8.00AM		* 9.48	* 10.38	* 5.18	* 7.58					* 9.17	
	f 8.17		f 9.47	f 11.32	f 7.12		2.8 ..... PLUM LAKE .....				88.7		No Office		f 9.39	f 10.29	f 5.09	f 7.49					f 9.10	
	<sup>672</sup> As 8.40AM		As 10.00PM	As 11.45AM	As 7.25AM	Yard	3.0 ..... STAR LAKE .....				91.7	SK	5.10PM to 8.00AM	BRWY	L 9.30AM	L 10.20AM	L 5.00PM	L 7.40PM					L <sup>667</sup> 9.00AM	
5.00	1.10	6.20	3.07	3.35	4.05		Schedule Time								3.25	3.00	3.45	3.32		7.00	5.10		1.00	
14.5	16.5	11.5	29.4	25.5	22.4		Average Speed per Hour								26.8	30.6	24.4	26.0		10.4	14.1		19.0	

SPECIAL RULES

C1-C5-G7-G8-K1 engines and wrecking cranes H1, X-1 to X-16 inclusive, must be restricted to 15 miles per hour over bridge G448 located .4 mile west of Tomahawk.

Reduce speed to 12 miles per hour over bridge G-476, one-fourth mile west of Harshaw, over sinkhole one-half mile west of Harshaw and over sinkhole at the mile board east of Goodnow.

Reduce speed to 12 miles per hour over sinkhole about two miles west of Arbor Vitae and 15 miles per hour around 10 degree curve at bridge G-516, about four and one-half miles west of Arbor Vitae.

Reduce speed to 12 miles per hour over sinkhole and around reverse ten degree curves between one-half mile west of Plum Lake and one and one-half miles east of Star Lake and 15 miles per hour around twelve degree curve immediately east of Star Lake.

Passenger trains must not exceed maximum speed of 45 miles per hour between Minocqua and Wausau; freight trains 30 miles per hour. Passenger trains must not exceed maximum speed of 35 miles per hour between Star Lake and Minocqua; freight trains 25 miles per hour.

SPECIAL RULES.

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Maximum weight of loaded cars moved between Minocqua and Star Lake must not exceed 215,000 pounds.

No. 201 stop at Irma, Heafford Jct., Deer Trail, Harshaw, Goodnow, Rantz and Kawaga, to let off passengers from Wausau and beyond.

Nos. 201, 209, 215, 200, 202, 210 and 256 stop at Hotel Northern (Minocqua), to let off and take on passengers, Wausau and beyond.

Nos. 202 and 209 stop on signal at Heafford Jct., Deer Trail, Harshaw, Goodnow, Rantz and Kawaga, to let off or take on passengers for or from Milwaukee and beyond.

No. 215 register by card at Merrill.

Passenger trains meeting either passenger or freight trains at Wausau must not pass train order signal at freight office until the conductor knows that train to be met has arrived.

SPECIAL INSTRUCTIONS

The following instructions do not apply to trains which by Time Table or otherwise are restricted to slower speed, nor supersede Time Table or other special instructions requiring slower speed: That enginemen may have knowledge of maximum permissible speed around curves and at points where normal authorized speed must be restricted, signs indicating permissible speed will be placed approximately three thousand feet in advance of territory where normal speed cannot be maintained. The indicated speeds must not be exceeded until passing sign reading "R.S."—"Resume Speed" at which point normal authorized speed may be resumed. Severe discipline will be administered for failure to fully comply with above instructions.

WESTWARD—BABCOCK AND PITTSVILLE SUBDIVISION—EASTWARD

Table with columns for Second Class (491), Third Class (492), Time Table No. 14, Stations (Babcock, Dexterville, Pittsville), and various symbols and office hours.

Trains must not exceed maximum speed of 20 miles per hour

WESTWARD—OTIS AND DOERING SUBDIVISION—EASTWARD

Table with columns for Second Class (715, 515), Third Class (756, 556), Time Table No. 14, Stations (Otis, Bloomville, Gleason, Doering), and various symbols and office hours.

Trains must not exceed maximum speed of 25 miles per hour

TONNAGE RATING.

Table showing tonnage ratings for Class G-6s and Class G-7s across various stations and directions (Eastward and Westward).

SPECIAL RULES. EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS

Maximum weights of loaded cars moved between Otis and Doering and between Gleason and Dunfield, must not exceed 215,000 pounds.

YARD LIMITS AT—

- List of yard limits for various stations including New Lisbon, East Nekoosa, Port Edwards, Wisconsin Rapids, Mosinee, Wausau, Brokaw, and Merrill.

WATCH INSPECTORS.

- List of watch inspectors for Minocqua, Merrill, Wausau, Wisconsin Rapids, and New Lisbon.

Train Dispatchers: H. L. VACHREAU, A. W. WARNER, M. C. HARRIS, C. C. MARCHANT, L. G. FREDRICH, F. J. LOVE. M. M. HARRINGTON, Train Master and Chief Dispatcher.

LOCATION OF SPURS.

Table listing locations of spurs for New Lisbon and Wausau Subdivisions, Otis and Doering Subdivision, and Meadow Janes Spur, with distances from main lines.

The following hours of duty will be observed at train order stations Sundays, subject to change by bulletin. When so changed all conductors will note change in pencil or their copy of time table:

Table showing Sunday hours for various stations including New Lisbon, Necedah, Babcock, Pittsville, Nekoosa, Port Edwards, Wisconsin Rapids, Rudolph, Junction City, Dancy, Knowlton, Mosinee, Rothschild, Schofield, Wausau, Brokaw, Merrill, Gleason, Irma, Tomahawk, and Heafford Jct.

COMPANY SURGEONS AND TELEPHONE REFERENCE.

Table listing company surgeons and telephone references for Chicago, Ill., Babcock, Pittsville, Nekoosa, Wisconsin Rapids, Wausau, Merrill, Tomahawk, Minocqua, and New Lisbon.

GENERAL INSTRUCTIONS

SYMBOLS

- List of symbols including B-Bulletin, C-Coal, D-Drenching Tower, E-Refreshments, G-Railroad Crossing protected, I-Interlocking, J-Junction, K-Connection with foreign Road, M-Railroad Crossing protected, O-Oil, P-Dispatcher's Telephone, R-Register, S-Standard Clock, T-Turntable, W-Water, Y-Wye, Z-Track Scales.

Conductors and enginemen of all trains must have Clearance Card Form A or A-1 before leaving initial station on each subdivision, unless otherwise instructed.

Conductors of all trains will register in person at registering stations unless authorized by special rule or by instructions of chief dispatcher to register by card.

Yardmasters, Assistant Yardmasters, Train Dispatchers, Engine Dispatchers, Road Enginemen, Motormen, Firemen, Road Conductors, Brakemen, Flagmen, Train Baggage men, Traveling Engineers; Yard Conductors, Enginemen, Motormen and Firemen (including Foremen and Pilots), must submit their watches for semi-annual examination and semi-monthly comparison as required by the rules contained in circular letter dated December 1st, 1921, issued by the Vice President.

Rule 19-A of the Rules and Regulations requiring display of a red light in the cupola of the caboose on freight and work trains is withdrawn.

That part of Rules 19 and D-19 in the Book of Rules and Regulations prescribing kind of markers to be displayed by day is changed to read: by day, green flags, or marker lamps (not lighted).

Rule 33 in the Book of Rules and Regulations is changed to read: Watchmen stationed at highway crossings must use STOP signals when necessary to stop trains. They will use a Stop Disc, by day, and a red light, by night, to stop highway traffic.

Form L, annulling order, of the Book of Rules and Regulations is changed to read as follows:—If an order which is to be annulled has not been delivered to a train, the annulling order will be addressed to the operator, who will destroy all copies of the annulled order except his own, and write on that: Annulled by Order No. \_\_\_\_\_

When an engineman finds it necessary to stop or reduce speed at an unusual place under circumstances in which it may be overtaken by another train, he must sound signal 14 (c).

In complying with Rule 14-L the first of the long sounds must be started at or before the whistle post is reached, depending on the speed of the train or engine, so that the signal will be completed by ending the last sound immediately before reaching the crossing. The last sound may be prolonged, if necessary, and the duration of the complete signal must not be less than ten seconds. The sounds of the whistle should be no louder than necessary to give adequate warning to traffic in vicinity of the crossing, thus avoiding unnecessary annoyance to residents. The engine bell must be ringing continuously until the engine has passed over the crossing. Additional whistle signals should be sounded whenever or wherever it may, in the enginemen's judgment, avert an accident.

In addition to full compliance with Rule 91 in the Book of Rules and Regulations and Special Rules and Instructions for the movement and operation of trains, the following will be observed for the operation of trains moving in the same direction in territory not operated under automatic, staff, or manual block systems, viz-between New Lisbon and Star Lake, Babcock and Pittsville, Otis and Doering, Gleason and Dunfield and Merrill and Averill Jct., operator will display train order signal immediately on the departure of a passenger train and not permit any train to follow such passenger train from his station until authorized to do so by the Train Dispatcher, except when communication cannot be had with the Train Dispatcher, the train so held may be permitted to proceed on its right or schedule at the expiration of ten minutes after the departure of the passenger train with clearance card reading: "No. \_\_\_\_\_ left \_\_\_\_\_ M, and has not passed \_\_\_\_\_ at \_\_\_\_\_ M, and has not passed \_\_\_\_\_." The train receiving this clearance card must move with caution prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station. A train passed by a passenger train at a station where no operator is on duty will not follow the passenger train until at least ten minutes after such passenger train has departed and may then move on its right or schedule, but with caution, prepared to stop short of any obstruction until it is known that the passenger train has passed the next open station.

When for any reason an engine leaves its train or part of its train on the main track, a sufficient number of hand brakes must be set to prevent the train or portion thereof from moving in either direction. Great care must be taken when returning to avoid colliding with the detached portion, and at night or when the view is obscured from any cause, the conductor and engineman must take every precaution for protection. When conditions require it, a flagman must protect the returning engine.

When rules require the headlight to be displayed, headlights on engines in road service will be dimmed by enginemen under following conditions: When entering, or moving through side tracks in yards where yard engines are employed. At meeting points when standing waiting arrival of approaching train or trains. When standing on sidings, in yards, or at engine terminals. Enginemen will be governed by Rule 17 when a train turns out to meet another and has stopped clear of main track, or is standing to meet trains at the end of double track, or at junctions.

In case of headlight failure, in addition to displaying a lantern, enginemen will sound the whistle frequently as a warning to trackmen, bridgemen, signalmen and line-men, and dispatcher should be notified.

Enginemen will report by wire to the Chief Dispatcher when automatic warning signals at highway crossings fail to operate, giving location.

Enginemen must personally inspect and know before leaving a terminal or any point where ash pans have been opened, that they are closed and properly secured.

Enginemen will not scatter cinders along the track, nor dump ash pans at or near switches. In dumping cinders where there are no pits, the firemen must level cinders flush with the rail so that the pilots of other engines will not strike them. Ash pans must be closed while running. If necessary to clear ash pan away from cinder pits, fire in cinders must be extinguished.

Enginemen are required to report at first opportunity the presence of fires on right of way, unless being controlled by other employees, and if where fires may be communicated to a bridge or other structure stop their train and assist in extinguishing the fire. Trainmen will observe and report at first opportunity the presence of fires on right of way that may have been set by engines on their own or preceding trains, call the attention of their engineman to the same promptly, and require an inspection to be made of fire preventing appliances. If danger of fire being communicated to a bridge or other structure, train must be stopped and crew assist in extinguishing fire.

When the view of persons using road or street crossings is obstructed by road or yard trains moving or standing on adjacent tracks, a member of the crew of the train causing the obstructed view will take a position on the crossing and be prepared to warn vehicular traffic and pedestrians of approaching trains.

When breaking up or making up freight and mixed trains or when switching freight equipment, cabooses or passenger cars must not be handled between engines and freight cars.

Conductors of trains carrying live stock will show on their train list (Form 540) the time and date stock was loaded or, if unloaded, time and date last reloaded for every car in train containing live stock and also designate on which cars a "36 hour request" has been made.

Conductors of trains carrying live stock, including emigrant movables, must consult the wishes of the parties in charge in matters pertaining to the care and comfort of the stock. Special attention must be given to stock unaccompanied by drovers. In warm weather, trainmen will shower hogs as often as may be necessary.

When cars in trains have been pilfered or broken into, conductors will wire the Superintendent and Division Captain of Police from first available point giving car number, seal numbers and as much information as practicable.

When R. P. O. or mail apartment cars in trains become bad order enroute and it is apparent that serious delay to passengers, mail and express can be avoided by setting out the bad order car, that should be done; in such case or when necessary because of accident or other cause, to transfer passengers to another train, arrangements must be made to transfer such U. S. Mail as must be transferred. Conductors should confer with R. P. O. clerks in charge with a view of transferring only the important letter, register and daily paper mail leaving the less important parcel post and bulk mails, that in the mail clerk's judgment, can be held under proper protection to follow on later trains. The Clerks should be given all the advance notice possible to give them an opportunity to tie out the mail in the process of distribution and determine which mail must be transferred. Conductors of trains handling U. S. Mail must know that the mail for their trains is loaded before leaving a station at which their train is due to receive mail. Decline to accept lock pouches containing mail matter unless they are properly locked.

On trains where a trainman is exclusively employed as flagman, he must ride in the rear car. If an observation or officer's car is on the rear, he will ride in the forward end of that car, or in the rear end of the car ahead. When the train stops for any cause, he will immediately get on the ground and go to the rear end of the train and be in a position to protect the train as required by the rules.

Whenever passengers or employees are injured, everything possible must be done to see that they are given proper care, and send or take them to the nearest Company

Surgeon for treatment and the necessary report. Whenever a person is seriously injured and a Company Surgeon is not available, take the party to the nearest competent surgeon for First Aid and see that the Company Surgeon is notified as soon as possible thereafter. In case of a serious accident, much time will be saved by taking the injured to a doctor instead of waiting for him to call. You must wire the Superintendent full particulars of all personal injuries at the time they occur, and where an employee is injured while on duty and physically able to do so, he must make the necessary report to his superior officer before leaving the Company's premises.

Employees are prohibited from riding:

- (a) On engine footboards between engine and car when cars are being pushed.
- (b) On leading footboard while coupling engine to cars.
- (c) On engine pilots.
- (d) On deadwood, drawbars, brake beams, journal boxes and brake wheels.
- (e) On ends of cars containing loads which may shift.
- (f) On engine pilot or footboards, sides or ends of cars, going in or out of depressed track.
- (g) On forward footboard of engine in direction engine is moving except in cases where operating conditions make it necessary for safety and then only one employee must ride on the footboard.

When train or yardmen giving signals, while switching, are lost to view, engine-men or trainmen will stop train or cars immediately.

Dead engines when moving under revenue billing or to shops will not be hauled in trains until the Chief Dispatcher has been notified that a thorough inspection has been made by an authorized inspector and engine is in proper condition to be safely handled in trains subject to speed limitations contained in Rules 989 and 1056 of the Book of Rules and Regulations.

A competent employee must be provided to accompany, watch and inspect engines enroute. Engines moving in revenue service must be accompanied by a competent rider. Dead engines must not be hauled in trains backing, except when it cannot be avoided, and then only at slow speed. Conductors will notify enginemen when one or more dead engines are to be handled in trains and the conditions under which they are being hauled so that the speed may be regulated accordingly.

Dead locomotives hauled in trains when of Class "K" type or larger should be placed approximately ten cars from the road locomotive. Smaller power, which will not withstand strain in head portion of the train, should be placed in the rear of train, next ahead of caboose, except when this may be prohibitive on account of weak constructed cars, in which case they should be placed just ahead of the weak cars. This does not supersede or countermand Rule 989.

Gas-Electric motor cars, unless disabled, should not be moved dead in trains, unless in charge of a qualified motor man or other employee who is familiar with the power plant equipment and can protect same against freezing or other damage, and also be able to care for the high speed bearings in the traction motors. Due to the light construction of the equipment and the fact that severe shocks might cause serious damage to draft rigging and power plant equipment, it is desirable to handle such equipment on the rear of short freight trains, or, if practical, on the rear of the slower passenger trains. When cars are tied up at terminals they should not be switched with, and as far as possible, it is desired that they be handled under their own power. This due to the possibility of damage to the electrical equipment, should control switches be accidentally misplaced and which would cause traction motors to act as generators and build up enough electrical energy to burn out electrical equipment.

Train and enginemen are permitted to remain on duty a total of sixteen (16) consecutive hours in any twenty-four hour period. After working sixteen (16) consecutive hours, they are required to have ten (10) consecutive hours off duty, and after working sixteen (16) hours in the aggregate in any twenty-four hour period they are required to have at least eight (8) consecutive hours off duty. The time "On duty" includes all time from the time required to report for duty until the time actually relieved from duty.

The following instructions must be observed as far as practical and other duties will permit. Employees will observe passing trains for defects, and should there be any indication of conditions endangering the train, take such measures for its protection as may be practicable. Trainmen of freight and passenger trains and yardmen will observe passing trains and if any defects are noted, such as brakes sticking, brake rigging down, swinging doors, hot boxes, and protruding objects, will signal members of such trains calling attention to dangerous conditions, and if nothing irregular is noted, will give proceed signal to rear of passing train when it is practicable to do so. When passing other trains, interlockers, block, water, coal and other stations, and points where trackmen and bridgemen are working, train and engine crews on moving trains will be on the lookout for signals, and when practicable, exchange signals. The following signals will be used:

- HOT JOURNAL \_\_\_\_\_
    - BY DAY—Nose held with one hand with other hand pointed toward passing train.
    - BY NIGHT—Lamp swung vertically in a small circle, lamp to be held by guard wire around globe.
  - BRAKES STICKING \_\_\_\_\_
    - BY DAY—Hands shoved in sliding motion out from body.
    - BY NIGHT—Lamp raised and held stationary.
  - BROKEN WHEELS \_\_\_\_\_
  - DEFECTIVE TRUCK \_\_\_\_\_
  - DRAGGING BRAKE CONNECTION \_\_\_\_\_
  - LADING SHIFTED OVER SIDE OR END OF CAR \_\_\_\_\_
  - SWINGING CAR DOOR OR ANY OTHER DANGEROUS CONDITIONS \_\_\_\_\_
- Stop Signal.

When a passenger train is being followed by another train over any portion of the line between initial and terminal stations where automatic, staff, or manual block systems are not in force, train dispatcher will instruct each operator on duty to display signal and block all trains behind passenger train and notify operator when train may be released after passenger train has passed the next open station, or if one or more stations at which no operator is on duty intervenes, the following train must not be released until at least ten minutes after the departure of the passenger train, and with train order Form 19, reading "No. \_\_\_\_\_ left \_\_\_\_\_ M and has not passed \_\_\_\_\_ You may proceed to \_\_\_\_\_ with caution prepared to stop short of train or obstruction."

Rule 512-A of the Rules and Regulations of the Operating Department is amplified to read as follows: When trains take siding in automatic block signal territory, the main line switch must not be restored to normal position until rear end of train has passed the fouling point. When setting out, picking up, shoving or coupling up cars on sidings connected with main line, extreme care must be exercised so as not to move cars beyond the fouling point, and where there is danger of fouling main track the switch must be opened before movement is made. Before entering the main track, or moving from one main track to another, except when movement is governed by fixed signal indication, trains must wait at least two minutes after opening the switches before proceeding. This will not relieve employees from protecting their trains as required by the Rules or from waiting as much longer as may be necessary to insure safety.

When necessary to use two engines doubleheading trains, the small engine should be placed ahead, and in case of passenger trains, the regular passenger engineer should take charge of the lead engine and handle the air. Small engines having insufficient air pump capacity to properly handle long trains should not be used for doubleheading purposes on such trains.

Automatic Block Signal Rules 501-B and 503-J and Interlocking Rules 601-B and 603-J are hereby modified to read as follows:

INDICATION: Approach next signal prepared to stop. Trains exceeding medium speed must immediately reduce to that speed.

NAME: Approach Signal.

In this connection the following special rule defining speeds is adopted:

NORMAL SPEED—The maximum speed authorized by time table in territory involved.

MEDIUM SPEED—One half the authorized maximum speed.

SLOW SPEED—One fourth the authorized maximum speed.

Rule 941 of the Rules and Regulations of the Operating Department is amplified to read as follows: After opening or closing a switch, trainmen must see that points throw and fit closely and that lock is placed in the staple. Before leaving a switch see that it is locked in proper position. That part of this rule requiring lock to be placed in staple after opening a switch will not apply to switches equipped with cam locks, but when these switches are thrown for sidings care must be exercised to see that the stand lever is dropped or forced into the receiving notch of stand plate. After switches equipped with cam locks are relined to their normal position, switch lock must positively be placed in the staple and locked.

Engineers and firemen, also train and yardmen, who may be riding on road or yard engines, approaching street or highway crossings within municipalities are required to maintain a constant lookout, and where the view is obstructed engineman should exercise special caution and sound and repeat the proper crossing whistle signals as often as may be necessary to warn pedestrians or drivers of approaching vehicles, to prevent accidents.

Rule 27 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: "A signal imperfectly displayed, or the absence of a signal at a place where a signal is usually shown, must be regarded as the most restrictive indication that can be given by that signal, except that when the day indication of a fixed signal, other than a train order signal, is plainly seen, it will govern, and when sufficient lights in a position-light signal are displayed to determine correct indication of signal, such indication will govern. Conductors and enginemen using a switch where the switch light is imperfectly displayed or absent, must, if practicable, correct or replace the light. Imperfectly displayed signals must be promptly reported to the Chief Dispatcher. Rule 221-B will be observed in connection with the train order signal."

Rules 984 and 1035 of the Rules and Regulations of the Operating Department and Rule 47-E of the Air Brake Instructions are modified to read as follows: Before taking fuel or water, engine of freight trains of more than 20 cars, will be detached when in the judgment of the engineer he cannot successfully make the stop without damage to equipment and contents of the cars.

Rule 86 of the Rules and Regulations of the Operating Department is hereby modified to read as follows: In automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear in time to avoid giving a following first-class train a restrictive signal indication. In non-automatic block signal territory, unless otherwise provided, an inferior train must clear the time of a superior train, in the same direction, not less than five minutes; but must be clear at the time a first-class train is due to leave the next station in the rear where time is shown.

Employees must not handle or board cars or engines that bear "Bad Order" cards without first ascertaining the nature of the defect that they may guard against injury.

Rule 942 of the Rules and Regulations of the Operating Department is revised to read as follows: When switching, trainmen must know that brakes are in good order before cutting off cars. Passenger equipment must not be cut off while in motion. Flying switches are prohibited except when they can be made without danger to employees, equipment, and contents of cars. Flying switches must not be made with cars loaded with explosives. Know that switches are in working order before making a switch.

The following rule is added as a third paragraph to Rule 93 of the Rules and Regulations of the Operating Department: First class trains running against the current of traffic on double track must move within yard limits prepared to stop unless the main track is seen or known to be clear.

When trains are stopped by red signals, placed in accordance with Rules 1110 and 1115, a member of the crew will proceed ahead to ascertain cause of obstruction, and trains will not proceed until signals have been removed by party placing same or upon proper hand or lamp signal given by foreman in charge.

Rule 908 is hereby amplified, by adding the following as a second paragraph: If 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 twenty (20) feet and action taken to prevent cars running back, before going in to make the adjustments.

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 engineman 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 engineman must not release 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 engineman and other members of the train crew have been notified and the car properly secured and the engine brake set.

Sacks hung on mail cranes create insufficient clearance. Employees on trains must not expose themselves to personal injury when passing mail cranes under such conditions.

When train or enginemen feel a rough spot in the track or observe any other condition which in their opinion might result in an accident to another train, they must communicate the information to the Train Dispatcher from the first available point of communication. Unless they communicate direct with the Train Dispatcher, they must write a telegram. In single track territory, if a train is met before the information has been conveyed to the Train Dispatcher, that train must be stopped and the conductor notified to inspect the track before permitting his train to pass over it. The Train Dispatcher will protect other trains by train order or otherwise until the track has been OK'd by track men. Track men must be called IMMEDIATELY.

Traveling Electricians ride on certain passenger trains to take care of defects that may develop enroute on air conditioned cars. When such men find it necessary to go under the cars, their safety must be protected by the conductor in charge of the train, who will be given a blue flag. The train must not be moved until the Electrician requests the return of the blue flag.

Rule 98 of the Rules and Regulations of the Operating Department is hereby changed to read as follows: Trains must approach the end of double track, junctions, railroad crossings at grade, and draw-bridges, prepared to stop, unless the switches are properly lined, signals indicate proceed, and track is clear. Where required by law, trains must stop.

Trains using a siding must proceed, expecting to find it occupied. Sidings of an assigned direction must not be used in a reverse direction unless authorized by the Train Dispatcher or in emergency under flag protection.

#### SPEED RESTRICTIONS

The speed of all trains approaching interlocked railroad crossings at grade must be reduced as follows: Passenger trains must not exceed forty-five (45) miles per hour and other trains twenty-five (25) miles per hour passing over interlocked railroad crossings. The indicated speeds must be further reduced where conditions do not justify the specified maximum speeds. This rule does not apply to railroad crossings protected by automatic signals or gates. All steam trains will approach such crossings at restricted speed, and if proper proceed indication is received, may proceed over the crossing at the speed prescribed by Special Timetable Rule.

The speed of motor propelled trains will not exceed ten (10) miles per hour approaching or passing over crossings protected by automatic signals.

The speed of all trains passing through crossovers, entering upon or leaving ends of double-tracks, passing tracks or other side tracks, must be controlled and not exceed ten miles per hour, except at designated turn-outs laid with long frogs, where speed may be increased to, but not exceeding, twenty-five miles per hour. No turn-outs laid with long frogs on the La Crosse-River Division—Third District.

Work trains handling laborers and other trains handling camp cars occupied by laborers must not exceed twenty-five miles per hour and cars used in carrying the men to and from their work must not be run ahead of the engine if it can be avoided.

The speed of all engines, when running backward, either light or handling trains, must not exceed twenty-five miles per hour on main line or fifteen miles per hour on branches, without instructions from proper authority.

The speed of "I Class" switch engines when running on the road must not exceed twenty-five miles per hour.

K-1 engines must not be used on passenger trains except in extreme case of emergency, and then these engines must not exceed forty-five (45) miles per hour. This speed restriction applies only where conditions do not require slower speed.

A green flag by day and a green light by night displayed on the engineman's side of the track indicates that the track one mile distant is safe for a speed of not more than 13 miles per hour unless otherwise directed by train order or bulletin. A white flag by day and a white light by night displayed on the engineman's side of the track 50 feet beyond the slow track indicates that normal speed may be resumed. The entire train must pass over the designated territory at the speed required and a trainman will give Proceed signal when the rear end of the train has passed the white flag or light. The Proceed signal will be acknowledged by whistle signal 14 (b).

Trains handling steam derricks will not exceed following speed limitations. The indicated maximum speed should be further reduced on tangents and on curves where track is not in proper condition for the specified maximum speeds.

	Miles per Hour	
	On Tangent	On Curves
Between New Lisbon and Wausau.....	20	15
Between Wausau and Star Lake.....	15	10
Between Otis and Doering.....	10	10
Between Gleason and Dunfield.....	10	10
Between Merrill and Averill Jct.....	10	10

Trains handling lidgerwood unloaders will not exceed speed of fifteen (15) miles per hour at any point.

Trains handling scale test cars will not exceed speed of thirty (30) miles per hour. This speed restriction applies only where conditions or instructions do not require a slower speed.

When practical, locomotive cranes, Jordan Spreaders, steam shovels, pile drivers, and ditching machines will be placed in trains with heavy end ahead in the direction train moves. Trains handling this work equipment will not exceed speed limitations shown below. The indicated maximum speeds should be further reduced on tangents and on curves where track conditions do not justify the specified maximum speeds. When this work equipment is hauled in trains with heavy end trailing the speed must be further reduced to insure safe movement. Engine and train crews will make frequent observations of how those machines are riding.

	MILES PER HOUR	
	On Tangent	On Curves
Between New Lisbon and Star Lake.....	25	20
Between Babcock and Pittsville.....	20	15
Between Otis and Doering.....	20	15
Between Gleason and Dunfield.....	20	15
Between Merrill and Averill Jct.....	20	15

The speed of passenger trains when handled or helped by freight engines with single trucks must not exceed a maximum of sixty miles per hour. These restrictions apply only where conditions or other instructions do not require slower speed.

Engines (other than Mallet type) running light, or hauling cars, with side rods in position and one main rod removed, working steam, must not be run at a speed exceeding twenty-five (25) miles per hour. The speed of Mallet type engines, working steam, with one main rod removed must not exceed twenty (20) miles per hour.

#### SPECIAL INSTRUCTIONS

Movements of all trains over crossing of the C. M. ST. P. & P. Railroad with M. T. & W. Railroad, located 1200 feet east of passenger station at Tomahawk, is governed by swinging type crossing gate. The normal position of the gate will be against the trains on the M. T. & W. track and the gate is to be so set, except when a train or engine on the M. T. & W. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. The lighting arrangement of the gate will consist of a red light for 'STOP' and a green light for 'PROCEED' indication, at restricted speed, on top of gate post, and, in addition, a red light on gate arm for 'STOP' when gate is swung across track. The 'PROCEED' indication will be given for trains on the C. M. ST. P. & P. Railroad track only. Trains on the M. T. & W. track will come to a complete stop (regardless of position of gate) before proceeding over the crossing and will not swing the gate nor occupy the crossing until any train approaching on the C. M. ST. P. & P. Railroad has come to a full stop or has proceeded over the crossing. Trains on the C. M. ST. P. & P. Railroad will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train on the M. T. & W. track or gate is set against the C. M. ST. P. & P. Railroad but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at a speed not exceeding ten (10) miles per hour, providing track is clear, crossing is unobstructed and gate is properly set against the M. T. & W. Railroad. To clear the gate for trains on any one line, it must be swung to its full movement over and at right angles to the track of the conflicting line.

Movement of trains over crossing of C. M. ST. P. & P. Railroad with the C. & N. W. Railway located twelve hundred feet (1200 feet) west of the depot at Schofield is governed by swinging type crossing gate with red light displayed on gate arm for night indication, and color light type home signals with indications in accordance with Rules 601-A and 602-G, located approximately two hundred feet (200 feet) from the crossing in each direction on C. M. ST. P. & P. track, to operate in conjunction with the gate. Fixed distant signals with indications in accordance with Rule 603-J are located approximately three thousand feet (3000 feet) from the home signals. These signals are located on the right hand side of track as seen from approaching train on C. M. ST. P. & P. track. The normal position of the crossing gate will be against the trains on the C. & N. W. track, and the gate is to be so set except when a train on the C. & N. W. track is using or intending to use the crossing, and must be restored to the normal position immediately after the movement over the crossing has been completed. Trains on the C. & N. W. track will come to a complete standstill (regardless of position of gate) before proceeding over the crossing and will not swing gate or occupy the crossing until any train or engine approaching on the C. M. ST. P. & P. has come to a full stop. Trains on the C. M. ST. P. & P. will reduce speed when passing the fixed distant signal and will approach the crossing under full control prepared to stop before reaching the crossing in the event it is occupied by a train on the C. & N. W. track, or gate is set against the C. M. ST. P. & P. but may proceed over the crossing without stopping, after sounding proper grade crossing whistle at a speed not exceeding twenty (20) miles per hour, provided track is clear, crossing is unobstructed, gate is properly set against C. & N. W. and home signal on C. M. ST. P. & P. track indicates PROCEED. To line the gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting road.

Movement of trains over crossing of the C. M. ST. P. & P. Railroad with the M. ST. P. & S. S. M. Railway at Junction City is governed by automatic color light type signals located on the right hand side of track and approximately five hundred (500) feet from the crossing. Movements over the crossing from east end of passing siding is governed by a color light type dwarf signal and the main track switch must be thrown before this signal will clear. The home signals on the C. M. ST. P. & P. Railroad are equipped with two units and the indications of same are in accordance with Rules 601-A and 602-G. Fixed distant signals with indications in accordance with Rule 603-J are located approximately twenty-five hundred feet (2500 feet) from the home signals. All trains will approach the home signals under control and, if proceed signal indication is obtained, may proceed over the crossing at a speed not to exceed twenty-five (25) miles per hour. If a train is stopped at home signal and no conflicting train movement is evident, trainmen shall proceed to crossing and operate hand release, located in box marked "C. M. ST. P. & P. Release" locked with standard switch lock. Instructions for operating release are posted inside the release box. If the operation of hand release does not clear the home signal, the trainman at crossing, upon having made certain that no immediate train movement is evident on the conflicting road, may signal the train to proceed over the crossing. Movements under such conditions must be protected

against conflicting movements. Failure of the home signal must be promptly reported to the chief dispatcher at the first open telegraph office where regular stop is made.

Movement of trains over crossing of C. M. ST. P. & P. Railroad with the C. & N. W. Railway located immediately east of the C. & N. W. Passenger depot near Washington Street, Wausau, is governed by swinging type crossing gates. The normal position of gates will be against trains on the C. M. ST. P. & P. track, and the gates must be so set except when a train or engine on the C. M. ST. P. & P. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. Gates must be kept locked when in the normal position. The lighting arrangement will consist of a red light for "Stop" and yellow light for "Proceed" indications at restricted speed on top of each gate post and, in addition, a red light on gate arm for "Stop" when gate is swung across track. The "Proceed" indication will be given for trains on the C. & N. W. Railway track only. Trains or engines on the C. M. ST. P. & P. track will continue to come to a complete standstill (regardless of position of gates) before proceeding over the crossing, and will not swing the gates or occupy the crossing until any approaching train or engine on the C. & N. W. track has come to a full stop or has proceeded over the crossing. Trains on the C. & N. W. Railway will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train or engine on the C. M. ST. P. & P. track or the gates are set against the C. & N. W. Railway, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at a speed not exceeding ten (10) miles per hour provided track is clear, crossing is unobstructed and gates are properly set against the C. M. ST. P. & P. Railroad. To clear a gate for trains on any one line it must be swung its full movement over and at right angles to the track of the conflicting line.

Movement of trains over crossing of the C. M. ST. P. & P. Railroad with the C. & N. W. Railway at Woodruff is governed by swinging type crossing gates. Semaphore type home signals working in conjunction with the gates and fixed distance signals are provided to govern train movements on the C. & N. W. Signs reading "Railroad Crossing Stop 200 feet" are located on the right hand side of track approaching the crossing on the C. M. ST. P. & P. R. R.

The normal position of the crossing gates will be against the trains on the C. M. ST. P. & P. track and the gates are to be so set, except when a train or engine on the C. M. ST. P. & P. track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. The lighting arrangement of the gates will consist of a red light on gate arm for "Stop" indication. Trains on the C. M. ST. P. & P. track will come to a complete standstill at the crossing stop signs, (regardless of position of gates), and will not proceed past the crossing stop sign nor swing the gates or occupy the crossing until any train approaching on the C. & N. W. has either proceeded over the crossing or come to a full stop.

Signal and derail protection has been installed at the crossing of the joint C. M. ST. P. & P.-Soo Line industry track with the C. & N. W. Ry. at South Centralia, industry track located three miles east of Wisconsin Rapids, Wis., consisting of derrails with revolving target stands and lamps for night indication on the industry track and standard semaphore type signals on C. & N. W. Ry., all of which are operated from a lever stand located at the crossing. The normal position of the derrails will be in the derailing position and against trains on the industry track, and the derrails must be so set except when a train or engine on the industry track is using or intending to use the crossing and must be restored to the normal position immediately after the movement over the crossing has been completed. Lever stand must be kept locked when in the normal position. Before C. M. ST. P. & P. trains may move over the crossing it is necessary for trainmen to go to the crossing and operate the ground lever stand, placing the signals on C. & N. W. Ry. at "Stop" and then line up the route by removing derrails from the industry track. Instructions for operating levers are posted at the crossing. C. & N. W. routes must not be changed and trains or engines on the industry track must not occupy the crossing until any approaching train or engine on the C. & N. W. Railway track has come to a full stop or has proceeded over the crossing. Trains on the C. & N. W. Railway will approach the crossing under control prepared to stop before reaching the crossing in the event it is occupied by a train or engine on the industry track or the signals are set against the C. & N. W. Railway, but may proceed over the crossing without stopping, after sounding proper grade crossing whistle signal, at a speed not exceeding ten (10) miles per hour provided track is clear, crossing is unobstructed and derrails are properly set against the C. M. ST. P. & P. Railroad. Train operation on C. M. ST. P. & P. R. R. and on M. ST. P. & S. S. M. R. R. parallel to the C. & N. W. Ry. will continue the same as at present. C. M. ST. P. & P. switching movements over the joint connection will continue to make the regulation stop for the M. ST. P. & S. S. M. crossing as heretofore.

Movement of trains over crossing of the C. M. ST. P. & P. Railroad with the Green Bay and Western Railroad at Dexterville is governed by swinging type crossing gate.

The normal position of the gate is across the Chicago, Milwaukee, St. Paul and Pacific track and must be kept so set except when a train or engine on the Chicago, Milwaukee, St. Paul and Pacific track is using or intending to use the crossing, and it must be restored to the normal position immediately after the movement over the crossing has been completed.

At night a red light on top of the gate post and a red light on the arm of the gate will indicate stop.

To clear the gate for traffic, it must be swung to its full movement over and at right angles to the track of the conflicting one. The gate will be handled by trainmen and will be locked with a C. M. ST. P. & P. switch lock when not in use.

Trains or engines on the Chicago, Milwaukee, St. Paul and Pacific Railroad will make regulation grade crossing stop before using the crossing whether gate is clear or not, the position of the gate will not be changed nor crossing occupied until any approaching train or engine on the Green Bay and Western Railroad has come to a full stop or has proceeded over the crossing.

Trains or engines on the Green Bay and Western Railroad will approach the crossing under control, prepared to stop before reaching the crossing, make regulation crossing stop if crossing is occupied by a train or engine on the Chicago, Milwaukee, St. Paul and Pacific Railroad or the gate is set across the Green Bay and Western Railroad track, but may proceed over the crossing without stopping after sounding grade crossing whistle signal and at a speed not exceeding Fifteen (15) miles per hour, providing track is clear, crossing is unobstructed and gate is set across the track of the Chicago, Milwaukee, St. Paul and Pacific Railroad.