CHICAGO & NORTH WESTERN RAILWAY

# PENINSULA DIVISION

# TIME TABLE

# No. 2

**Effective Sunday, September 30, 1951**

**AT 12.01 A. M.**

**CENTRAL TIME**

**For the government and information of employes only.**

L. B. KENDALL, General Manager
J. J. STEIN, General Superintendent
L. C. REYNOLDS, Superintendent

**THINK - PRACTICE - TALK SAFETY**

THE GUNTHORP-WARREN PRINTING COMPANY, CHICAGO

CHICAGO & NORTH WESTERN RAILWAY

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THINK - PRACTICE - TALK SAFETY

3000—4-29-51

# 1 Westward—Between Duck Creek and Escanaba—Eastward

| FIRST CLASS | | | | | | | Distance from Green Bay | Subdivision 1 STATIONS Time Table 2 September 30, 1951 | Capacity of Siding | FIRST CLASS | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 209 | 239 | 121 | 161 | | | | 214 | 240 | 168 | 224 | 162 | | |
| | | | DAILY | Sunday only | Daily except Sunday | DAILY | | | | Daily except Sunday | Sunday only | Sunday only | Daily except Sunday | DAILY | | |
| | | | P.M. 8.30 | PM 12.45 | A.M. 4.15 | A.M. 1.05 | ..... | .....GREEN BAY..... | .... | A.M. 10.45 | A.M. 10.45 | P.M. 5.30 | P.M. 7.10 | P.M. 11.50 | | |
| | | | | | | | 1.44 | 1.53 .NORTH GREEN BAY. | .... | | | | | | | |
| | | | P.M. 8.35 | PM 12.53 | A.M. 4.23 | A.M. 1.15 | 4.2 | 2.69 .....DUCK CREEK..... | .... | A.M. 10.35 | A.M. 10.35 | P.M. 5.20 | P.M. 7.00 | P.M. 11.40 | | |
| | | | 8.40 | 12.58 | s 4.32 | 1.22 | 8.9 | 4.7 .....BIG SUAMICO..... | 46 | 10.28 | 10.28 | 5.15 | s 6.48 | 11.33 | | |
| | | | 8.46 | 1.04 | s 4.40 | 1.31 | 14.8 | 5.9 ...LITTLE SUAMICO... | 92 | 10.20 | 10.20 | 5.10 | s 6.34 | 11.26 | | |
| | | | 8.56 | 1.14 | s 4.53 | 1.41 | 23.9 | 9.1 .....PENSAUKEE..... | 46 | | | | s 6.16 | 11.13 | | |
| | | | s 9.02 | s 1.20 | s 5.09 | s 1.50 | 28.9 | 5.0 .....OCONTO..... | 84 | s10.04 | s10.04 | s 4.57 | s 6.06 | s11.05 | | |
| | | | 9.10 | 1.28 | 5.23 | 2.00 | 36.6 | 7.7 .....WILCOX..... | 57 | 9.54 | 9.54 | 4.47 | 5.52 | 10.54 | | |
| | | | s 9.18 | s 1.35 | s 5.32 | f 2.10 | 42.4 | 5.8 .....PESHTIGO..... | 59 | s 9.48 | s 9.48 | s 4.41 | s 5.42 | s10.47 | | |
| | | | s 9.28 | s **1.45** | s 5.47 | s 2.30 | 49.0 | 6.6 .....MARINETTE..... | 86 | s 9.40 | s 9.40 | s 4.31 | s **5.32** | s10.35 | | |
| | | | s 9.34 | 1.50 P.M. | s 6.10 | s 2.40 | 50.7 | 1.7 ..MENOMINEE..... | 20 | s 9.33 | s 9.33 | 4.25 P.M. | s 5.15 | s10.26 | | |
| | | | 9.39 | | 6.16 | 2.49 | 54.6 | 3.9 .....KEW..... | 90 | 9.25 | 9.25 | | 4.59 | 10.19 | | |
| | | | | | s 6.30 | 3.05 | 66.3 | 11.7 .....WALLACE..... | .... | | | | s 4.45 | 10.07 | | |
| | | | | | | | 69.8 | 3.5 .....INGALLS..... | .... | | | | | | | |
| | | | s **9.58** | | s 6.40 | s 3.20 | 72.4 | 2.6 .....STEPHENSON..... | 73 | s 9.07 | s 9.07 | | s **4.34** | s **9.58** | | |
| | | | 10.02 | | s 6.48 | 3.25 | 75.7 | 3.3 .....DAGGETT ..... | 48 | | | | s 4.27 | 9.47 | | |
| | | | 10.09 | | 6.56 | 3.33 | 82.2 | 6.5 .....BAGLEY..... | 110 | 8.55 | 8.55 | | 4.19 | 9.36 | | |
| | | | | | s 7.02 | 3.38 | 84.7 | 2.5 .....CARNEY..... | 25 | 8.52 | 8.52 | | s 4.15 | 9.32 | | |
| | | | | | s 7.05 | 3.40 | 86.4 | 1.7 .....NADEAU ..... | .... | | | | s 4.12 | 9.29 | | |
| | | | s10.22 | | s 7.20 | s 4.00 | 92.1 | 5.7 .....POWERS..... | 56 | s 8.43 | s 8.43 | | s 4.05 | s 9.20 | | |
| | | | | | 7.21 | 4.02 | 93.0 | 0.9 .....SPALDING..... | .... | | | | | | | |
| | | | 10.27 | | s 7.27 | 4.06 | 96.7 | 3.7 .....WILSON..... | 67 | 8.36 | 8.36 | | s **3.53** | 9.08 | | |
| | | | | | f 7.35 | 4.11 | 101.1 | 4.4 .....HARRIS..... | .... | | | | | 9.02 | | |
| | | | 10.34 | | s 7.42 | 4.15 | 103.2 | 2.1 .....BARK RIVER..... | 68 | 8.28 | 8.28 | | s 3.46 | 9.00 | | |
| | | | 10.37 | | 7.46 | 4.19 | 106.2 | 3.0 .....NARENTA..... | 73 | 8.24 | 8.24 | | 3.41 | 8.55 | | |
| | | | 10.45 PM | | 7.55 A.M. | 4.30 A.M. | 114.5 | 6.3 ..... ESCANABA ..... | 103 | 8.13 A.M. | 8.13 A.M. | | 3.30 P.M. | 8.45 P.M. | | |
| | | | DAILY | Sunday only | Daily except Sunday | DAILY | | | | Daily except Sunday | Sunday only | Sunday only | Daily except Sunday | DAILY | | |

**FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF Nos. 209, 239, 214, 240 AND 168 FIFTEEN MINUTES.**

**MENOMINEE**—There is a crossing flagman on duty at Sixth Avenue crossing from 9:30 AM to 5:30 PM daily except Sunday. All switching movements over this crossing must be preceded by a member of the crew acting as flagman during the hours this flagman is not on duty.

**ESCANABA**—Between the hours of 11:00 PM on Saturdays and 3:00 PM Sundays when there is no crossing flagman on duty at Stephenson Ave. Crossing, all train and switch movements over this crossing must be preceded by a member of crew acting as a flagman except No, 240.

Train dispatchers on the Peninsula Division are authorized to issue train orders for the display of signals for a following section of a passenger train through to Green Bay on incoming trains and from Green Bay for outgoing trains when an extra passenger train is operated as a section of a regular train.

**No. 209 IS SUPERIOR TO ALL TRAINS.**

**No. 239 IS SUPERIOR TO No. 168.**

No. 161 will stop at Bark River to discharge revenue passengers from Milwaukee and beyond, and on Sundays only, will stop at Bark River to place U. S. Mail in freight house, and at Nadeau to place mail in phone booth; also on Sundays will not exceed twenty-five (25) miles per hour when passing through Wallace, Ingalls, Daggett, Carney, Spalding, Wilson and Ford River for purpose of putting off newspapers and when necessary, stops will be made to unload same.

Nos. 209, 214 and 240 during the period May 26 to September 6, 1952, inclusive, will stop at Carney to discharge or receive passengers to or from Chicago.

No. 209 will stop at Bark River to discharge revenue passengers from Milwaukee or beyond.

**PORTABLE TELEPHONES ON TRAINS**

Nos. 209, 214 and 240 between Green Bay and Ishpeming located in the baggage car.

# Westward—Between Duck Creek and Escanaba—Eastward

| SECOND CLASS | | | | | | | Subdivision 1 STATIONS Time Table 2 September 30, 1951 | | SECOND CLASS | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 37 | 187 | Station Numbers | Water, Fuel, Turn Table, Wye Track | Distance from Green Bay | | Capacity of Siding | 280 | 36 | | |
| | | Daily except Sunday | DAILY | | | | | | DAILY | Daily except Sunday | | |
| | | — A.M. — | — A.M. — | 686 | ..... | ..... | GREEN BAY | .... | — P.M. — | — P.M. — | | |
| | | *8.40* | *10.55* | 0686 | ..... | 1.44 | *NORTH GREEN BAY* | .... | *3.20* | *8.05* | | |
| | | A.M. 8.50 | A.M. 11.05 | 700 | ..... | 4.2 | DUCK CREEK | .... | P.M. 3.10 | P.M. 7.50 | | |
| | | 9.05 | 11.17 | 702 | ..... | 8.9 | BIG SUAMICO | 46 | 3.05 | 7.40 | | |
| | | 9.15 | 11.30 | 704 | ..... | 14.8 | LITTLE SUAMICO | 92 | 2.57 | 7.30 | | |
| | | 9.30 | 12.01 | 706 | ..... | 23.9 | PENSAUKEE | 46 | 2.43 | 7.15 | | |
| | | **10.04** | 12.25 | 708 | W | 28.9 | OCONTO | 84 | 2.34 | 7.00 | | |
| | | 10.30 | 12.40 | 710 | ..... | 36.6 | WILCOX | 57 | 2.20 | 6.25 | | |
| | | 10.45 | 1.00 | 711 | ..... | 42.4 | PESHTIGO | 59 | 2.05 | 6.10 | | |
| | | 11.45 | **1.25** | 712 | WFTT | 49.0 | MARINETTE | 86 | 1.45<br>12.35 | 5.45<br>4.25 | | |
| | | 12.01 | 3.15 | 713 | Y | 50.7 | MENOMINEE | 20 | 12.25 | 4.05 | | |
| | | **12.15** | **3.50** | 714 | ..... | 54.6 | KEW | 90 | **12.15** | **3.50** | | |
| | | 12.35 | 4.10 | 717 | ..... | 66.3 | WALLACE | .... | 11.55 | 3.30 | | |
| | | | 4.18 | 718 | ..... | 69.8 | INGALLS | .... | | | | |
| | | 12.45 | **4.34** | 719 | W | 72.4 | STEPHENSON | 73 | 11.45 | 3.15 | | |
| | | 12.55 | 4.45 | 720 | ..... | 75.7 | DAGGETT | 48 | 11.35 | 3.04 | | |
| | | 1.10 | 5.00 | 722 | ..... | 82.2 | BAGLEY | 110 | 11.28 | 2.51 | | |
| | | 1.15 | 5.07 | 723 | ..... | 84.7 | CARNEY | 25 | 11.23 | 2.45 | | |
| | | 1.20 | 5.15 | 724 | ..... | 86.4 | NADEAU | .... | 11.20 | 2.35 | | |
| | | 1.35 P.M. | 5.25 | 726 | WY | 92.1 | POWERS | 56 | 11.10 | 2.25 P.M. | | |
| | | | 5.45 | 727 | ..... | 93.0 | SPALDING | .... | 10.28 | | | |
| | | | 5.55 | 728 | ..... | 96.7 | WILSON | 67 | 10.20 | | | |
| | | | 6.05 | ..... | ..... | 101.1 | HARRIS | .... | 10.10 | | | |
| | | | 6.17 | 730 | ..... | 103.2 | BARK RIVER | 68 | 10.05 | | | |
| | | | 6.30 | 731 | ..... | 106.2 | NARENTA | 73 | 9.55 | | | |
| | | | 6.55 P.M. | 734 | WFTTY | 114.5 | ESCANABA | 103 | 9.30 A.M. | | | |
| | | Daily except Sunday | DAILY | | | | | | DAILY | Daily except Sunday | | |

**Between Duck Creek and Green Bay trains will be governed by Lake Shore Division time table. Eastward, between Signal 808A, 715 feet west of Junction Switch Duck Creek and end of Two Tracks west of K.G.B.&W. crossing, Green Bay; Westward, between Signal 801 west of K.G.B.&W. crossing, Green Bay and Duck Creek, trains will operate under centralized control System as outlined in Lake Shore Division time table.**

**Eastward Peninsula Division trains, in entering upon Lake Shore Division main track at Duck Creek, will be governed by Signal 808A.**

**FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF Nos. 209, 239, 214, 240 AND 168 FIFTEEN MINUTES.**

**At Carney Avenue and at Mary Street, Marinette, Wis., where highway crossing signals are installed, in making switching movements when pushing cars ahead of locomotive on secondary tracks over these crossings, crossings must be protected by a member of the crew. All trains or engines using secondary tracks must approach these crossings at reduced speed, prepared to stop, in order to protect vehicular traffic or pedestrians using these crossings.**

## INTERMEDIATE SIDINGS AND INDUSTRIAL TRACKS:

| Location | Capacity in Cars (45') | Mile Post No. |
|---|---|---|
| Saranac Spur | 7 | 6.8 |
| Birch Creek Spur | 7 | 57.7 |
| Carbondale Spur | 11 | 62.6 |
| Wallace Spur | 20 | 66.3 |
| Nadeau Spur | 13 | 86.4 |
| Spalding Spur | 18 | 93.0 |
| Harris Spur | 12 | 101.1 |
| Ford River Spur | 6 | 108.2 |
| Pine Ridge Siding | 20 | 110.0 |

# Westward—Between Escanaba and Ishpeming—Eastward

| SECOND CLASS | FIRST CLASS | | | Station Numbers | Water, Fuel, Turn Table, Wye Track | Distance from Green Bay | Subdivision 2 STATIONS Time Table 2 September 30, 1951 | Capacity of Siding | FIRST CLASS | | | SECOND CLASS |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 187 | | 209 | 161 | | | | | | 214 | 240 | 162 | 280 |
| DAILY | | DAILY | DAILY | | | | | | Daily except Sunday | Sunday only | DAILY | DAILY |
| P.M. 10.50 | | P.M. 10.47 | A.M. 4.45 | 734 | WFTTY | 114.5 | ESCANABA | .... | A.M. 8.13 | A.M. 8.13 | P.M. 8.30 | P.M. 8.00 |
| | | | | | | | 1.4 | | | | | |
| 11.00 | | 10.50 | 4.48 | ..... | ..... | 115.9 | NORTH Y | .... | 8.08 | 8.08 | 8.25 | 7.45 |
| | | | | | | | 2.3 | | | | | |
| 11.10 | | 10.54 | 4.53 | 760 | ..... | 118.2 | LARCH | .... | 8.04 | 8.04 | 8.21 | 7.35 |
| | | | | | | | 1.7 | | | | | |
| 11.20 | | | 4.56 | 737 | ..... | 119.9 | BAY SIDING | 40 | | | 8.18 | 7.25 |
| | | | | | | | 7.4 | | | | | |
| 11.40 | | 11.05 | s 5.07 | 739 | W | 127.3 | BRAMPTON | 78 | 7.55 | 7.55 | s 8.09 | 7.05 |
| | | | | | | | 4.3 | | | | | |
| 11.50 | | 11.10 | 5.12 | 741 | ..... | 131.6 | BEAVER | 36 | 7.51 | 7.51 | 8.03 | 6.50 |
| | | | | | | | 2.6 | | | | | |
| 12.05 | | | 5.16 | 742 | ..... | 134.2 | CAMPBELL | 34 | | | 8.00 | 6.43 |
| | | | | | | | 4.0 | | | | | |
| 12.15 | | 11.18 | s 5.23 | 743 | ..... | 138.2 | ROCK | .... | f 7.44 | f 7.44 | s 7.54 | 6.32 |
| | | | | | | | 0.8 | | | | | |
| 12.20 | | | | ..... | ..... | 139.0 | MAPLE RIDGE | 48 | | | 7.52 | 6.30 |
| | | | | | | | 5.2 | | | | | |
| 12.30 | | 11.25 | 5.32 | 744 | ..... | 144.2 | LATHROP | 43 | 7.37 | 7.37 | f 7.45 | 6.20 |
| | | | | | | | 2.3 | | | | | |
| 12.58 | | | 5.36 | 0744 | ..... | 146.5 | McFARLAND | 21 | 7.35 | 7.35 | 7.42 | 6.15 |
| | | | | | | | 8.6 | | | | | |
| 1.35 | | s11.37 | s 6.05 | 746 | WY | 155.1 | LITTLE LAKE | 40 | s 7.25 | s 7.25 | s 7.30 | 6.00 |
| | | | | | | | 2.3 | | | | | |
| 1.45 | | | 6.10 | 747 | ..... | 157.4 | SWANZY | 18 | 7.20 | 7.20 | 7.21 | 5.15 |
| | | | | | | | 2.3 | | | | | |
| 1.55 | | | 6.15 | 748 | ..... | 159.7 | PLAINS | 42 | | | 7.17 | 5.05 |
| | | | | | | | 3.8 | | | | | |
| 2.07 | | 11.46 | 6.21 | 749 | ..... | 163.5 | SANDS | 42 | 7.14 | 7.14 | 7.11 | 4.55 |
| | | | | | | | 4.2 | | | | | |
| 2.20 | | 11.52 | 6.28 | 750 | ..... | 167.7 | GENTIAN | 51 | | | 7.04 | 4.39 |
| | | | | | | | 1.3 | | | | | |
| 2.25 | | | 6.30 | 751 | ..... | 169.0 | CASCADE | 21 | 7.08 | 7.08 | 7.02 | 4.35 |
| | | | | | | | 4.5 | | | | | |
| 2.35 | | 11.59 | 6.38 | 753 | ..... | 173.5 | PARTRIDGE | 43 | | | 6.55 | 4.23 |
| | | | | | | | 3.0 | | | | | |
| 2.45 | | s12.08 | s 6.43 7.10 | 755 | ..... | 176.5 | NEGAUNEE | 25 | s 6.57 | s 6.57 | 6.50 s 6.40 | 4.15 |
| | | | | | | | 3.0 | | | | | |
| 3.00 A.M. | | 12.15 A.M. | 7.20 A.M. | 757 | WFTT | 179.5 | ISHPEMING | .... | 6.50 A.M. | 6.50 A.M. | 6.30 P.M. | 3.45 P.M. |
| DAILY | | DAILY | DAILY | | | | | | Daily except Sunday | Sunday only | DAILY | DAILY |

**FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF Nos. 209, 240 AND 214 FIFTEEN MINUTES.**

No. 161 on Sundays will not exceed twenty-five (25) miles per hour when passing through McFarland for the purpose of dispatching newspapers and when necessary, stop will be made to unload same.

No. 162 will stop at Sands for exchange of U. S. mail and passengers only.

Nos. 209, 214 and 240 will stop at Brampton to discharge or receive revenue passengers to or from Menominee and beyond.

No. 209 will stop at Rock to discharge revenue passengers.

All passenger trains will operate via Union Station Track at Negaunee. Switches at both ends of the Union Station track at Negaunee will be set for this track.

**INTERMEDIATE SIDINGS AND INDUSTRIAL TRACKS:**

Escanaba to Ishpeming

| Location | Capacity in Cars (45') | Mile Post No. |
|---|---|---|
| Larch Spur | 24 | 118.2 |
| Rock Siding | 11 | 138.2 |
| Connors Spur | 17 | 141.8 |
| Parkers Spur | 7 | 148.5 |
| Stack Spur | 21 | 151.2 |
| **Ishpeming to Martin's Landing** | | |
| St. Lawrence Spur | 8 | 183.1 |
| Copps Spur | 3 | 186.0 |
| Penegor Spur (Thompson Mill Spur) | 9 | 190.5 |

**No. 209 IS SUPERIOR TO ALL TRAINS.**

NEGAUNEE—At Iron St. Highway Crossing east of the freight house on the freight line, all train and engine movements over this crossing must be preceded by a member of crew acting as flagman.

NEGAUNEE—There is a flagman on duty at Gold St. crossing located on the Union Station track from 6:00 AM until 5:00 PM daily except Sunday. All train and engine movements other than passenger train movements over this crossing must be preceded by a member of crew acting as flagman during the hours the flagman is not on duty.

**PORTABLE TELEPHONES ON TRAINS.**

No. 209, 214 and 240 between Green Bay and Ishpeming located in the baggage car. No. 161 and 162 between Escanaba and Ishpeming located in the baggage car, telephone to be placed in baggage car on arrival No. 161 at Escanaba and removed on arrival 162 at Escanaba.

**BRANCH LINE MILEAGE**

| | Miles |
|---|---|
| Cascade to Palmer | 5.43 |
| Cascade to Volunteer Mine | 7.04 |
| Hazel to end of track | 6.38 |
| Narenta to Felch | 34.58 |
| Swanzy to Princeton | 6.0 |

# Westward—Between Powers and Watersmeet—Eastward

## Subdivision 3 STATIONS

Time Table 2
Sept. 30, 1951

| THIRD CLASS | | | SECOND CLASS | | | | | | | SECOND CLASS | THIRD CLASS | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 33 | 37 | Station Numbers | Water, Fuel, Turn Table, Wye Track | Distance from Powers | | Capacity of Siding | | 36 | 34 | | |
| | | Monday Wednesday Friday | Daily except Sunday | | | | | | | Daily except Sunday | Tuesday Thursday Saturday | | |
| | | | P.M. 2.00 | 726 | WY | ..... | ..::.POWERS:::.. | .... | | P.M. 2.00 | | | |
| | | | 2.15 | 770 | ..... | 4.3 | .HERMANSVILLE. | 40 | 4.3 | 1.50 | | | |
| | | | 2.30 | 772 | ..... | 12.1 | .::.WAUCEDAH :. | 106 | 7.8 | 1.30 | | | |
| | | | 2.50 | 774 | ..... | 18.6 | :::::.VULCAN.:::. | 125 | 6.5 | 12.55 | | | |
| | | | 3.00 | 775 | W | 20.9 | ..::.NORWAY.::.. | .... | 2.3 | 12.50 | | | |
| | | | 3.10 | .... | ..... | 23.1 | ..:::.FUMEE.:::.. | 59 | 2.2 | 12.45 | | | |
| | | | 3.15 | 776 | ..... | 24.6 | .::.QUINNESEC.::. | 107 | 1.5 | s12.35 | | | |
| | | | 3.25 | 777 | ..... | 28.9 | IRON MOUNTAIN .... | | 4.3 | 12.15 | | | |
| | | A.M. 9.30 | 3.35 P.M. | 778 | WFY | 29.9 | .::.ANTOINE.::.. | 53 | 1.0 | 12.05 P.M. | P.M. 1.00 | | |
| | | 9.45 | | 779 | ..... | 35.9 | .SPREAD EAGLE. | 47 | 6.0 | | 12.30 | | |
| | | 9.55 | | 780 | ..... | 39.9 | :::.HEMATITE.:.. | 67 | 4.0 | | 12.15 | | |
| | | 10.20 | | 784 | W | 41.7 | .. FLORENCE :.. | 17 | 1.8 | | 12.05 | | |
| | | 10.25 | | .... | ..... | 42.7 | ...:.RIDGETOP.:.. | 38 | 1.0 | | 11.50 | | |
| | | 10.50 | | 763 | Y | 48.9 | ..:::.STAGER.::.. | 48 | 6.2 | | 11.30 | | |
| | | 11.00 | | 766 | ..... | 51.2 | ..:::.NAULTS.:::. | 68 | 2.3 | | 11.00 | | |
| | | 11.15 | | 768 | ..... | 56.5 | :::.PENTOGA.:::. | 67 | 5.3 | | 10.40 | | |
| | | 11.35 | | 785 | Y | 61.5 | ..:SCOTT LAKE... | 50 | 5.0 | | 10.30 | | |
| | | 11.45 | | .... | Y | 64.5 | .::.:PALATKA.:.:. | 70 | 3.0 | | 10.10 | | |
| | | 11.55 | | .... | ..... | 65.6 | .:::.CASPIAN.:::. | 24 | 1.1 | | 10.05 | | |
| | | 12.15 | | 767 | WF | 66.8 | ..STAMBAUGH . | 66 | 1.2 | | 10.00 | | |
| | | 12.40 | | 788 | ..... | 67.7 | .:.IRON RIVER.:.. | .... | 0.9 | | 9.00 | | |
| | | 1.05 | | 853 | ..... | 75.1 | ..:::.HAZEL.:::.. | .... | 7.4 | | 8.35 | | |
| | | 1.10 | | 852 | ..... | 75.9 | :.BEECHWOOD.. | 42 | 0.8 | | 8.30 | | |
| | | 1.25 | | 854 | ..... | 81.3 | ....BASSWOOD.... | 40 | 5.4 | | 8.10 | | |
| | | 1.45 | | 856 | W | 86.7 | ...:ELMWOOD.:... | 34 | 5.4 | | 7.50 | | |
| | | 2.10 | | 858 | ..... | 95.2 | .:.TAMARACK.:.. | 40 | 8.5 | | 7.20 | | |
| | | 2.40 P.M. | | 860 | WFY | 102.9 | ..WATERSMEET .... | | 7.7 | | 7.00 A.M. | | |
| | | Monday Wednesday Friday | Daily except Sunday | | | | | | | Daily except Sunday | Tuesday Thursday Saturday | | |

**ANTOINE—There is a crossing flagman on duty at Main Street crossing from 6:30 AM to 10:30 PM daily except Sunday. During the hours this crossing flagman is not on duty, all train and engine movements must come to a stop at Main Street crossing, and a member of crew will operate the wigwag signals and bell protection for movement over this street.**

**DURING ORE SEASON THE POSITION OF MAIN LINE SWITCH AT WEST END OF ANTOINE YARD WILL BE CHANGED SO THAT THE NORMAL POSITION WILL BE FOR THE ORE LINE INSTEAD OF THE MAIN LINE.**

**Extra trains from Antoine to North Escanaba will run via Sub-Div. 3b unless otherwise instructed.**

**During the ore season only, all trains approaching the James lead, west of Iron River, will expect to find the main line switch open, and it will be permissible for crews using the James Mine lead to leave the main line switch open while performing their work on that lead.**

**IRON RIVER—At Fourth St. crossing, located 1300 ft. west of passenger station, there is a crossing flagman on duty from 8:30 AM to 5:30 PM Mondays through Saturdays. At all other times, train and engine movements over this crossing must be preceded by member of crew acting as flagman.**

**A telephone has been installed at the first pole west of mile post 69, west of Iron River for road crews to obtain permission to enter Stambaugh yard.**

### INTERMEDIATE SIDINGS AND INDUSTRIAL TRACKS:

| Location | Capacity in Cars (45′) | Mile Post No. |
|---|---|---|
| Loretto Gravel Pit Siding | 16 | 14.2 |
| Tyran Spur | 11 | 45.4 |
| Old Stager Spur | 4 | 48.2 |
| Beyersdorf Spur | 13 | 88.0 |
| Dufeck Spur | 5 | 89.5 |

# Between Antoine and North Escanaba

## Subdivision 3b
## STATIONS
### Time Table 2
September 30, 1951

| Station Numbers | Water, Fuel, Turn Table, Wye Track | Distance from North Escanaba | | Ore Car Capacity |
|---|---|---|---|---|
| 734 | WFTTY | ..... | NORTH ESCANABA | ..... |
| | | 1.7 | | |
| ..... | | 1.7 | No. 6 ORE YARD | ..... |
| | | 9.1 | | |
| 827 | | 10.8 | TESCH | ..... |
| | | 3.5 | | |
| 830 | | 14.3 | SIDING No. 2 | 89 |
| | | 2.0 | | |
| ..... | | 16.3 | KIRBY'S SPUR | 12 |
| | | 1.0 | | |
| ..... | W | 17.3 | CEDAR CREEK TANK | ..... |
| | | 4.9 | | |
| 832 | | 21.7 | ORO | 67 |
| | | 7.9 | | |
| 834 | | 30.1 | SIDING No. 4 | 3 |
| | | 1.8 | | |
| ..... | | 31.9 | LEAPERS | 10 |
| | | 6.4 | | |
| 838 | | 38.3 | STURGEON | 46 |
| | | 0.9 | | |
| 839 | WF | 39.2 | APPLETON MINE | 17 |
| | | 2.4 | | |
| 840 | | 41.6 | SIDING No. 5 | 83 |
| | | 0.6 | | |
| ..... | | 42.2 | WELLS SPUR | 23 |
| | | 7.8 | | |
| ..... | | 50.0 | CUFF SIDING | 60 |
| | | 0.5 | | |
| ..... | | 50.5 | Cornell Mine Switch | ..... |
| | | 2.1 | | |
| 778 | WFY | 52.6 | ANTOINE | ..... |

**EXTRA TRAINS FROM ANTOINE TO NORTH ESCANABA WILL RUN VIA SUB DIV 3b UNLESS OTHERWISE INSTRUCTED.**

Telephones for emergency use are located at Appleton Mine Jct., Cedar Creek Tank, Tesch, Scale House 2 miles west of No. 6 Ore Yard and Yard Masters Office No. 6 Ore Yard.

An automatic upper quadrant semaphore signal is located approximately 5400 feet west of water tank at Cedar Creek to afford additional protection for trains taking water and making train inspection at Cedar Creek tank. When track is unoccupied, signal will indicate proceed as per Rule 501-C; when track is occupied by train or engine, signal will indicate stop as per Rule 501-AA. After stop has been made trains must proceed at restricted speed until engine has passed Cedar Creek tank. It must be understood that the installation of this signal will not relieve trainmen from compliance with Rules 99 and 99a.

### INTERMEDIATE SIDINGS:

| Location | Capacity | Mile Post No. |
|---|---|---|
| Tesch Spur | 23 ore cars | 10.8 |
| Kirbys Spur | 14 ore cars | 16.3 |

### LOCATION AND CAPACITY OF TRACK SCALES

| Stations | Length | Capacity |
|---|---|---|
| Escanaba—Freight Yard | 46 feet | 100 tons |
| Escanada—Middle Ore Yard | 24 feet | 125 tons |
| Escanaba—No. 6 Ore Yard | 8'-6" | 167½ tons |
| Escanaba—North Coal Dock | 40 feet | 100 tons |
| Iron Mountain | 10 feet | 100 tons |
| Iron River | 46 feet | 100 tons |
| Ishpeming | 40 feet | 100 tons |
| Marinette | 40 feet | 100 tons |
| Oconto | 40 feet | 100 tons |

# Between Stager and Crystal Falls

## Subdivision 3a
## STATIONS
### Time Table 2
September 30, 1951

| Station Numbers | Water, Fuel, Turn Table, Wye Track | Distance from Stager | | Capacity of Siding |
|---|---|---|---|---|
| 763 | Y | .... | STAGER | 78 |
| | | 1.9 | | |
| 764 | .... | 1.9 | MASTODON | .... |
| | | 2.6 | | |
| 789 | .... | 4.5 | ALPHA | .... |
| 764 | .... | 1.9 | MASTODON | .... |
| | | 2.9 | | |
| 765 | .... | 4.8 | PANOLA | .... |
| | | 3.8 | | |
| 787 | WF TT | 8.6 | CRYSTAL FALLS | 28 |

C. M. St. P. & P. Railroad operates passenger and freight trains on joint C. & N. W.-C. M. St. P. & P. track from the Bristol Mine connection with C. M. St. P. & P. main line track into the C. M. St. P. & P. passenger station at Crystal Falls via the Shafer Branch. C. M. St. P. & P. trains will also operate over this joint track from their main line at the Bristol Mine connection on to the Shafer Branch to industries located in vicinity of Odgers Mine for purpose of handling their own commercial traffic to and from such industries, and when operating beyond the C. M. St. P. & P. passenger station will do so only upon receiving permission from the train dispatcher.

All train and engine movements on both C. & N. W. and C. M. St. P. & P Railroads will operate on joint track described above with extreme caution prepared to stop within their vision.

C. & N. W. Railway train and engine movements will be governed by the current Time Table of the C. M. St. P. & P. Railroad when operating in this district and will secure a register from C. & N. W. Agent or Operator or by telephone from the Agent or Operator at the C. M. St. P. & P. station of first class trains to avoid a possibility of delay to such trains.

CRYSTAL FALLS—All movements over Highway M-69 at Superior St., U. S. Highway No. 2 at Fifth St. and U. S. Highway No. 2 at Fifth St. over Kimball Spur which leads off of Shaffer Branch at Crystal Falls, must be preceded by a member of crew acting as flagman.

Telephones have been installed at locations named below for use with code as shown in connection with the above operations:

C. & N. W. Depot—one long ring.
C. M. St. P. & P. Depot—three long rings.
Main Street Crossing on Shaffer Branch—five long rings.
C. & N. W. Yard Switch leading to Shaffer Branch—four long rings.
C. M. St. P. & P. Main Line Switch at Crystal Falls Junction (Bristol Mine)—two long rings.

Panola Spur, located at mile post 5.5, has capacity of 9 cars (45').

### SPEED TABLE

| Time per Mile | Miles per Hour | Time per Mile | Miles per Hour | Time per Mile | Miles per Hour |
|---|---|---|---|---|---|
| 1' 1" | 59. | 1'12" | 50. | 2'15" | 26.6 |
| 1' 2" | 58. | 1'15" | 48. | 2'30" | 24. |
| 1' 3" | 57.1 | 1'20" | 45. | 2'45" | 21.8 |
| 1' 4" | 56.2 | 1'25" | 42.3 | 3' | 20. |
| 1' 5" | 55.3 | 1'30" | 40. | 3'30" | 17.1 |
| 1' 6" | 54.5 | 1'35" | 37.9 | 4' | 15. |
| 1' 7" | 53.7 | 1'40" | 36. | 5' | 12. |
| 1' 8" | 52.9 | 1'45" | 34.3 | 6' | 10. |
| 1' 9" | 52.1 | 1'50" | 32.7 | 7' | 8.6 |
| 1'10" | 51.4 | 1'55" | 31.3 | 8' | 7.5 |
| 1'11" | 50.7 | 2' | 30. | 10' | 6. |

# Between Ishpeming and Martin's Landing

| Fuel, Water, Turn Table and Wye Station | Distance from Ishpeming | Subdivision 2-A STATIONS Time Table 2 September 30, 1951 | Station Numbers | Capacity Siding |
|---|---|---|---|---|
| WFTT | ..... | ISHPEMING | 757 | ..... |
| | | 6.4 | | |
| ..... | 6.4 | COPPS SPUR | ..... | ..... |
| | | 1.5 | | |
| ..... | 7.9 | BLUEBERRY MINE | ..... | ..... |
| | | 1.0 | | |
| ..... | 8.9 | AMERICAN MINE | ..... | ..... |
| | | 3.2 | | |
| W | 12.1 | CLOWRY | 881 | 57 |
| | | 4.3 | | |
| ..... | 16.4 | JOHNSONS SPUR | ..... | ..... |
| | | .6 | | |
| Y | 17.0 | MARTIN'S LANDING | ..... | ..... |

## COMPANY SURGEONS

| | | Telephone Call Office | Residence |
|---|---|---|---|
| CHICAGO | Dr. J. K. Stack, M. D., Chief Surgeon<br>A. Nygood, M. D., Chief Medical Examiner | | |
| GREEN BAY | R. L. Troup, M. D., Dist. Surgeon | A1880 | A1508 |
| | H. S. Atkinson, M. D., Local Surgeon | A2450W | A2450R |
| | O. A. Steinnon, M. D., Local Surgeon. | A2937W | A2937R |
| | A. L. Freedman, M. D., Orthopedic Surgeon | A410 | H4969 |
| | R. T. Schmidt, M. D., Oculist and Aurist | A2392 | H5285 |
| | E. S. Schmidt, M. D., Loc. Oculist-Aurist | A2392 | A2456 |
| | W. J. Troup, M. D., Oculist-Aurist | A1880 | A1508 |
| OCONTO | H. A. Aageson, M. D., Local Surgeon. | 386 | 620 |
| PESHTIGO | John R. Bell, M. D., Local Surgeon. | 6-W | 6-R |
| MARINETTE | C. H. Boren, M. D., Local Surgeon | 2-4421 | 2-3733 |
| MENOMINEE | H. T. Sethney, M. D., Local Surgeon. | 3614 | 3714 |
| | W. S. Jones, M. D., Opthalmologist. | 4454 | 4284 |
| POWERS | J. W. Towey, M. D., Local Surgeon | 2242 | 2445 |
| ESCANABA | †J. J. Walch, M. D., Dist. Surgeon | 231W | 231R |
| | W. A. Lemire, M. D., Local Surgeon | 4 | 628 |
| | D. H. Boyce, M. D., Loc. Oculist-Aurist | 434 | 761 |
| †May be called to any place on the Peninsula Div. West of Peshtigo. | | | |
| NEGAUNEE | W. A. Mudge, M. D.. Local Surgeon. | 46 | 296 |
| ISHPEMING | W. A. Corcoran, M. D., Local Surgeon | 165 | 815 |
| NIAGARA | R. F. Lamb, Local Surgeon | 52 | 4 |
| IRON MOUNTAIN | D. R. Smith, M. D., Local Surgeon. | 619 | 418 |
| STAMBAUGH | C. A. Cooper, M. D., Local Surgeon. | 27 | 1581 |
| IRON RIVER | Dr. L. E. Irvine, M. D., Local Surgeon<br>Summer Cottage Phone 859 W1 | 126 | 17 |
| CRYSTAL FALLS | E. R. Addison, M. D., Loc. Surgeon | 710 | 288 |
| MARQUETTE | N. J. McCann, Local Surgeon | 967 | 2335 |

## WATCH INSPECTORS

National Railway Time Service Co., Chief Watch Inspectors, 55 East Washington St., Chicago.

| | |
|---|---|
| Green Bay | Halfpap Bros. |
| Oconto | Oconto Jewelers |
| Marinette | H. J. Carlson |
| Powers | A. J. Demars |
| Norway | Soderlund's Jewelry |
| Escanaba | Blomstrom & Peterson |
| Ishpeming | H. T. Mason |
| Iron Mountain | Stephen's Watch Craft & Jewelry |
| Iron River | Jacobs Jewelers |
| Crystal Falls | J. N. Jacobs |

# DIVISIONAL STAFF



**TRAINMASTER**
A. F. HOYE
ESCANABA

**ASST. TRAINMASTER**
R. W. GEIGEL
MARINETTE

**CHIEF TRAIN DISPATCHER**
R. J. MORAS
ESCANABA

**DISPATCHERS**
W. G. SULLIVAN
W. V. LEPPLA
L. J. DEROCHER
E. T. JOHNSON
W. A. ANDERSON
Y. F. JOHNSON
R. C. OLSON
D. D. OSTWALD

**DIVISION ENGINEER**
L. J. DENO
ESCANABA

**MASTER MECHANIC**
H. H. THOMAS
GREEN BAY

**ROAD FOREMAN OF ENGINES**
G. M. ANDERSON
ESCANABA

**ASSISTANT ROAD FOREMAN OF ENGINES**
E. H. ORTHMAN
ESCANABA

**ORE ACCOUNTANT**
G. W. WALTER
ESCANABA

**DISTRICT CLAIM AGENT**
R. F. BURNS
GREEN BAY

**SUPERVISOR OF BRIDGES AND BUILDINGS**
C. G. FRIETS
ESCANABA

**SUPERVISOR COMMUNICATIONS AND SIGNALS**
L. H. GRAF
GREEN BAY

**ROADMASTERS**
W. FLYNN
ESCANABA
A. MAU
MARINETTE
M. C. ERICKSON
IRON MOUNTAIN

## OVERHEAD OBSTRUCTIONS

Maximum width and height of loaded cars that will pass in safety over the Peninsula Division.

| For Points Between | Height Above Top of Rail: 9 ft. wide | | 10 ft. wide | | 11' 6" wide | | Structure Limiting Height |
|---|---|---|---|---|---|---|---|
| | Ft. | In. | Ft. | In. | Ft. | In. | |
| Duck Creek and Powers | 16 | 3 | 15 | 7 | 14 | 9 | Brs. 88 and 88½, at Marinette and Tank at Marinette. |
| Powers and Escanaba | 20 | 6 | 20 | 0 | 19 | 2 | Br. 218 west of Powers. |
| Escanaba and Martins Landing | 16 | 2 | 16 | 2 | 15 | 7 | O. R. Br. 374 at Negaunee, Tank at Ishpeming and Tank at Clowry. |
| Powers and Watersmeet | 17 | 5 | 16 | 11 | 16 | 2 | O. R. Br. 765½, W. of Antoine and Tanks at Antoine and Elmwood. |
| North Escanaba and Antoine (via Sub-Div. 3b) | 16 | 2 | 15 | 10 | 15 | 4 | Tank at Cedar Creek. |
| Cascade Branch | 18 | 4 | 17 | 10 | 17 | 1 | Tank at Palmer. |
| Swanzy Branch | ..... | | ..... | | ..... | | No obstruction below 21'-6". |
| Hazel and Gibbs City | ..... | | ..... | | ..... | | No obstruction below 21'-6". |

No load must exceed 11' 6" in width regardless of height.

Trainmen and yardmen must know and will be held responsible that cars do not exceed the above width and height before placing them in trains or hauling them over the Division.

# SPEED RESTRICTIONS

| LOCATION | Restrictions Speed per Hour: Streamliner Trains | Other Pass. Trains | Freight Trains |
|---|---|---|---|
| **BETWEEN DUCK CREEK AND ESCANABA**<br>Maximum speed, miles per hour:<br>Streamliner trains,<br>Diesel operated...Straight track.....59<br>curves.....59<br>Other pass. trains...Straight track.....59<br>curves.....59<br>Freight trains.....Straight track.....49<br>Curves.....40 | | | |
| MP 4.2—Junction Switch, Duck Creek..... | 25 | 25 | 25 |
| MP 4.5—Around curve 0.6 mile west of Duck Creek..... | ..... | 55 | ..... |
| MP 24.4—Around curve 0.5 mile west of Pensaukee..... | ..... | 50 | ..... |
| MP 28.0 to 29.2—Within City limits, Oconto. | 30 | 30 | 15 |
| MP 29.2 C. & N. W. Crossing, Oconto, between home signals..... | 15 | 15 | 15 |
| EASTWARD TRAINS ONLY<br>Between M. P. 30.1 just west of west switch of Long Siding and M. P. 29.2 at Railroad Crossing at Oconto..... | ..... | ..... | 40 |
| MP 47.7 to 50.3—From 1.3 miles east of Marinette to Dock track switch, Menominee.. | 30 | 30 | 15 |
| MP 48.8—C. M. St. P. & P. crossing—Marinette, between home signals..... | 15 | 15 | 15 |
| MP 50.3 to 50.7—Dock track switch to passenger station, Menominee..... | 20 | 20 | 15 |
| MP 50.7 to 51.6—Menominee passenger station to C. M. St. P. & P. crossing 0.8 miles west..... | 30 | 30 | 15 |
| MP 51.6—C. M. St. P. & P. crossing 0.8 miles west of station, Menominee—Between home signals..... | 15 | 15 | 15 |
| MP 51.6 to 52.3—C. M. St. P. & P. crossing to 0.7 miles west..... | 30 | 30 | 15 |
| MP 91.3 to 92.5—Around curve through Powers..... | 25 | 25 | 25 |
| MP 93.9—Around curve 1 mile west of Spalding..... | ..... | 50 | ..... |
| MP 95.3—Around curve 2.3 miles west of Spalding..... | ..... | 50 | ..... |
| MP 114.2—Over 23rd Street crossing, Escanaba..... | 30 | 30 | 30 |

| LOCATION | Restrictions Speed per Hour: Streamliner Trains | Other Pass. Trains | Freight Trains |
|---|---|---|---|
| **BETWEEN ESCANABA AND ISHPEMING**<br>Maximum speed, miles per hour:<br>Streamliner trains,<br>Diesel operated....Straight track.....59<br>Curves.....59<br>Other pass. trains...Straight track.....59<br>Curves.....50<br>Freight trains.....Straight track.....45<br>Curves.....35 | | | |
| MP 114.6—Over Stephenson Ave. crossing, Escanaba..... | 15 | 15 | 15 |
| MP 114.6 to 115.9—Between Stephenson Ave., Escanaba and North Wye..... | 30 | 30 | 20 |
| MP 115.9—Over North Wye switches, Escanaba..... | 10 | 10 | 10 |
| MP 116.7 to 117.5—Around first curve east and first curve west of bridge No. 276, nine tenths of a mile and 1.4 mile west of North Wye..... | 50 | 40 | 25 |
| MP 155.3—L. S. & I. crossing, Little Lake... | Stop | Stop | Stop |
| MP 158.1 to 159.3—Around four curves 0.5 mile west of Swanzy to 1.7 miles west of Swanzy..... | 45 | 40 | 25 |
| MP 170.0 to 171.0—Around five curves..... | 40 | 30 | 25 |
| MP 171.0 to 173.0—Around four curves from 2.0 miles west of Cascade to 0.5 mile east of Partridge..... | 45 | 40 | 25 |
| MP 174.7 to 176.0—Around curves from 1.2 miles west of Partridge to east end of Negaunee Yard..... | 50 | 40 | 30 |
| MP 176.0 to 177.2—From east end Negaunee Yard via Union Station to west switch of passenger cut-off..... | 15 | 10 | 10 |
| MP 176.3 to 177.2—From east end of Union Station cut-off, Negaunee to west switch of Union Station cut-off via freight line.. | 10 | 10 | 10 |
| MP 177.2—D. S. S. & A. crossing (freight line) | Stop | Stop | Stop |
| MP 177.2 to 179.5—From west switch passenger cut-off Negaunee to Ishpeming passenger station..... | 45 | 40 | 30 |
| MP 179.5 to 180.1—From Ishpeming passenger station to round house, Ishpeming | 15 | 15 | 10 |

# SPEED RESTRICTIONS



| LOCATION | Restrictions Speed Per Hour | |
|---|---|---|
| | Pass. Trains | Freight Trains |
| **BETWEEN POWERS AND IRON RIVER**<br>Maximum speed, miles per hour:<br>Passenger Trains.....Straight track.....45<br>Curves.....40<br>Freight Trains.....Straight track.....35<br>Curves.....30 | | |
| MP 0.0 to 0.4—Around curve Powers Station to 0.4 mile west of Powers | 15 | 15 |
| MP 4.1—M. St. P. & S. S. M. crossing, Hermansville. | Stop | Stop |
| MP 21.0—Eastward trains over road crossing just west of station, Norway | 15 | 15 |
| MP 21.7—Around curve 0.7 mile west of Norway | 25 | 25 |
| MP 28.2 to 30.4—From 0.8 mile east of Iron Mountain station to west end of Antoine Yard | 10 | 10 |
| MP 32.0 to 33.0—Around curves and over Menominee River Bridge | 25 | 20 |
| MP 41.5—Over highway crossing 600 feet east of Florence | 35 | ..... |
| MP 45.9 to 47.5—Around curves and over Brule River Bridge | 25 | 20 |
| MP 48.83 over east switch at Stager. | 25 | 25 |
| MP 64.5 to 68.0—From east end of yard at Palatka to 4th Street, 1300 feet west of passenger station at Iron River | 15 | 15 |
| **BETWEEN IRON RIVER AND WATERSMEET**<br>Maximum speed, miles per hour:<br>All trains, straight track.....35<br>curves.....30 | | |
| **BETWEEN ISHPEMING AND MARTINS LANDING**<br>Sub-Division 2-A<br>Maximum speed, miles per hour:<br>All trains.....20. | | |
| MP 180.5—D. S. S. & A. crossing, 0.9 mile west of passenger station, Ishpeming | Stop | Stop |
| MP 181.2—L. S. & I. crossing, 1.5 miles west of passenger station, Ishpeming | Stop | Stop |
| **BETWEEN NARENTA AND FELCH**<br>MP 0.0 to 28.5—To 0.5 miles west of Hardwood Spur | 20 | 20 |
| MP 28.5 to 34.7—From 0.5 miles west of Hardwood to Felch | 15 | 15 |
| **BETWEEN SWANZY AND PRINCETON**<br>Maximum speed, miles per hour:<br>All trains.....12. | | |
| **BETWEEN CASCADE AND VOLUNTEER MINE**<br>Maximum speed, miles per hour:<br>All trains.....15. | | |
| **BETWEEN HAZEL AND GIBBS CITY**<br>Maximum speed, miles per hour:<br>All trains.....15. | | |
| **BETWEEN STAGER AND CRYSTAL FALLS**<br>Sub-Divisions 3-A<br>Maximum speed, miles per hour:<br>All trains.....20. | | |
| BETWEEN MASTODON AND ALPHA | 15 | 15 |
| **BETWEEN ANTOINE AND NORTH ESCANABA**<br>Maximum speed, miles per hour:<br>All trains.....25. | | |
| Over interlocking plant, Tesch to or from Sub-Division 1 | 10 | 10 |
| Over track scale, four miles west of No. 6 Ore Yard.<br>All trains.....15 miles per hour. | | |

## ADDITIONAL SPEED RESTRICTIONS

1. Trains of ordinary passenger equipment handled by Diesel Power, or trains of Streamliner equipment handled by Steam power, or trains with a mixed consist of coventional type or Streamliner type equipment whether just one or more cars of either type and handled by Diesel or Steam power, must observe speed restrictions which govern, "Other Passenger Trains".

2. Streamliner type trains and gas or diesel electric motor trains and engines must not run over inundated tracks if water is more than three inches above top of rail, and all trains, including streamliner trains, will be governed by Rules 101 and 708, and when operating through water must not exceed a speed of five miles per hour.

3. When it is necessary to operate Diesel power light for any reason, the maximum speed will be 50 miles per hour.

4. When Class JA, JS, J or Z engines are used on passenger trains to double head or otherwise, the speed of such trains will not exceed the maximum speed as indicated in time table speed restrictions for Freight trains.

5. Trains handling dead engines WITHOUT SIDE RODS will not exceed 15 miles per hour and WITH SIDE RODS, steam switch engines 20 miles per hour and steam road engines 30 miles per hour, 44 ton diesel switchers 25 miles per hour and diesel switchers larger than 44 ton 35 miles per hour. Road Freight diesels, time card speed for freight trains and road passenger diesels, time card speed for passenger trains.

6. Loaded cinder cars equipped with arch bar trucks will be handled only in way freights or trains at a speed not to exceed 25 miles per hour at any point.
Conductors will, in all cases where loaded cinder cars equipped with arch bar trucks are being handled in their train, notify the engineer so that the speed of the train will not exceed 25 miles per hour at any point.

7. The speed of a train moving over a cross-over, turn-out from main track to siding or diverging route at a junction, must not exceed 10 miles per hour, except as provided in the above restrictions.

8. Ore trains and freight trains handling ore cars loaded with ore must not exceed twenty-five (25) miles per hour at any point except that trains handling loaded seventy (70) ton ore cars in the district Ishpeming to Green Bay must not exceed thirty (30) miles per hour.

9. The speed of trains handling loaded 70 ton ore cars over Bridges Nos. 88 and 88½, over the Menominee River between Menominee and Marinette, must not exceed 10 miles per hour for the entire train.

10. The speed of steam wrecking outfits, unless otherwise instructed, must not exceed twenty-five (25) miles per hour between Ishpeming and Duck Creek and between Powers and Iron River; twenty (20) miles per hour between Iron River and Watersmeet and fifteen (15) miles per hour on branch lines.

11. Speed of trains handling locomotive cranes, derrick, pile driver or any crane of this type, must be restricted to not more than 25 miles per hour.

12. The speed of Circus trains and Carnival trains entirely of steel construction or steel underframe cars will not exceed 35 miles per hour at any point on straight track nor 25 miles per hour on curves on Main Line and 25 miles per hour at any point on straight track nor 20 miles per hour on curves on Branch Lines. Speed restrictions requiring less than the above speed must be observed.

13. Trains handling either U. S. Government scale test cars, our own test cars or scale cars of other railroads of this same type will not exceed 30 miles per hour on main subdivisions or 20 miles per hour on branch subdivisions, such cars to be handled only upon specific instructions from chief dispatcher and placed in train next to caboose and rule 1073 observed.

14. The speed of all freight trains when making backup movements must be restricted to ten (10) miles per hour. This does not govern light engine movements which will operate at not to exceed twenty (20) miles per hour on straight track and fifteen (15) miles per hour on curves.

15. PALMER, MICH.—All eastward engines and trains will reduce speed to ten miles per hour and all westward engines and trains will reduce speed to fifteen miles per hour when passing over State Trunk Line Highway M 35 crossing at Palmer, Mich.

(Continued on page 9)

## ADDITIONAL SPEED RESTRICTIONS

16. Caution must be used in handling trains down grades and around curves, so that uhiform rate of speed will be maintained.

17. All trains and engines will approach Marinette, Ishpeming and Antoine at restricted speed, account engines moving from round house tracks to coal chutes and taking coal on the main track, also account engines turning on the wye at Antoine.

18. All trains and engines will run at restricted speed between the east end of Palatka Yard and Iron River, account engines operating between these points to turn on the wye at Palatka and taking coal on the main track at Stambaugh coal chutes.

19. The above will not relieve hostlers or engine-house men from complying with the rules.

20. Diesel switch engines 1000-1001-1002-1200 and those in the 400 series must not be operated at speeds to exceed 25 miles per hour in either forward or backward movement.

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General Rules Governing Employes of the Operating Department dated December 1st, 1929 and Supplement "D" dated June 15th, 1935, in connection therewith, are issued in book form. Every employe whose duties are in any way prescribed by these rules, must always have a copy of them at hand when on duty.

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On the road, at stations, in yards and on industrial tracks there are buildings, structures, station platform canopies, mail cranes, dividing or between line fences which are located between tracks, bridge girders and other obstructions which owing to local condition or requirements, do not give clearance to men on top of or side of cars or engines. Employes must familiarize themselves with these conditions in the districts in which they are employed and where they exist must not extend any part of their bodies out from engines or cars or attempt to alight therefrom. New employes must exercise great care in this respect.

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## SPECIAL RULES

**Standard Time** — 1. Clocks showing Central Standard Time are located at Train Dispatcher's offices, Green Bay and Escanaba; passenger station and yard master's office Escanaba; telegraph offices Marinette, Powers, Antoine, Crystal Falls, Stambaugh, Ishpeming; and in engine houses at Escanaba, Ishpeming and Antoine.

**Superior Direction, Rule S-73** — 2. EASTWARD trains are superior to WESTWARD trains of the same class.

**Registering Stations** — 3. All trains will register at Ishpeming, Escanaba, Powers, Menominee, Marinette, Antoine, Stambaugh, Watersmeet and Crystal Falls. Trains 209, 214 and 240 will register with blank "R" at Powers, Menominee and Marinette. When more than one section, conductor of each section must register personally at all register stations.

**Cross-Overs** — 4. Cross-over switches are located at Marinette and Powers and 900 feet east of Escanaba passenger depot. All trains and engines will approach these cross-overs expecting to find trains or engines crossing over. This will not relieve trainmen from protecting, as per Rule 99.

**Spring Switches** — 5. Spring Switches will be identified with a disc having black letters "SS" on a white background, mounted at right angles to the red target.

**Retainers on Ore Trains** — 6. A minimum of one (1) retainer will be turned up for every four cars of 140,000 capacity and one (1) retainer will be turned up for every five cars of 100,000 capacity on trains of ore, being handled down the James Lead, which is located one mile north of Iron River.

**Ordinance: Sounding Engine Whistles** — 7. The locomotive whistle must not be sounded within the corporate limits of Iron Mountain and at Stephenson Ave., Escanaba, except when necessary for train inter-communication, or to prevent injury to persons or damage to property.

**Whistling** — 8. Enginemen operating Diesel Streamliner trains, when sounding regulation crossing whistle, will begin sufficiently in advance of whistle location. Whistle must be sounding while engine is approaching and passing over crossing.

**Trains at Watersmeet** — 9. Ashland Division train No. 11 will head in on arrival at Watersmeet on Peninsula Division side of Station and back into Coach Yard from Peninsula Division side of yard.

All trains and engines at Watersmeet must keep entirely clear of above trains while these movements are being made.

**Freight Train Inspection** — 10. All freight trains will stop and train crew will make an inspection of their train at the following points:

| EASTWARD | | WESTWARD | |
|---|---|---|---|
| Little Lake. | Marinette. | Marinette. | Little Lake. |
| Powers. | Antoine | Powers. | Antoine. |

In addition to the above, all trains handling logs and pulpwood will stop and make inspection of their train to determine there are no spread loads before passing over Escanaba River bridge No. 276 located between Larch and North Wye. If stop is made at Bay Siding, train may be inspected at that point instead of Larch.

**Use of Engine Sand** — 11. The use of sand is prohibited on all interlocking plants anywhere between the home signals, also prohibited between the fouling point and switch points on any turn-out connected with the main line in automatic block, automatic train control or centralized control districts, and must not be used on any spring switch between the fouling point and the switch point. Sand is an insulator and its use on the rail may result in the improper functioning of signal or interlocking apparatus.

**Motor Cars** — 12. Rail motor cars, gas or oil-electric, or a single unit Diesel engine, when operated without a trailer car attached, must come to a full stop at the home signal of an automatic interlocked railroad crossing, regardless of whether the signal is clear or not. If the signal indicates PROCEED, the car may proceed after the stop is made, otherwise the release apparatus at the crossing must be operated in accordance with the second paragraph of General Rule 672.

**Clearance Form A** — 13. Trains will not be required to obtain Clearance Form A at initial division or sub-division station when same is a non-communicating station or the office is closed.

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## 14. BULLETIN BOARDS

Bulletin Boards for the posting of General Orders and Special Orders issued by the Superintendent are located as follows:

GREEN BAY—Conductor's Room and Enginehouse.
NORTH GREEN BAY—Telegraph Office.
ISHPEMING—Enginehouse, Conductor's bulletin board.
ESCANABA—Enginehouse, Conductor's Room, Yard Office.
MARINETTE—Enginehouse, Yard Office.
ANTOINE—Yard Office, Enginehouse.
STAMBAUGH—Yard Office, Enginehouse.
CRYSTAL FALLS—Telegraph office, enginehouse.
NIAGARA—Freight Office.
WATERSMEET—Telegraph Office, Enginehouse.

Orders will be numbered consecutively beginning with No. 1 on January 1st of each year. All members of train, yard and engine crews must consult bulletin boards and familiarize themselves with instructions contained in these General Orders and Special Orders. Conductors, engineers, and yard foremen must receipt for all General Orders in a book provided for that purpose at each bulletin board location, entering in this book date and time that order is read as well as signature.

**Emergency Red Head-Lights** — 15. Enginemen operating locomotives equipped with either oscillating or non-oscillating emergency headlights will be governed by the following instructions:

In every case where the air brakes are applied from any cause other than in normal operation by the engineman, or when the engineman finds it necessary to stop his train, due to some defect or under circumstances which might cause derailment thereby fouling the adjacent main track, engineman will immediately turn on the red emergency light, and when this is done, enginemen on approaching trains on adjacent tracks will take notice and immediately bring their train to a stop, and proceed only after finding track clear. These instructions are applicable at all times, both day and night. This emergency headlight must not be used for any other purpose.

Locomotives having Mars emergency red oscillating signal light equipped with an automatic air pressure switch will automatically turn the red light on and the standard white light off when the trainline ai pressure is reduced below 40 pounds for any reason.

Whenever the red light is automatically turned on, due to a reduction of trainline pressure, and it is definitely known the track or tracks are not obstructed or that approaching trains have been stopped, enginemen may release train brakes in the usual manner, after which it will be neccessary to pull the reset button on air pressure switch before the red light can be extinguished and the standard white headlight again used.

This automatic feature in no way interferes with the manual operation of the red headlight.

The operation and use of this device will not in any way relieve enginemen from complying with the last paragraph of Rule 102.

**Red Rear Oscillating Light** — 16. The red rear oscillating light is an emergency light and is not to be displayed while train is moving under normal speed and circumstances.

When any train which is equipped with a red rear warning light comes to a stop, or is moving under circumstances in which it may be overtaken by another train, the rear warning light shall be turned on.

The light is connected with the rear train line hose. It is equipped with a three position switch, the points of which are marked "On Manual", "Off", and "On Auto". The "On Manual" switch should be used only when the "On Auto", or automatic switch fails to function properly.

The light will automatically start operating when a reduction of 15 pounds or more is made in brake pipe pressure. When a train is brought to a stop with less than a 15-pound reduction in train line pressure, the engineman will then promptly make further reduction to attain necessary 15 pound reduction.

If for any reason the light does not operate automatically the rear trainman will turn switch to "On Manual".

When switch is set "On Auto" the light can be turned off—when normal brake pressure has been restored—by pushing the small button on the right side of the light. When switch is set "On Manual" the light can be turnedoff by setting switch at "Off". The light should not be turned off until the train has again attained normal speed after slow-down or stop.

When the red warning light is displayed on any train, enginemen on approaching train or trains will immediately reduce speed and be prepared to stop.

The operation and use of this device, either manually or automatically will not in any way relieve trainmen from compliance with Rules 99 and 102.

## 17. CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULES 601A TO 672 AMENDED WILL BE OBSERVED

| RAILWAY. | LOCATION. |
|---|---|
| M St. P. & S. St. M. and C. & N. W. | Tesch. |

In addition to observing Rules 601A to 672, all trains will approach the signal and gate protected railroad crossings and draw-bridges shown below at restricted speed. If clear indication is given, the engine or leading car must not exceed a speed of fifteen (15) miles per hour between home signals.

| RAILWAY. | LOCATION. |
|---|---|
| C. & N. W. | West of Oconto. |
| C. M St. P. & P. | East of Marinette. |
| C. M. St. P. & P. | East of Menominee. |
| C. M. St. P. & P. | West of Menominee. |
| C. M. St. P. & P. | Ludington Mine Iron Mountain |

### JUNCTIONS AT WHICH RULES 401 TO 407 AND 601A TO 601F WILL BE OBSERVED

| RAILWAY. | LOCATION. |
|---|---|
| C. & N. W | Duck Creek. |

### CROSSINGS, JUNCTIONS AND DRAW-BRIDGES AT WHICH RULE 98 WILL BE OBSERVED

| RAILWAY. | LOCATION |
|---|---|
| C. M. St. P. & P. | West of Menominee River old Main Line. |
| C. & N. W. | Powers. |
| C. & N. W. | Narenta. |
| M. St. P. & S. St. M. | Larch. |
| L. S. & I. | Little Lake. |
| Swanzy Branch | Swanzy. |
| Cascade Branch | Cascade. |
| D. S. S. & A. | Negaunee. |
| D. S. S. & A. | West of Negaunee. |
| D. S. S. & A. and L. S. & I. | Ishpeming. |
| D.S.S.& A., Deer Lake Branch | Ishpeming. |
| D.S.S.& A., Winthrop Jct. | Ishpeming. |
| L. S. & I. | Copps Spur |
| DSS&A | American Mine. |
| M. St. P. & S. St. M. | Hermansville. |
| C. & N. W. | Sturgeon. |
| C. & N. W. | 2 miles east of Vulcan. |
| C. & N. W. | Antoine. |
| C. & N. W. | Stager. |
| Dunn Mine Branch | Mastodon. |
| C. & N W. (L. S. Div.) | Scott Lake. |
| C.M.St.P.& P., Rogers Mine | Palatka |
| C. M. St. P. & P., Bengal Mine | Palatka. |
| Atkinson Branch | Hazel. |
| C. & N. W. (Ash. Div.) | Watersmeet. |

Gates are installed at the C. M. St. P. & P.-C. & N. W. railroad crossing near Bridge Street, one mile south of Menominee, Mich., on the old main line.

The normal position of the gates will be against movements on the C. & N. W. R'y.

All trains or engines on the C. & N. W. R'y must be stopped and gates placed across the C. M. St. P. & P. R. R. tracks before C. & N. W. movement is made over the crossing. When movement has been completed gates must again be placed in normal position across the C. & N. W. tracks.

## 18. INSTRUCTIONS GOVERNING MOVEMENTS OVER CROSSING WITH E. & L. S. RAILROAD, ESCANABA



North Escanaba Line with Escanaba and Lake Superior Railroad east of No. 6 Dock Yard: The normal position of the gate will be against movements on the Escanaba and Lake Superior Railroad. All movements on C. & N. W. must approach this crossing at restricted speed and if gate is clear may, without stopping, proceed over the crossing at a speed not to exceed (15) miles per hour.

## BLOCKING

Manual Block

19. Rules 302A to 373 govern between Duck Creek and Escanaba continuously, and between Powers and Iron River, and between Stager and Crystal Falls, from 9:30 A. M. to 5:30 P. M.

Manual Block Rules will not prohibit switch engines and trains from occupying the main track between yard limit boards at the following stations as provided by rules:

| | | | |
|---|---|---|---|
| Marinette | Powers | Quinnesec | Stager |
| Menominee | Escanaba | Iron Mountain | Stambaugh |
| Oconto | Hermansville | Antoine | Iron River |

A clear block entitling any train to pass to or through the stations above named does not indicate that the main track is clear, but trains accepting block must approach and pass through these stations at restricted speed.

Westward Peninsula Division trains starting at North Green Bay will receive instructions at the telegraph office as to condition of manual block between Duck Creek and the next open block station west of Duck Creek. Westward Peninsula Division trains starting from Green Bay will understand that when the train order-block signal at North Green Bay is clear, it indicates that the block is clear from Duck Creek to the next open block station west thereof. When this train order-block signal is at stop, trains must secure proper authority before proceeding. Eastward Peninsula Division trains must understand that Manual Blocking Rules apply only to the point of beginning of Centralized Control System at Signal 808-A located 715 feet west of Junction Switch at Duck Creek.

A train moving under Permissive Train Order or Permissive Form C may follow the next preceding train not less than ten (10) minutes.

Time Spacing

Except as above, Rules 380 to 382 govern. Trains will be spaced ten minutes apart with the following exception: Between Antoine and Rule 91. Sturgeon on Sub-Division 3b trains will be spaced one (1) hour apart.

Telephones

Conductors may obtain and clear block by telephone at the following stations:

| | |
|---|---|
| Marinette, East end of yard | with Marinette. |
| Menominee, Dock track | with Menominee. |
| Menominee, West end of yard. (When Menominee closed clear with Marinette.) | with Menominee. |
| Escanaba, North Y | with Train Dispatcher. |
| Larch | with Train Dispatcher. |
| Beaver | with Brampton, or Train Dispatcher. |
| Iron River, James Branch | with Stambaugh. |

| ACTUAL TONNAGE RATING DISTRICT | CLASS OF ENGINE J-4 | JS | Z | R-1 |
|---|---|---|---|---|
| **WESTWARD** | | | | |
| North Green Bay to Marinette | ..... | 5040 | 4130 | 2400 |
| Marinette to Powers | ..... | 4830 | 3960 | 2300 |
| Powers to Escanaba | 6240 | 5040 | 4130 | 2400 |
| Escanaba to Ishpeming | ..... | 2015 | 1650 | 960 |
| Ishpeming to Martin's Landing | ..... | ..... | ..... | 900 |
| Powers to Norway | 3380 | 2730 | 2240 | 1300 |
| Norway to Iron River | 2210 | 1785 | 1465 | 850 |
| Iron River to Watersmeet | ..... | ..... | ..... | 1200 |
| Stager to Crystal Falls | ..... | 1785 | 1460 | 850 |
| Narenta to Felch | ..... | ..... | ..... | 900 |
| **EASTWARD** | | | | |
| Martin's Landing to Ishpeming | ..... | ..... | ..... | 2200 |
| Ishpeming to Little Lake | ..... | 7285 | 6000 | 3480 |
| Little Lake to Escanaba | ..... | 9135 | 7500 | 4350 |
| Escanaba to Powers | 3900 | 3150 | 2580 | 1500 |
| Powers to Green Bay | ..... | 4935 | 4045 | 2350 |
| Watersmeet to Basswood | ..... | ..... | ..... | 1500 |
| Basswood to Iron River | ..... | ..... | ..... | 2500 |
| Iron River to Antoine | 5200 | 4200 | 3440 | 2000 |
| Antoine to Powers | 3640 | 2940 | 2410 | 1400 |
| Antoine to Sturgeon | 11310 | 9135 | 7485 | 4350 |
| Sturgeon to Leapers | 5655 | 4565 | 3745 | 2175 |
| Leapers to Escanaba | 11310 | 9135 | 7485 | 4350 |
| Crystal Falls to Stager | ..... | 3570 | 2925 | 1700 |
| Felch to Narenta | ..... | ..... | ..... | 2000 |

The above rating will apply under ordinary condition over maximum grade between points named; additional tonnage will be handled whenever circumstances and grades will permit. Add 5% to rating of "JS" Locomotives to obtain rating for "JA" Locomotive.

# COMMUNICATING OFFICES OPEN

| STATION | MONDAY THRU FRIDAY | SATURDAYS | SUNDAYS | HOLIDAYS |
|---|---|---|---|---|
| Green Bay | Continuous | Continuous | Continuous | Continuous |
| North Green Bay | Continuous | Continuous | Continuous | Continuous |
| Big Suamico | 8:00 a.m. to 5:00 p.m. | None | None | None |
| Oconto | Continuous | Continuous | Continuous | Continuous |
| Peshtigo | 8:00 a.m. to 11:59 p.m. | 8:00 a.m. to 11:59 p.m. | 9:30 a.m. to 11:30 a.m.<br>4:00 p.m. to 11:59 p.m. | 8:00 a.m. to 4:00 p.m.<br>4:00 p.m. to 11:59 p.m. |
| Marinette | Continuous | Continuous | Continuous | Continuous |
| Menominee | 7:30 a.m. to 11:30 p.m. | 7:30 a.m. to 11:30 p.m. | 7:30 a.m. to 11:30 p.m. | 7:30 a.m. to 11:30 p.m. |
| Stephenson | 7:15 a.m. to 11:15 p.m. | 7:15 a.m. to 11:15 p.m. | 8:15 a.m. to 10:15 a.m.<br>9:00 p.m. to 11:00 p.m. | 8:15 a.m. to 11:15 a.m.<br>8:15 p.m. to 11:15 p.m. |
| Carney | 8:30 a.m. to 5:30 p.m. | None | None | None |
| Powers | Continuous | Continuous | 12:01 a.m. to 7:00 a.m.<br>7:45 a.m. to 9:45 a.m.<br>3:00 p.m. to 11:59 p.m. | 12:01 a.m. to 7:00 a.m.<br>7:45 a.m. to 9:45 a.m.<br>3:00 p.m. to 11:59 p.m. |
| Bark River | 7:30 a.m. to 4:30 p.m. | 7:30 a.m. to 4:30 p.m. | None | None |
| Escanaba | 12:01 a.m. to 4:45 a.m.<br>7:45 p.m. to 11:59 p.m. | 12:01 a.m. to 4:45 a.m.<br>7:45 p.m. to 11:59 p.m. | 12:01 a.m. to 4:45 a.m.<br>7:45 p.m. to 11:59 p.m. | 12:01 a.m. to 4:45 a.m.<br>7:45 p.m. to 11:59 p.m. |
| Brampton | 6:30 a.m. to 3:30 p.m. | None | None | None |
| Rock | 7:00 a.m. to 4:00 p.m. | None | None | None |
| Little Lake | 6:30 a.m. to 2:30 p.m.<br>3:25 p.m. to 11:25 p.m. | 6:30 a.m. to 2:30 p.m.<br>3:25 p.m. to 11:25 p.m. | 6:30 a.m. to 8:30 a.m.<br>6:45 p.m. to 8:45 p.m. | 6:30 a.m. to 9:30 a.m.<br>5:30 p.m. to 8:30 p.m. |
| Ishpeming | 5:30 a.m. to 9:30 p.m. | 5:30 a.m. to 9:30 p.m. | 6:00 a.m. to 8:00 a.m.<br>4:30 p.m. to 7:30 p.m. | 6:00 a.m. to 9:00 a.m.<br>4:30 p.m. to 7:30 p.m. |
| Hermansville | 6:45 a.m. to 10:30 p.m. | 6:45 a.m. to 10:30 p.m. | 7:00 p.m. to 9:40 p.m. | 7:00 p.m. to 10:00 p.m. |
| Norway | 7:00 a.m. to 4:00 p.m. | None | None | None |
| Quinnesec | 8:45 a.m. to 5:45 p.m. | 8:45 a.m. to 5:45 p.m. | None | None |
| Antoine* | 7:30 a.m. to 4:30 p.m. | 7:30 a.m. to 4:30 p.m. | None | None |
| Florence | 8:45 a.m. to 5:45 p.m. | None | None | None |
| Stager* | | | | |
| Stambaugh* | | | | |
| Iron River | 7:00 a.m. to 4:00 p.m. | None | None | None |
| Watersmeet | 7:00 a.m. to 4:00 p.m.<br>6:45 p.m. to 2:45 a.m. | 7:00 a.m. to 4:00 p.m.<br>6:45 p.m. to 2:45 a.m. | 7:00 a.m. to 4:00 p.m.<br>6:45 p.m. to 2:45 a.m. | 7:00 a.m. to 4:00 p.m.<br>6:45 p.m. to 2:45 a.m. |
| Crystal Falls | 7:00 a.m. to 4:00 p.m. | None | None | None |
| Tesch* | | | | |
| Felch | 8:00 a.m. to 5:00 p.m. | None | None | None |

## *COMMUNICATING OFFICES OPEN DURING ORE SEASON

| | | | | |
|---|---|---|---|---|
| Antoine | Continuous | Continuous | Continuous | Continuous |
| Stager | 11:00 a.m. to 7:00 p.m.<br>7:00 p.m. to 3:00 a.m. | 11:00 a.m. to 7:00 p.m. | None | None |
| Stambaugh | 8:00 a.m. to 4:00 p.m.<br>4:00 p.m. to 11:59 p.m. | 8:00 a.m. to 4:00 p.m.<br>4:00 p.m. to 11:59 p.m. | 8:00 a.m. to 4:00 p.m.<br>4:00 p.m. to 11:59 p.m. | 8:00 a.m. to 4:00 p.m.<br>4:00 p.m. to 11:59 p.m. |
| Tesch | 4:00 p.m. to 11:59 p.m.<br>1:00 a.m. to 9:00 a.m. | 4:00 p.m. to 11:59 p.m.<br>1:00 a.m. to 9:00 a.m. | 4:00 p.m. to 11:59 p.m.<br>1:00 a.m. to 9:00 a.m. | 4:00 p.m. to 11:59 p.m.<br>1:00 a.m. to 9:00 a.m. |

## STRETCHER LOCATIONS

In case of emergency stretchers are kept at the following locations, wrapped in brown wrapping paper and stored in stretcher boxes:

| Location | Building |
|---|---|
| Antoine, Mich | Yard Office. |
| Crystal Falls, Mich | Freight House. |
| Escanaba, Mich | Baggage Room. |
| | Dock Office. |
| | Dock No. 6. |
| | Tie Plant Office. |
| | Old Coach south of Middle Scale. |
| | Roundhouse, Foreman's Office. |
| | Paint Building. |
| | No. 6 Yard Office. |
| Iron River, Mich | Passenger Station. |
| Little Lake, Mich | Station. |
| Marinette, Wis | Baggage Room. |
| Menominee, Mich | Passenger Station. |
| Negaunee, Mich | Union Station. |
| North Green Bay, Wis | Yard Office. |
| Oconto, Wis | Station. |
| Peshtigo, Wis | Freight House. |
| Powers, Mich | Baggage Room. |
| Quinnesec, Mich | Station. |
| Stager, Mich | Station. |
| Stambaugh, Mich | Yard Office. |
| | Switchmen's Room. |
| Watersmeet, Mich | Freight House. |