

TOWARD BUTLER

FIRST CLASS

SECOND CLASS

**AUTOMATIC TRAIN STOP
BETWEEN NATIONAL AVENUE AND TOWER BJ,
VIA WISCONA
(Rules 540, 541 and 550 govern)**

(a) Non-equipped locomotives in switching service at Milwaukee may be operated on the main track within switching limits at not exceeding restricted speed and in accordance with the automatic block signal indications.

(b) Non-equipped locomotives may be operated to engine terminals and return for inspection and repairs, Kenosha and Racine to Milwaukee at a speed not exceeding 40 M.P.H. except, if lower speed is specified by rule or special instructions lower speed will govern. Such movements must be made in accordance with automatic block signal indications and a positive block established in advance of the movement.

(In connection with operation under paragraph (b) a Stop and Proceed signal, Rule 501AA, shall be considered a positive stop signal, thereby establishing a positive block to the next signal and Rule 509 will apply. At interlocking stations, when Rule 671 is in effect, Rule 509 will also apply).

Time Table 5														DISTANCE FROM MILWAUKEE	Facilities	Time Table 5 October 30, 1955	STATIONS											
405	217	417	817	149	239	151	153	401	209	215	161	211	121				180	433	436	484	172	438	282	490	482	296	295	
Mad. Div.	Wis. Div.	Wis. Div.	L. S. Div.	Wis. Div.	Wis. Div.	Wis. Div.	L. S. Div.	Mad. Div.	Wis. Div.	L. S. Div.	Wis. Div.	L. S. Div.	Wis. Div.	L. S. Div.	Mad. Div.	Mad. Div.	Mad. Div.	Mad. Div.	L. S. Div.	Mad. Div.	Mad. Div.	Mad. Div.	Mad. Div.	Mad. Div.	Wis. Div.			
DAILY	Daily except Sunday	Sunday only	Daily except Sunday	Daily except Sunday	Sunday Only	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	DAILY	Monday Friday	Monday Friday	DAILY	Daily except Sunday	Tuesday Thursday Saturday	Daily except Saturday	DAILY	Daily except Sunday	Daily except Monday	Daily except Saturday		
AM 1.00	AM 3.55	AM 3.55	AM 4.25	AM 9.08	AM 10.05	AM 11.30	PM 1.05	PM 4.26	PM 5.40	PM 7.55	PM 8.50	PM 9.10	PM 11.35	3.68	MILWAUKEE ..YL	AM 7.00									PM 11.50			
														5.01	SHOREWOOD ..													
1.09	4.05	4.05	4.34	9.15	10.12	11.36	1.12		5.45	7.59	8.57	9.18	11.41	7.87	LINDWERM ..	AM 7.15									11.56			
1.12	4.10	4.10	4.40	9.19	10.15	11.40	1.15	4.35	5.49	8.04	9.02	9.23	11.47	11.65	WISCONS ..	AM 12.10	7.25		10.45						12.11			
1.17	AM	AM	AM	AM	AM	AM	PM		PM	PM	PM	PM	PM	13.44	FONDA ..	12.20	7.35		11.05									
1.20	AM							4.40						14.68	TOWER SJ ..	12.25	7.40	AM 7.40	AM 7.50	11.10	PM 2.20	PM 6.15	PM 7.40	11.30	12.25			
															BUTLER ..YL	12.30	AM	7.45	7.55	11.15	PM 2.25	PM 6.20	PM 7.45	11.35	12.30			

TOWARD MILWAUKEE

FIRST CLASS

SECOND CLASS

STATION															DISTANCE FROM BUTLER	Time Table 5 October 30, 1955	Communicating Station	STATION										
244	224	162	212	406	306	206	210	214	240	400	154	120	216	168				297	479	435	483	437	484	187	173	495		
Wis. Div.	Wis. Div.	Wis. Div.	L. S. Div.	Mad. Div.	L. S. Div.	Wis. Div.	Wis. Div.	L. S. Div.	Wis. Div.	Mad. Div.	Wis. Div.	L. S. Div.	Wis. Div.	L. S. Div.				Mad. Div.	Mad. Div.	Mad. Div.	Mad. Div.	Mad. Div.	L. S. Div.	L. S. Div.	Mad. Div.	Mad. Div.		
Monday Only	Daily except Monday	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday	Daily except Sunday	Sunday Only	DAILY	Daily except Sunday	Daily except Sunday	DAILY	Sunday Only				Daily except Sunday	DAILY	Monday Wednesday Friday	DAILY	Tuesday Thursday Saturday	Tuesday Thursday Saturday	DAILY	Daily except Saturday	Daily except Sunday		
					AM 5.24						PM 5.19				1.24	BUTLER	YL	C S	PM 9.15	AM 1.45	AM 8.00	PM 12.30	PM 2.45	PM 1.40	PM 4.25	PM 10.30		
					5.26	AM 8.55	AM 9.15	PM 12.10	PM 12.26	PM 12.42	5.25	PM 4.50	PM 7.02	PM 7.17	PM 7.56	3.03	TOWER EJ		C S	9.20 PM	1.50 AM	8.05 AM	12.35 PM	2.50 PM	2.50	1.45	4.30	10.25 PM
AM 12.20	AM 1.15	AM 3.10	AM 4.18	5.30												6.81	FONDA							2.55	1.48	4.33		
12.24	1.19	3.17	4.21			8.59	9.19	12.14	12.29	12.44	5.28	4.55	7.06	7.22		9.67	WISCONSIN	C S						3.05	2.00 AM	4.45 PM		
																11.00	LINDWERN							3.10				
12.30 AM	1.25 AM	3.25 AM	4.30 AM	5.40 AM	9.10 AM	9.25 AM	12.20 PM	12.38 PM	12.50 PM	5.34 PM	5.05 PM	7.15 PM	7.30 PM	8.15 PM	14.68	SHOREWOOD												
																	MILWAUKEE	YL	C S						3.20 PM			

All trains must approach the crossovers at the north and south ends of Milwaukee passenger station under restricted speed, prepared to stop within their vision, and proceed on signal from switchtender, and in absence of such signal must come to stop and flag themselves into station. When operating on station tracks between the crossovers at the north and south ends of the Milwaukee passenger station, trains must move under restricted speed, prepared to stop short of engines or cars that may be occupying the same track.

To insure safety in handling passengers to and from a train standing on one of the easterly tracks in Milwaukee Passenger Station, other trains entering the train shed on a track between the station and the track on which such train is standing must exercise great care to prevent accidents. Station attendants will assist in protecting such movements to the fullest extent possible, and engineers on approaching engines must keep sharp lookout for signals.

Rule 83c does not apply to trains operating under Milwaukee District Terminal time table, except that all trains must obtain Clearance Form A at Milwaukee Passenger Station and at Butler.

Rule D-83 does not apply at Tower BJ. Trains will be governed by signal indications.

The tracks Milwaukee to Butler via Belton and Wisconsin will be operated by the Wisconsin District and trains will be governed by Milwaukee District Terminal time table and applicable special rules in Wisconsin District time table.

In all two or more track districts extra freight, empty passenger equipment and express trains will be operated without train orders.

In the Milwaukee District Terminal, Rule 93 will govern only within those portions indicated by Yard Limit signs which are located as shown on page 1.

Train orders Form "F" or Form "G" issued by authority of the chief train dispatchers of the Madison District or Lake Shore Division to trains moving to or from these divisions are valid within the Milwaukee District Terminal.

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

Within the Milwaukee District Terminal, including the territory to South Milwaukee, Rawson and Butler, class JS and R-1 engines, when backing up in transfer or other service, must not exceed a speed of 30 miles per hour on straight track and 25 miles per hour on curves, and class M-2 and M-3 engines must not exceed 25 miles per hour in either forward or backward movement.

Train Order Signal located between the Tower and main track at Wiscona will govern westward movements toward Fond du Lac and toward Clyman Jct. only.

No. 433 and No. 434 will carry passengers between Milwaukee and Adams.

SPEED RESTRICTIONS

LOCATION	Stream- liner Diesel Operated	Other Psg. Trains	Freight Trains	LOCATION	Stream- liner Diesel Operated	Other Psg. Trains	Freight Trains	LOCATION		Miles per Hour	
										Psg. Trains	Freight Trains
BETWEEN EAST END MILWAUKEE PASSENGER STATION AND TOWER BJ				BETWEEN EAST END MILWAUKEE PASSENGER STATION AND TOWER BJ—Continued				BETWEEN ST. FRANCIS INTERLOCKING, AND TOWER "BJ" VIA WEST ALLIS			
MP 84.1 to MP 84.7, Through switches and crossovers at east and west ends of Wisconsin St. Passenger Station.....	15	15	15	MP 92.1, Wiscona Interlocking:				MP 0.0 to 2.4, Between St. Francis Interlocking and Chase Interlocking.....	30	25	
				Westward trains toward Fond du Lac.....	70	70	.....	MP 2.4, Chase Interlocking:		
				Eastward trains from Fond du Lac.....	40	40	30	Through turnout to or from St. Francis.....	15	15	
MP 84.7 to 86.3, Between crossovers at west end of Wisconsin St. and Bradford Ave., 2.0 miles west of Wisconsin St.....	50	50	30	Diverging Route to and from Tower "BJ"....	40	40	30	Straight route to or from National Ave.....	30	25	
				Diverging Route to and from Fox Point.....	25	25	25	MP 2.4 to 8.5, Between Chase Interlocking and West Allis.....	40	35	
MP 86.3 to 87.7, Between Bradford Ave., and 3-degree curve, 0.5 mile east of Shorewood.....	70	70	.....	MP 92.1 to 92.4, Between home signals Wiscona Interlocking:				MP 8.5 to 9.4, Passing West Allis Station, and switches at Belton	30	30
				Westward.....	70	70	.....	MP 9.4 to 18.1, Between Belton and Tower "BJ" Interlocking, 1.25 miles west of Butler.....	40	35
				Eastward.....	40	40	30	BETWEEN CHASE AND NATIONAL AVENUE			
MP 87.7, Around 3-degree curve, 0.5 mile east of Shorewood.....	65	65	35	MP 7.8 to 14.0, Between Wiscona Interlocking and Tower "BJ" Interlocking:				Maximum speed, miles per hour:			
				Eastward.....	90	90	.....	Passenger trains.....	40	
				Westward.....	80	80	.....	Freight trains.....	35	
MP 87.7 to 92.1, Between 3-degree curve, 0.5 mile east of Shorewood and Wiscona Interlocking.....	75	75	.....	MP 13.7, Tower "BJ" Interlocking:				MP 3.3, Around single track Wye between Chase Yard and St. Francis Cut-Off.....	6	6
				Straight Route, westward.....	70	70	45	MP 2.2, Over Kinnickinnic River Drawbridge.....	25	15	
				Diverging Route, westward from Butler.....	15	15	15	MP 1.4, Over Washington St. Interlocking.....	20	20	
				Others.....	10	10	10				