

CHICAGO & NORTH WESTERN RAILWAY

MILWAUKEE DISTRICT TERMINAL TIME TABLE No. 5

EFFECTIVE SUNDAY OCTOBER 30, 1955, AT 12:01 A. M. CENTRAL TIME

FOR THE INFORMATION AND GOVERNMENT OF EMPLOYES ONLY

BETWEEN MILWAUKEE AND BUTLER VIA NATIONAL AVENUE AND BELTON

TOWARD BUTLER

FIRST 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 October 30, 1955 STATIONS | | | | | | | | | | | | | | | | | | SECOND CLASS | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|------------|--------------|-------|-------|-------|-------|-------|-------|
| Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | Wis. Div. | 187 | 479 | 669 | 483 | 495 | 679 | 297 |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | 187 | 479 | 669 | 483 | 495 | 679 | 297 |
| AM 3.55 | AM 4.45 | AM 5.50 | AM 6.50 | AM 7.45 | AM 9.30 | AM 10.20 | AM 10.30 | AM 11.40 | PM 12.45 | PM 12.55 | PM 4.00 | PM 5.39 | PM 5.45 | PM 7.37 | PM 8.00 | PM 8.20 | Facilities | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 3.58 | 4.48 | 5.53 | 6.53 | 7.48 | 9.33 | 10.24 | 10.33 | 11.43 | 12.48 | 12.58 | 4.03 | 5.42 | 5.48 | 7.40 | 8.03 | 8.23 | WF TT | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | PM | PM | PM | PM | PM | PM | PM | PM | WF YY | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10.30 | 10.34 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | WF TT | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | 10.36 | WF TT | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF TT | ..... | ..... | ..... | ..... | ..... | ..... | ..... |
| 12.45 | 2.56 | 8.55 | 9.55 | 10.18 | 11.05 | 12.50 | 2.54 | 4.16 | 5.21 | 6.35 | 7.10 | 7.16 | 7.21 | 7.45 | 8.22 | 10.58 | 12.96 | 1.21 | 2.43 | 3.04 | 4.32 | 5.04 | 6.05 | 7.20 |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | 1.21 | 2.43 | 3.04 | 4.32 | 5.04 | 6.05 | 7.20 |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | ..... | ..... | ..... | ..... | ..... | ..... | ..... |

| Time Table 5 October 30, 1955 STATIONS | | | | | | | | | | | | | | | | | | SECOND CLASS | | | | | | | | | | | |
|--|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|--------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| L. S. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Mad. Div. | Wis. Div. | 180 | 670 | 484 | 668 | 282 | 490 | 296 | 482 | 295 | | | |
| DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | DAILY | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| AM 12.50 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | AM 8.15 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | AM 4.45 | | | | | | | | | | | |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... |  |  |  |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | AM 4.45 | | | | | | | | | | | |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | | | | | | | | | | | | |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | AM 4.45 | | | | | | | | | | | |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | | | | | | | | | | | | |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | AM 4.45 | | | | | | | | | | | |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | | | | | | | | | | | | |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | 7.50 | 8.30 | 11.05 | 16.60 | 15.39 | 15.39 | AM 4.45 | | | | | | | | | | | |
| AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | AM | WF YY | | | | | | | | | | | | |
| 12.50 | 3.00 | 9.00 | 10.00 | 10.25 | 11.10 | 12.55 | 3.00 | 4.21 | 5.25 | 6.40 | 7.25 | | | | | | | | | | | | | | | | | | |

BETWEEN MILWAUKEE AND BUTLER VIA WISCONA

TOWARD BUTLER

FIRST 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). | | | | | | | | | | | | | | |
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Time Table 5

October 30, 1955

STATIONS

| 180 | | 433 | | 436 | | 484 | | 172 | | 438 | | 282 | | 490 | | 482 | | 296 | | 295 | |
|-----------|----------------------------------|----------------|---------------------------|----------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----|--|
| L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | L.S. Div. | Mad. Div. | | |
| DAILY | Monday Daily except Sunday | Sunday only | Daily except Sunday | Sunday only | DAILY | | |
| 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 | PM 3.68 | PM 3.68 | AM 7.00 | AM 7.00 | AM 7.00 | AM 11.50 | | |
| 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 | 5.01 | 5.01 | 5.01 | 7.15 | 7.15 | 7.15 | 11.56 | | |
| 1.12 | 4.10 | 4.10 | 4.40 | 9.19 | 10.15 | 11.40 | 1.15 | 4.85 | 5.49 | 8.04 | 9.02 | 9.28 | 11.47 | 7.87 | 7.87 | 7.25 | 7.25 | 7.25 | 12.11 AM | | |
| 1.17 | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | ..... | 11.65 | 11.65 | 7.85 | 7.85 | 11.05 | 11.05 | | |
| 1.20 | AM | ..... | ..... | ..... | ..... | ..... | ..... | 4.40 | PM | ..... | ..... | ..... | 13.44 | 13.44 | Y | 7.40 | 7.40 | 7.40 | 12.25 | | |
| AM | | | | | | | | | | | 14.68 | FWTT | 12.30 | 12.30 | 12.30 | 7.45 | 7.45 | 7.45 | 12.30 | | |

TOWARD MILWAUKEE

FIRST CLASS

| TOWARD MILWAUKEE | | | | | | | | | | | | | | |
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